



Public Participation Plan (PPP)

Approved by the
Transportation Planning Policy Board
on March 14, 2018

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SECTION 1 - APPROVAL

The Killeen-Temple Metropolitan Planning Organization (KTMPO) Public Participation Plan (PPP) is reviewed and updated every 3 years and evaluated for effectiveness through objective measures and subjective observations. Amendments may occur before each 3-year update. The PPP was reviewed and updated or amended in years 2007, 2008, 2011, and 2014 to reflect KTMPO's status as a Transportation Management Area (TMA), expanded outreach efforts, inclusion of Title VI and Environmental Justice activities, updated demographic data, and to become compliant with new requirements of federal regulations to include:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Staff has reviewed the plan and recent legislation and updated the plan accordingly. Proposed revisions reflect updated contact information, reformatted plan layout, new and expanded goals, updated reporting requirements for administrative modifications, revised requirement for public involvement, redefined public hearings to public forums, updated demographic data, revised environmental justice communities of concern, updated regional agencies and stakeholders, Spanish Comment Forms, and compliance with requirements of the FAST Act federal regulations.

- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

Two public forums for the proposed update to the PPP were conducted on January 25, 2018, and a 45-day public comment period was completed on March 6, 2018. The updated PPP and

comments received were presented and approved on March _____, 2018 by the KTMPO Transportation Planning Policy Board (TPPB) at an official meeting.

SECTION 2 - FAST ACT

The most recent legislation, the FAST Act (23 CFR 450.306), requires Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans and Transportation Improvement Programs (TIPs) through a performance-driven, outcome-based approach to planning for metropolitan areas of the state. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

SECTION 3 - INTRODUCTION

Transportation planning is an important and collaborative process that involves participation from various groups and decision-making bodies such as:

- Individuals;
- Affected public agencies;
- Representatives of public transportation employees,
- Public ports, freight shippers, and providers of freight transportation services;
- Private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program);
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of the disabled;
- Advisory committees;
- Technical committee;
- Policy board;
- And other interested parties included in Appendix D.

Transportation planning offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community. When the public is engaged in the process, the needs of the community are better addressed and met.

The Region

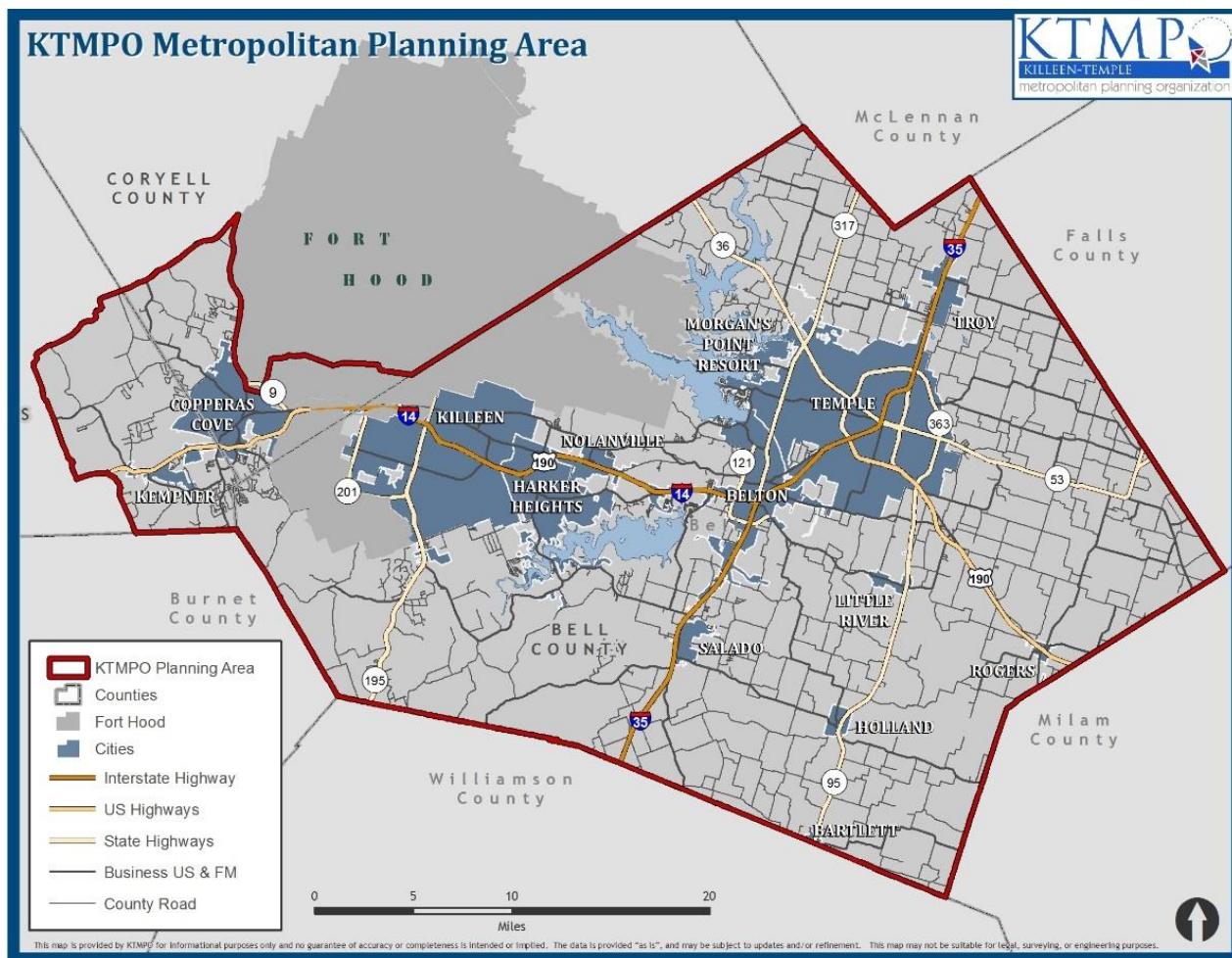
KTMPO is the federally designated MPO for the metropolitan area covering all of Bell, and parts of Coryell and Lampasas Counties to include portions of Fort Hood and the following cities:

Table 3.1- KTMPO Membership:

Bell County		
▪ Bartlett	▪ Killeen	▪ Village of Salado
▪ Belton	▪ Little River / Academy	▪ Temple
▪ Copperas Cove	▪ Morgan's Point Resort	▪ Troy
▪ Harker Heights	▪ Nolanville	
▪ Holland	▪ Rogers	
Coryell County		
▪ Copperas Cove		
Lampasas County		
▪ Kempner		

KTMPO's purpose is to coordinate regional transportation planning among the state, counties, and cities within the metropolitan area and to coordinate the use of federal transportation funds.

Map 3.1- KTMPO Boundary:



The KTMPO region is one of the fastest growing areas of Texas. The combination of the growth at Fort Hood and the strong economic development efforts of all the region's cities and counties are resulting in an increase in population, jobs, and housing, and consequently an increase in the pressure on the transportation system.

Transportation decisions made today will affect people far into the future. Therefore, the following issues are considered when developing transportation planning objectives:

Economic Development: What mix of transportation modes will promote a strong regional economy?

Mode of Transportation: How will we plan for or promote the movement of people, goods, and freight via air, rail, roadway, transit, bicycling, and/or walking in the future transportation network?

Quality of Life:	How will changes to the transportation system affect green spaces, air quality, the environment, mobility, roadway capacity, ease of access to services, and the livability of communities?
Infrastructure:	How can we incorporate sustainability, robustness, and resilience into existing and planned infrastructure?

Public Participation Plan

The public has an opportunity to participate during all phases of transportation planning. By doing so, the public gains a better understanding of the planning process and its constraints.

To best guide this process, the KTMPO has created and follows a PPP which serves as the official policy document. The PPP supports early and continuing involvement of the public in developing transportation plans for the region. The process is a proactive transportation planning effort that provides complete information, timely public notice, and full public access to key project and plan decisions.

The PPP goals are to provide opportunities for interested parties to participate in the planning process. The goals are:

- Create and maintain a partnership that is open and accessible to the public, stakeholders and policy makers;
- Improve education and assistance techniques which result in an accurate understanding of the transportation issues, solutions and obstacles of the process;
- Work with community groups to create opportunities for all segments of the public to learn about issues and projects under consideration that may impact their neighborhoods;
- Seek opportunities for public comment from all users of transportation infrastructures including low-income, elderly/disabled and minority communities that may not typically participate in the planning process;
- Utilize various techniques and formats, mediums, and languages to reach a larger audience;
- Provide timely responses to concerns and comments raised by the public with follow-through to demonstrate that decision makers seriously considered public input; and
- Disseminate clear, concise, and timely information to citizens, affected agencies, and interested parties. A list of regional agencies and stakeholders is included in Appendix D.

These goals are further defined in 23 CFR 450.316, which is included as Appendix A. KTMPO is committed to complying with these requirements.

Planning Documents

The PPP includes public involvement procedures for the following planning documents: the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), the Congestion Management Process (CMP), the Public Participation Plan (PPP) and any other transportation planning initiatives and studies that have a significant scope or impact.

The TIP and MTP form the foundation from which the Texas Department of Transportation (TxDOT), in cooperation with KTMPO, will select projects for construction or rehabilitation of transportation infrastructure and transit activity in the planning area.

A Congestion Management Process (CMP) is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The CMP is a key component that guides the actions necessary to maintain a safe efficient and convenient transportation system throughout the KTMPO region.

See Appendix E for a Glossary of Planning Terms.

Program Adoption, Amendments, and Administrative Modification

Planning documents are modified through program adoption, amendment, or administrative modification.

Program Adoption: Occurs through the creation or scheduled update of existing plans (TIP, MTP, CMP, and PPP).

Amendments and administrative modifications are summarized below and are classified as such based upon federal and state requirements in 23 CFR 450.104 and Texas Administrative Code (TAC) – Title 43 Part 1 Chapter 16.

Amendment: Includes major revisions to a document that require public review and comment, and a re-demonstration of fiscal constraint where applicable.

MTP or TIP: Major changes to a project include the following:

- Addition or deletion of a project funded in whole or in part with federal dollars;
- Change in project cost or project phase that is greater than 50% increase in federal dollars and exceeds \$1,499,999;
- Change in initiation dates of project or project phase that would move a project out of the TIP;
- Change in a project phase such as the addition of preliminary engineering, construction, or right of way of a federally funded project; or

- Change in design concept or design scope of a federally funded project, such as changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).

Administrative Modification: Includes minor revisions that do not require public review and comment, or re-demonstration of fiscal constraint.

MTP or TIP: Minor changes to a project include the following:

- Change in cost of project or project phase that is 50% or less increase in federal dollars and less than \$1,500,000;
- change in the control section job (CSJ) number of a project unless the change also affects other characteristics of the project or funding
- Change to funding sources of previously included projects; or
- Change in letting date or funding date of a project or project phase.

All Planning Documents: Minor changes include:

Minor language, grammatical, format or other corrections that would not change the approved intent or content of the document, overall project list, or overall scope of any project, consistent with federal and state requirements as noted above.

Administrative modification to planning documents may be approved by staff and presented and discussed at meetings of the Technical Advisory Committee (TAC) and Transportation Planning Policy Board (TPPB).

Meeting Regulations

The Americans with Disabilities Act of 1990 (ADA) ensures equal opportunity for people with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications. KTMPO facilitates participation by people with disabilities using the following guideline: KTMPO public forums, meetings and events are held in facilities that are accessible by persons with disabilities. Public notice of KTMPO public forums, meetings and events include a notice of accommodations for qualified individuals with disabilities. Such accommodations will be provided on request with a minimum of 24-hour notice.

The Texas Open Meetings Act sets requirements for state and local governmental entities to conduct open meetings and make information relating to governmental conduct and actions accessible to the public. The public will be given the opportunity to participate at every KTMPO public forum, meeting, or event. All TAC or TPPB meetings will be sound recorded, with the recordings held for a minimum of three years. A record of proceedings, including attendance, will be made available at the MPO office within 65 days of the meeting.

In addition to fulfilling the MPO public involvement requirements outlined in federal regulations, KTMPO is committed to satisfying any public involvement requirements formalized by its

partners to include TxDOT and Hill Country Transit District (HCTD). As such, KTMPO's public participation process satisfies HCTD's public participation requirements for the Program of Projects under the FTA 5307—Urbanized Area Formula Grant Program.

SECTION 4 - PUBLIC INVOLVEMENT

Public Forums

Public forums will be held prior to program adoption and major amendments, as defined in the previous section. Public forums will be scheduled in a manner that makes them accessible to the community.

Notification for public forums will be provided in the following manner:

- Notices will be posted at the KTMPO office at least seventy-two (72) hours in advance;
- Notices will also be posted at least seventy-two (72) hours in advance with the Texas Register, a weekly information publication submitted by state and other public agencies. Texas Register is available online at <http://texinfo.library.unt.edu/texasregister/> or by paid subscription;
- Notices will be sent to KTMPO county clerk offices for posting;
- Formal advertisement will be placed in the two newspapers with the largest general circulation;
- Forum dates, times, and locations will also be posted on www.ktmipo.org as well as through social media; and
- Notifications of forums will be sent via e-mail and/or mail to all persons in the notification database.

Locations for public forums shall be dispersed throughout the KTMPO region.

- Program Adoption: a minimum of two public forums will be held for program adoption in the following manner:
 - At least one public forum will be held in either Temple or Belton to serve the east side of the KTMPO boundary.
 - At least one public forum will be held in either Harker Heights, Killeen or Copperas Cove to serve the west side of the KTMPO boundary.
- Major Amendments: a minimum of one public forum will be held for major amendments in the following manner:
 - At least one public forum will be held in a location close to the affected area if possible and appropriate.
- Administrative Modifications: will be presented and discussed at TAC and TPPB meetings only and will not require a public forum.

KTMPO staff may perform the following tasks for public forums: prepare an agenda, provide technical assistance during the forum, make a presentation, or arrange for others to make a presentation that uses innovative techniques to elicit full participation.

Workshop and Open-house events will require the same public notification and location procedures as a public forum.

Table 4.1- Planning Documents and Comment Periods:

Program Adoption	Public Forums	*Public Comment Period	Remarks
TIP MTP CMP	Minimum of two forums prior to TPPB approval	30 days; to be concluded prior to TPPB approval	<ul style="list-style-type: none"> Significant comments to TIP and MTP will be included in each document. Whenever possible, public forums for each transportation planning component will be held concurrently.
PPP	Minimum of two forums prior to TPPB approval	45 days; to be concluded prior to TPPB approval	<ul style="list-style-type: none"> A summary of oral or written public comments will be provided to TAC and TPPB.
Major Program Amendments	Public Forums	*Public Comment Period	Remarks
TIP MTP CMP	Minimum of one forum prior to TPPB approval	15 days; to be concluded prior to TPPB approval	Major amendments involve a change to: <ul style="list-style-type: none"> The list of projects; The project scope of work or design concept; The phase of work (i.e. addition of preliminary engineering or construction); or Significant change in funding allocation or distribution.
PPP	Minimum of two forums prior to TPPB approval	45 days; to be concluded prior to TPPB approval	
*Public comment periods will conclude on a day when the KTMPO office is open for official business. If the specified comment period ends on a weekend or holiday when the KTMPO office is not open, the comment period shall be extended to the next day on which the KTMPO office is open.			

Public Meetings

There are two types of public meetings which KTMPO uses to conduct business and provide information and feedback: TAC and TPPB Meetings.

The TAC will hold a public meeting generally on the first Wednesday of each month. The TPPB will hold a public meeting generally on the third Wednesday of each month. If no agenda items are proposed for a specific meeting date, the dates may be adjusted as long as the TAC and TPPB meets a minimum of four times a year. Additional meetings may be scheduled as necessary.

Notification for public meetings will be provided in the following manner:

- Meetings will be posted at the KTMPO office at least seventy-two (72) hours in advance;
- Meetings will also be posted at least seventy-two (72) hours in advance with the Texas Register, a weekly information publication submitted by state and other public agencies. Texas Register is available online at <http://texinfo.library.unt.edu/texasregister/> or by paid subscription;
- Meetings will be sent to KTMPO county clerk offices for posting;
- Formal advertisement will be placed in the two newspapers with the largest general circulation;
- Meeting dates, times, and locations will also be posted on www.ktmpo.org as well as through social media; and
- Notifications of meetings will be sent via e-mail and/or mail to all persons in the notification database.

Location of public meetings will be held generally at the Central Texas Council of Governments building located at 2180 N. Main Street, Belton, Texas 76513. If agenda items affect a specific community or area, the meeting may be held in the affected community if facilities are available.

Table 4.2- Public Meetings:

Public Meetings	Frequency	Remarks
Technical Advisory Committee	Generally first Wednesday of every month, as needed. Minimum of four meetings per year.	Administrative amendments to the TIP and other items not specifically requiring public involvement are presented and discussed at TAC and TPPB meetings.
Transportation Planning Policy Board	Generally third Wednesday of every month, as needed. Minimum of four meetings per year.	

Public Information	Frequency	Remarks
Technical Assistance	Provided daily	Answering comments and requests is a continuous process and KTMPO will strive to keep the public as informed as possible on transportation related issues in the region. Relevant information, such as links to news articles, surveys or other transportation planning resources available at www.ktmipo.org

Public Comment Period

To solicit public opinion, a public comment period shall be held prior to program adoption or amendments of KTMPO documents. The public comment period will be scheduled immediately after TPPB approves initiation of the public comment period. Comments may be collected online by completing a Comment Form at www.ktmipo.org. Comments may also be collected on Comment Forms available during the public forums, public meetings, and at KTMPO offices. Notification of the public comment period will be the same as previously mentioned for public forums and public meetings. General public comments are also encouraged by the public outside of public comment periods. A copy of the KTMPO Comment Form is included in Appendix C.

Response to Public Comment

Public comments received during public comment period will be collected from print and electronic media and presented to the TPPB. Any significant comments received on the TIP, MTP, CMP, and PPP during the public comment period by members of the public shall be summarized along with a report on the disposition of comments in the final documents previously mentioned. A copy of the summary and disposition report shall be sent to TxDOT, Waco office. The summary and disposition report shall be retained in the MPO files for a minimum of three years.

Any significant oral or written comments received by members of the KTMPO TAC or TPPB will also be presented by staff and discussed prior to final approval of the document.

SECTION 5 - COMMUNICATIONS STRATEGY

Public participation shall be available through the following formats: public notification, public forums, public meetings, public review, public comment, public appearances, project solicitation, social media, and the MPO website.

Effective public involvement requires communication that moves freely between all parties. KTMPO is committed to serious consideration of all public comment. The comments and feedback received from individuals is vital to produce transportation planning that meets the needs of the community. Response in the form of public comments will be accepted through several means.

Media

A list of media contacts, including radio, television, and newspapers will be maintained for dissemination of press releases to as wide an audience as possible when appropriate. Specialized media for specific cultural and language groups will also be used when possible and appropriate.

Notification Database

A database of those interested in notification of public meetings and forums will be maintained by the MPO. All organizations/individuals will remain in the database until either they request to be removed or email service returns three notifications to the MPO office as undeliverable. The notification database of Regional Agencies and Stakeholders is included in Appendix D.

A Public Notification Request Form can be completed at any TAC or TPPB meeting, by calling KTMPO staff, or coming to the MPO office. A Public Notification Request Form will be available electronically at the KTMPO website. A public notification database of Regional Agencies and Stakeholders will be continuously updated and will not be required to go before the TPPB each time for approval.

Internet

KTMPO recognizes the increased use of mobile digital devices has changed the way people receive and process information, particularly with regards to government and public discourse. This media format allows for a more participatory and interactive means of engaging with members of the public as well as various stakeholders in the region. For that reason, KTMPO communications strategy will rely heavily on the internet, to include a website and various forms of social media or other web-based technologies as they become available and appropriate. KTMPO's message will continue to be publicized in traditional outlets, such as newspapers or mailings, in order to communicate with the largest audience possible.

An internet site (<http://www.ktmpo.org>) will be maintained on a regular basis to include a calendar of events, informational fact sheets, public involvement outlets and all major current KTMPO documents.

Information Fact Sheets (Also available in Spanish and included in Appendix B)

- Metropolitan Planning Organization
- Metropolitan Transportation Plan
- Transportation Improvement Program

Public Involvement Outlets

- Public Comment Forms (Also available in Spanish and included in Appendix B)
- Internet/Social Media
- Transportation Survey
- Requests for Meeting Notification

KTMPO Documents

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Unified Planning Work Program
- Public Participation Plan
- Congestion Management Process

KTMPO will maintain accounts on current, popular social media sites in order to disseminate information to the public. These accounts will be frequently updated not only with changes to planning documents, but also with links to relevant news articles and other transportation-related sites, especially regional partners like TxDOT or the Hill Country Transit District. The intent of KTMPO's social media presence is to allow the public to receive online updates, at which time they can reference our website for more information on projects or amendments, or to download documents.

Public Access to Plans

Draft reports and plans will be available free of charge at the following locations: at the KTMPO Internet site, the KTMPO office, and KTMPO TAC and TPPB meetings.

Public notice will be placed in local newspapers, stating availability of draft reports and plans and announcing public review periods. All persons and organizations in the notification database will be advised that the draft document is available for public comment.

Requests for Information

Requests for public records or information will be handled in accordance with the Open Records Act of Texas, as amended, as well as, the Central Texas Council of Governments Procedure of Requests for Records.

Civic/Group Presentations

KTMPO staff will accommodate requests from organizations such as chambers of commerce, economic development corporations, independent school districts, and civic clubs with informational programs and focused group discussions when sufficient time is given to make arrangements.

Effectiveness of Public Involvement

KTMPO staff will take steps to measure the effectiveness of our PPP. This plan shall be reviewed every three years to evaluate its effectiveness in soliciting public involvement in the transportation planning process. Both objective measurements and subjective observations will be considered.

Quantitative data to be collected may include:

- Attendance at public meetings, public forums, workshops, or open-house events
- Interactions such as page views of the KTMPO website and quantifiable social media interactions such as subscribers, numbers of comments, or sharing activity
- Survey responses gauging interest, satisfaction, or concerns

Subjective observations may encompass:

- Verbal or written comments, positive or negative
- Recorded comments from social media
- Word of mouth impressions via planning staff, members of the TAC or TPPB, and other state and federal agencies

KTMPO staff will provide the results of the evaluation to members of the TPPB in order to guide future communications strategy.

SECTION 6- ENVIRONMENTAL JUSTICE AND TITLE VI

KTMPO's public involvement plan aims to ensure equality among all citizens. Our goals are to assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings; to attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; and to achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities.¹ Together, these goals support a program of Environmental Justice.

The Federal Highway Administration (FHWA) defines three basic principles of environmental justice:²

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

KTMPO ensures Environmental Justice by incorporating concerned or affected parties into the planning process. Efforts to accommodate and communicate with traditionally under-served groups will focus on contacting community leaders and organizations; inviting them into the process; speaking at their meetings; and placing them on the notification mailing lists. The Environmental Justice Communities of Concern (EJCOC) have been identified below and page 21 shows the identified focus areas within the KTMPO planning boundary.

Environmental Justice Communities of Concern:

- Census tracts with fifty percent or more of the population categorized as Low-to-Moderate Income by HUD.³
- Census tracts with fifty percent or more of the population identifies as minority (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).³
- Census tracts with twenty-five percent or more persons of Hispanic or Latino descent.³

Outreach methods may include:

- **A network of community leaders/volunteers** who have been identified as representing environmental justice communities of concern (EJCOC).

¹ National Environmental Policy Act of 1969, Sec. 101 [42 USC § 4331]

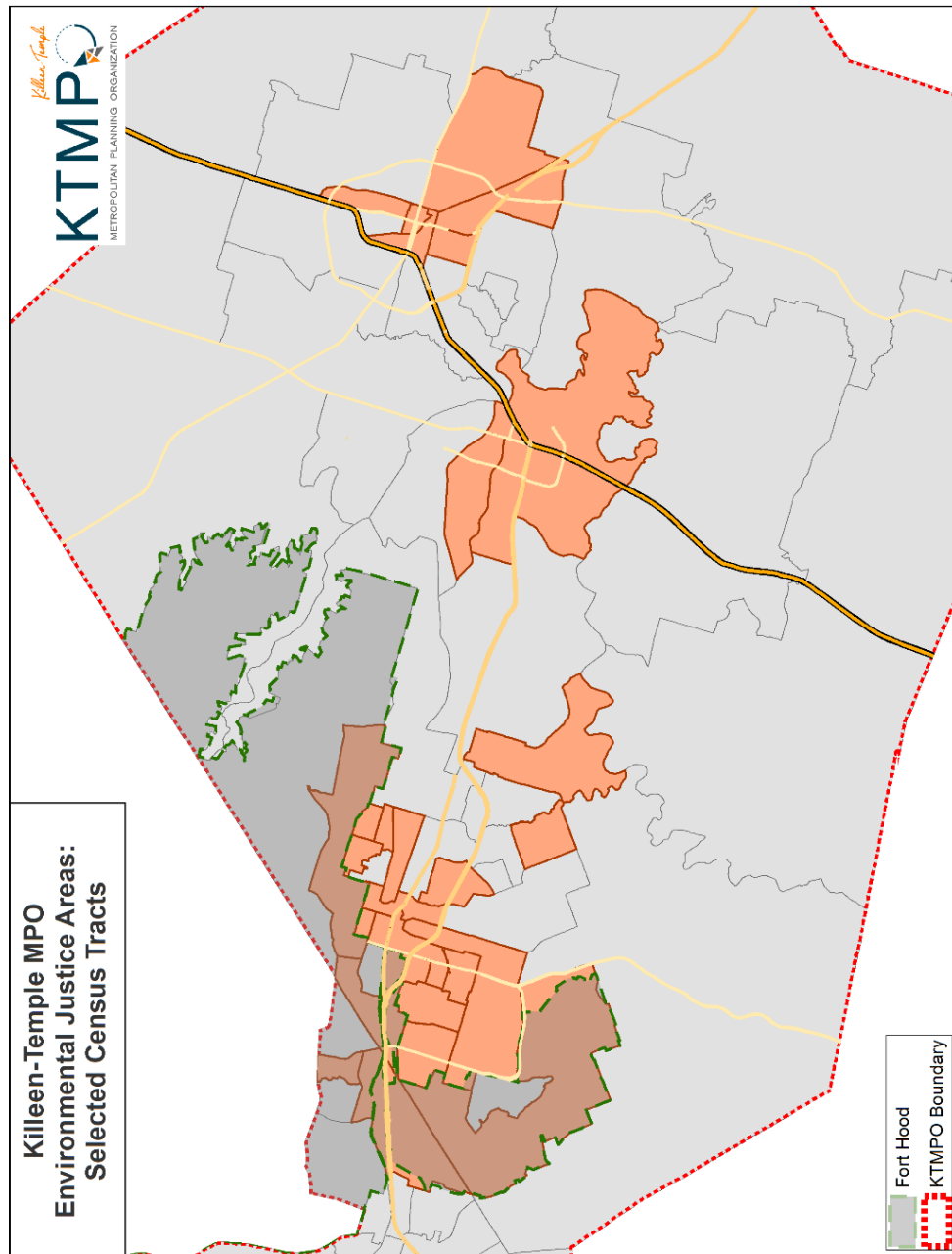
² U.S. D.O.T. Order on Environmental Justice, April 15, 1997, Federal Register Vol. 62 Num. 72

³ 2015 American Community Survey 5-year estimates

- **Fact sheets** that describe and define the planning documents that KTMPO produces. A copy of KTMPO Fact Sheets is included in Appendix B.
- **Translations** to better serve residents whose primary language is not English
- **Public Forums and Public Meeting Locations** that are easily accessible to EJCOC.
- **Website and Social Media** updates and postings of calendar meetings, events, and programs.

See Appendix F for Demographic Analysis and methodology.

Map 6.1- Environmental Justice Areas: Selected Census Tracts:



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APPENDIX

APPENDIX A – CODE OF FEDERAL REGULATIONS

Code of Federal Regulations

Title 23 Chapter I Subpart C “Metropolitan Transportation Planning & Programming

§450.316 Interested parties, participation, and consultation

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016]

APPENDIX B – FACT SHEETS

Metropolitan Planning Organization



The **Metropolitan Planning Organization (MPO)** is designated by the Governor of Texas to serve as the transportation planning organization for the Central Texas region. The purpose of the MPO is to coordinate regional transportation planning among the state, counties, and cities within the MPO boundary. This includes the following cities and surrounding areas:

Bartlett	Little River / Academy
Belton	Morgan's Point Resort
Copperas Cove	Nolanville
Harker Heights	Rogers
Holland	Village of Salado
Kempner	Temple
Killeen	Troy

Killeen-Temple MPO
Phone: 254-770-2200
Fax: 254-770-2360
www.ktmpo.org

**KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION**

Summary Sheet

WHERE IS KTMPO LOCATED?

Our offices are located in the Central Texas Council of Governments Building.

Killeen- Temple Metropolitan Planning Organization

2180 North Main Street

Belton, Texas 76513

The mailing address is: P.O. Box 729

WHAT DOES KTMPO DO?

The MPO is charged with the task of carrying on a transportation planning process under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal is to create a framework in which transportation planning is focused on providing mobility while preserving the natural environment and encouraging community goals. Major MPO functions include:

- Developing a long-range plan—The 25-Year Metropolitan Transportation Plan communicates the transportation needs and goals of the region.
- Coordinating with the Texas Department of Transportation (TxDOT)
- Assisting the Transportation Planning Policy Board with the development of the transportation planning documents and studies that are needed.

WHO IS INVOLVED IN THE PLANNING PROCESS?

The Killeen-Temple Metropolitan Planning Organization (KTMPPO) is guided by the Policy Board and the Technical Committee. The Policy Board members are primarily elected officials from within our planning area, who set the long-range priorities, goals and policy. The Technical Committee includes members of city and county technical staff who provide technical input and advice to support KTMPO policy decisions.

WHEN ARE MEETINGS HELD?

The KTMPO Policy Board meets monthly on the third Wednesday and the KTMPO Technical Committee meets monthly on the first Wednesday, unless specifically changed. These meetings are held at the KTMPO offices in Belton at 9:30 am and are normally open to the public. Contact KTMPO staff or visit the KTMPO website for a list of Technical Advisory Committee and Transportation Planning Policy Board members.

HOW DO I SCHEDULE A PRESENTATION?

KTMPPO staff will gladly attend meetings of local community groups or organizations in order to speak and explain our mission and purpose. Contact our MPO Director to discuss your needs and particular areas of interest. You may also obtain fact sheets or our planning documents from www.ktmpo.org.

Hoja de Resumen

LA MISIÓN

El gobernador de Texas designó a la Organización de Planificación Metropolitana (MPO, por sus siglas en inglés) como la organización encargada de la planificación de transporte en la región Central de Texas. El propósito de esta organización es de coordinar el proceso de planificación de transporte regional entre los condados y ciudades ubicadas dentro de sus límites. Las siguientes ciudades y sus alrededores están considerados dentro de los límites:

Bartlett	Little River / Academy
Belton	Morgan's Point Resort
Copperas Cove	Nolanville
Harker Heights	Rogers
Holland	Village of Salado
Kempner	Temple
Killeen	Troy

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**KILLEEN-TEMPLE
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¿DÓNDE ESTÁ UBICADA LA KTMO?

Nuestras oficinas se encuentran en el edificio del Consejo de Gobiernos de la Región Central de Texas (Central Texas Council of Governments).

Organización de Planificación Metropolitana Killeen-Temple

2180 North Main Street
Belton, Texas 76513

Dirección postal: P.O. Box 729

¿QUÉ HACE LA KTMO?

La Organización de Planificación Metropolitana (MPO) esta encargada de realizar el proceso de planificación de transporte según lo dispone el decreto *Avanzando por el Progreso en el Siglo XXI* (MAP-21, por sus siglas en inglés). Su objetivo es crear el marco para la planificación de transporte enfocado en su movilidad y la preservación del los entornos naturales tomando en cuenta las metas de la comunidad. Las funciones principales del MPO incluyen:

- * Desarrollar un plan a largo plazo tomando en cuenta las necesidades y metas de la región: Plan de Transporte Metropolitano para los siguientes 25 Años.
- * Coordinar el proceso de planificación con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés).
- * Apoyar al Consejo de Política y Planeamiento de Transporte con el desarrollo de documentos para la planeación de transporte y estudios necesarios.

¿QUIÉNES PARTICIPAN EN EL PROCESO DE PLANIFICACIÓN?

La Organización de Planificación Metropolitana de Killeen-Temple (KTMO, por sus siglas en inglés) cuenta con un Consejo de Política y Planeamiento y un Comité Asesor Técnico. El Consejo de Política y Planeamiento consiste de miembros elegidos y designados con derecho a voto. El Comité Asesor Técnico lo forman miembros del personal municipal y del condado quienes proporcionan asesoría técnica.

¿CUÁNDO SE CELEBRAN LAS REUNIONES?

El Consejo de Política y Planeamiento se reúne el tercer miércoles de cada mes y el Comité Asesor Técnico el primer miércoles de cada mes. Las reuniones son a las 9:30 a.m. en las oficinas de la KTMO.

¿CÓMO PROGRAMAR UNA PRESENTACIÓN?

Si desea que el personal de la KTMO haga una presentación a un grupo de la comunidad: cívico, religioso, etc., favor de llamar a nuestra oficina al 254-770-2200. Para mayor información consulte nuestra página web: www.ktmpo.org.

Metropolitan Transportation Plan Summary Sheet

THE 25 YEAR TRANSPORTATION PLAN

Community needs for this region are expressed through the Metropolitan Transportation Plan (MTP). The MTP identifies the existing and future transportation needs and plans for the population growth for the next 25 years. The main elements of the plan are a short-range project list (10 years) and a long-range project list (25 years). Once identified within the MTP, a project is then eligible for federal highway or transit dollars for study, design, right of way acquisition or construction activities. The plan considers highways, air transport, transit, bicycle, and pedestrian methods of transportation and seeks to increase the efficiency and safety of the persons and goods within and out of the region.

THE SHORT RANGE PLAN

The short range plan covers road projects that are in the ten-year planning period. The projects listed on the short range plan are considered the most important within the region and may be chosen for improvement if the necessary funding is available. However, it is possible that projects listed in the long range plan will be started earlier, if a funding source is made available and conditions call for a project to begin earlier than expected. The KTMP Policy Board has the option to move a project up to a higher ranking at any time this action is necessary.

THE LONG RANGE AND REGIONALLY SIGNIFICANT UNFUNDED PLAN

The projects that are listed in the long range plan are intended to meet the needs of travel within the region that can reasonably expect funding through the year 2040. Both the short and long range plan are fiscally constrained based on previous funding trends. Projects without a foreseeable funding source are listed in the Regionally Significant Unfunded List of the MTP.

The goals of this plan are to consider the national and local travel trends and their impact in the Killeen–Temple area. Through ongoing, cooperative, and comprehensive transportation planning, with the Texas Department of Transportation, local city and county governments, and other state agencies, we hope to prepare the best plan for the future transportation needs of Central Texas.

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KILLEEN-TEMPLE
METROPOLITAN
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Plan de Transporte Metropolitano Hoja de Resumen

PLAN DE TRANSPORTE DE 25 AÑOS

El Plan de Transporte Metropolitano (MTP, por sus siglas en inglés) identifica las necesidades presentes y futuras de la comunidad en lo que se refiere a transporte y toma en cuenta el crecimiento en población de los próximos 25 años. El plan incluye una lista de proyectos a corto plazo (10 años) y una de proyectos a largo plazo (25 años). Un proyecto puede recibir fondos federales para carreteras o circulación vial una vez que éste se encuentre incluido en el MTP. Los fondos asignados se pueden utilizar para los estudios, el diseño, la compra de derecho de paso o la construcción del proyecto. El plan incluye métodos de transporte como lo son las carreteras, el transporte aéreo, la circulación, las bicicletas y los caminos para peatones; su objetivo es aumentar la eficiencia y seguridad del transporte de personas y productos dentro de la región.

PLAN A CORTO PLAZO

El Plan a Corto Plazo incluye proyectos de vías y carreteras que se encuentran en el periodo de planificación de diez años. Se considera que los proyectos en el Plan a Corto Plazo son los más importantes para la región y por lo tanto se pueden desarrollar si se han asignado los fondos necesarios. Sin embargo, si hay fondos disponibles para un proyecto en el Plan a Largo Plazo y éste requiere que se empiece temprano, es posible que se implemente antes de lo anticipado. La Junta Directiva de la KTMPO puede optar por adelantar el proyecto si cree que es necesario.

PLAN A LARGO PLAZO Y EL PLAN REGIONAL SIN FONDOS

Los proyectos en la lista del Plan a Largo Plazo son aquellos que ayudarán a la vialidad en la región y para los cuales se anticipa habrá fondos hasta el año 2040. Tanto los Planes a Corto Plazo como aquellos a Largo Plazo están sujetos a las tendencias de financiamiento previas. Los proyectos que no tienen una fuente de financiamiento segura se clasifican en la lista del MTP como Proyectos Regionales Necesarios Sin Fondos.

Este plan considera las tendencias de la gente que viaja a nivel local y nacional, y el impacto que tienen en el área de Killeen-Temple. Buscamos y esperamos preparar el mejor plan de transporte y el más completo para la región Central de Texas, al trabajar conjuntamente con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), los gobiernos municipales, los condados y otras agencias estatales.

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KILLEEN-TEMPLE
METROPOLITAN PLANNING
ORGANIZATION

Summary Sheet

THE FOUR-YEAR WORK PROGRAM

The Transportation Improvement Program (TIP) is the work plan which must be developed at both the metropolitan and state levels. Before proceeding to construction or implementation a project must be listed in the TIP. The TIP identifies those projects that the MPO agrees should either be implemented or constructed within the next 4 fiscal years and is designed to program projects which are identified as top priorities within the KTMP Mobility 2040 Metropolitan Transportation Plan. The TIP is updated on a yearly basis by the metropolitan planning organization, in cooperation with Texas Department of Transportation, and transit operators.

PROJECT SELECTION

The projects in the TIP have been selected from the Texas Department of Transportation's ten-year planning list. The planning list is expected to include only those projects officially adopted by the local MPO (in Central Texas, KTMP) and included in the long-range planning document, *Mobility 2040*. Projects are moved forward in the TIP on a year to year basis in the following ways:

- ◆ Any project listed in the first year of the approved TIP shall be considered the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- ◆ Should any project not be attainable from the first priority, then projects shall be selected from the second year list, and those projects may be implemented as plans and funds become available.
- ◆ If funds and plans are available, projects from the third and fourth year may be implemented.

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Hoja de Resumen

PLAN DE TRABAJO DE CUATRO AÑOS

El Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) es el plan de trabajo que debe desarrollarse a los niveles metropolitano y estatal. Antes de construir o implementar un proyecto, éste tiene que estar incluido en la lista del TIP por la Organización de Planificación Metropolitana. El TIP identifica aquellos proyectos para los cuales concuerda la MPO con que deben o implementarse o construirse dentro de un período fiscal de 4 años, y ha sido diseñado para programar los proyectos de acuerdo al plan de Movilidad 2040 de la KTMP. La Organización de Planificación de Transporte, en colaboración con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y los operarios de transporte, actualiza la lista del TIP cada año.

SELECCIÓN DE PROYECTOS

Los proyectos en el Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) se seleccionan de la lista de los proyectos que el Departamento de Transporte de Texas (TxDOT) planea implementar en un período de diez años. La lista deberá incluir únicamente aquellos proyectos que ha aprobado oficialmente la MPO local (en el caso del región central de Texas, KTMP) y que se incluyen en el plan Movilidad 2040, el documento de planeación a largo plazo. Los proyectos avanzan en la lista del TIP cada año de la siguiente manera:

- ◆ Cualquier proyecto aprobado en la lista TIP del primer año será una prioridad y se puede implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ◆ En caso que un proyecto con prioridad no se pueda realizar, se seleccionarán proyectos de la lista del segundo año y éstos se podrán implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ◆ Los proyectos de la lista del tercer o cuarto año se pueden implementar si los planes están listos y se han asignado fondos.

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APPENDIX C – PUBLIC COMMENT FORM

PUBLIC COMMENT FORM



Instructions: Your personal information is not required, but may allow planning officials to contact you in the future. Your comments will be recorded and presented to our Transportation Policy Board before voting on project selection or funding decisions. *Knowing your location will help KTMPo with planning the needs in your community.

Name: _____
Title: _____
Company: _____
*Address: _____
(Or Closest _____
Intersection) _____
Phone: _____
Email: _____

Comments:
(MORE ROOM ON BACK)

*What do
you want
to say?*

All comments and personal information will become part of public records and are subject to requests made under the Freedom of Information Act .

KTMPo | 2180 N. Main St. Belton, TX 76513 | (254) 770-2200 | www.ktmpo.org

Formulario de Comentario Público



Instrucciones: Su información personal no es necesaria, pero puede permitir que los funcionarios de planificación se comuniquen con usted en el futuro. Sus comentarios serán registrados y presentados a nuestra Junta de Política de Transporte antes de votar sobre la selección del proyecto o las decisiones de financiación. * Conocer su ubicación ayudará a KTMP a planificar las necesidades de su comunidad.

Nombre: _____

Título: _____

Empresa: _____

*Dirección: _____

(O la intersección
más cercana) _____

Teléfono: _____

E-mail: _____

Comentarios:
(más espacio en la parte posterior)

¿Qué
quieres
decir?

Todos los comentarios y la información personal pasarán a formar parte de los registros públicos y están sujetos a las solicitudes formuladas en virtud de la Ley de Libertad de Información.

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APPENDIX D – REGIONAL AGENCIES AND STAKEHOLDERS

- Airports/Railroads
- Bureau of Land Management Forest Service (US Department of Agriculture)
- General Land Office
- Bell County
- Coryell County
- Congressional Representatives
- Department of Aging & Regional Services
- Department of Section 8 housing
- Fort Hood
- Homeland Security
- Historical Commission
- Lampasas County
- Local Churches
- Local Historical Agencies
- Local Land Use Plans (City and County)
- Local Parks and Recreation Departments
- Local Economic Development Corporations
- Local Chambers of Commerce
- Local City Government
- Local Educational Institutions
- Local Planning & Zoning Commissions
- Local Transportation agencies
- National Marine Fisheries
- Public Libraries
- State Representatives
- Tribal Nations
- Texas Commission on Environmental Quality (TCEQ)
- Texas Historical Commission
- Texas Parks and Wildlife
- U.S. Army Corps of Engineers
- U.S. Border Patrol
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S. Geological Survey
- TAC and TPPB Members
- Elected Officials and Legislators
- Transportation Agencies (transit, rail, airport);
- Councils of Governments
- Major Employers;
- Local Media (print, television and radio);
- Freight shippers;
- Providers of freight transportation services;
- Private transportation providers (taxi, etc);
- Bicycle interest groups;
- Pedestrian interest groups;
- Transit interest groups;
- Disabled persons interest groups;
- Historical preservation groups;
- Public library (for posting notices);
- Users of public transportation and/or representatives;
- Users of pedestrian walkways and bicycle transportation facilities;
- Local school districts;
- Local colleges & Universities;
- Business and civic groups;
- Social service organizations;
- Native American Tribal Councils;
- Special interest groups;
- Representatives of public transportation employees;
- Central Texas Workforce Development representatives; and
- Any private citizens or agency representatives who request notification.

APPENDIX E – GLOSSARY OF PLANNING TERMS

- **MTP: METROPOLITAN TRANSPORTATION PLAN** - A document which identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty-year time period. To receive federal funding, a transportation project must be included in the MTP and the Transportation Improvement Program.
- **TIP: TRANSPORTATION IMPROVEMENT PROGRAM** - A four-year transportation investment strategy, required at the metropolitan level, and a four-year program at the state level, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
- **STIP: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM** – Document that incorporates metropolitan and rural area TIPs.
- **UPWP: UNIFIED PLANNING WORK PROGRAM** - The biennial program of work for the **KTMPO** area. This document provides descriptive and scheduling details for the planning process. Serves as the MPO budget.
- **CMP: CONGESTION MANAGEMENT PROCESS** – Policy document describing a deliberate set of steps to analyze, reduce and mitigate traffic congestion.
- **PPP: PUBLIC PARTICIPATION PLAN** – Policy document guiding KTMPO to engage and involve members of the public in the planning process.
- **ENVIRONMENTAL JUSTICE** – A concept by which KTMPO will assess and prevent discriminatory or disproportional effects of transportation planning in the community.
- **MAP-21** – Moving Ahead for Progress in the 21st Century Act.
- **NHS** – National Highway System.
- **TPPB** – Transportation Planning Policy Board.
- **TAC** – Technical Advisory Committee.

APPENDIX F – ENVIRONMENTAL JUSTICE

Demographics and Methodology

The Environmental Justice Communities of Concern (EJCOC) in the KTMPO area have been identified using data from the 2010 Decennial Census and updated with new numbers from the 2015 American Community Survey.

- Census Block Groups ranked above the 85th Percentile of the regional income index (Family Poverty, Household Poverty, Median Income).⁴
- Census Block Groups with 50% or more of the population identifies as minority of one or more race (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).⁴
- Census Block Groups with 35% or more persons of Hispanic or Latino descent.⁴

Community of Comparison

The Community of Comparison is the total population living and working in the KTMPO planning boundary. By understanding the demographic situation in the region, we can understand what may set certain groups apart from the majority.

Table F-1- General Demographics in KTMPO Area⁵

	Total Population	Percent of Total	Median Household Income	Households in Poverty
KTMPO region	384,852	100%	\$48,442	%
Race				
White	252,622	65.6%	50,747	
Black or African-American	79,170	20.5%	48,731	
Asian	10,816	2.8%	55,193	
Native American / Alaska Native	3,292	0.8%	44,850	
Hawaiian Native or Pacific Islander	3,276	0.8%	48,812	
Two or more races	19,366	5.0%	50,066	
Some other race	16,310	4.2%	47,424	
Ethnicity				
Hispanic	85,601	22.2%	42,471	

⁵ 2015 American Community Survey 5-year estimates

Low- Income Calculations

Low Income areas were identified by creating an Income Index. This index compared family poverty, household poverty, and median income from the 2015 American Community Survey 5-year estimates. Median Income for each Block Group was compared against county median income. For poverty, Block Groups were assessed by the percentage of families and households determined to be below the poverty threshold by the U.S. Census.

Each Block Group was ranked in each category in the following manner: Block Groups were sorted by the percent of families in poverty in decreasing order, such that the greatest percent of families in poverty was the first listed. The Block Groups were then ranked such that the greatest percent had the largest numerical rank.

Block Groups were then sorted by the percent of households in poverty in decreasing order, such that the greatest percent of households in poverty was the first listed. The Block Groups were then ranked such that the greatest percent had the largest numerical rank.

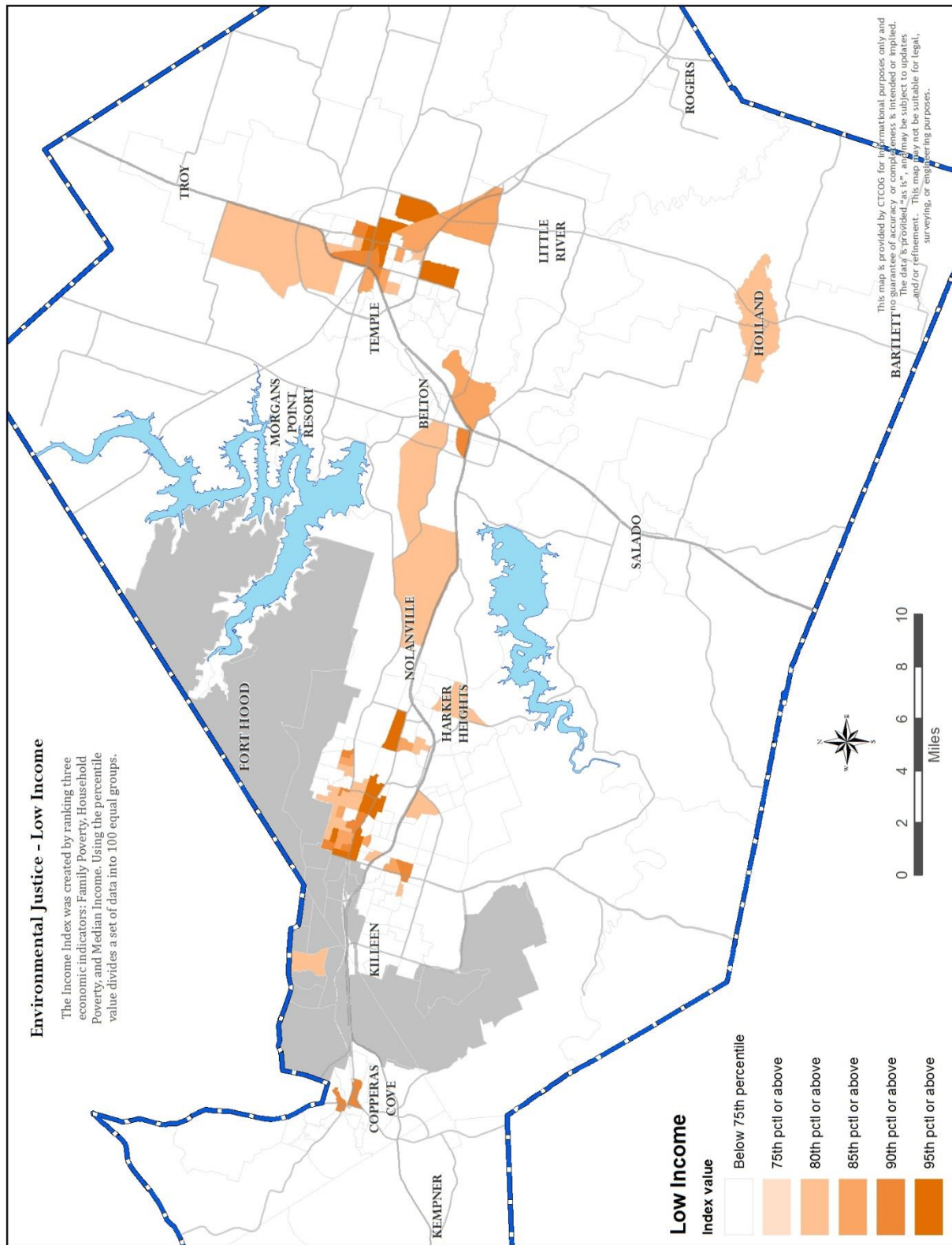
For Median Income, the median income for that Block Group was compared to the county-wide median income. This resulted in a positive number where the median income was above the county median, and a negative number if the local income was below the county median income. The difference was sorted so that the negative numbers appeared first, and ranked such that the areas most below the county median income received the largest numerical rank. Note that some Block Groups did not show any income data. In those cases, they were assigned the average of the surrounding geographies.

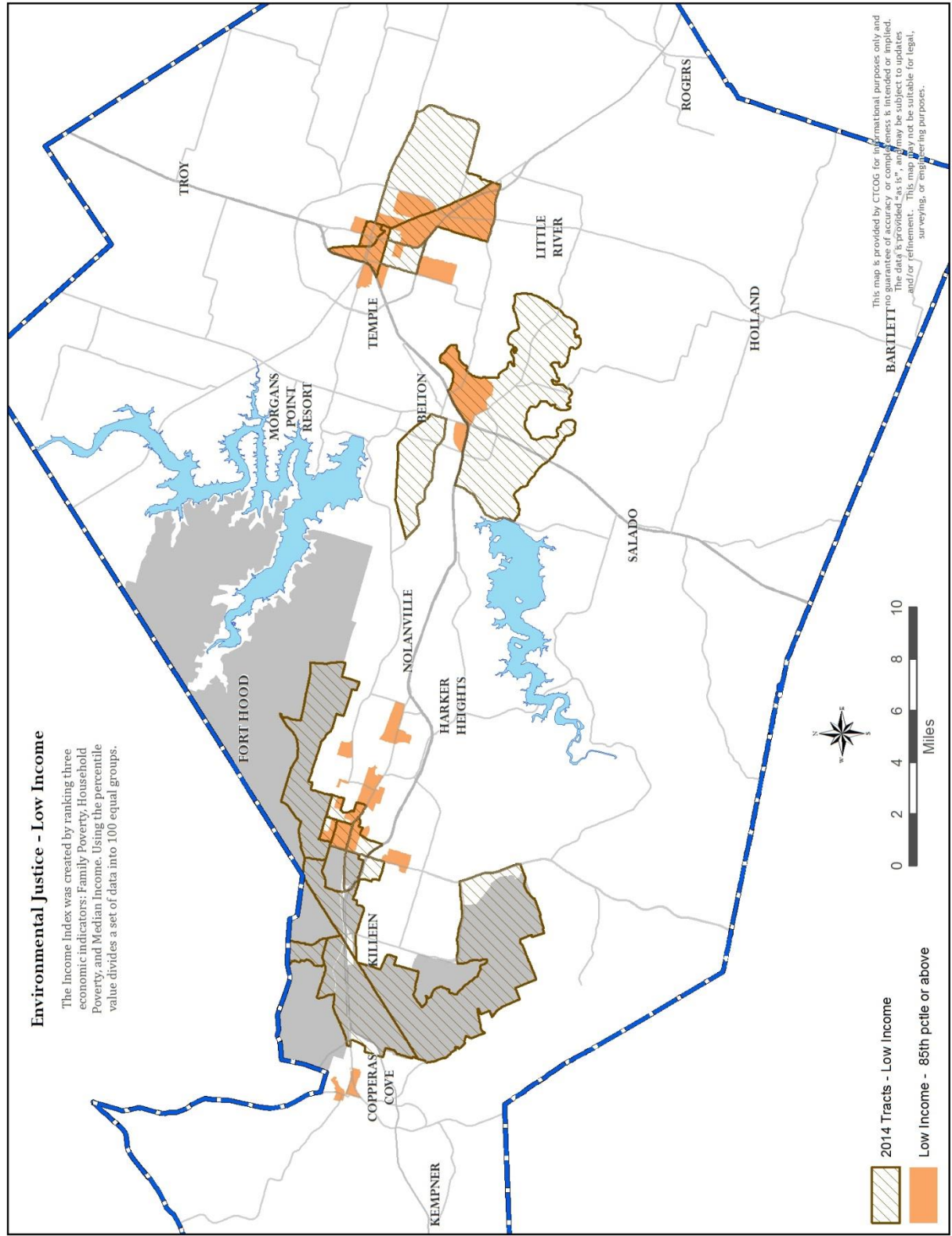
The three ranks were summed to determine a total score, and this total score was re-ranked to create an index rank. This Income Index showed the areas with the overall highest rates of poverty and/or the greatest amount below county median income. Block Groups were sorted in descending order by this index rank, and selected by percentile. Using the percentile method is a way of dividing a large dataset into 100 equal groups for comparison. To help visualize the selected areas, block groups were symbolized at the 95th, 90th, 85th, 80th, and 75th percentiles.

KTMPO has determined that setting the threshold at the 85th percentile is the most appropriate course of action. It will include areas within most of the previously selected tracts, but the newly selected Block Groups will reflect a more detailed, neighborhood-oriented approach.

See maps on following pages.

Map F-1- Environmental Justice Areas: Low Income:





Minority Calculations

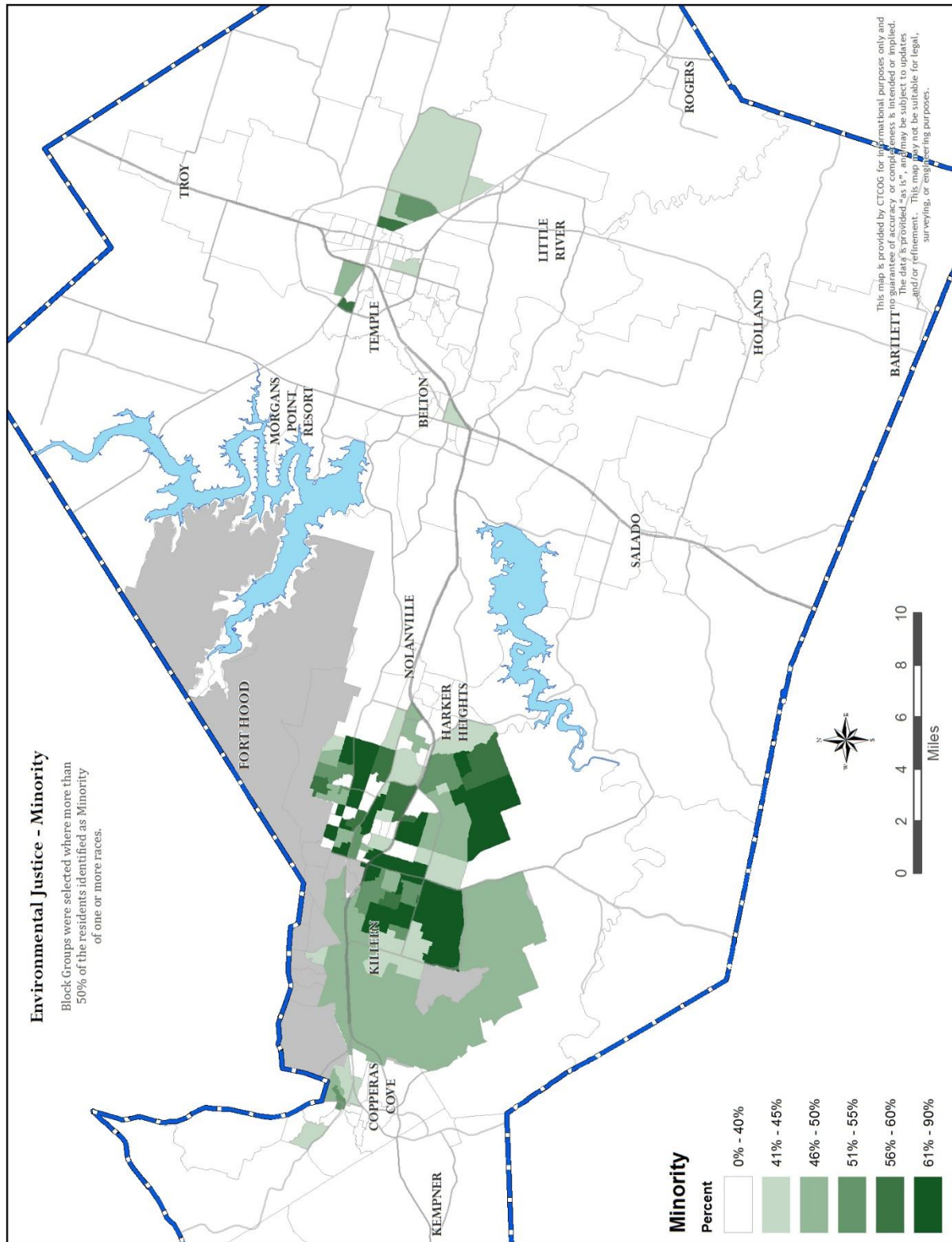
Block Groups were assessed for percentage the residents who identified as minority of one or more races. Past plans used a threshold of 50% minority at the Census tract level. We evaluated the Block Group percentages above and below 50% to determine if this threshold should change. Selecting Block Groups with 50% or higher aligns well with the previous plan, while adding smaller areas within certain tracts that were not previously selected. Staff recommends keeping the minority threshold at 50%.

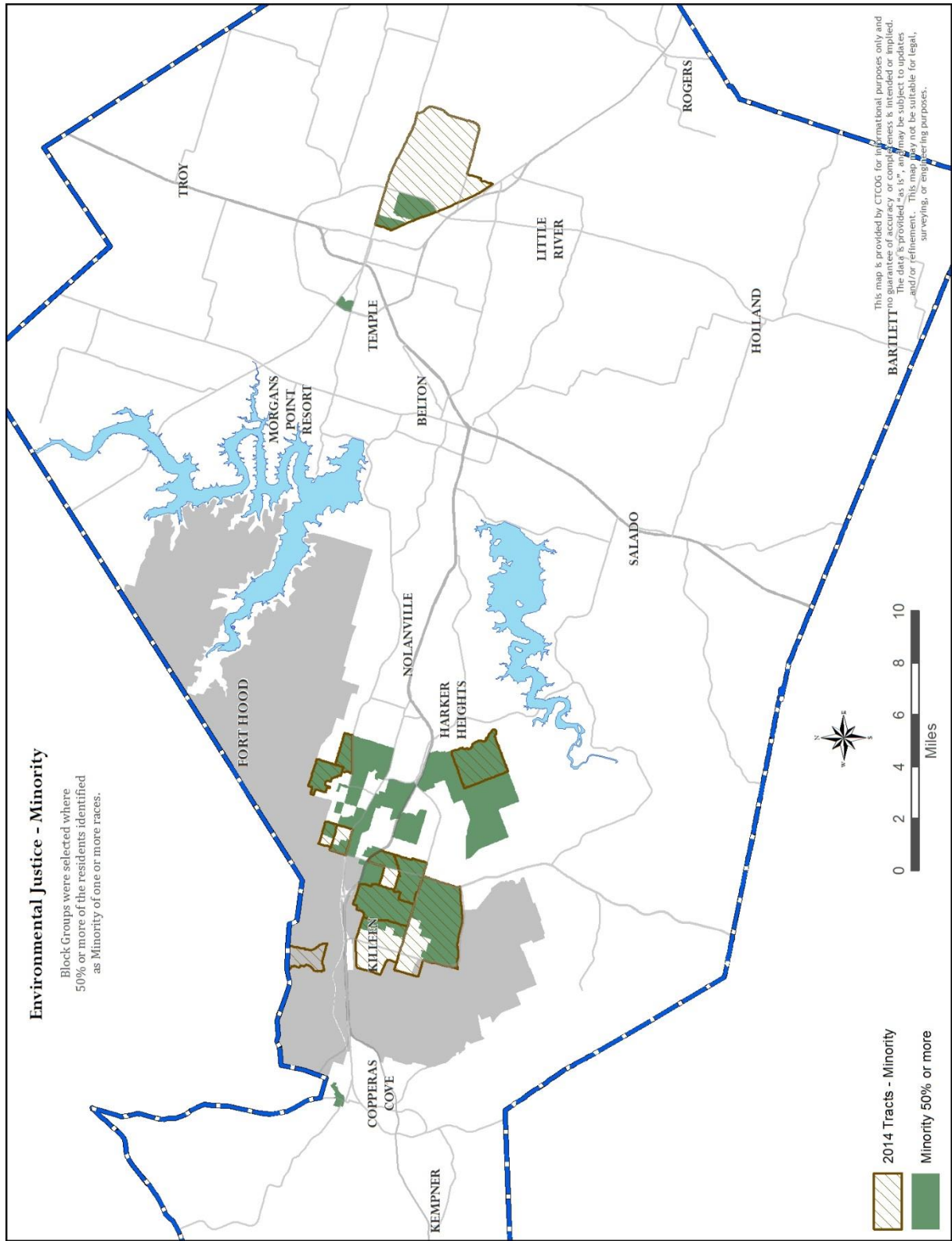
We attribute the higher density of minority populations in and around Killeen to the influence of nearby Fort Hood. The United States Armed Forces represent a vast cross-section of the American population, by and large mirroring the nationwide averages for minorities, ethnic groups and other demographic distinctions. This pattern is reflected in the communities observed in and around the military installation.

Other minority communities that may be considered in any analysis of future projects are people of Asian descent (Korean, Vietnamese, Japanese) living in the two UZAs within the KTMPO boundary. There is no well-defined dense concentration of Asian people in the community; they are distributed evenly within the boundaries of Killeen and Temple.

See maps on following pages.

Map F-2- Environmental Justice Areas: Minority:





Hispanic and Latino Calculations

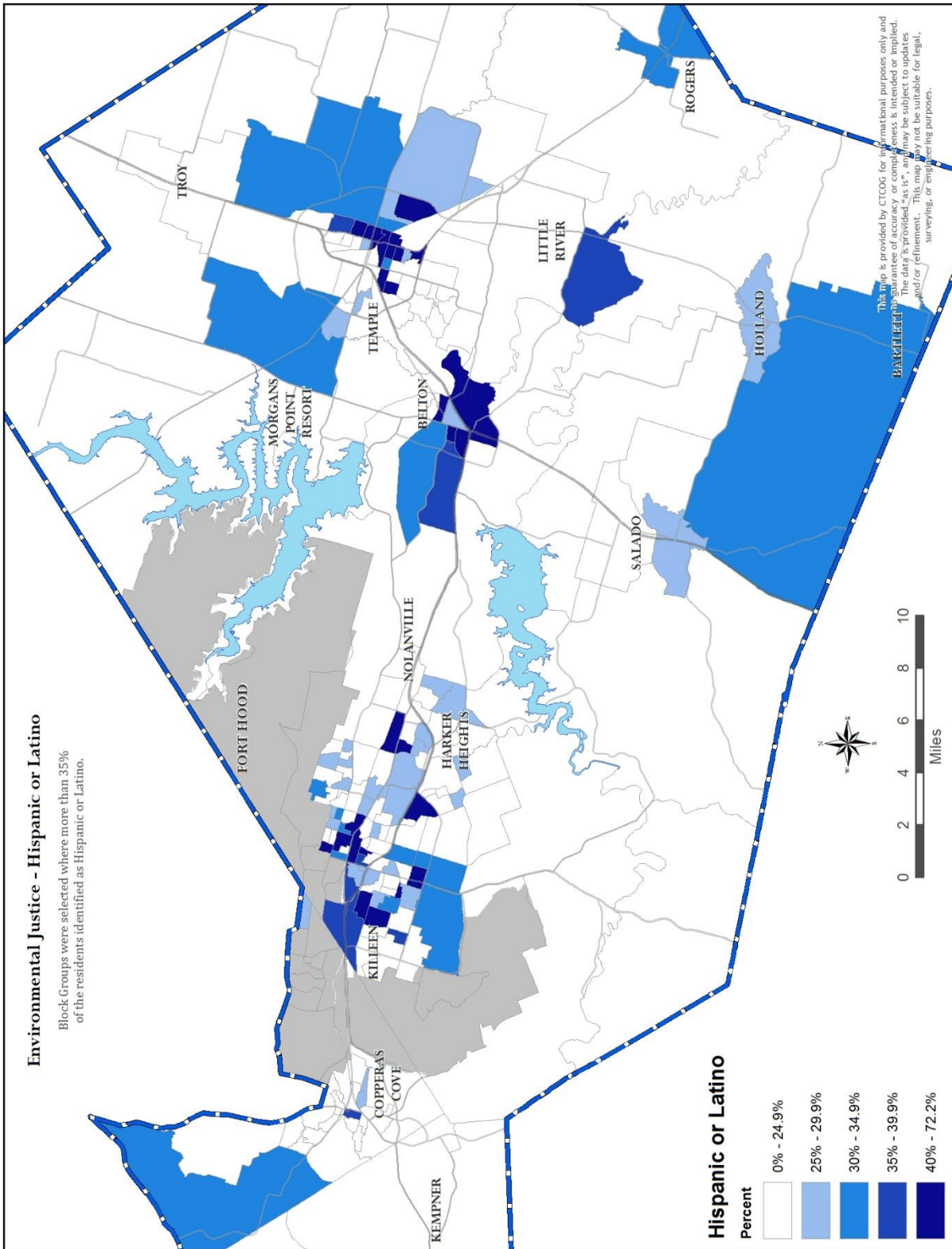
KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore, included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino.

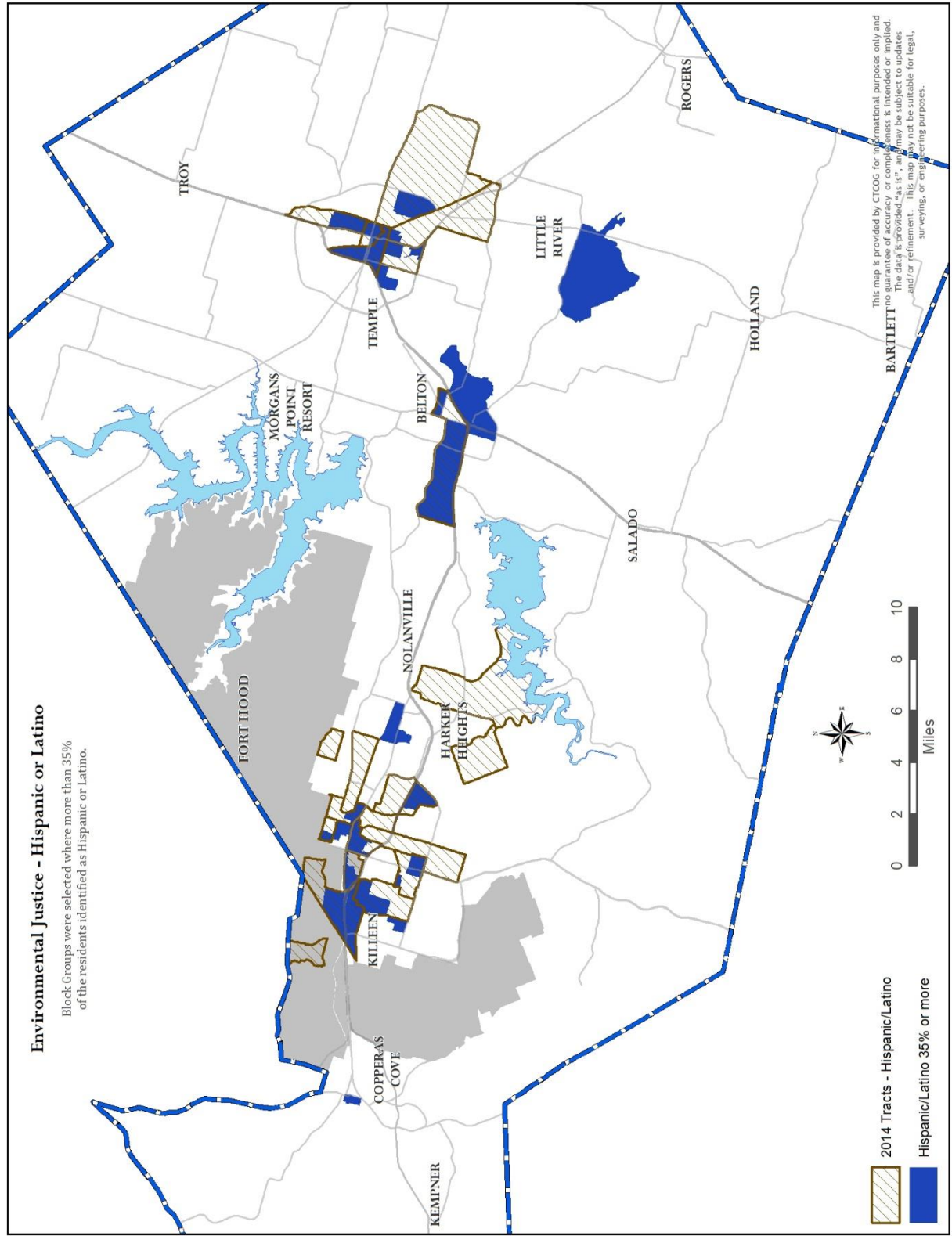
Hispanic / Latino areas were identified by comparing percentage of residents in each Block Group who identified as Hispanic or Latino, of any race. We examined the percentages for natural breaks in the data and observed jumps at 13.2%, 23.7%, 34.2%, and 49.2%. The maximum value was 72.2%. The previous plan selected Census Tracts with a percentage over 25%. However, this does not appear to be a valid threshold for Block Groups as it selects a very large portion of the region, and is close to the regional percentage of 22.2%.

Staff recommends selecting Block Groups over 35%. It highlights those areas where the Hispanic community resides in greater percentages as compared to the region as a whole, and includes a share of neighborhoods throughout the region.

See maps on the following pages:

Map F-3- Environmental Justice Areas: Hispanic or Latino:





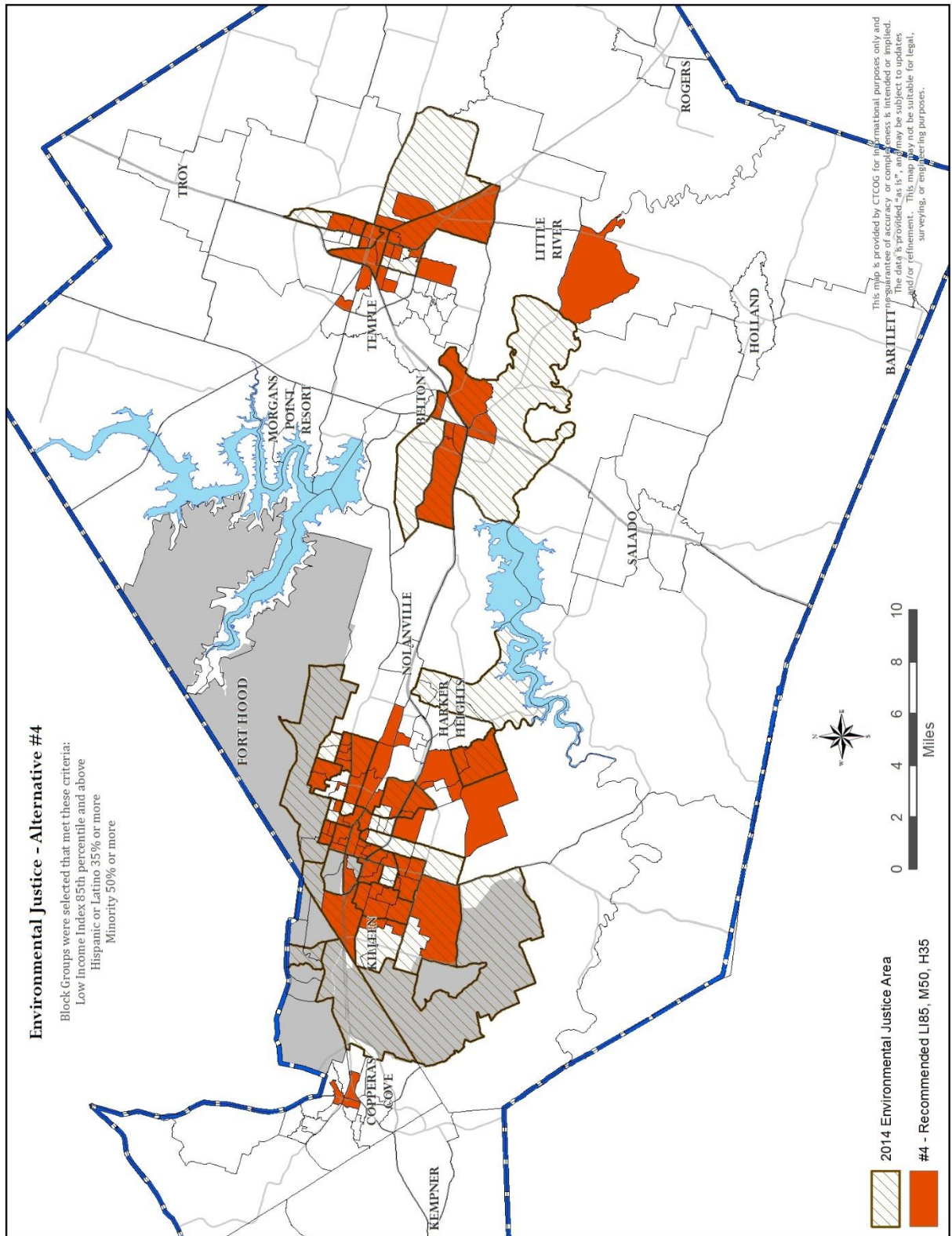
Environmental Justice Areas

To generate an overall map of potential Environmental Justice Areas, the Block Groups identified for Low-Income, Minority and Hispanic populations were combined. A Block Group only needs to be identified in one of the categories to be selected; it does not have to meet all three criteria.

Other demographic categories that may be considered under an Environmental Justice program are ethnic group, language, religion, age, or disability. Any readily identifiable grouping of one or more of these categories may then be considered an Environmental Justice Community of Concern.

See map on the following page for identified Environmental Justice Area.

Map F-4- Environmental Justice Areas:



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