



Transportation Planning Policy Board Meeting

**October 24, 2018
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Technical Advisory Committee (TAC)
Wednesday, October 24, 2018
Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513**

**Regular Meeting: 9:30 A.M.
AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.(1)
3. Staff Update: Administrative Amendments; 2045 MTP Update; Advisory Committees; Air Quality.
4. **Action Item:** Approve minutes from September 19, 2018 meeting.
5. **Action Item:** Approve proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY19-22 Transportation Improvement Program (TIP) regarding the following:
 - a) Inclusion of adopted performance measures;
 - b) Revised project description for Copperas Cove project, C30-03b, Business 190 Phase I project;
 - c) Allocation of Category 2 funds for KTMPO projects W40-05 (US 190 from FM 2410 to IH 35) and W40-04a(1) (Phase 1a Loop 121);
6. **Action Item:** Approve amendment to the Congestion Management Plan.
7. **Action Item:** Approve Regional Multimodal Plan.
8. **Discussion Item:** Regarding Target Setting for Fixing America Surface Transportation (FAST) Act requirement for Pavement/Bridge (PM2) and System Performance (PM3) Performance Measures.
9. **Discussion Item:** Public input received through September 30, 2018.
10. Member comments.
11. Adjourn.

**Workshop - To Follow Regular Scheduled Meeting if Needed
AGENDA**

1. Call to order.
2. Discussion on any of the following topics (if needed):
 - a. Current or past KTMPO documents and plans to include Unified Planning Work Program, Transportation Improvement Program, By-Laws, Public Participation Plan, Regional Thoroughfare/Bicycle Pedestrian Plan, Metropolitan Transportation Plan, Congestion Management Process, Annual Performance Expenditure Report, Annual Project Listing, Texas Urban Mobility Plan, Unified Transportation Plan, Federal Certification Process;
 - b. Past or Future KTMPO Meeting processes or happenings;
 - c. KTMPO Current, Past or Future MPO Boundary Studies;
 - d. KTMPO Past or Future Annual Meetings;
 - e. Current, Past or Future KTMPO Budgets and funding conditions;
 - f. Rural Planning Organizations and/or Regional Mobility Authorities;
 - g. Special Funding for Projects;
 - h. Legislative Changes;
 - i. Status of MPO Projects;
 - j. Staff, TxDOT, Consultant, Guest presentations relating to transportation;
 - k. Meetings pertaining to any transportation related items/topics.
3. Adjourn.

Item 4:
Meeting Minutes



**KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPPO)
TRANSPORTATION PLANNING POLICY BOARD MEETING (TPPB)**

Wednesday September 19, 2018

9:30 AM

Central Texas Council of Governments (CTCOG)
2180 North Main Street
Belton, TX 76513

Policy Board Voting Members Present

Chair Mayor Marion Grayson—City of Belton	Mayor Jose Segarra—City of Killeen
Vice Chair Mayor Frank Seffrood—City of Copperas Cove	Councilmember Butch Menking—City of Killeen
Mayor Spencer Smith—City of Harker Heights	Carole Warlick—Hill Country Transit District (HCTD)
Mayor Tim Davis—City of Temple	Victor Goebel for Stan Swiatek—Texas Dept. of Transportation (TxDOT) Waco District
Councilmember Susan Long—City of Temple	
Judge John Firth—Coryell County	

Policy Board Non-Voting Members Present

Brian Dosa—Ft. Hood

Others Present

Courtney Jones—TxDOT Waco District	Liz Bullock—TxDOT Waco District
Brynn Myers—City of Temple	Erika Karlik—TxDOT Waco District
Jason Deckman—City of Temple	Katelyn Kasberg—TxDOT Waco District
Sam Listi—City of Belton	Jim Harvey—Alliance Transportation Group
Cheryl Maxwell—City of Belton	Jonathan Mosteiro—Alliance Transportation Group
Darrell Burtner—HCTD	Ryan Haverlah—City of Copperas Cove
David Olson—City of Killeen	Jim Reed—KTMPPO
Danielle Singh—City of Killeen	Uryan Nelson—KTMPPO
Keith Sledd—Heart of Texas Defense Alliance	John Weber—KTMPPO

Meeting Minutes

- 1. Call to Order:** Chair Mayor Marion Grayson called the meeting to order at 9:35 a.m.
- 2. Opportunity for Public Comment:** No comments were made from the public.
- 3. Staff Update:** KTMPPO staff provided the following updates.

John Weber stated that the project call has ended and projects are currently being scored objectively. Subjective scoring will take place during the month of October with reprioritization of scores in November and allocation of funds in December.

The next Bicycle/Pedestrian Advisory Committee meeting is scheduled for November 13, 2018 at 9:00 a.m. and the next Freight Advisory Committee meeting is scheduled for October 23, at 11:30 a.m.

Ozone readings for the month of August were 75 ppb at the Killeen station and 70 ppb at the Temple station.

4. Action Item: Approval of minutes from August 15, 2018 meeting.

Mayor Tim Davis made a motion to approve August 15, 2018 meeting minutes, seconded by Mayor Jose Segarra; the motion passed unanimously.

5. Action Item: Regarding nomination and election of TPPB Chair for FY2019.

Mayor Spencer Smith made a motion to elect Vice Chair Mayor Frank Seffrood as TPPB Chair for FY2019, seconded by Carole Warlick; the motion passed unanimously.

6. Action Item: Regarding nomination and election of TPPB Vice Chair for FY2019.

Councilmember Susan Long made a motion to elect Mayor Tim Davis, seconded by Mayor Spencer Smith; the motion passed unanimously.

7. Action Item: Regarding approval of KTMPO meeting schedule for FY2019.

Carole Warlick made a motion to approve FY2019 KTMPO meeting schedule to include scheduling the July TAC meeting to July 10th, 2019, seconded by Judge John Firth; the motion passed unanimously.

8. Discussion Item: Alliance Transportation Group to present on reprioritization of Congestion Management Process (CMP) network segment and objective scoring process for 2045 MTP.

Jonathan Mosteiro of Alliance Transportation Group provided an update on the CMP reprioritization and the 2045 MTP objective scoring. Topics that were discussed during the presentation was updated CMP datasets, revised CMP network, new congestion scores for CMP segments, revised evaluation criteria, reprioritized list of congestion hotspots for both highway and arterial segments, and updated objective scores.

9. Discussion and Action Item: Regarding KTMPO's updated Congestion Management Process (CMP) as follows:

a) Review proposed updates to the CMP;

b) Regarding approval to initiate public involvement process for proposed updates to the CMP.

John Weber stated that the reprioritization of CMP network segments are outlined in Appendix C of the CMP and are attached to the meeting packet. A 15 day public comment period and one public forum is needed to amend the CMP to include Appendix C. The 15 day public comment will start on September 22, 2018 and will conclude on October 6, 2018 with public forums scheduled for October 1, 2018 at 12 pm and 5 pm at the Copperas Cove Police Department and the CTCOG offices respectively.

Mayor Jose Segarra made a motion to initiate the public involvement process for proposed updates to the CMP, seconded by Mayor Tim Davis; the motion passed unanimously.

10. Discussion and Action Item: Regarding amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY19-22 Transportation Improvement Program (TIP) for:

- a) Inclusion of adopted performance measures.
- b) Updated project description for Copperas Cove project, C30-03b, Business 190 Phase I project.
- c) Allocation of Category 2 funds for W40-05 (US 190 project) and W40-04a (Loop 121 Phase I).
- d) Approval of TxDOT authority to program UTP out-year projects.
- e) Regarding approval to initiate public involvement process for proposed amendments to the MTP and TIP.

Jim Reed stated that an amendment to the 2040 MTP and FY19-22 TIP is needed to include the adopted performance measures, amend Copperas Cove project, C30-03b, Business 190 Phase I project and allocation of Category 2 funds for projects W40-05 (US 190 project), and W40-04a (Loop 121 Phase I). Regarding the performance measures, a general narrative discussing how KTMPO demonstrates the State of Good Repair and Safety Performance Measures will need to be included in the TIP and MTP since KTMPO is amending the TIP and MTP.

An amendment to the 2040 MTP and FY19-22 TIP is also needed to update the project description for project C30-03b, Business 190 Phase I project. This project received Category 2 funds in the amount of \$10,000,000 to construct a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane. The amendment is needed to revise the project description to construction of a raised median, bike lane, and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction. The estimated project cost remains at \$10,000,000. A 15 day public comment period and one public forum is needed for the proposed amendments.

An amendment to the 2040 MTP and FY19-22 TIP is also needed to allocate Category 2 funds for projects W40-05 and W40-04a. Mr. Reed stated that KTMPO received further information regarding Category 2 funds. Mr. Reed explained that for FY19 and FY20, the state project costs for Category 2 fall below the State's funding targets, however, for FY21 and FY22, the State has exceeded its Category 2 cash flow targets. KTMPO currently has no projects programmed for FY21 or FY22. It is likely that statewide projects programmed for FYU21 and FY22 beyond the funding target will rollover to FY23 and FY24 causing those fiscal years to also meet or exceed the state before KTMPO will complete the updated MTP reprioritization of projects. If this occurs, KTMPO's next opportunity to program funds will be for FY25 or later.

Mr. Reed explained that because of this scenario, KTMPO recommends proceeding with programming W40-05 for FY20 due to current availability of Category 2 funds and project readiness. This project is to widen the main lanes of US 190 from 4 to 6 lane divided highway with ramp alignments from FM 2410 in W Belton to IH 35. KTMPO also recommends programming W40-04a for FY21 due to the possibility that Category 2 funds remain available and current right of way issues preventing this project from being programmed sooner. This project widens Loop 121 from 2 to 4 lane divided roadway with bike/pedestrian

improvements from FM 439 to IH-35. A 15 day public comment period and one public forum is needed for the proposed amendments.

Since TxDOT have a better knowledge of the Category 2 cash flows for future years, TAC made a recommendation to grant TxDOT the authority to advocate on behalf of KTMPO and the flexibility to program and shift projects within the Unified Transportation Plan (UTP) based on current data regarding project readiness and statewide cash flow availability for projects beyond the current TIP years. TxDOT will continue to provide guidance for the programming of projects within the TIP years.

Mayor Spencer Smith made a motion to initiate the public involvement process for the proposed 2040 MTP and FY19-22 TIP amendments and to grant TxDOT the authority to advocate on behalf of KTMPO and the flexibility to program and shift projects within the Unified Transportation Plan (UTP) based on current data regarding project readiness and statewide cash flow availability for projects beyond the current TIP years, seconded by Carole Warlick; the motion passed unanimously.

11. Discussion and Action Item: Regarding KTMPO's updated Regional Multimodal Plan (RMP) as follows:

- a) Review proposed updates to the RMP;
- b) Regarding approval to initiate the public involvement process for proposed updates to the draft RMP.

John Weber stated that KTMPO worked with CDM Smith to develop the RMP. The RMP builds upon the Regional Thoroughfare and Pedestrian/Bicycle Plan, however, this plan expands to consider all transportation modes for people and freight to develop an integrated transportation system. Mr. Weber explained that the entire RMP can be viewed online for review. A 30-day public comment period and two public forums are needed for the RMP.

Carole Warlick made a motion to initiate the public involvement process for the Regional Multimodal Plan, seconded by Mayor Jose Segarra; the motion passed unanimously.

12. Action Item: Regarding approval of amendment to the FY18-19 Unified Planning Work Program (UPWP) regarding Task 5.2 TDM/Project Selection.

Uryan Nelson stated that an amendment to the FY18-19 UPWP is needed to reallocate funds for Task 5.2 TDM/Project Selection. \$25,000 was originally allocated for FY19 for Task 5.2. This amendment will move the \$25,000 from FY19 for Task 5.2 to FY18 for Task 5.2. The total funds allocated to FY18 for Task 5.0 increased from \$170,000 to \$195,000 and the total funds allocated to FY19 decreased from \$40,000 to \$15,000. The overall funds for Task 5.0 remained the same at \$210,000. The total budget for FY18 for all Task 1 through Task 5 increased from \$982,404 to \$1,007,404 and the total budget for FY19 for Task 1 through Task 5 decreased from \$928,231 to \$903,231. The overall total for all tasks remained at \$2,068,583. Mr. Nelson stated that public involvement is not needed for this amendment, however, Policy Board action is required.

Mayor Jose Segarra made a motion to approve FY18-19 UPWP amendment as presented, seconded by Mayor Tim Davis, the motion passed unanimously.

13. Discussion Item: Regarding submission of comments for 2045 MTP Chapters 7-11.

Jim Reed stated that chapters 7-11 of the 2045 MTP have been posted on the KTMPO website and will be accepting comments for these chapters. No comments were submitted at this time.

14. Discussion Item: Regarding public input received through August 31, 2018.

Public input received through August 31, 2018 was presented to the TPPB.

15. Member Comments.

No comments were made by TPPB.

16. Adjourn: The meeting adjourned at 10:28 a.m.

These meeting minutes were approved by the TPPB members at their meeting on _____.

Mayor Frank Seffrood, Chair

Jim Reed, KTMPO Director

**Item 5:
2040 MTP and
FY19-22 TIP Amendments**

**Amendments to the 2040 Metropolitan Transportation Plan and
FY19-22 Transportation Improvement Program**

Amendment to include Performance Measures:

The Fixing America Surface Transportation (FAST) Act requires MPOs to adopt performance measures for State of Good Repair, Safety, Pavement/Bridge Performance and System Performance. KTMPPO adopted both the State of Good Repair and Safety Performance Measures on June 21, 2017 and January 17, 2018, respectively. KTMPPO plans to adopt Pavement/Bridge and System Performance Measures in the near future. As a requirement of performance targets already adopted, KTMPPO must update or amend the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) to include State of Good Repair and Safety Performance Measures on or after October 1, 2018 and May 27, 2018, respectively. A general narrative discussing how KTMPPO demonstrates these performance measures in the MTP and TIP is sufficient and is included in the packet. An amendment to the 2040 MTP and FY19-22 TIP is needed to include this narrative in each plan.

Amendment to revise project description for C30-03b, Business 190:

In 2017, the City of Copperas Cove was awarded Category 2 (Metropolitan Corridors) funds for project C30-03b, the Business 190 Phase 1 project. This project consisted of constructing a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane. The estimated project cost is \$10,000,000.

Amendments are needed to the 2040 MTP and FY19-22 TIP to update the project description. The project limits and estimated cost will remain the same.

- **Original Description:** Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane.
- **New Description:** Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction.

A 15-day public comment period was held from September 22, 2018 to October 6, 2018 with two public forums in Copperas Cove and Belton on October 1, 2018. KTMPPO received a total of 37 public comments during this time. Eight comments were in favor of the amendment and no comments were opposed to the amendment. For the actual project, a total of four comments were in favor and 19 comments were against the project. KTMPPO also received six comments that did not specify the amendment or the project as a whole.

Amendment to allocate Category 2 funds for projects W40-05 and W40-04a(1):

TxDOT's 2018 Unified Transportation Program is a 10-year plan to guide transportation project development and authorizes projects for construction, development and planning activities, including projects for highways, aviation, public transportation, and state and coastal waterways. KTMPPO receives funding through Category 2 (metropolitan corridors) as well as Categories 7 (metropolitan mobility), and 9 (transportation alternatives).

The chart included in the meeting packet illustrates project costs programmed for each fiscal year of funding in conjunction with state cash flow targets (dark blue bar). For FY19 and FY20, the state project costs for Categories 2, 4, and 12 fall below state funding targets, however, for FY21 and FY22, the State has exceeded its Category 2, 4, and 12 cashflow targets. During KTMPPO's last project funding allocation in 2017, funds were approved for fiscal years 2018-2020, with the desire to not allocate fiscal years 2021 or 2022 at the time, therefore, KTMPPO does not currently have projects programmed for FY21 or FY22. It is likely that statewide projects programmed for FY21 and FY22 beyond the funding target will rollover to FY23 and FY24, causing those fiscal years to also meet or exceed state funding targets before KTMPPO will complete the updated MTP reprioritization of projects. If this occurs, KTMPPO's next opportunity to program funds will be for FY25 or later.

Understanding the possibilities are unknown at this time until the Commission approves the updated UTP, KTMPPO recommends proceeding with the following which requires an amendment to the 2040 MTP and FY19-22 TIP to allocate Category 2 funding to the below projects:

- Programming W40-05 for FY20. Project widens the main lanes of US 190 from 4 to 6 lane divided highway with ramp alignments from FM 2410 in W Belton to IH 35 between FM 2410 and IH 35.
- Programming W40-04a(1) for FY21. Project widens Loop 121 from a 2 to 4 lane divided roadway with bike/pedestrian improvements from FM 439 to US 190. Project W40-04a(2) widens Loop 121 from a 2 to 4 lane divided roadway with bike/pedestrian improvements from US 190 to IH 35 will be put into the MTP Project Listing as Unscored/Unfunded.
- Other projects temporarily allocated Category 2 projects will remain in the UTP out-years until the MTP reprioritization is completed this fall.

A 15-day public comment period was held from September 22, 2018 to October 6, 2018 with two public forums in Copperas Cove and Belton on October 1, 2018. KTMPPO received a total of two public comments in support of this amendment to allocate funds for projects W40-05 and W40-04a(1).

Schedule for above Amendments:

- September 5, 2018—TAC recommendation to initiate Public Involvement Process for proposed MTP and TIP amendments;
- September 19, 2018—TPPB initiates Public Involvement Process for proposed MTP and TIP amendments;
- September 22, 2018- October 6, 2018—15-Day Public Comment Period;
 - Public Forums: October 1, 2018
 - 12:00 pm at Copperas Cove Police Department, Copperas Cove, TX
 - 5:00 pm at the CTCOG Offices, 2180 N. Main St., Belton, TX
- October 3, 2018—TAC recommends approval of proposed MTP and TIP amendments, contingent upon public comments received;
- **October 24, 2018—TPPB approves proposed MTP and TIP amendments.**

At their October 3, 2018 meeting, TAC recommended approval of proposed amendments to the 2040 MTP and FY19-22 TIP, contingent upon public comments received.

Action Needed: Approval of proposed amendments to the 2040 MTP and FY19-22 TIP.

Performance Measures

REGIONAL PERFORMANCE TARGETS

The Fixing America's Surface Transportation (FAST) Act requires KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving set performance targets for State of Good Repair, safety, pavement/bridge, and system performance.

KTMPO's TIP and MTP are required to demonstrate performance based decisions that relate to set performance targets. KTMPO has adopted performance targets for safety (PM1) and Transportation Asset Management (TAM). In the future, KTMPO plans to adopt performance targets for pavement/bridge (PM2) and system performance (PM3) at the appropriate required dates.

Safety Performance Measures:

The Safety Performance Rule establishes safety performance measures to address fatalities and serious injuries on roadways. This Rule is to better invest transportation funding for safety improvement projects in order to support safe roadway networks.

TxDOT sets safety performance targets for five federally required safety performance measures. These targets include number of fatalities, fatalities per million miles traveled, number of serious injuries, serious injuries per million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries. In January 2018, KTMPO chose to support the State's safety performance measures. These targets include a reduction of both fatalities and fatality rate by 2% over current baseline forecast, a reduction in incapacitating injuries by 2% over current baseline forecast, maintain the current downward trend in the incapacitating injury rate, and a reduction of non-motorized fatalities and non-motorized incapacitating injuries by 2% over current baseline forecast.

Projects located in both the TIP and the MTP were evaluated for both fatality and serious injury rate. Projects were measured using the project location's number of fatalities and serious injury rate per 100 million vehicle miles traveled against the statewide 5-year rolling average. A higher difference indicated that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project, therefore, a project that address hazardous roadways may receive a higher ranking. For future projects, KTMPO plans to continue to use crash rates to evaluate transportation projects to further support the State's targets for a safe transportation system as funds become available.

State of Good Repair Performance Measures:

The Transit Asset Condition Performance Rule establishes performance measures to assess the condition of regional transit networks as defined as State of Good Repair (SGR). SGR targets measures system performance and to evaluate how well a transit system is performing.

Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. HCTD established State of Good Repair performance targets and objectives for both their urban and rural systems in their Transit Asset Management Plan (TAMP). The TAMP covers all fleet vehicles, as well as other capital assets to include equipment, rolling stock, infrastructure, and facilities. The performance target is to have less than 5% of the assets within each group exceed their useful life. In June 2017, KTMPO adopted the urban and rural performance targets identified in the HCTD TAMP as the MPO performance targets for the region. KTMPO also agreed that future revisions may be necessary to ensure consistency with the performance target that HCTD

establishes. Therefore, KTMPO Policy Board agreed that any future revisions to the TAMP be administratively approved by KTMPO staff and brought to the attention of both TAC and TPPB.

The inclusion of transit projects located in both the TIP and MTP are intended to support HCTD in achieving the SGR performance measures for the regional transportation system.

Supplemental FAST Act Compliance for Metropolitan Transportation Planning Process

The FAST Act also outlines supplement actions for KTMPO to remain in compliance. These actions are listed below:

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10)).
5. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).
6. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3)).
7. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4)).
8. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
9. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

KTMPO continues to address these requirements through coordination, consultation, and implementation between KTMPO and different agencies and stakeholder groups. By adhering to these requirements, KTMPO continues to develop a safe, efficient, and resilient transportation network for all users.

TIP FINANCIAL SUMMARY

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans

REGIONAL PERFORMANCE TARGETS

The Fixing America's Surface Transportation (FAST) Act requires KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving set performance targets for State of Good Repair, safety, pavement/bridge, and system performance. KTMPO's TIP and MTP are required to demonstrate performance based decisions that relate to set performance targets. KTMPO has adopted performance targets for safety (PM1) and Transportation Asset Management (TAM). In the future, KTMPO plans to adopt performance targets for pavement/bridge (PM2) and system performance (PM3) at the appropriate required dates.

Safety Performance Measures:

The Safety Performance Rule establishes safety performance measures to address fatalities and serious injuries on roadways. This Rule is to better invest transportation funding for safety improvement projects in order to support safe roadway networks. TxDOT sets safety performance targets for five federally required safety performance measures. These targets include number of fatalities, fatalities per million miles traveled, number of serious injuries, serious injuries per million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries. In January 2018, KTMPO chose to support the State's safety performance measures. These targets include a reduction of both fatalities and fatality rate by 2% over current baseline forecast, a reduction in incapacitating injuries by 2% over current baseline forecast, maintain the current downward trend in the incapacitating injury rate, and a reduction of non-motorized fatalities and non-motorized incapacitating injuries by 2% over current baseline forecast.

Projects located in both the TIP and the MTP were evaluated for both fatality and serious injury rate. Projects were measured using the project location's number of fatalities and serious injury rate per 100 million vehicle miles traveled against the statewide 5-year rolling average. A higher difference indicated that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project, therefore, a project that address hazardous roadways may receive a higher ranking. For future projects, KTMPO plans to continue to use crash rates to evaluate transportation projects to further support the State's targets for a safe transportation system as funds become available.

State of Good Repair Performance Measures:

The Transit Asset Condition Performance Rule establishes performance measures to assess the condition of regional transit networks as defined as State of Good Repair (SGR). SGR targets measures system performance and to evaluate how well a transit system is performing.

Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. HCTD established State of Good Repair performance targets and objectives for both their urban and rural systems in their Transit Asset Management Plan (TAMP). The TAMP covers all fleet vehicles, as well as other capital assets to include equipment, rolling stock, infrastructure, and facilities. The performance target is to have less than 5% of the assets within each group exceed their useful life. In June 2017, KTMPO adopted the urban and rural performance targets identified in the HCTD TAMP as the MPO performance targets for the region. KTMPO also agreed that future revisions may be necessary to ensure consistency with the performance target that HCTD establishes. Therefore, KTMPO Policy Board agreed that any future revisions to the TAMP be administratively approved by KTMPO staff and brought to the attention of both TAC and TPPB. The inclusion of transit projects located in both the TIP and MTP are intended to support HCTD in achieving the SGR performance measures for the regional transportation system.

SUPPLEMENTAL FAST ACT COMPLIANCE FOR METROPOLITAN TRANSPORTATION PLANNING PROCESS

The FAST Act also outlines supplement actions for KTMPPO to remain in compliance. These actions are listed below:

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10)).
5. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).
6. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3)).
7. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4)).
8. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
9. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

KTMPPO continues to address these requirements through coordination, consultation, and implementation between KTMPPO and different agencies and stakeholder groups. By adhering to these requirements, KTMPPO continues to develop a safe, efficient, and resilient transportation network for all users.

**C30-03b Business 190
Amendment**



“The City Built for Family Living”

August 27, 2018

Killeen-Temple Metropolitan Planning Organization
P.O. Box 729
Belton, TX 76513

KTMPO Regional Partners:

The Business US 190 Highway Phase 1 project (C30-03b) was awarded \$10 million by the Transportation Planning Policy Board on May 17, 2017. The City of Copperas Cove conducted numerous public meetings and developed the Business US 190 Master Plan prior to submitting this project to KTMPO. The Copperas Cove City Council started the design of the project on August 1, 2017. The project was submitted, awarded, and under design based on the following description: Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane from FM 1113 (Avenue D) to Constitution Drive.

Since the design on the project commenced, local opposition to this project has grown. The opposition for this project is focused on, but not limited to, the reduction of one travel lane in each direction and construction of a raised median. At the TxDOT Public Meeting on May 31, 2018 and during the 15-day public comment period, comments were received in opposition and support for the project. The majority of the comments received opposed the lane reductions and medians. While residents have voiced opposition, there are also residents that support the project.

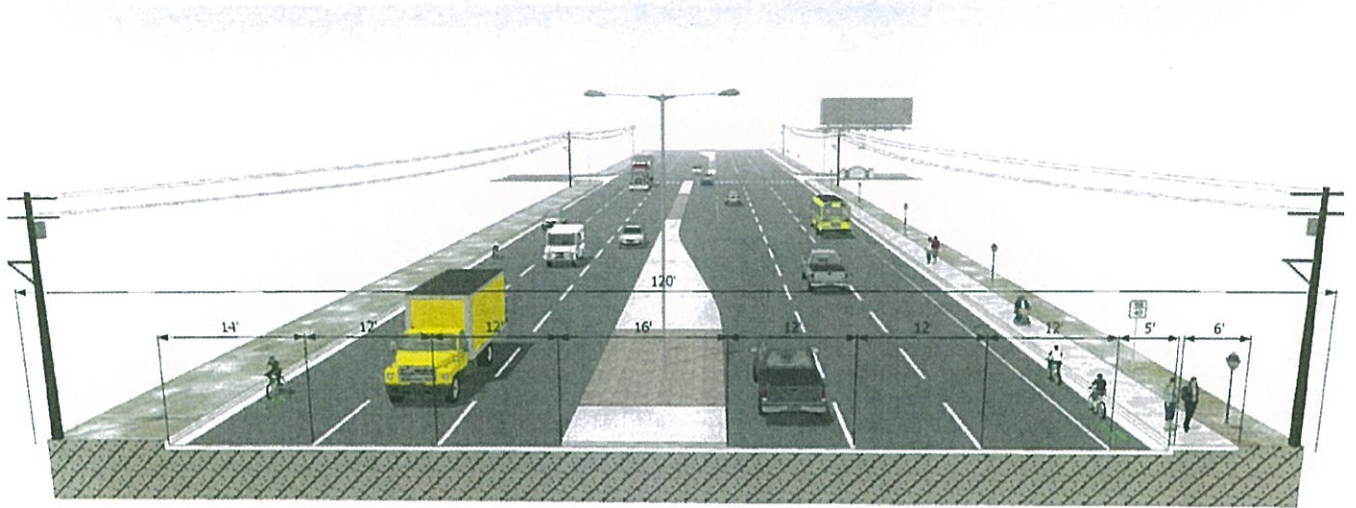
On August 21, 2018, the Copperas Cove City Council authorized sending this letter requesting the Technical Advisory Committee and the Transportation Planning Policy Board consider allowing the City of Copperas Cove to modify the awarded project. The proposed project modification will (1) construct a raised median, (2) retain three travel lanes in each direction, (3) construct a six-foot sidewalk on the south side, (4) add a striped 5' bicycle lane on the south side, and (5) convert the northern lane as a shared vehicle and bicycle lane. Attached is the cross-section to illustrate the request. The modification will continue to fulfill the construction of multimodal facilities and addressing the safety concerns of the current roadway structure. The estimated construction cost for the modified proposal remains at \$10 million, so transportation funding awarded is anticipated to be sufficient. Copperas Cove will cover all additional design fees. The modification was developed in coordination with TxDOT.

The City of Copperas Cove respectfully requests your approval to modify the Business US 190 Highway Phase 1 project (C30-03b) as stated above.

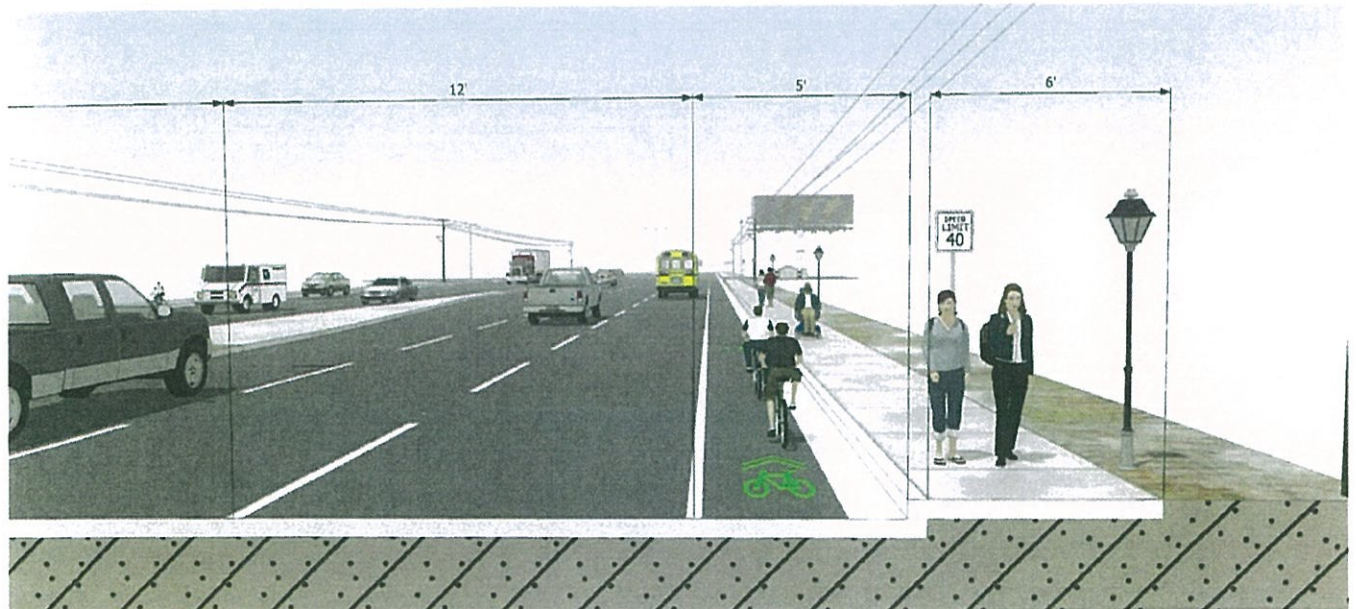
Sincerely,

Ryan Haverlah
Interim City Manager

City of Copperas Cove
Business US 190 Phase 1 Project Modification
Project C30-03b



Provided by BSP Engineering



Provided by BSP Engineering

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020

							PROJECT						
DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	SPONSOR	YOE COST					
WACO	Coryell	0231-02-062	BU 190E	2020	C	Copperas Cove	Copperas Cove	\$10,000,000					
LIMITS FROM:	FM 1113 (Avenue D)												
LIMITS TO:	Constitution Dr												
DESCRIPTION:	Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction.												
REMARKS:	August 2017 KTMO selected project												
							REVISION DATE:	Nov-18					
							MPO ID:	C30-03b					
							FUNDING CATEGORY:	2M					
							PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION:				AUTHORIZED FUNDING BY CATEGORY									
PRELIMINARY ENGINEERING:	\$517,860	COST OF APPROVED PHASES:		CATEGORY:		FEDERAL:	\$8,000,000	STATE:	\$2,000,000	LOCAL:	\$0	TOTAL:	\$10,000,000
RIGHT OF WAY:				2M		TOTAL	\$8,000,000		\$2,000,000		\$0		\$10,000,000
CONSTRUCTION:	\$10,000,000												
CONSTRUCTION ENGINEERIN	\$516,804												
CONTINGENCIES:	\$119,425												
INDIRECTS:													
BOND FINANCING:													
TOTAL PROJECT COST (YOE)	\$11,154,089												



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of June 2017 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
A40-03	Bus Replacement FY15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,606.00	N/A	
B40-03	Main St. Sidewalk Expansion	Ave C to Ave. J	Repair and installation of sidewalks along eastern side of Main St	\$405,292.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St.	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
N40-01	Main St. Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St. and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	
K40-27 ¹	SH 195	0.1 MI N of FM 3470 to 0.1 MI S of FM 3470 ³	Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter)S	\$800,000	Yes	
H35-01	US 190 at FM 2410	East Central TX Expy W to East Central TX Expy East	Construction of a west to east turnaround at FM 24105	\$5,000,000	Yes	
T40-12	31st St Sidewalks (FM1741)	Marlandwood Rd to Canyon Creek Rd	Installation of 6' sidewalks on both sides of FM1741	\$500,000	Yes	
T40-15	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd (Spur 290)	Installation of on-street bike lane and ADA compliant sidewalks travelling east on Central Avenue and west on Adams AvenueS	\$1,913,044	Yes	
C40-05	FM 116 & 3046 Sidewalks	Business 190 to Dennis St. ⁵	Construct ADA compliant sidewalks and bike lanes ⁵	\$975,000	No	FY 18-20 Category 7 Funds: \$13,890,000
K40-21b	Heritage Oaks Hike and Bike Trail, Segment ⁵	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	\$1,300,000	No	
C40-04c	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd ³	Construct sidewalks for pedestrian/bicycle use ³	\$170,000	No	
S40-04a ¹	Main St Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, & striping for bicycles	\$1,616,956	No	
A40-15	Fleet Replacement Project	Killeen UZA	Purchase buses ⁶	\$1,615,000 ⁶	N/A	

CATEGORY 9 STATEWIDE TAP/TASA (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd. 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Rd.	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft; includes landscaping and lighting.	\$2,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$3,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
N40-02	Old Nolanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,587.00	No	
B40-05	Bellon Hike and Bike Trail Extension South (South Bellon Shared Use Path)	IH 35 from FM 436 to Confederate Park Drive	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH 35 northbound frontage road and Confederate Park Drive.	\$1,790,570	No	FY 17 TASA Funds: \$1,790,570

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KT/MP/PO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
K40-23 ¹	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$800,000.00	No	FY15-FY17 Category 9 Funds: \$1,151,642
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	
C40-04b	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr. ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$680,000	No	

COMBINED CATEGORY 7 AND MPO CATEGORY 9 PROJECTS

KT/MP/PO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
C40-04a	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 Mi S Martin Luther King Jr., Blvd ⁵	Construction of sidewalks for pedestrian/bicycle use ⁵	\$850,000	No	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000

MPO PROPOSITION 1/CATEGORY 2 PROJECTS

KT/MP/PO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$33,800,000
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	
W40-06 ¹	US 190	FM 3423 (Indian Trail) to FM 2410 in W Belton ⁵	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	\$39,000,000	Yes	
C30-03b	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr ⁵	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane ⁵	\$10,000,000	Yes	

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KT/MP/PO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-03 ¹	US 190 Turnaround	At Clear Creek Rd ⁵	Roadway reconfiguration to improve turning movements (Turnaround) ⁵	\$4,000,000	No	FY18-20 Category 2 (\$2,100,000) and Category 7 (\$1,900,000): \$4,000,000

Miscellaneous Projects

KT/MP/PO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
T25-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339

PREVENTATIVE AND MAINTENANCE PROJECTS

KT/MP/PO ID	Project Name	Description	FY2015-FY2018 TIP	FY2017-FY2020 TIP
G01-PE	Preventative Projects	Various Locations	\$8,523,944.00	\$12,579,008.00
G03-MT	Maintenance Projects	Various Locations	\$20,679,230.00	\$37,602,002.00
G04-BR	Bridge Projects	Various Locations	\$6,355,929.00	\$3,125,284.00
G06-SA	Safety Projects	Various Locations	\$1,811,997.00	\$497,599.00
Total:			\$37,371,100.00	\$53,803,893.00

¹Administrative Amendment on July 5, 2017



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of June 2017 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
A40-03	Bus Replacement FY 15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,606.00	N/A	
B40-03	Main St. Sidewalk Expansion	Ave C to Ave J	Repair and installation of sidewalks along eastern side of Main St	\$405,792.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St	Construct multi-terraced pedestrian pathway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
H40-01	Main St. Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	
K40-27 ¹	SH 195	0.1 MI N of FM 3470 to 0.1 MI S of FM 3470 ⁵	Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter) ⁵	\$800,000	Yes	
H35-01	US 190 at FM 2410	East Central TX Expwy W to East Central TX Expwy East	Construction of a west to east turnaround at FM 24105	\$5,000,000	Yes	
T40-12	31st St Sidewalks (FM1741)	Mariandwood Rd to Canyon Creek Rd	Installation of 6' sidewalks on both sides of FM1741	\$500,000	Yes	
T40-15	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd (Spur 290)	Installation of on-street bike lane and ADA compliant sidewalks travelling east on Central Avenue and west on Adams Avenue ⁵	\$1,913,044	Yes	
C40-05	FM 116 & 3046 Sidewalks	Business 190 to Dennis St. ⁵	Construct ADA compliant sidewalks and bike lanes ⁵	\$975,000	No	FY 18-20 Category 7 Funds: \$13,890,000
K40-21b	Heritage Oaks Hike and Bike Trail, Segment ⁵	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	\$1,300,000	No	
C40-04c	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd ⁶	Construct sidewalks for pedestrian/bicycle use ⁵	\$170,000	No	
S40-04a ¹	Main St. Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, & striping for bicycles	\$1,616,956	No	
A40-15	Fleet Replacement Project	Killeen UZA	Purchase buses ⁷	\$1,615,000*	N/A	

CATEGORY 9 STATEWIDE TAP/TASA (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd. 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Rd.	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft; includes landscaping and lighting.	\$2,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$3,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
H40-02	Old Nolanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,587.00	No	
B40-05	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH 35 from FM 436 to Confederate Park Drive	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH 35 northbound frontage road and Confederate Park Drive.	\$1,790,570	No	FY 17 TASA Funds: \$1,790,570

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KT/MP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
K40-23 ¹	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$800,000.00	No	FY15-FY17 Category 9 Funds: \$1,151,642
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	
C40-04b	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr. ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$680,000	No	FY18-20 Category 9 Funds: \$680,000

COMBINED CATEGORY 7 AND MPO CATEGORY 9 PROJECTS

KT/MP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
C40-04a	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 MI S Martin Luther King Jr. Blvd ⁵	Construction of sidewalks for pedestrian/bicycle use ⁵	\$850,000	No	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000

MPO PROPOSITION 1/CATEGORY 2 PROJECTS

KT/MP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$3,800,000
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	
W40-06 ¹	US 190	FM 3423 (Indian Trail) to FM 2410 in W Belton ⁵	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	\$39,000,000	Yes	
C30-03b	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr ⁵	Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction.	\$10,000,000	Yes	FY18-20 Category 2 Projects: \$49,000,000

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KT/MP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-03 ¹	US 190 Turnaround	At Clear Creek Rd ⁵	Roadway reconfiguration to improve turning movements (Turnaround) ⁵	\$4,000,000	No	FY18-20 Category 2 (\$2,100,000) and Category 7 (\$1,900,000): \$4,000,000

Miscellaneous Projects

KT/MP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
TZ5-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339

PREVENTATIVE AND MAINTENANCE PROJECTS

KT/MP ID	Project Name	Description	FY2015-FY2018 TIP	FY2017-FY2020 TIP
G01-PE	Preventative Projects	Various Locations	\$8,523,944.00	\$12,579,008.00
G03-MT	Maintenance Projects	Various Locations	\$20,679,230.00	\$37,602,002.00
G04-BR	Bridge Projects	Various Locations	\$6,355,929.00	\$3,125,984.00
G06-SA	Safety Projects	Various Locations	\$1,811,997.00	\$497,599.00
Total:			\$37,371,100.00	\$53,803,893.00

⁵Administrative Amendment on July 5, 2017

**W40-05 (US 190) and
W40-04a(1) (Loop 121)
Amendment**

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	BELL	0231-04-060	US 190	2020	C	Belton	TxDOT	\$35,000,000

LIMITS FROM: FM 2410 IN W Belton

LIMITS TO: IH 35

DESCRIPTION:

Widen main lanes from 4 to 6 lanes and resurface.

REMARKS:

REVISION DATE: Nov-18

MPO ID: W40-05

FUNDING CATEGORY: 2M

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$1,500,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	TOTAL:
RIGHT OF WAY:	\$0			2M	\$28,000,000	\$7,000,000		\$35,000,000
CONSTRUCTION:	\$31,800,000		\$35,000,000	TOTAL	\$28,000,000	\$7,000,000	\$0	\$35,000,000
CONSTRUCTION ENGINEERING:	\$1,700,000							
CONTINGENCIES:	\$400,000							
INDIRECTS:	\$1,500,000							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$36,900,000							

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST															
WACO	BELL	2502-01-021	SL 121	2021	C	Belton	TxDOT	\$28,000,000															
LIMITS FROM: Lake Rd (FM 439)																							
LIMITS TO: US 190																							
DESCRIPTION:		Widen from two lanes to four lanes with raised median.																					
REMARKS:		REVISION DATE: Nov-18 MPO ID: W40-04a(1) FUNDING CATEGORY: 2M PROJECT HISTORY:																					
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES: \$28,000,000																					
PRELIMINARY ENGINEERING:		\$1,500,000																					
RIGHT OF WAY:		\$8,088,000																					
CONSTRUCTION:		\$25,000,000																					
CONSTRUCTION ENGINEERING:		\$1,500,000																					
CONTINGENCIES:		\$700,000																					
INDIRECTS:		\$1,200,000																					
BOND FINANCING:		\$0																					
TOTAL PROJECT COST (YOE):		\$37,988,000																					
AUTHORIZED FUNDING BY CATEGORY:		<table border="1"> <thead> <tr> <th>CATEGORY:</th> <th>FEDERAL:</th> <th>STATE:</th> <th>LOCAL:</th> <th>TOTAL:</th> </tr> </thead> <tbody> <tr> <td>2M</td> <td>\$22,400,000</td> <td>\$5,600,000</td> <td></td> <td>\$28,000,000</td> </tr> <tr> <td>TOTAL</td> <td>\$22,400,000</td> <td>\$5,600,000</td> <td>\$0</td> <td>\$28,000,000</td> </tr> </tbody> </table>							CATEGORY:	FEDERAL:	STATE:	LOCAL:	TOTAL:	2M	\$22,400,000	\$5,600,000		\$28,000,000	TOTAL	\$22,400,000	\$5,600,000	\$0	\$28,000,000
CATEGORY:	FEDERAL:	STATE:	LOCAL:	TOTAL:																			
2M	\$22,400,000	\$5,600,000		\$28,000,000																			
TOTAL	\$22,400,000	\$5,600,000	\$0	\$28,000,000																			



2040 Metropolitan Transportation Plan Project Listing

Short-Range Funded (2014-2023) Projects with Allocated Funding as of June 2017 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
A40-03	Bus Replacement FY 15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,606.00	N/A	
B40-03	Main St. Sidewalk Expansion	Ave C to Ave J	Repair and installation of sidewalks along eastern side of Main St.	\$405,292.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
H40-01	Main St. Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St. and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	
K40-27	SH 195	0.1 MI N of FM 3470 to 0.1 MI S of FM 3470 ⁵	Turnaround underpass for northbound and southbound traffic on SH 195 frontage rds and FM 3470 (Stan Schlueter) ⁵	\$800,000	Yes	
H35-01	US 190 at FM 2410	East Central TX Expy W to East Central TX Expy East	Construction of a west to east turnaround at FM 24105	\$5,000,000	Yes	
T40-12	31st St. Sidewalks (FM1741)	Marlandwood Rd to Canyon Creek Rd	Installation of 6' sidewalks on both sides of FM1741	\$500,000	Yes	
T40-15	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH 35 to MLK, Jr Blvd (Spur 290)	Installation of on-street bike lane and ADA compliant sidewalks travelling east on Central Avenue and west on Adams Avenue ⁵	\$1,913,044	Yes	
C40-05	FM 116 E. 3046 Sidewalks	Business 190 to Dennis St. ⁵	Construct ADA compliant sidewalks and bike lanes ⁵	\$975,000	No	FY 18-20 Category 7 Funds: \$13,890,000
K40-21b	Heritage Oaks Hike and Bike Trail, Segment ⁵	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	\$1,300,000	No	
C40-04c	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$170,000	No	
S40-04a ¹	Main St. Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, & striping for bicycles	\$1,616,956	No	
A40-15	Fleet Replacement Project	Killeen UZA	Purchase buses ⁵	\$1,615,000 ⁵	N/A	

CATEGORY 9 STATEWIDE TAP/TASA (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd. 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Rd.	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft; includes landscaping and lighting.	\$2,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$3,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
H40-02	Old Nolanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,387.00	No	
B40-05	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH 35 from FM 436 to Confederate Park Drive	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH 35 northbound frontage road and Confederate Park Drive.	\$1,790,570	No	FY 17 TASA Funds: \$1,790,570

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
K40-23 ¹	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$800,000.00	No	FY15-FY17 Category 9 Funds: \$1,151,642
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	
C40-04b	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr. ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$680,000	No	FY18-20 Category 9 Funds: \$680,000

COMBINED CATEGORY 7 AND MPO CATEGORY 9 PROJECTS

KTMO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
C40-04a	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 MI S Martin Luther King Jr. Blvd ⁵	Construction of sidewalks for pedestrian/bicycle use ⁵	\$850,000	No	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000

MPO PROPOSITION 1/CATEGORY 2 PROJECTS

KTMO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$33,800,000
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	
W40-06 ¹	US 190	FM 3423 (Indian Trail) to FM 2410 in W Belton ⁵	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	\$39,000,000	Yes	
C30-03b	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr ⁵	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane ⁵	\$10,000,000	Yes	FY18-20 Category 2 Projects: \$49,000,000

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KTMO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-03 ¹	US 190 Turnaround	At Clear Creek Rd ⁵	Roadway reconfiguration to improve turning movements (Turnaround) ⁵	\$4,000,000	No	FY18-20 Category 2 (\$2,100,000) and Category 7 (\$1,900,000): \$4,000,000

Miscellaneous Projects

KTMO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
TZ5-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339

PREVENTATIVE AND MAINTENANCE PROJECTS

KTMO ID	Project Name	Description	FY2015-FY2018 TIP	FY2017-FY2020 TIP
G01-PE	Preventative Projects	Various Locations	\$8,523,944.00	\$12,579,008.00
G03-WT	Maintenance Projects	Various Locations	\$20,679,230.00	\$37,602,002.00
G04-BR	Bridge Projects	Various Locations	\$6,355,929.00	\$3,125,284.00
G06-SA	Safety Projects	Various Locations	\$1,811,997.00	\$497,599.00
Total:			\$37,371,100.00	\$53,803,893.00

¹Administrative Amendment on July 5, 2017

Proposed Roadway, Transportation Choices/Livability, and Preventative Maintenance Projects

ROADWAY PROJECTS

KTMO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ⁴	Funding Sources ³	Funding
W40-05 ¹	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	83.79	2	2	\$35,000,000	Yes	EJ		Short Range Funding: \$225,721,674
W40-04 ¹	Loop 121 Phase 1	FM 439 to IH 35	Widen from 2 to 4 lane divided roadway with bike/ped improvements	56.45	13	4	\$27,000,000	Yes	EJ, H, P	Partially funded using \$5,000,000 of Category 2	
W35-01	US 190 Bypass	E of Copperas Cove to 0.5 mi W of Lampasas County Line	Phase 2, Construct final 2 lanes of ultimate 4 lane divided roadway	64.00	6	8	\$48,150,000	Yes	EJ, L, H,		
K30-13	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	61.44	8	9	\$18,666,900	No	EJ, H		
W35-05	US 190	At SH 195	Upgrade interchange	63.34	7	10	\$52,450,000	Yes	EJ		
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nolanville Rd	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	59.77	9	11	\$8,969,950	No	EJ, H		
H30-01	Business 190/Veterans Memorial Blvd	Roy Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	59.44	10	12	\$5,000,000	No	L, H		
W30-17	FM 93	SH 317 to Wheat Rd	Widen from 2 to 4 lane divided roadway	53.55	19	13	\$8,794,843	Yes	EJ, H, P		
B40-11	FM 2271	FM 439 to US 190	Widen from 2 to 4 lane divided roadway	58.33	12	14	\$49,700,000	No	EJ, H, P		
T40-07	Outer Loop/Old Waco Rd	Drainage Channel (south of FM 2305 and Walmart) to S of Wal-Mart) to S of Jupiter Drive/Tanver Dr	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation	55.88	14	15	\$6,275,000	No	P		
K30-23	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements with turnarounds	55.44	15	16	\$24,628,150	No	EJ		
T15-06k	IH 35	S Loop 363 to US 190	Reconstruct and widen to 8 lanes	76.14	4	17	\$129,700,000	Yes	EJ, H		
C30-03a	Business 190 Phase II	FM 116 S to Ave D	Change the center turn to a raised center turn and convert one travel lane in each direction to 6 sidewalk, 5' bicycle lane and 1.5' curb and gutter	55.00	16	18	\$7,400,000	Yes	—		
K40-16	East Trimmer Rd Improvements	Stagescoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	54.02	17	19	\$6,047,000	No	EJ		
K40-24	Featherline Dr	Stagescoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane with roundabouts	53.99	18	20	\$7,886,382	No	—		
B40-10	FM 1670	US 190 to Three Creeks Boulevard	Widen from 2 to 4 lane roadway with a 10' hike and bike trail	58.77	11	21	\$5,643,360	No	EJ, H		
W35-08	FM 93	FM 1741 (S 31st) to SH 95	Widen from 2 to 4 lanes, provide for a raised median and construct grade separation at IUP RR	52.87	20	22	\$12,588,000	No	EJ, H		
W35-07	NW Loop 363	Lucius McClevey to Industrial Blvd	Construct main lanes to provide a four lane freeway	52.45	21	23	\$45,000,000	Yes	H		
K25-04	SH 195	At Business 190	Construct grade separation over Business 190 and BNSF RR	52.01	22	24	\$20,000,000	Yes	EJ		
K40-11	WS Young	Mall Dr to AJ Hall Blvd	Add turn lane and relocate traffic signal at Mall Dr to AJ Hall Blvd	51.90	23	25	\$4,889,546	Yes	EJ		
K40-06	FM 2484	SH 195 to IH 35	Widen to 4 lane roadway	51.88	24	26	\$35,000,000	No	H, ARZ, P		
W30-23	Loop 363	SP 290 to SH 95	Upgrade to 4 lane freeway with continuous frontage roads and grade separation at JLK Blvd	51.44	25	27	\$16,784,000	Yes	EJ		
K40-26	Cunningham Rd	US 190 to Little Nolan Rd	Construct and widen from 2 to 4 lane road with shoulder, median turn lane, with bike/ped facilities	51.22	26	28	\$7,817,350	No	EJ		
H15-01	FM 3423/Indian Trail	Business 190 to US 190	Construct an urban cross-section roadway with sidewalks, median and pedestrian enhancements within the appropriate context sensitive cross section	50.11	27	29	\$3,391,800	No	—		
B40-08	Sparta Rd	Loop 121 to Dum's Canyon Rd	Construct protected turn lane with 10' wide hike and bike trail	50.11	28	30	\$2,080,000	No	H, P		
T35-36a	1st Street	SE Loop 363 to Ave M	Widen from 4 lane undivided to 4 lane divided roadway with curb and gutter, hike and bike trails and will incorporate multimodal design	49.88	29	31	\$8,500,000	Yes	EJ		
H30-07	FM 3481	Prospector Drive to FM 2484	Widen from 2 to 4 lane divided roadway	49.45	30	32	\$13,109,435	No	EJ, H, ARZ, P		
W35-03	SH 195	FM 3470 to Chaparral Rd	Reconstruct to 4 lane freeway with frontage roads	48.45	31	33	\$39,862,000	Yes	EJ, H		
C35-02a	FM 116	S Main (through existing parking facility) to Ave B	Create an underpass of the existing BNSF railroad	48.13	32	34	\$12,550,000	Yes	—		

Unscored Projects									
C25-02	FM 1113	Signal Light at FM 116/Ave B to Summers Rd	Widens from 2 to 4 lanes with ADA-compliant sidewalks	UHS	N/A	N/A	\$17,149,700	No	H, P
C25-03	Big Divide Loop	US 190 to FM 1113	Construct raised median, curb and gutter with enclosed storm drainage	UHS	N/A	N/A	\$10,200,000	No	H
C25-04	North Side Loop	FM 1113 to FM 116	Widen from 2 to 4 lanes with raised median curb and gutter with enclosed storm drainage	UHS	N/A	N/A	\$8,280,000	No	—
C40-01	FM 116 South	Copperas Cove City limits to SH 201	Upgrade Ivy Gap Rd and Ivy Mountain Rd to FM status, widen roadway from 2 to 5 lanes with curb and gutter	UHS	N/A	N/A	\$24,960,000	No	EJ, L, H, ARZ
H40-03	Chaparral Road	FM 3481 to Killeen City Limits on Chaparral Rd	Widen and straighten roadway and construct hike/bike trail	UHS	N/A	N/A	N/A	No	EJ, H
H40-04	E FM 2410	East side from FM 2410 Community Park to Simmons Rd	Expand roadway to include curb & gutter, access management control, turning lanes, drainage improvements, and context sensitive solutions	UHS	N/A	N/A	N/A	Yes	EJ, L, H
H40-08	Warrior's Path Extension Phase II	US 190 to FM 439	Construct 2 lane roadway	UHS	N/A	N/A	\$8,000,000	No	—
H40-10	FM 439 Safety Improvements	FM 439 at Lonesome Oak Dr	Add turning lane, shoulder expansion and possible traffic signals/signs	UHS	N/A	N/A	N/A	No	—
W30-06	SH 201 @ Killeen Airport	Killeen Airport Entrance	Construct Interchange	UHS	N/A	N/A	\$7,343,000	No	EJ, H
W35-04 ²	FM 439	Roy Reynolds Dr to FM 3219	Widen from 4 to 6 lanes	UHS	N/A	N/A	\$11,539,000	No	EJ
W40-04b ¹	Loop 121 Phase 2	IH 35 to FM 436	Widen from 2 to 4 lane divided roadway with bike/ped improvements	UHS	N/A	N/A	\$6,000,000	Yes	EJ, H, P

¹ Projects received funds through TxDOT Project Development.

² W35-04 original project score was 68.77

³ Funding includes Categories 2, 4, 7, 11 & others as appropriate.

⁴ Flagged

Symbol	Environment	Justico	Community of Concern
EJ	Environmental	Justico	Community of Concern
L	Landfill		
H	Centricities	Archaeological Sites	Historical Markers
ABZ	Aquifer Recharge Zone		
ES	Endangered Species		
P	Park		

⁵ Administrative Amendment on August 25, 2017

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTWPO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CAP Network	Flagged ³	Funding Sources ²	Funding
C35-02b	Railroad Underpass Sidewalks	S Main (through existing parking facility) to Ave B	Construct 10' wide sidewalk in conjunction with the FM 116 underpass project	80.90	4	3	\$920,000	Yes	—		Short Range Funding: \$5,929,889
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$473,510	No	E, P		Long Range Funding: \$15,544,430
T40-13	Georgetown RR Trail	5 5th St to Leon River	Construct 10 ft wide trail	70.68	10	11	\$2,000,000	No	E, H, P		
B40-12	Belton Southwest Trail Expansion	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10' hike/bike trail	69.78	13	13	\$3,257,480	No	E, H, P		
H40-04	Park Connectivity	City Park along Mesquite St. and Ave H to 10th St.	Construct 10' wide sidewalk, ADA ramps and crosswalks, widen pavement by 32" with curb and gutter	69.75	14	14	\$1,558,802	No	P		
H40-05	Spur 439 Connectivity	Main St. to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St.	69.55	15	15	\$593,230	No	—		
D40-02	North Waco Rd (Old 81) Sidewalk	West Main St. to West Big Elm	Construct 10' wide pedestrian/bicycle facility	69.22	16	16	\$1,700,000	No	—		
T40-25	Bird Creek Interceptor	N side of Lions Community Park to Midway Dr (near Bonham Middle School)	Construct 8 ft wide trail	69.11	17	17	\$375,000	No	P		
T25-05	FM 2271 Trail	FM 2305 to Miller Spring Park	Construct 8 ft wide trail	67.79	18	18	\$950,000	Yes	H, P		
S40-02	Pace Park Trail	Pace Park along Pace Park Rd	Construct 10 ft wide trail	60.19	19	19	\$199,965	No	ARZ, ES, P		
N40-09	Pleasant Hill Rd	Lonsesome Oak Drive to Ave I	Construct Class 2, buffered on-street bike lane	UNS	N/A	N/A	\$500,000	No	H		
N40-11	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail boarding Nolan Creek	UNS	N/A	N/A	N/A	No	H		
N40-12	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School to Ave I	Add Class 2 Bike Lanes on system	UNS	N/A	N/A	N/A	No	—		
N40-13	Wild Wood Trail	Lonsesome Oak Drive to Ave I	Construct an 8 ft wide multi use trail	UNS	N/A	N/A	\$400,000	No	—		
S40-01	Enhancements along Salado Creek	Main St. at College Hill Dr to 0.09 mi N of Royal St on Center Circle	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	UNS	N/A	N/A	\$368,959	No	ARZ, H, ES		
S40-04b ¹	Main St. Sidewalks Phase 2	College Hill Dr. to Salado Plaza Dr	Main St. improvements to include pavement widening, bike paths, drainage improvements.	UNS	N/A	N/A	\$2,223,044	No	H, ARZ, ES		

¹Projects received funds through TxDOT Project Development.

²Funding includes Categories 2, 7, 9 and others as appropriate.

³Flagged

Symbol	Category
E	Environmental Justice Community of Concern
L	Landfill
H	Cemeteries, Archaeological Sites, Historical Markers
ARZ	Aquifer Recharge Zone
ES	Endangered Species
P	Park

⁴Administrative Amendment on August 25, 2017

TRANSIT PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CWP Network	Flagged?	Funding Sources?	Funding
----------	--------------	--------------	-------------	---------------	-----------------	---------------	----------------	-------------	----------	------------------	---------

PREVENTATIVE AND MAINTENANCE PROJECTS

KTMPO ID	Project Name	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CWP Network	Flagged?	Funding Sources?	Funding	
Short Range Funded (2014-2023)											
		Description								Funding	
G01-PE	Preventative Projects	Various Locations								Short Range Funding: \$74,629,006 ⁵	
G03-MT	Maintenance Projects	Various Locations									
G04-BR	Bridge Projects	Various Locations									
G06-SA	Safety Projects	Various Locations									
Long Range Funded (2024-2040)											
		Description								Funding	
G01-PE	Preventative Projects	Various Locations								Long Range Funding: \$295,989,993 ⁵	
G03-MT	Maintenance Projects	Various Locations									
G04-BR	Bridge Projects	Various Locations									
G06-SA	Safety Projects	Various Locations									

⁵Note:
A) Fiscal constraint is based upon forecasted revenue reflected in the 2040 MTP that was adopted in 2014. Figures have been revised to include additional funding the MPO has received as of November 16, 2016 that were not in the original forecast. Also, figures have been revised to subtract dollars for projects that have been funded as of November 16, 2016. Therefore, the figures B) Updated figures represented in the 2017 Unified Transportation Program have only been included for Category 2 for FY2018-2026, since original projection had \$0 for Category 2 for short range.

The MTP Project Listing is periodically amended to add, remove, or modify details about our transportation projects. Formal amendments require action by our Policy Board and Public Comment Period.

MTP Amendment Dates	MTP Amendment Dates
January 21, 2015	November 16, 2016
November 18, 2015	June 21, 2017
January 20, 2016	July 5, 2017*
April 20, 2016	August 26, 2017*
August 17, 2016	November 16, 2017*
	December 21, 2017*
	March 14, 2018

* Administrative Amendments



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of June 2017 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
A40-03	Bus Replacement FY 15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,606.00	N/A	
B40-03	Main St Sidewalk Expansion	Ave C to Ave J	Repair and installation of sidewalks along eastern side of Main St	\$405,292.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
M40-01	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	
K40-27 ¹	SH 195	0.1 MI N of FM 3470 to 0.1 MI S of FM 3470 ⁵	Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter) ⁵	\$800,000	Yes	
H35-01	US 190 at FM 2410	East Central TX Expy W to East Central TX Expy East	Construction of a west to east turnaround at FM 24105	\$5,000,000	Yes	
T40-12	31st St Sidewalks (FM1741)	Marlandwood Rd to Canyon Creek Rd	Installation of 6' sidewalks on both sides of FM1741	\$500,000	Yes	
T40-15	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd (Spur 290)	Installation of on-street bike lane and ADA compliant sidewalks travelling east on Central Avenue and west on Adams Avenue ⁵	\$1,913,044	Yes	
C40-05	FM 116 & 3046 Sidewalks	Business 190 to Dennis St. ⁵	Construct ADA compliant sidewalks and bike lanes ⁵	\$975,000	No	FY 18-20 Category 7 Funds: \$13,890,000
K40-21b	Heritage Oaks Hike and Bike Trail, Segment ⁵	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	\$1,300,000	No	
C40-04c	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$170,000	No	
S40-04a ¹	Main St Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. Improvements to include lighting, sidewalks, & striping for bicycles	\$1,616,956	No	
A40-15	Fleet Replacement Project	Killeen UZA	Purchase buses*	\$1,615,000*	N/A	

CATEGORY 9 STATEWIDE TAP/TASA (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd. 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Rd.	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft; includes landscaping and lighting.	\$2,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$3,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
M40-02	Old Nolanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,587.00	No	
B40-05	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH 35 from FM 436 to Confederate Park Drive	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH 35 northbound frontage road and Confederate Park Drive.	\$1,790,370	No	FY 17 TASA Funds: \$1,790,370

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KT/MPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
K40-23 ¹	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$800,000.00	No	FY15-FY17 Category 9 Funds: \$1,151,642
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	
C40-04b	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr ⁵	Construct sidewalks for pedestrian/bicycle use ⁵	\$680,000	No	

COMBINED CATEGORY 7 AND MPO CATEGORY 9 PROJECTS

KT/MPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
C40-04a	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 MI S Martin Luther King Jr. Blvd ⁵	Construction of sidewalks for pedestrian/bicycle use ⁵	\$850,000	No	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000

MPO PROPOSITION 1/CATEGORY 2 PROJECTS

KT/MPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$33,800,000
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	
W40-06 ¹	US 190	FM 3423 (Indian Trail) to FM 2410 in W Belton ⁵	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	\$39,000,000	Yes	
C30-03b	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr ⁵	Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction.	\$10,000,000	Yes	

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KT/MPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-03 ¹	US 190 Turnaround	At Clear Creek Rd ⁵	Roadway reconfiguration to improve turning movements (Turnaround) ⁵	\$4,000,000	No	FY18-20 Category 2 (\$2,100,000) and Category 7 (\$1,900,000): \$4,000,000

Miscellaneous Projects

KT/MPO ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
T25-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339

PREVENTATIVE AND MAINTENANCE PROJECTS

KT/MPO ID	Project Name	Description	FY2015-FY2018 TIP	FY2017-FY2020 TIP
G01-PE	Preventative Projects	Various Locations	\$8,523,944.00	\$12,579,008.00
G03-MT	Maintenance Projects	Various Locations	\$20,679,230.00	\$37,602,002.00
G04-BR	Bridge Projects	Various Locations	\$6,355,929.00	\$3,125,284.00
G06-SA	Safety Projects	Various Locations	\$1,811,997.00	\$497,599.00
Total:			\$37,371,100.00	\$53,803,893.00

¹Administrative Amendment on July 5, 2017

**Proposed Roadway, Transportation Choices/Livability, and Preventative Maintenance Projects
ROADWAY PROJECTS**

KTMO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CAMP Network	Flagged ⁴	Funding Sources ³	Funding
W40-05 ¹	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lanes and resurface	83.79	2	2	\$35,000,000	Yes	EJ	2	Short Range Funding: \$225,721,674
W40-04a ¹	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	13	4	\$28,000,000	Yes	EJ, H, P	2	
W35-01	US 190 Bypass	E of Cooperas Cove to 0.5 mi W of Lampasas County Line	Phase 2, Construct final 2 lanes of ultimate 4 lane divided roadway	64.00	6	8	\$48,150,000	Yes	EJ, L, H,		
K30-13	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	61.44	8	9	\$18,666,900	No	EJ, H		
W35-05	US 190	At SH 195	Upgrade interchange	63.34	7	10	\$52,450,000	Yes	EJ		Long Range Funding: \$136,905,358 ⁵
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nolanville Rd	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	59.77	9	11	\$8,969,950	No	EJ, H		
H30-01	Business 190/Veterans Memorial Blvd	Roy Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	59.44	10	12	\$5,000,000	No	L, H		
W30-17	FM 93	SH 317 to Wheat Rd	Widen from 2 to 4 lane divided roadway	53.55	19	13	\$8,794,843	Yes	EJ, H, P		
B40-11	FM 2271	FM 439 to US 190	Widen from 2 to 4 lane divided roadway	58.33	12	14	\$49,700,000	No	EJ, H, P		
T40-07	Outer Loop/Old Waco Rd	Drainage Channel (south of FM 2305 and Walmart) to S of Jupiter Drive/Traver Dr	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation	55.88	14	15	\$6,275,000	No	P		
K30-23	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements with turnarounds	55.44	15	16	\$24,628,150	No	EJ		
T15-06k	IH 35	S Loop 363 to US 190	Reconstruct and widen to 8 lanes	76.14	4	17	\$129,700,000	Yes	EJ, H		
C30-03a	Business 190 Phase II	FM 116 S to Ave D	Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalk, 2' bicycle lane and 1.5' curb and gutter	55.00	16	18	\$7,400,000	Yes	—		
K40-16	East Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	54.02	17	19	\$6,047,000	No	EJ		
K40-24	Featherline Dr	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane with roundabouts	53.99	18	20	\$7,886,382	No	—		
B40-10	FM 1670	US 190 to Three Creeks Boulevard	Widen from 2 to 4 lane roadway with a 10' hike and bike trail	58.77	11	21	\$5,643,360	No	EJ, H		
W35-08	FM 93	FM 1741 (S 3161) to SH 95	Widen from 2 to 4 lanes, provide for a raised median and construct grade separation at UP RR	52.87	20	22	\$12,588,000	No	EJ, H		
W35-07	NW Loop 363	Lucius McClevey to Industrial Blvd	Construct main lanes to provide a four lane freeway	52.45	21	23	\$45,000,000	Yes	H		
K25-04	SH 195	At Business 190	Construct grade separation over Business 190 and BHSF RR	52.01	22	24	\$20,000,000	Yes	EJ		
K40-11	WS Young	Wall Dr to AJ Hall Blvd	Add turn lane and relocate traffic signal at Wall Dr to AJ Hall Blvd	51.90	23	25	\$4,889,546	Yes	EJ		
K40-06	FM 2484	SH 195 to IH 35	Widen to 4 lane roadway	51.88	24	26	\$35,000,000	No	H, ARZ, P		
W30-23	Loop 363	SP 290 to SH 95	Upgrade to 4 lane freeway with continuous frontage roads and grade separation at MLX Blvd	51.44	25	27	\$16,784,000	Yes	EJ		
K40-26	Cunningham Rd	US 190 to Little Nolan Rd	Construct and widen from 2 to 4 lane road with shoulder, median turn lane, with bike/peel facilities	51.22	26	28	\$7,817,350	No	EJ		
H15-01	FM 3423/Indian Trail	Business 190 to US 190	Construct an urban cross-section roadway with sidewalks, median and pedestrian enhancements within the appropriate context sensitive cross section	50.11	27	29	\$3,391,800	No	—		
B40-08	Sparta Rd	Loop 121 to Dumm's Canyon Rd	Construct protected turn lane with 10' wide hike and bike trail	50.11	28	30	\$2,080,000	No	H, P		
T35-36a	1st Street	SE Loop 363 to Ave M	Widen from 4 lane undivided to 4 lane divided roadway with curb and gutter, hike and bike trails and will incorporate multimodal design	49.88	29	31	\$8,500,000	Yes	EJ		
H30-07	FM 3481	Prospector Drive to FM 2484	Widen from 2 to 4 lane divided roadway	49.45	30	32	\$13,109,435	No	EJ, H, ARZ, P		
W35-03	SH 195	FM 3470 to Chaparral Rd	Reconstruct to 4 lane freeway with frontage roads	48.45	31	33	\$39,862,000	Yes	EJ, H		
C35-02a	FM 116	S Main (through existing parking facility) to Ave B	Create an underpass of the existing BHSF railroad	48.13	32	34	\$12,550,000	Yes	—		

Unfunded List

K40-17	Trimier Rd Improvements	Stagescoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	47.47	33	35	\$6,873,825	No	P
W30-13	FM 2484	FM 1670 to IH 35	Widen from 2 to 4 lane divided roadway	46.88	34	36	\$3,147,000	No	ARZ
W35-12	US 190	2 mi S of FM 436 to Wilham County Line	Widen to 4 lane divided rural highway	45.56	35	37	\$62,800,000	Yes	H
T15-02	Kegley Rd	856 ft S of FM 2305 to 450 ft S of Wildflower Lane	Widen and add middle turn lane, curb and gutter, includes 12' shared use path and will incorporate multimodal design	45.33	36	38	\$3,800,000	No	H
W30-21	HW Loop 363	At FM 2305 and S Loop 363	Reconstruct interchange at FM 2305 and LP 363	45.22	37	39	\$18,000,000	Yes	—
H30-03	FM 3219	Veterans Memorial Blvd/Business 190 to FM 439	Widen from 2 to 4 lane divided roadway	44.56	38	40	\$8,000,000	No	L, H
E22-05	Old Florence Rd	Elms Rd to Jasper Dr	Widen from 2 to 5 lane section with curb and gutter	42.77	39	41	\$6,292,450	No	EJ
B30-03	Beton Outer Loop East	IH 35 at Shamblin Rd to FM 435	Construct 2 lane roadway with shoulder	42.00	42	42	\$12,060,000	No	EJ
N40-07	Warriors Path	Old Nolamville Rd to US 190	Extend Warriors Path to US 190	41.32	43	43	\$5,703,255	No	H
N40-06	Nolamville Railroad Crossing Safety	Pleasant Hill Cemetery Rd to Jack Rabbit Road (4 RR Crossings)	Upgrade crossings for better connections and safety	41.22	44	44	\$500,000	No	—
T25-09	Outer Loop	IH 35 to Central Point Pkwy	Widen from 2 to 4 lanes with divided roadway and curb and gutter with sidewalks and dedicated bike lanes to incorporate multimodal design	39.68	45	45	\$25,000,000	No	H
B30-02	Shamblin Road West, Outer Loop	IH 35 to east end of Three Creeks subdivision	Construct 4 lane roadway	39.55	46	46	\$10,820,000	No	EJ
W35-02	SH 195	At FM 3470 and SH 195	Upgrade interchange	39.44	47	47	\$52,450,000	Yes	EJ
W25-02	SH 36	SH 317 to Lake Belton Rd	Widen from 2 to 4 lane divided roadway	38.88	48	48	\$36,715,000	No	H, P
B40-07	Connell Street	US 190 to Loop 121	Widen from 2 to 4 lanes with center turn lane and 5' wide sidewalks	38.78	49	49	\$5,244,000	No	EJ
T40-09	Outer Loop/Old Weco Rd	S of Jupiter to Floodplain	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation	38.33	51	51	\$9,700,000	No	—
K40-03	FM 3470 (Stan Schueter Loop)	SH 201 to US 190 Bypass	Construct 4 lane FM Road with continuous turn lane and shoulders	37.79	52	52	\$15,000,000	No	EJ, H
N40-03	Old Nolamville Rd	Bridge on Old Nolamville Rd to US 190	Improve roadway surface, widen existing lanes and stripe along shoulder	37.44	53	53	\$793,770	No	—
B30-01	George Wilson Extension	FM 93 at George Wilson Rd to FM 439	Construct 2 lane roadway with shoulder	35.78	54	54	\$1,386,984	No	EJ
B40-01	Huey Drive	Washington Dr to IH 35 Frontage Rd	Construct 2 lane roadway with center turn lane	35.45	55	55	\$2,615,000	No	EJ
B40-09	West Avenue D	Loop 121 to Wheat Rd	Construct 2 lane roadway with sidewalk and bike lanes	33.67	56	56	\$4,918,500	No	EJ
T40-10	Outer Loop	Floodplain to IH 35	Extend divided roadway with curb and gutter, includes sidewalks and trail and incorporate multimodal design	32.77	57	57	\$13,000,000	No	—
S40-03	West Village Rd	Thomas Arnold Rd to IH 35	Widening roadway, add turn lanes and bike/ped facilities	32.33	58	58	\$300,500	No	H, ARZ, ES
T40-04	Hogan Road	SH 317 to S Pea Ridge	Widen from 2 lane to 3 lane with curb and gutter, includes sidewalks and trail and will incorporate multimodal design	31.90	59	59	\$3,500,000	No	—
K40-25	Bunny Trail Signals	At Clear Creek Rd	Install traffic signal	31.90	60	60	\$190,000	No	EJ
W35-09	FM 93	SH 95 to SH 36	Widen from 2 to 4 lanes; provide for a raised median	31.76	61	61	\$5,245,000	No	EJ, H
B40-02	Southwest Parkway	Loop 121 to W Ave O	Construct 2 lane roadway with center turn lane	30.56	62	62	\$4,200,500	No	EJ
D40-01	North Weco Road (Old 81) Roadway North	West Main St to West Big Elm	Widen from 2 to 4 lanes, with curb and gutter, bridge improvements	23.93	63	63	\$4,600,000	No	—
T40-05	Westfield Blvd	Prairie View Rd to Airport Rd/ SH 36	Extend 4 lane divided roadway with curb and gutter; includes sidewalk and bike & bike path to incorporate multimodal transportation options	28.67	64	64	\$3,100,000	No	—
D40-03	Old 81 Roadway South	FM 1237 to Loves Overpass	Widen from 2 to 4 lanes with bicycle lanes and curb and gutter	28.45	65	65	\$3,500,000	No	H

Unscored Projects										
Project ID	Project Name	Location	Description	Category	Cost	Phase	Other	Notes	Impact	Priority
C25-02	FM 1113	Signal Light at FM 116/Ave E to Summers Rd	Widens from 2 to 4 lanes with ADA-Compliant sidewalks	UNS	N/A	N/A	N/A		H, P	No
C25-03	Big Divide Loop	US 190 to FM 1113	Construct raised median, curb and gutter with enclosed storm drainage	UNS	N/A	\$17,149,700			H	No
C25-04	North Side Loop	FM 1113 to FM 116	Widen from 2 to 4 lanes with raised median curb and gutter with enclosed storm drainage	UNS	N/A	\$10,200,000			H	No
C40-01	FM 116 South	Copperas Cove City limits to SH 201	Upgrade Ivy Gap Rd and Ivy Mountain Rd to FM status, widen roadway from 2 to 5 lanes with curb and gutter	UNS	N/A	\$8,280,000			—	No
H40-03	Chaparral Road	FM 3481 to Killen City Limits on Chaparral Rd	Widen and straighten roadway and construct hike/bike trail	UNS	N/A	\$24,960,000			EJ, L, H, ARZ	No
H40-04	E FM 2410	East side from FM 2410 Community Park to Simmons Rd	Expand roadway to include curb & gutter, access management control, turning lanes, drainage improvements, and context sensitive solutions	UNS	N/A	N/A			EJ, L, H	Yes
N40-08	Warrior's Path Extension Phase II	US 190 to FM 439	Construct 2 lane roadway	UNS	N/A	\$8,000,000			—	No
N40-10	FM 439 Safety Improvements	FM 439 at Lonesome Oak Dr	Add turning lane, shoulder expansion and possible traffic signals/signs	UNS	N/A	N/A			—	No
W30-06	SH 201 @ Killen Airport	Killen Airport Entrance	Construct interchange	UNS	N/A	\$7,343,000			EJ, H	No
W35-04 ²	FM 439	Roy Reynolds Dr to FM 3219	Widen from 4 to 6 lanes	UNS	N/A	\$11,539,000			EJ	No
W40-04a2 ¹	Loop 121 Phase 1b	US 190 to FM 439	Widen from 2 to 4 lane divided roadway with raised median	UNS	N/A	N/A			EJ, H, P	Yes
W40-04b ¹	Loop 121 Phase 2	IH 35 to FM 436	Widen from 2 to 4 lane divided roadway with bike/ped improvements	UNS	N/A	\$6,000,000			EJ, H, P	Yes

¹Projects received funds through TxDOT Project Development.

²W35-04 original project score was 68.77

Funding includes Categories 2, 4, 7, 11 & others as appropriate.

Flagged

Symbol	Environmental Justice Community of Concern
EJ	Landfill
L	Conestries, Archaeological Sites, Historical Markers
H	Aquifer Recharge Zone
ARZ	Endangered Species
ES	Park
P	

³Administrative Amendment on August 25, 2017

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTMO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CAMP Network	Flagged ³	Funding Sources ²	Funding
C35-02b	Railroad Underpass Sidewalks	S Main (through existing parking facility) to Ave B	Construct 10' wide sidewalk in conjunction with the FM 116 underpass project	80.90	4	3	\$920,000	Yes	—		Short Range Funding: \$5,929,889
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$473,510	No	EJ, P		Long Range Funding: \$15,544,430
T40-13	Georgetown RR Trail	S 5th St to Leon River	Construct 10 ft wide trail	70.68	10	11	\$2,000,000	No	EJ, H, P		
B40-12	Belton Southwest Trail Expansion	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10' hike/bike trail	69.78	13	13	\$3,252,480	No	EJ, H, P		
M40-04	Park Connectivity	City Park along Mesquite St. and Ave H to 10th St	Construct 10' wide sidewalk, ADA ramps and crosswalks, widen pavement by 32" with curb and gutter	69.75	14	14	\$1,558,802	No	P		
M40-05	Spur 439 Connectivity	Main St. to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St.	69.55	15	15	\$593,230	No	—		
D40-02	North Waco Rd (Old 81) Sidewalk	West Main St. to West Big Elm	Construct 10' wide pedestrian/bicycle facility	69.22	16	16	\$1,700,000	No	—		
T40-25	Bird Creek Interceptor	N side of Lions Community Park to Highway Dr. (near Bonham Middle School)	Construct 8 ft wide trail	69.11	17	17	\$375,000	No	P		Unfunded List
TZ5-05	FM 2271 Trail	FM 2305 to Miller Spring Park	Construct 8 ft wide trail	67.79	18	18	\$950,000	Yes	H, P		
S40-02	Pace Park Trail	Pace Park along Pace Park Rd	Construct 10 ft wide trail	60.19	19	19	\$199,965	No	ARZ, ES, P		
M40-09	Pleasant Hill Rd	Lonsesome Oak Drive to Ave 1	Construct Class 2, buffered on-street bike lane	UNS	N/A	N/A	\$500,000	No	H		
M40-11	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail boarding Nolan Creek	UNS	N/A	N/A	N/A	No	H		
M40-12	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School to Ave 1	Add Class 2 Bike Lanes on system	UNS	N/A	N/A	N/A	No	—		
M40-13	Wild Wood Trail	Lonsesome Oak Drive to Ave 1	Construct an 8 ft wide multi use trail	UNS	N/A	N/A	\$400,000	No	—		
S40-01	Enhancements along Salado Creek	Main St at College Hill Dr to 0.09 mi N of Royal St on Center Circle	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	UNS	N/A	N/A	\$368,959	No	ARZ, H, ES		
S40-04b ¹	Main St. Sidewalks Phase 2	College Hill Dr to Salado Plaza Dr	Main St. improvements to include pavement widening, bike paths, drainage improvements.	UNS	N/A	N/A	\$2,223,044	No	H, ARZ, ES		

¹Projects received funds through TxDOT Project development.

²Funding includes Categories 2, 7.9 and others as appropriate.

³Flagged

Symbol	Flagged
E	Environmental Justice Community of Concern
L	Landfill
H	Cemeteries, Archaeological Sites, Historical Markers
ARZ	Aquifer Recharge Zone
ES	Endangered Species
P	Park

⁴Administrative Amendment on August 25, 2017

TRANSIT PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ¹	Funding Sources ²	Funding
----------	--------------	--------------	-------------	---------------	-----------------	---------------	----------------	-------------	----------------------	------------------------------	---------

PREVENTATIVE AND MAINTENANCE PROJECTS

Short Range Funded (2014-2023)											
KTMPO ID	Project Name	Description	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ¹	Funding Sources ²	Funding
Long Range Funded (2024-2040)											
G01-PE	Preventative Projects	Various Locations	Various Locations	Grouped CSJ Placeholder							Short Range Funding: \$74,629,006 ⁵
G03-MT	Maintenance Projects	Various Locations	Various Locations								
G04-BR	Bridge Projects	Various Locations	Various Locations								
G06-SA	Safety Projects	Various Locations	Various Locations								
G01-PE	Preventative Projects	Various Locations	Various Locations	Grouped CSJ Placeholder							Long Range Funding: \$295,989,993 ⁵
G03-MT	Maintenance Projects	Various Locations	Various Locations								
G04-BR	Bridge Projects	Various Locations	Various Locations								
G06-SA	Safety Projects	Various Locations	Various Locations								

⁵Note:

A) Fiscal constraint is based upon forecasted revenue reflected in the 2040 MTP that was adopted in 2014. Figures have been revised to include additional funding the MPO has received as of November 16, 2016 that were not in the original forecast. Also, figures have been revised to subtract dollars for projects that have been funded as of November 16, 2016. Therefore, the figures B) Updated figures represented in the 2017 Unified Transportation Program have only been included for Category 2 for FY2018-2026, since original projection had \$0 for Category 2 for short range.

The MTP Project Listing is periodically amended to add, remove, or modify details about our transportation projects. Formal amendments require action by our Policy Board and Public Comment Period.

MTP Amendment Dates	MTP Amendment Dates
January 21, 2015	November 16, 2016
November 18, 2015	June 21, 2017
January 20, 2016	July 5, 2017*
April 20, 2016	August 26, 2017*
August 17, 2016	November 16, 2017*

* Administrative Amendments

December 21, 2017
March 14, 2018

John Weber

From: Cheryl Maxwell <cmaxwell@beltontexas.gov>
Sent: Monday, September 24, 2018 5:06 PM
To: KTMPOMailbox; Kirby Kissinger; John Weber
Subject: Contact from KTMPO.org

Name: Cheryl Maxwell
Email: cmaxwell@beltontexas.gov
Closest Intersection: Penelope and Water Street
Phone: (254) 933-5816

RE: Amendments to 2040 MTP and FY19-22 TIP
Projects: US190 (W40-05) and Loop 121 (W40-04a)

Message: On behalf of the City of Belton, I wish to offer comments of support for these two projects. The widening of these roadways is much needed to accommodate growth in Belton as well as in the region. US 190 provides needed connection east/west and Loop 121 provides a needed north/south connection. The additional lanes will improve mobility, safety, and efficiency, and reduce congestion, all of which provides a healthier environment. In addition, the bike/pedestrian improvements along Loop 121 will facilitate an alternate mode of transportation providing improved access to jobs, homes, goods, and services. These bike/ped improvements also support an active lifestyle and improved quality of life. We fully support programming these projects for FY20 and 21 as proposed in the amendments.

John Weber

From: KTMPOMailbox
Sent: Thursday, September 27, 2018 12:27 PM
To: Kendra Coufal; John Weber; Jason Deckman
Subject: FW: Contact from KTMPO.org

From: Susan Kincannon
Sent: Thursday, September 27, 2018 5:26:46 PM (UTC+00:00) Monrovia, Reykjavik
To: KTMPOMailbox; Kirby Kissinger; John Weber
Subject: Contact from KTMPO.org

Name: Susan Kincannon
Email: susan.kincannon@bisd.net
Closest Intersection: US 190 and Loop 121
Phone: (254) 215-2002

Thank you for the opportunity to comment on amendments to 2040 MTP and FY19-22 TIP for US190 (W40-05) and Loop 121 (W40-04a).

Message: The proposed projects are needed to support the growth of Belton and surrounding areas where congestion and mobility have become problematic. Loop 121 is a major road from the City of Belton to Interstate 35. It is used for travel around several Belton ISD Schools. In the fall of 2020, Belton ISD will convert the 9th grade center to a middle school, further increasing traffic in the area for school drop off and pick up as well as for extracurricular activities. Sidewalk improvements in the area will greatly enhance the safety of hundreds of students.

--Bike/ped improvements support an active lifestyle and improve quality of life

**Item 6:
Congestion
Management Plan**

Amendment to the Congestion Management Process

A Congestion Management Process (CMP) is a systematic approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management. This process follows an eight-step process which includes: develop regional objectives, define network, develop performance measures, collect data/monitor system performance, analyze congestion problems and needs, and identify and access strategies. KTMPO updated the most recent CMP in 2016.

In 2018, KTMPO staff worked with Alliance Transportation Group to reprioritize CMP network segments. This process includes using updated data to refresh the CMP network, recalculate congestion performance for each CMP segment, revised evaluation criteria and re-prioritize CMP segments. As part of this update, the CMP additions were based on survey results from both 2016 and 2018, available INRIX and NPRMDS data for road segments, and staff consultation. Congestion scores were recalculated for each segment and each segment were evaluated using revised criteria weights identified in the 2016 CMP.

Included in the meeting packet is Appendix C which outlines the processes noted above and the updated Final Prioritized List of Congestion Hotspots for Highways and Arterials. A 15-day public comment period was held from September 22, 2018 to October 6, 2018 with two public forums in Copperas Cove and Belton on October 1, 2018. KTMPO did not receive public comments for the CMP amendment.

Schedule:

- September 5, 2018—TAC recommendation to initiate Public Involvement Process for proposed CMP amendment;
- September 19, 2018—TPPB initiates Public Involvement Process for proposed CMP amendment;
- September 22, 2018- October 6, 2018—15-Day Public Comment Period;
 - Public Forums: October 1, 2018
 - 12:00 pm at Copperas Cove Police Department, Copperas Cove, TX
 - 5:00 pm at the CTCOG Offices, 2180 N. Main St., Belton, TX
- October 3, 2018—TAC recommends approval of proposed CMP amendments, contingent upon any public comments received;
- **October 24, 2018—TPPB approves proposed CMP amendment.**

At their October 3, 2018 meeting, TAC recommended approval of proposed amendment to the CMP, contingent upon public comments received.

Action Needed: Approval of proposed amendment to the CMP.



DRAFT

Appendix C

2018 CMP Update - Results and Methodology Summary

Congestion Data

The tables on pages C-4 through C-7 contain detailed data for each segment of the CMP network that was used to identify congestion hotspots in the region. The congestion scores were computed by first weighting the raw performance measure data based on the data sources available for each segment, as seen in the table below:

	NPMRDS	INRIX	TDM	Total
All Sources	50%	30%	20%	100%
TDM + INRIX		60%	40%	100%
TDM + NPMRDS	60%		40%	100%
TDM Only			100%	100%

The weighted performance measures were then converted to scores on a scale of zero (0) to one (1), with a value of one representing the worst performing segment on the network and the remaining scores reflecting the relative performance of each segment against the rest. Finally, the individual performance measure scores were combined into a weighted "congestion score" metric for each direction of each segment. The congestion score was then averaged for both directions of a segment to assign an overall congestion rank for the segment.

The weights for the congestion score computation are shown below:

Measure	TTI	Delay	V/C Ratio	2040 V/C Increase	Google Score	Data Availability Score
Weight	25%	25%	25%	5%	5%	15%



Prioritization Data

The tables on page C-8 and C-9 detail the data for the individual weighting criteria used to prioritize the segments in the CMP network. The prioritization score calculation relies primarily on the severity of congestion on a segment, but also considers the volume of traffic, crash rates (overall and percentage that are rear-end collisions), presence of schools, presence of transit service, and number of times the segment was mentioned as a congestion hotspot in the KTMPO Congestion Survey. The weights used for each criterion were developed in collaboration with the KTMPO Technical Advisory Committee (TAC) and are detailed below. Note that the Congestion Rank Change criteria was added in the 2018 CMP Update to consider how segments were performing over time in terms of congestion.

Criteria		Weight
Congestion Rank		25%
Congestion Rank Change		5%
Volume		20%
Safety	Crashes	15%
	Rear-End Crashes	10%
Transit		15%
School		5%
Public Input		5%
Total		100%

Congestion Data (Arterial Segments)

Segment ID	Description	Direction	Street Type	Weighted Speed Index	Weighted Delay	Weighted V/C Ratio	Weighted 2045 Change	Speed Score	Delay Score	Capacity Score	2045 Score	Google Score	Confidence Score	Congestion Score	Arterial Rank	Arterial Segment Score	Arterial Segment Rank
1	AVED - N 1ST ST TO BUSINESS 190	EB	A	0.93	5.01	0.74	165%	0.11	0.86	0.84	0.86	0.00	0.50	0.57	23	0.572	10
1	AVE D - N 1ST ST TO BUSINESS 190	WB	A	0.93	5.51	0.76	101%	0.14	0.88	0.86	0.64	0.00	0.50	0.58	22		
2	FM 116 - AVE D TO ELIJAH RD	NB	A	0.84	3.93	0.61	90%	0.81	0.71	0.71	0.57	0.00	0.75	0.70	13	0.731	5
2	FM 116 - AVE D TO ELIJAH RD	SB	A	0.84	4.77	0.61	167%	0.80	0.82	0.68	0.89	0.50	0.75	0.76	8		
4B	BUSINESS 190 - US 190 BYPASS W TO US 190 BYPASS E	EB	A	0.75	77.31	0.57	139%	0.91	0.93	0.55	0.79	0.50	1.00	0.81	4	0.801	3
4B	BUSINESS 190 - US 190 BYPASS W TO US 190 BYPASS E	WB	A	0.74	86.13	0.56	159%	0.93	0.95	0.52	0.84	0.00	1.00	0.79	6		
6	38TH ST - BUSINESS 190 TO RANCIER AVE	NB	A	0.90	4.84	0.38	-6%	0.39	0.84	0.25	0.84	0.00	0.75	0.46	38	0.507	16
6	38TH ST - BUSINESS 190 TO RANCIER AVE	SB	A	0.88	5.85	0.40	-10%	0.55	0.89	0.31	0.02	0.00	0.75	0.56	26		
7	BUSINESS 190 - US 190 NOLA RUTH BLVD	EB	A	0.72	193.25	0.59	169%	0.96	0.98	0.61	0.30	0.50	1.00	0.83	2	0.822	2
7	BUSINESS 190 - US 190 NOLA RUTH BLVD	WB	A	0.73	207.66	0.57	35%	0.95	1.00	0.54	0.39	0.50	1.00	0.82	3		
8	FM 2410 - US 190 TO WARRIORS PATH	EB	A	0.89	3.12	0.38	133%	0.34	0.55	0.27	0.73	0.50	0.75	0.46	37	0.501	17
8	FM 2410 - US 190 TO WARRIORS PATH	WB	A	0.87	3.32	0.38	138%	0.57	0.59	0.29	0.77	0.50	0.75	0.54	29		
9	FM 3470/STAN SCHLUETER LOOP - SH 201/CLEAR CREEK RD TO US 190	EB	A	0.82	1.59	0.88	30%	0.86	0.30	0.98	0.34	0.50	0.75	0.69	14	0.702	7
9	FM 3470/STAN SCHLUETER LOOP - SH 201/CLEAR CREEK RD TO US 190	WB	A	0.79	1.65	0.88	34%	0.89	0.34	1.00	0.36	0.50	0.75	0.71	10		
10	FORT HOOD ST - FM 3470/STAN SCHLUETER LOOP TO RANCIER AVE	NB	A	0.67	93.02	0.64	13%	1.00	0.96	0.77	0.23	0.50	1.00	0.87	1	0.834	1
10	FORT HOOD ST - FM 3470/STAN SCHLUETER LOOP TO RANCIER AVE	SB	A	0.68	74.92	0.60	20%	0.98	0.91	0.64	0.29	0.00	1.00	0.80	5		
11	HALLMARK AVE - FORT HOOD ST TO TRIMMIE RD	EB	A	0.93	0.84	0.41	-3%	0.33	0.09	0.36	0.07	0.50	0.75	0.28	52	0.271	27
11	HALLMARK AVE - FORT HOOD ST TO TRIMMIE RD	WB	A	0.93	1.08	0.36	1%	0.16	0.13	0.18	0.11	0.50	0.75	0.26	54		
12	N 2ND ST - HALLMARK AVE TO RANCIER AVE	NB	A	0.98	0.63	0.23	1%	0.02	0.05	0.07	0.13	0.50	0.50	0.14	56	0.150	18
12	N 2ND ST - HALLMARK AVE TO RANCIER AVE	SB	A	0.98	0.67	0.25	-2%	0.04	0.07	0.11	0.09	0.50	0.50	0.16	55		
13	WS YOUNG DR - BUSINESS 190 TO FM 3470/STAN SCHLUETER LOOP	NB	A	0.82	3.79	0.82	12%	0.88	0.64	0.93	0.21	0.50	0.75	0.76	7	0.752	4
13	WS YOUNG DR - BUSINESS 190 TO FM 3470/STAN SCHLUETER LOOP	SB	A	0.84	3.95	0.79	15%	0.77	0.73	0.88	0.27	0.50	0.75	0.74	9		
14	RANCIER AVE - FORT HOOD ST TO ROY REYNOLDS DR	EB	A	0.91	1.12	0.52	10%	0.15	0.16	0.48	0.18	0.00	0.75	0.34	47	0.358	23
14	RANCIER AVE - FORT HOOD ST TO ROY REYNOLDS DR	WB	A	0.91	1.26	0.51	10%	0.13	0.20	0.46	0.20	0.50	0.75	0.37	46		
15	ROY REYNOLDS DR - BUSINESS 190 TO RANCIER AVE	NB	A	0.95	2.50	0.31	80%	0.05	0.43	0.14	0.54	0.00	0.75	0.30	51	0.345	26
15	ROY REYNOLDS DR - BUSINESS 190 TO RANCIER AVE	SB	A	0.94	3.07	0.29	115%	0.09	0.54	0.13	0.70	0.00	0.75	0.33	49		
17	TRIMMIE RD - FM 3470/STAN SCHLUETER LOOP TO HALLMARK AVE	NB	A	0.85	3.18	0.84	7%	0.75	0.57	0.95	0.16	0.50	0.75	0.71	11	0.713	6
17	TRIMMIE RD - FM 3470/STAN SCHLUETER LOOP TO HALLMARK AVE	SB	A	0.84	2.90	0.85	13%	0.79	0.50	0.96	0.25	0.50	0.75	0.71	11		
18	WILLOW SPRINGS RD - US 190 TO WATERCREST RD	NB	A	0.88	4.30	0.59	-5%	0.46	0.77	0.63	0.05	0.00	0.75	0.58	20	0.562	11
18	WILLOW SPRINGS RD - US 190 TO WATERCREST RD	SB	A	0.90	3.85	0.63	7%	0.30	0.66	0.73	0.14	0.00	0.75	0.54	28		
19	FM 2271 - LAKE RD TO FM 2305/W ADAMS AVE	NB	A	0.88	3.00	0.82	107%	0.54	0.52	0.91	0.68	0.00	0.75	0.64	17	0.663	8
19	FM 2271 - LAKE RD TO FM 2305/W ADAMS AVE	SB	A	0.86	3.49	0.79	99%	0.68	0.61	0.89	0.61	0.00	0.75	0.69	15		
21A	FM 93/NOLAN VALLEY RD - WHEAT RD TO IH 35	EB	A	0.87	4.30	0.39	192%	0.59	0.79	0.30	0.93	0.50	0.75	0.60	19	0.556	12
21A	FM 93/NOLAN VALLEY RD - WHEAT RD TO IH 35	WB	A	0.89	4.20	0.36	187%	0.36	0.75	0.20	0.91	0.50	0.75	0.51	33		
21B	FM 93 - IH 35 TO US 190	EB	A	0.93	0.22	0.41	300%	0.20	0.02	0.34	1.00	0.00	0.75	0.30	50		
21B	FM 93 - IH 35 TO US 190	WB	A	0.89	0.38	0.46	238%	0.41	0.04	0.41	0.96	0.00	0.75	0.38	45	0.338	24

Congestion Data (Arterial Segments - Continued)

Segment ID	Description	Direction	Street Type	Weighted Speed Index	Weighted Delay	Weighted V/C Ratio	Weighted 2045 Change	Speed Score	Delay Score	Capacity Score	2045 Score	Google Score	Confidence Score	Congestion Score	Arterial Rank	Arterial Segment Score	Arterial Segment Rank
22	LAKE RD - FM 2271 TO SH 317	EB	A	0.89	4.50	0.37	123%	0.43	0.80	0.23	0.71	0.00	0.75	0.51	31	0.475	19
22	LAKE RD - FM 2271 TO SH 317	WB	A	0.88	2.64	0.37	145%	0.45	0.46	0.21	0.82	0.00	0.75	0.43	39		
23	LOOP 121 - IH 35 TO LAKE RD	NB	A	0.87	2.54	0.49	99%	0.61	0.45	0.45	0.59	0.00	0.75	0.52	30	0.474	20
23	LOOP 121 - IH 35 TO LAKE RD	SB	A	0.89	1.86	0.44	133%	0.38	0.36	0.39	0.75	0.00	0.75	0.43	40		
24	SH 317 - US 190 TO SH 36	NB	A	0.85	1.43	0.69	99%	0.73	0.21	0.30	0.63	0.50	0.75	0.61	18	0.627	9
24	SH 317 - US 190 TO SH 36	SB	A	0.83	1.51	0.73	90%	0.84	0.27	0.82	0.55	0.50	0.75	0.65	16		
25	FM 1741/5 315 ST - FM 93 TO SH 53/ADAMS AVE	NB	A	0.86	2.13	0.59	52%	0.30	0.39	0.59	0.43	0.50	0.75	0.58	21	0.537	13
25	FM 1741/5 315 ST - FM 93 TO SH 53/ADAMS AVE	SB	A	0.88	1.53	0.58	56%	0.48	0.29	0.57	0.45	0.50	0.75	0.49	35		
27	INDUSTRIAL BLVD - OLD HOWARD RD TO IH 35	EB	A	0.89	1.61	0.15	198%	0.39	0.32	0.02	0.95	0.00	0.75	0.34	48	0.366	22
27	INDUSTRIAL BLVD - OLD HOWARD RD TO IH 35	WB	A	0.88	2.11	0.16	270%	0.50	0.38	0.04	0.98	0.00	0.75	0.39	43		
29	SH 53/ADAMS AVE - FM 2271 TO 3RD ST	EB	A	0.86	1.10	0.63	75%	0.66	0.14	0.75	0.52	0.50	0.75	0.55	27	0.532	15
29	SH 53/ADAMS AVE - FM 2271 TO 3RD ST	WB	A	0.87	1.15	0.61	68%	0.63	0.18	0.70	0.48	0.00	0.75	0.51	32		
30	SPUR 290/3RD ST - AVE E TO IH 35	NB	A	0.87	3.92	0.42	58%	0.64	0.70	0.38	0.46	0.00	0.75	0.56	24	0.479	18
30	SPUR 290/3RD ST - AVE E TO IH 35	SB	A	0.89	2.71	0.33	145%	0.32	0.48	0.16	0.80	0.00	0.75	0.39	42		
31	SPUR 290/5 1ST ST - S LOOP 363 TO AVE E	NB	A	0.94	2.50	0.52	38%	0.07	0.41	0.50	0.41	0.00	0.75	0.38	44	0.423	21
31	SPUR 290/5 1ST ST - S LOOP 363 TO AVE E	SB	A	0.90	3.72	0.47	71%	0.27	0.63	0.43	0.50	0.00	0.75	0.47	36		
33	SH 53/ADAMS AVE - 3RD ST TO E LOOP 363	EB	A	0.93	1.49	0.20	105%	0.18	0.23	0.05	0.66	0.00	0.75	0.26	53	0.332	15
33	SH 53/ADAMS AVE - 3RD ST TO E LOOP 363	WB	A	0.91	3.89	0.23	166%	0.21	0.68	0.09	0.88	0.00	0.75	0.40	41		
34	CLEAR CREEK RD - US 190 TO SH 155	NB	A	0.86	1.49	0.60	34%	0.71	0.25	0.66	0.38	0.50	0.75	0.56	25	0.534	14
34	CLEAR CREEK RD - US 190 TO SH 155	SB	A	0.88	1.00	0.64	29%	0.52	0.11	0.79	0.32	0.50	0.75	0.51	34		

Congestion Data (Highway Segments)

Segment ID	Description	Direction	Street Type	Weighted Speed Index	Weighted Delay	Weighted V/C Ratio	Weighted 2045 Change	Speed Score	Delay Score	Capacity Score	2045 Score	Google Score	Confidence Score	Congestion Score	Highway Rank	Highway Segment Score	Highway Segment Rank
3	SH 9 - US 190 to FM 116	EB	H	0.88	3.12	1.08	60%	0.30	0.08	1.00	0.15	0.00	0.75	0.46	30		
3	SH 9 - US 190 to FM 116	WB	H	0.89	3.69	0.99	70%	0.18	0.10	0.95	0.23	0.00	0.75	0.43	33	0.447	16
4A	US 190 - FM 1715 TO US 190	EB	H	0.83	83.75	0.27	355%	0.80	1.00	0.05	0.98	0.00	1.00	0.66	11	0.690	5
4A	US 190 - FM 1715 TO US 190	WB	H	0.84	79.06	0.49	363%	0.75	0.98	0.35	1.00	0.00	1.00	0.72	6		
4C	US 190 - SH 9 TO FM 3470/STAN SCHLUETER LOOP	EB	H	0.89	32.01	0.62	70%	0.25	0.73	0.48	0.25	0.00	1.00	0.50	26	0.524	12
4C	US 190 - SH 9 TO FM 3470/STAN SCHLUETER LOOP	WB	H	0.89	40.17	0.64	66%	0.13	0.93	0.90	0.20	0.00	1.00	0.55	23		
4D	US 190 - FM 3470/STAN SCHLUETER LOOP TO BUSINESS 190	EB	H	0.89	16.33	0.60	94%	0.23	0.38	0.43	0.38	0.00	1.00	0.43	35	0.435	17
4D	US 190 - FM 3470/STAN SCHLUETER LOOP TO BUSINESS 190	WB	H	0.89	16.61	0.61	88%	0.25	0.43	0.45	0.28	0.00	1.00	0.45	31		
4E	US 190 - BUSINESS 190 TO IH 35	EB	H	0.87	38.46	0.82	89%	0.48	0.90	0.85	0.33	0.00	1.00	0.72	4	0.713	3
4E	US 190 - BUSINESS 190 TO IH 35	WB	H	0.87	38.29	0.80	89%	0.50	0.88	0.78	0.30	0.00	1.00	0.70	8		
5	US 190 - BUSINESS 190 W TO BUSINESS 190 E	EB	H	0.91	1.98	0.68	46%	0.30	0.03	0.58	0.10	0.50	0.75	0.32	39	0.395	18
5	US 190 - BUSINESS 190 W TO BUSINESS 190 E	WB	H	0.87	2.13	0.81	43%	0.45	0.05	0.83	0.08	0.50	0.75	0.47	27		
16	SH 195 - WILLIAMSON COUNTY LINE TO FM 3470/STAN SCHLUETER LOOP	NB	H	0.88	35.27	0.49	139%	0.38	0.78	0.33	0.70	0.00	1.00	0.55	21	0.542	11
16	SH 195 - WILLIAMSON COUNTY LINE TO FM 3470/STAN SCHLUETER LOOP	SB	H	0.88	32.87	0.45	146%	0.33	0.75	0.30	0.73	0.00	1.00	0.53	24		
20A	IH 35 - US 190 TO WILLIAMSON COUNTY LINE	NB	H	0.94	20.95	0.65	100%	0.05	0.60	0.55	0.43	0.00	1.00	0.47	28	0.449	15
20A	IH 35 - US 190 TO WILLIAMSON COUNTY LINE	SB	H	0.95	18.68	0.65	96%	0.03	0.48	0.53	0.40	0.00	1.00	0.43	34		
20B	IH 35 - US 190 TO S LOOP 363	NB	H	0.91	9.96	0.77	125%	0.08	0.23	0.70	0.65	0.00	1.00	0.43	32	0.480	14
20B	IH 35 - US 190 TO S LOOP 363	SB	H	0.88	9.52	0.84	130%	0.28	0.20	0.90	0.68	0.00	1.00	0.53	25		
20C	IH 35 - S LOOP 363 TO N LOOP 363	NB	H	0.86	15.54	0.73	100%	0.58	0.33	0.63	0.45	0.00	1.00	0.55	21	0.589	10
20C	IH 35 - S LOOP 363 TO N LOOP 363	SB	H	0.84	18.66	0.75	94%	0.73	0.45	0.65	0.35	0.00	1.00	0.62	24		
20D	IH 35 - N LOOP 363 TO FALLS COUNTY LINE	NB	H	0.85	19.89	0.99	57%	0.65	0.58	0.93	0.33	0.00	1.00	0.69	9	0.636	7
20D	IH 35 - N LOOP 363 TO FALLS COUNTY LINE	SB	H	0.88	15.77	0.99	61%	0.35	0.35	0.98	0.18	0.00	1.00	0.58	19		
26A	LOOP 363 - US 190 TO SPUR 290	NB	H	0.80	19.34	0.34	205%	0.93	0.50	0.15	0.93	0.00	1.00	0.59	17	0.599	9
26A	LOOP 363 - US 190 TO SPUR 290	SB	H	0.80	19.45	0.35	177%	0.95	0.55	0.18	0.80	0.00	1.00	0.61	16		
26B	LOOP 363 - SPUR 290 TO IH 35 S	NB	H	0.86	18.54	0.29	340%	0.60	0.40	0.08	0.95	0.00	1.00	0.47	29	0.517	13
26B	LOOP 363 - SPUR 290 TO IH 35 S	SB	H	0.85	21.74	0.36	188%	0.68	0.63	0.20	0.85	0.00	1.00	0.57	20		
26C	LOOP 363 - IH 35 S TO SH 36	NB	H	0.89	6.27	0.25	181%	0.20	0.15	0.03	0.83	0.00	1.00	0.29	40	0.335	20
26C	LOOP 363 - IH 35 S TO SH 36	SB	H	0.87	13.08	0.32	117%	0.40	0.30	0.13	0.58	0.00	1.00	0.39	37		
26D	LOOP 363 - SH 36 TO IH 35 N	NB	H	0.77	55.73	0.40	175%	1.00	0.95	0.25	0.78	0.50	1.00	0.76	2	0.717	2
26D	LOOP 363 - SH 36 TO IH 35 N	SB	H	0.81	30.37	0.37	197%	0.90	0.68	0.23	0.90	0.50	1.00	0.67	11		
26E	LOOP 363 - IH 35 N TO SH 53	NB	H	0.83	25.52	0.77	149%	0.78	0.65	0.68	0.75	0.00	1.00	0.71	7	0.675	6
26E	LOOP 363 - IH 35 N TO SH 53	SB	H	0.87	19.39	0.71	193%	0.55	0.53	0.60	0.88	0.50	1.00	0.64	13		
26F	LOOP 363 - SH 53 TO US 190	NB	H	0.84	10.78	0.81	209%	0.70	0.28	0.80	0.48	0.00	1.00	0.62	15	0.602	8
26F	LOOP 363 - SH 53 TO US 190	SB	H	0.86	10.69	0.79	120%	0.63	0.25	0.75	0.60	0.00	1.00	0.59	18		
18	SH 36 - LOOP 363 TO SH 317	NB	H	0.79	36.52	0.59	122%	0.98	0.83	0.40	0.63	0.00	1.00	0.73	3	0.709	4
18	SH 36 - LOOP 363 TO SH 317	SB	H	0.82	35.38	0.56	114%	0.88	0.80	0.38	0.50	0.00	1.00	0.69	10		

Congestion Data (Highway Segments - Continued)

Segment ID	Description	Direction	Street Type	Weighted Speed Index	Weighted Delay	Weighted V/C Ratio	Weighted 2045 Change	Speed Score	Delay Score	Capacity Score	2045 Score	Google Score	Confidence Score	Congestion Score	Highway Rank	Highway Segment Score	Highway Segment Rank
32A	US 190 SE - LOOP 363 TO PRITCHARD RD	EB	H	0.87	6.04	0.41	116%	0.53	0.13	0.28	0.55	0.00	1.00	0.41	36	0.380	29
32A	US 190 SE - LOOP 363 TO PRITCHARD RD	WB	H	0.87	6.76	0.32	116%	0.43	0.18	0.30	0.53	0.00	1.00	0.35	38		
32B	US 190 SE - PRITCHARD RD TO MILAM COUNTY LINE	EB	H	0.83	36.73	0.82	34%	0.83	0.85	0.88	0.03	0.00	1.00	0.79	1	0.755	1
32B	US 190 SE - PRITCHARD RD TO MILAM COUNTY LINE	WB	H	0.82	31.29	0.79	35%	0.85	0.70	0.73	0.05	0.00	1.00	0.72	5		

DRAFT

Prioritization Data (All Segments)

Street Name	CMP Segment ID	Type	Congestion Rank (2018)	Congestion Rank (2016)	Volume	Crash Count	Rear End Count	Crash Rate	Rear End Crash Rate	Rear End Crash %	School Count	Survey Mentions	Congestion Score	Congestion Rank Change Score	Volume Score	Crash Score	Rear End Crash Score	School Score	Transit Score	Survey Score	Prioritization Score
Ave D	1	A	10	7	16,974	376	89	0.0222	0.0052	24%	0	4	0.572	0.5	0.5	0	1	0	1	0	0.518
FM 116	2	A	5	6	8,164	163	86	0.0318	0.0104	33%	1	2	0.731	0.5	0	0.5	1	0.5	0	0	0.408
Business 190	4B	A	3	2	28,565	1190	525	0.0417	0.0184	44%	0	14	0.801	0.5	1	0.5	1	0	0	1	0.650
38th St	6	A	16	20	12,220	146	48	0.0119	0.0039	33%	1	1	0.507	0.5	0.5	0	1	0.5	0	0	0.377
Business 190	7	A	2	4	19,686	753	286	0.0383	0.0145	38%	0	6	0.822	0.5	0.5	0.5	1	0	0.5	0.5	0.605
FM 2410	8	A	17	23	10,489	469	169	0.0447	0.0161	36%	1	9	0.591	1	0.5	0.5	1	0.5	0.5	0.5	0.575
Stan Schuster Loop	9	A	7	1	26,156	1309	499	0.0499	0.0190	38%	3	14	0.791	0.0	1	0.5	1	1	0	1	0.650
Fort Hood St	10	A	1	3	20,818	997	455	0.0479	0.0219	46%	0	13	0.834	0.5	1	0.5	1	0	0.5	1	0.733
Hallmark Ave	11	A	27	11	4,971	137	45	0.0276	0.0091	33%	0	0	0.271	0.0	0	0.5	1	0	0.5	0	0.318
2nd St	12	A	28	21	3,786	102	26	0.0269	0.0069	25%	0	0	0.150	0.0	0	0.5	1	0	1	0	0.363
WS Young Dr	13	A	4	14	25,254	724	258	0.0287	0.0102	36%	1	15	0.752	1.0	1	0.5	1	0.5	0	1	0.688
Rancier Ave	14	A	23	10	13,849	653	238	0.0472	0.0172	36%	2	8	0.358	0.0	0.5	0.5	1	1	1	0.5	0.589
Roy Reynolds Dr	15	A	26	9	6,477	60	26	0.0093	0.0040	42%	0	2	0.315	0.0	0	0	1	0	0	0	0.179
Trimmer Rd	17	A	6	5	17,885	684	245	0.0382	0.0137	36%	3	13	0.713	0.5	0.5	0.5	1	1	0.5	1	0.653
Willow Springs Rd	18	A	11	12	8,922	98	35	0.0110	0.0033	36%	0	1	0.562	0.5	0	0	1	0	1	0	0.415
FM 2271	19	A	8	25	9,686	100	33	0.0103	0.0034	33%	0	1	0.663	1.0	0	0	1	0	0	0	0.316
FM 93/Nolan Valley Rd	21A	A	12	8	9,013	278	108	0.0308	0.0120	39%	0	6	0.556	0.5	0	0.5	1	0	0	0.5	0.364
FM 93	21B	A	24	-	7,198	265	85	0.0358	0.0128	32%	0	0	0.338	0.5	0	0.5	1	0	0	0	0.284
FM 439/Lake Rd	22	A	19	16	10,623	188	33	0.0177	0.0031	18%	1	5	0.475	1.0	0.5	0	0.5	0	0.5	0.5	0.369
Loop 121	23	A	20	13	8,217	302	133	0.0368	0.0161	44%	2	10	0.474	0.0	0	0.5	1	1	0.5	1	0.469
SH 317	24	A	9	17	13,108	737	364	0.0562	0.0278	49%	2	18	0.627	1.0	0.5	1	1	1	0.5	1	0.732
31st St	25	A	13	16	19,022	880	255	0.0463	0.0134	29%	0	28	0.537	0.5	0.5	0.5	1	0	1	1	0.634
Industrial Blvd	27	A	22	22	3,292	92	25	0.0273	0.0076	27%	0	1	0.366	0.5	0	0.5	1	0	0	0	0.292
W Adams Ave	29	A	15	24	21,266	520	167	0.0245	0.0079	32%	1	23	0.532	1.0	1	0	1	0.5	0.5	1	0.633
3rd St	30	A	18	15	11,561	195	39	0.0169	0.0034	20%	1	0	0.479	0.5	0.5	0	1	0.5	0.5	0	0.445
1st St	31	A	21	18	13,445	196	36	0.0146	0.0027	18%	0	3	0.423	0.5	0.5	0	0.5	0	0	0	0.431
E Adams Ave	33	A	25	19	6,439	178	25	0.0276	0.0033	14%	0	9	0.332	0.0	0	0.5	0.5	0	0.5	0.5	0.308
Clear Creek Rd	34	A	14	-	19,648	620	235	0.0316	0.0120	38%	2	0	0.534	0.5	0.5	0.5	1	1	0	0	0.484
SH 9	3	H	16	-	12,102	118	18	0.0098	0.0015	15%	0	1	0.447	0.5	0.5	0	0.5	0	0	0	0.287
US 190	4A	H	5	15	8,661	113	18	0.0217	0.0019	16%	0	5	0.690	1.0	0	0	0.5	0	0	0.5	0.298
US 190	4C	H	12	1	71,713	1601	711	0.0123	0.0099	44%	0	13	0.524	0.0	1	0	1	0	1	1	0.631
US 190	4D	H	17	5	59,167	614	246	0.0126	0.0049	39%	0	14	0.435	0.0	1	0	1	0	1	1	0.609
US 190	4E	H	3	2	57,468	753	195	0.0131	0.0034	26%	0	10	0.713	0.5	1	0	1	0	1	1	0.703
US 190	5	H	18	-	15,293	24	9	0.0016	0.0006	38%	0	7	0.395	0.5	0.5	0	1	0	0	0.5	0.349
SH 195	16	H	11	8	11,378	399	96	0.0351	0.0084	24%	0	5	0.542	0.5	0.5	0.5	1	0	0	0.5	0.460
IH 35	20A	H	15	4	59,453	1178	396	0.0198	0.0067	34%	0	10	0.449	0.0	1	0	1	0	0	0	0.462
IH 35	20B	H	14	14	84,688	735	293	0.0087	0.0035	40%	0	21	0.480	0.5	1	0	1	0	1	1	0.645
IH 35	20C	H	10	12	57,578	861	412	0.0150	0.0072	48%	0	31	0.589	0.5	1	0	1	0	0	0	0.522
IH 35	20D	H	7	11	62,155	1070	659	0.0172	0.0106	62%	0	23	0.656	0.5	1	0	1	0	0	1	0.534
Loop 363	26A	H	9	3	12,582	92	29	0.0073	0.0023	32%	0	9	0.599	0.0	0.5	0	1	0	0	0.5	0.375
Loop 363	26B	H	13	7	21,119	223	73	0.0106	0.0035	33%	0	4	0.517	0.0	1	0	1	0	1	0	0.579
Loop 363	26C	H	20	9	24,123	115	44	0.0048	0.0018	38%	0	7	0.335	0.0	1	0	1	0	0	0.5	0.409
Loop 363	26D	H	2	13	12,392	198	60	0.0160	0.0048	30%	0	4	0.717	1.0	0.5	0	1	0	0	0	0.429
Loop 363	26E	H	6	16	8,295	145	51	0.0175	0.0061	35%	0	12	0.675	1.0	0	0	1	0	0	1	0.369

Loop 363	26F	H	8	28	9,717	55	10	0.0060	0.0021	28%	0	33	0.662	1.0	0	0	0.5	0	0	1	0.300
SH 35/Airport Rd	28	H	4	6	17,094	177	55	0.0104	0.0013	31%	0	0	0.700	0.5	0.5	0	1	0	0	0	0.403
US 190E	32A	H	19	37	8,434	97	7	0.0115	0.0008	7%	0	1	0.380	0.5	0	0	0	0	0	0	0.110
US 190E	32B	H	1	10	9,614	95	19	0.0098	0.0020	20%	0	1	0.755	1.0	0	0	1	0	0	0	0.339

2018 Methodology Updates and Findings

The following summary documents the methodology changes and findings of the 2018 update to the Killeen-Temple Metropolitan Planning Organization (KTMPO) Congestion Management Process (CMP).

Congestion Data Sources

To analyze congestion along the CMP network, this CMP Update used three quantitative data sources: National Performance Management Research Data Set (NPMRDS), INRIX, and KTMPO's Regional Travel Demand Model (TDM). While the sources are similar to those used in the 2016 CMP Update, there are key differences in the data used for this most recent effort.

NPMRDS

Previously, the NPMRDS was developed by HERE. In 2017, the Federal Highway Administration (FHWA) chose INRIX, partnered with the Center for Advanced Transportation Technology Laboratory (CATT Lab) at the University of Maryland, to develop and manage the NPMRDS¹. This 2018 CMP Update uses the 2017 data provided by INRIX through CATT Lab's Regional Integrated Transportation System (RITIS) data sharing application.

INRIX

The 2018 CMP again uses INRIX data provided by the Texas Department of Transportation (TxDOT); however, the newer version of the data was processed by the Texas A&M Transportation Institute (TTI) before distribution. Previously, the project team was responsible for processing the raw data.

TDM

The 2018 CMP uses an updated version of the KTMPO TDM and model runs for years 2018 (existing conditions) and 2045 (future no build). One major difference between the new (2045) and old (2040) TDM is that the new model does not include time-of-day functionality or outputs. For this reason, peak period TDM congestion measures were dropped from the congestion score calculations.

Congestion Score Weighting Changes

Due to changes and improvements in the quality of the different quantitative congestion data sources, the weights applied to the raw performance measures for the 2018 CMP Update were revised. The revised weighting is meant to reflect confidence in the quality of data for a particular source and aims to prioritize observed data (e.g. NPMRDS and INRIX). The first table included on page C-1 shows the weights used to create weighted congestion performance measures based on data availability.

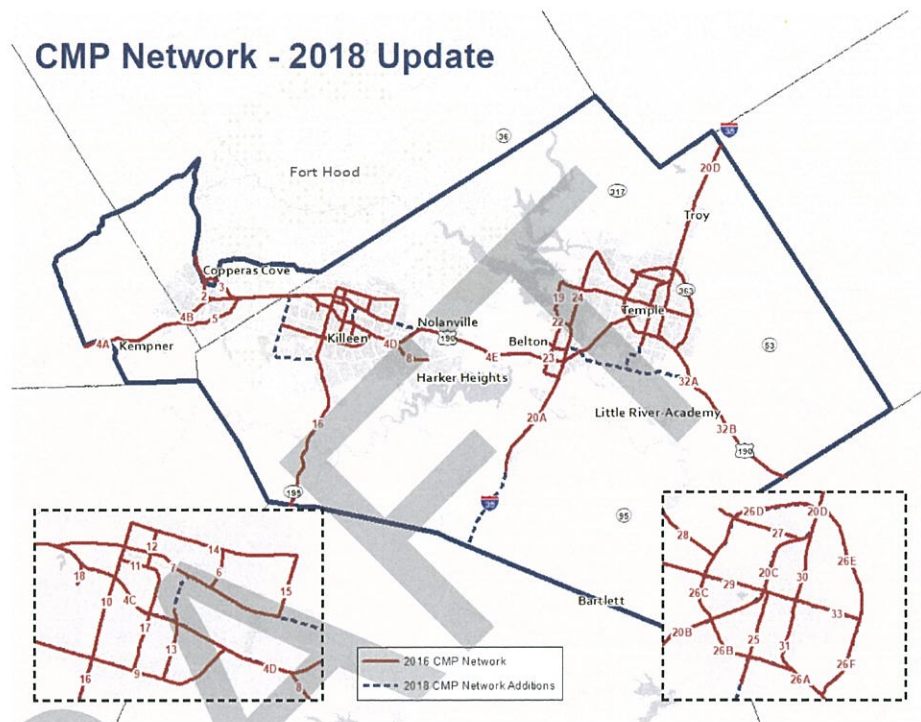
CMP Network Update

The 2016 CMP network was updated to include additional roadways for which data was previously unavailable. Major additions to the network include FM 93 and Clear Creek Road. The updated CMP network also includes extensions to IH 35, S. 31st St, Business

¹ Source: <http://inrix.com/press-releases/npmrds/>



190 near Nolanville, and W.S. Young Drive. Additionally, data was available for Segment 3 (SH 9) and Segment 5 (US 190 Bypass), which were previously included in the CMP but did not have available data to include in the congestion scoring. The map below shows the 2016 CMP Network and the additions included in the 2018 network update.



Prioritization Process

The prioritization process for the 2018 CMP remained the same with the exception of an added evaluation criteria: Congestion Rank Change. This evaluation criteria compared the 2016 and 2018 congestion ranking. Segments where the ranking became significantly worse (i.e. higher congestion ranking) were assigned a higher prioritization score, segments where the ranking dropped significantly were given a lower prioritization score. The updated evaluation criteria weighting used to calculate prioritization score is included in the table below.

Criteria		Weight
Congestion Rank		25%
Congestion Rank Change		5%
Volume		20%
Safety	Crashes	15%
	Rear-End Crashes	10%
Transit		15%
School		5%
Public Input		5%
Total		100%

Findings

Due to differences in data, additions to the CMP network, and real-life changes to the region's roadway network, there were several significant changes to the prioritized list of CMP segments. The tables below show a comparison between the 2016 and 2018 priority rank for each CMP segment.

The largest increases in priority ranking for arterials occurred along Segments 24 (SH 317), 13 (WS Young Dr), 29 (SH 53/Adams Ave.), and 8 (FM 2410). The large increase in priority ranking for Segment 24 is due to a large increase in congestion, which may be attributed to major construction occurring along SH 317 during the congestion data collection period. The increased rankings for Segments 13 and 29 are also mostly associated with increases in congestion score. While the congestion ranking does increase for Segment 8 as well, the increase in priority ranking can also be attributed to an increase in the percentage of crashes along the roadway that are rear-end and an increase in the number of schools located along the segment². In general, the priority ranking for arterials appear to be much more variable compared to highways from year-to-year. Note that the NPMRDS (which was determined to be the highest quality congestion data source of the three) was not available for the majority of arterial segments.

For highways, the largest increases in priority ranking occurred along Segments 20B, 20D, and 20C. The change in priority rank for Segments 20D and 20C is mostly due to congestion rank changes, which are an expected result of ongoing construction during the data collection period. Conversely, for segments where roadway projects were completed prior to the congestion data collection period (2017), the priority and congestion ranking decreased (i.e. congestion improved). Examples of projects improving congestion appear along Segments 4C and 20A.

² Harker Heights High School was not included in the 2016 version of the school location data.



Arterial Segments

Segment ID	Description	Priority Rank	2016 Rank	Ranking Change
10	FORT HOOD ST - FM 3470/STAN SCHLUETER LOOP TO RANCIER AVE	1	3	-2
24	SH 317 - US 190 TO SH 36	2	17	-15
13	WS YOUNG DR - BUSINESS 190 TO FM 3470/STAN SCHLUETER LOOP	3	14	-11
17	TRIMMIER RD - FM 3470/STAN SCHLUETER LOOP TO HALLMARK AVE	4	5	-1
9	FM 3470/STAN SCHLUETER LOOP - SH 201/CLEAR CREEK RD TO US 190	5	1	4
4B	BUSINESS 190 - US 190 BYPASS W TO US 190 BYPASS E	6	2	4
25	FM 1741/S 31ST ST - FM 93 TO SH 53/ADAMS AVE	7	16	-9
29	SH 53/ADAMS AVE - FM 2271 TO 3RD ST	8	24	-16
7	BUSINESS 190 - US 190 TO NOLA RUTH BLVD	9	4	5
14	RANCIER AVE - FORT HOOD ST TO ROY REYNOLDS DR	10	10	0
8	FM 2410 - US 190 TO WARRIORS PATH	11	23	-12
1	AVE D - N 1ST ST TO BUSINESS 190	12	7	5
34	CLEAR CREEK RD - US 190 TO SH 195	13	-	-
23	LOOP 121 - IH 35 TO LAKE RD	14	13	1
30	SPUR 290/3RD ST - AVE E TO IH 35	15	15	0
31	SPUR 290/S 1ST ST - S LOOP 363 TO AVE E	16	18	-2
18	WILLOW SPRINGS RD - US 190 TO WATERCREST RD	17	12	5
2	FM 116 - AVE D TO ELIJAH RD	18	6	12
6	38TH ST - BUSINESS 190 TO RANCIER AVE	19	20	-1
22	LAKE RD - FM 2271 TO SH 317	20	26	-6
21A	FM 93/NOLAN VALLEY RD - WHEAT RD TO IH 35	21	8	13
12	N 2ND ST - HALLMARK AVE TO RANCIER AVE	22	21	1
11	HALLMARK AVE - FORT HOOD ST TO TRIMMIER RD	23	11	12
19	FM 2271 - LAKE RD TO FM 2305/W ADAMS AVE	24	25	-1
33	SH 53/ADAMS AVE - 3RD ST TO E LOOP 363	25	19	6
27	INDUSTRIAL BLVD - OLD HOWARD RD TO IH 35	26	22	4
21B	FM 93 - IH 35 TO US 190	27	-	-
15	ROY REYNOLDS DR - BUSINESS 190 TO RANCIER AVE	28	9	19

Highway Segments

Segment ID	Description	Priority Rank	2016 Rank	Ranking Change
4E	US 190 - BUSINESS 190 TO IH 35	1	2	-1
20B	IH 35 - US 190 TO S LOOP 363	2	14	-12
4C	US 190 - SH 9 TO FM 3470/STAN SCHLUETER LOOP	3	1	2
4D	US 190 - FM 3470/STAN SCHLUETER LOOP TO BUSINESS 190	4	5	-1
26B	LOOP 363 - SPUR 290 TO IH 35 S	5	7	-2
20D	IH 35 - N LOOP 363 TO FALLS COUNTY LINE	6	11	-5
20C	IH 35 - S LOOP 363 TO N LOOP 363	7	12	-5
20A	IH 35 - US 190 TO WILLIAMSON COUNTY LINE	8	4	4
16	SH 195 - WILLIAMSON COUNTY LINE TO FM 3470/STAN SCHLUETER LOOP	9	8	1
26D	LOOP 363 - SH 36 TO IH 35 N	10	13	-3
26C	LOOP 363 - IH 35 S TO SH 36	11	9	2
28	SH 36 - LOOP 363 TO SH 317	12	6	6
26A	LOOP 363 - US 190 TO SPUR 290	13	3	10
26E	LOOP 363 - IH 35 N TO SH 53	14	16	-2
5	US 190 - BUSINESS 190 W TO BUSINESS 190 E	15	-	-
32B	US 190 SE - PRITCHARD RD TO MILAM COUNTY LINE	16	10	6
26F	LOOP 363 - SH 53 TO US 190	17	18	-1
4A	US 190 - FM 1715 TO US 190	18	15	3
3	SH 9 - US 190 to FM 116	19	-	-
32A	US 190 SE - LOOP 363 TO PRITCHARD RD	20	17	3



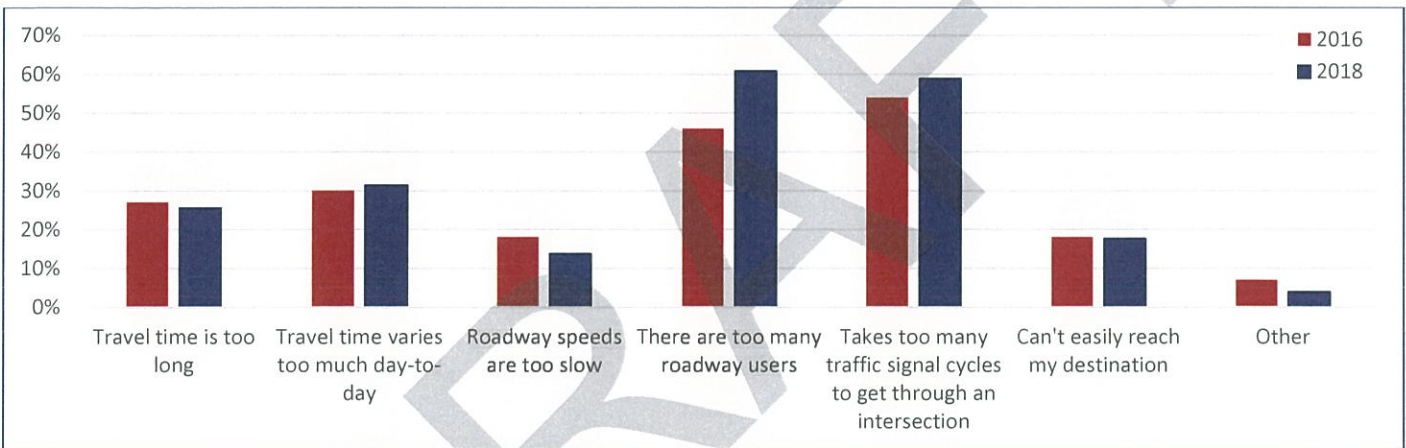
KTMPO CMP (2018) - Congestion Feedback Survey Results

The following presents the results of the 2018 KTMPO CMP Congestion Feedback Survey and compares these updated results to those generated from the 2016 version of the survey.

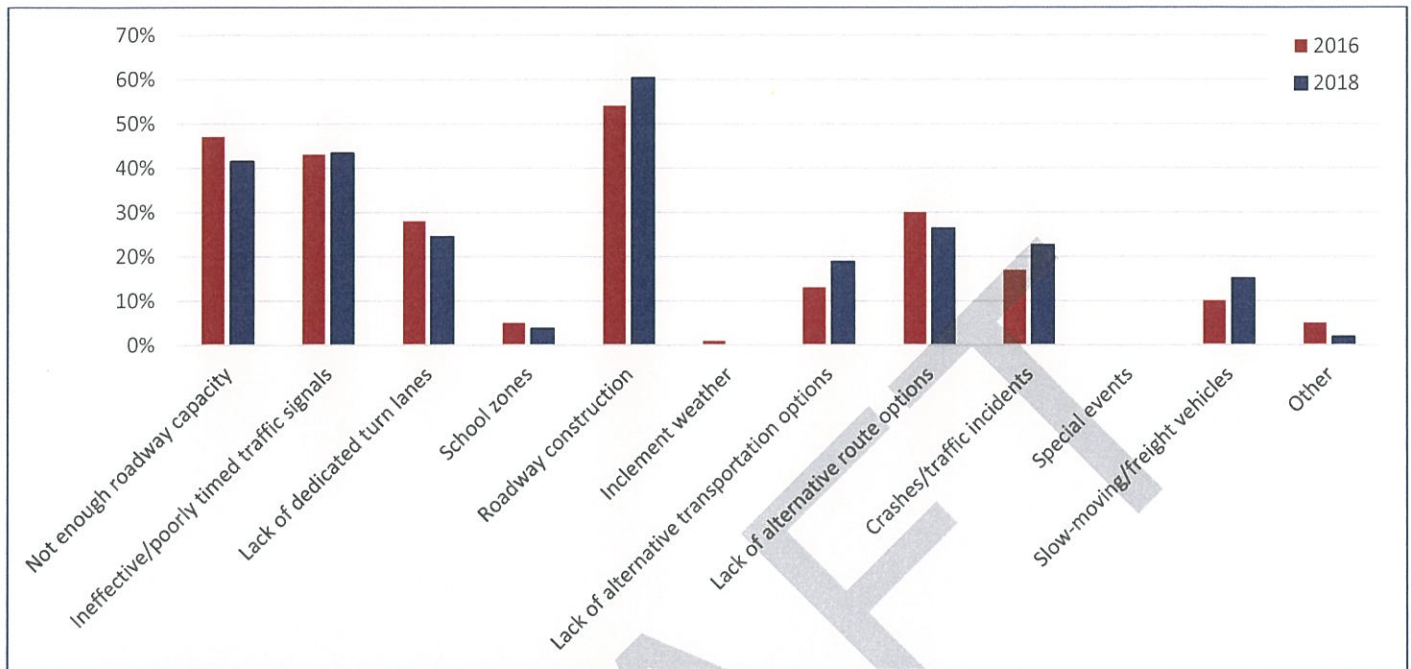
Question 1. Based on your daily travel experience, do you believe traffic congestion is a significant problem in the Killeen/Temple metropolitan area?

	2016	2018
Yes	91%	75%
No	9%	25%

Question 2. Which of the following best fits your definition of traffic congestion?



Question 3. What are the biggest causes of traffic congestion in the Killeen/Temple metro area?



Question 4. How often do you experience traffic congestion in the Killeen/Temple metro area?

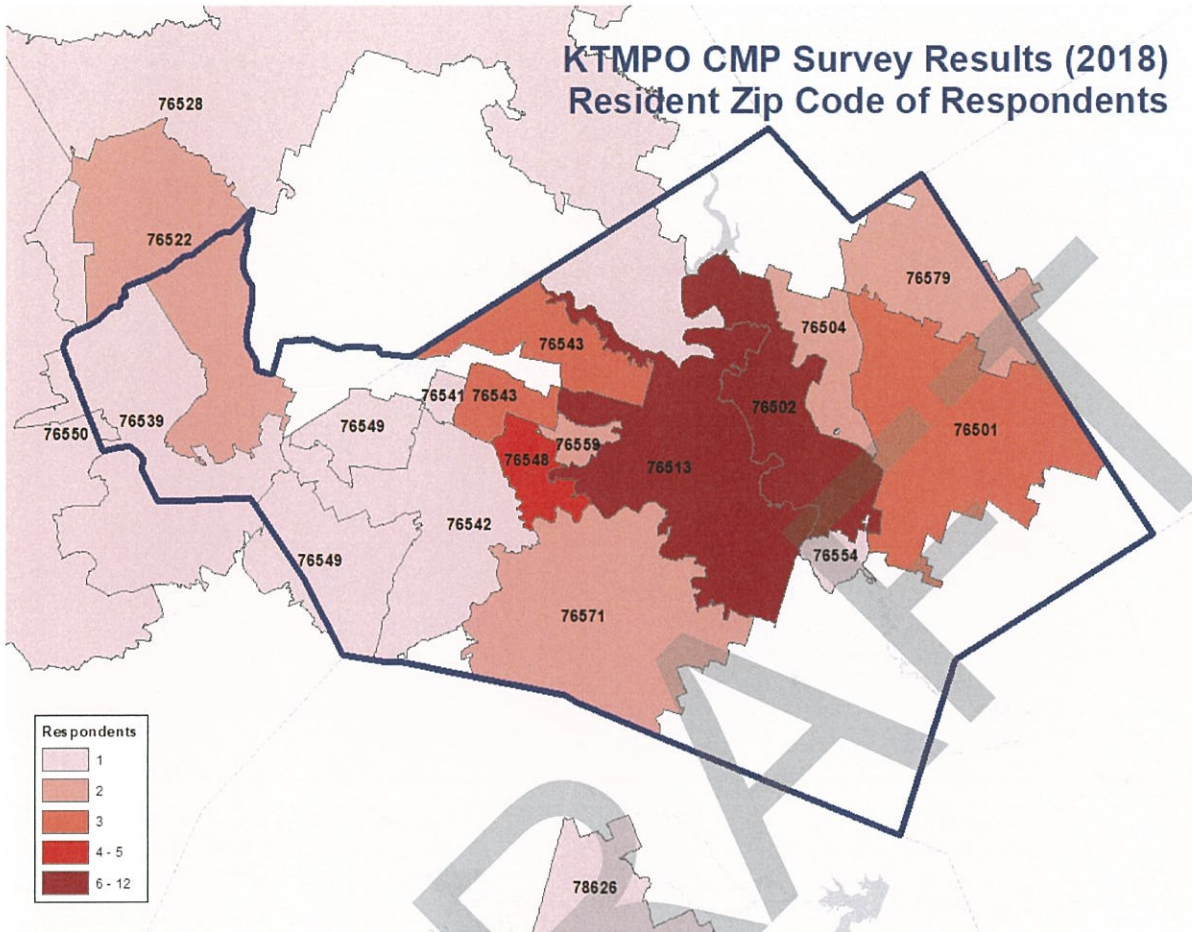
	2016	2018
Daily - regularly (peak)	62%	56%
Daily - regularly (off-peak)	7%	2%
Daily - intermittently/sporadically	12%	10%
A few times a week	12%	8%
A few times a month	4%	23%
Other/No Response	3%	2%

Question 5. What mode of transportation do you use most often?

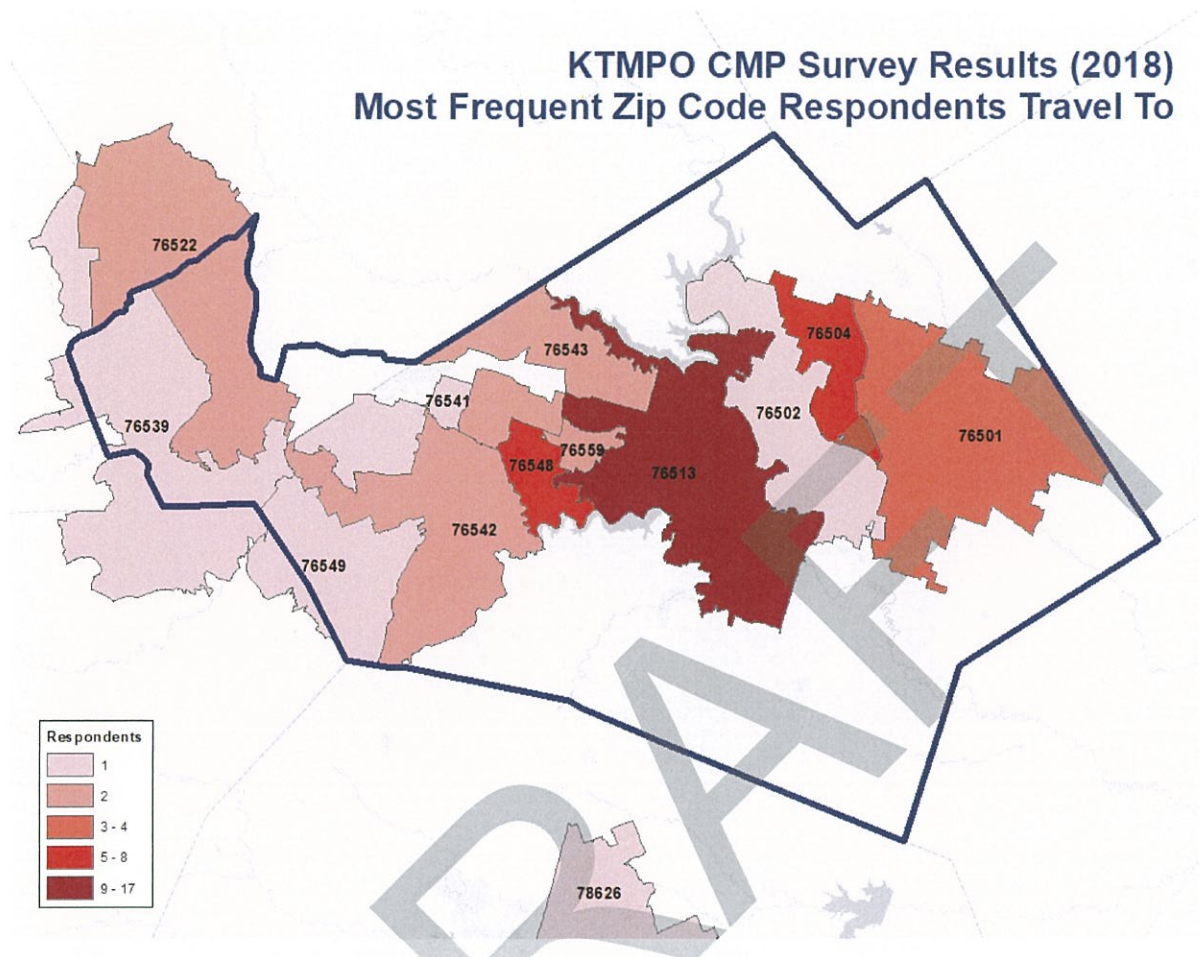
	2016	2018
Personal Car	98%	96%
Carpool/Rideshare	0%	2%
Walking	0%	2%
Biking	0%	0%
Public Transportation	0%	0%
Other/No Response	2%	0%



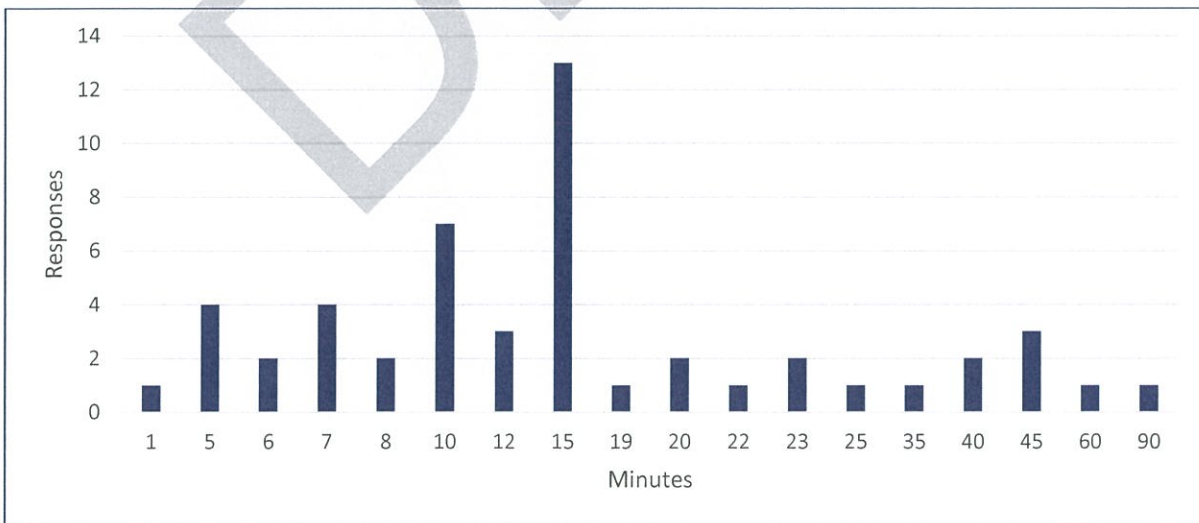
Question 6. In which zip code do you live?



Question 7. To which zip code do you travel to the most (for work, school, etc.)?

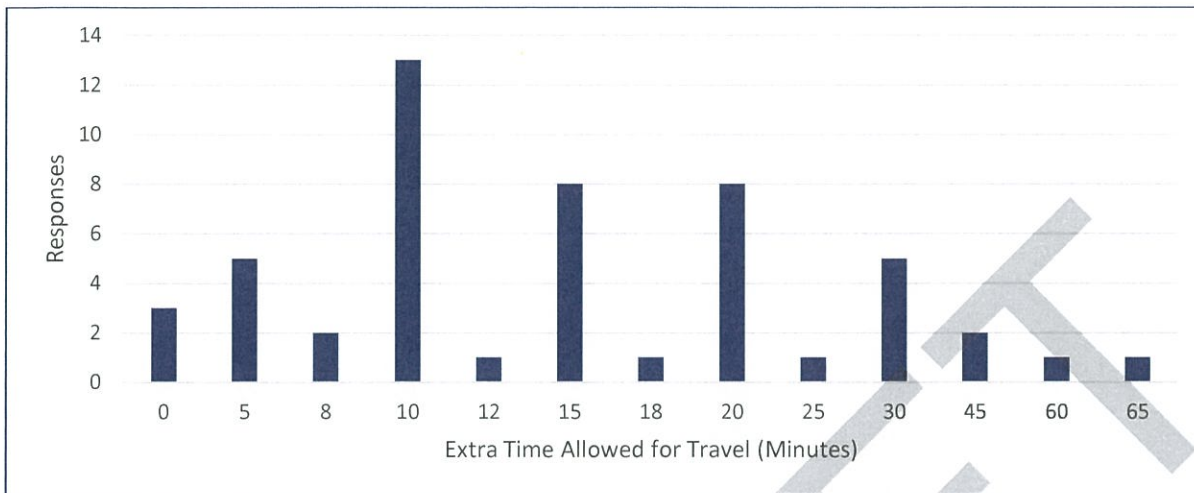


Question 8. How long would it take (in minutes) to get to your most frequent destination (e.g. work) from home with no traffic congestion?

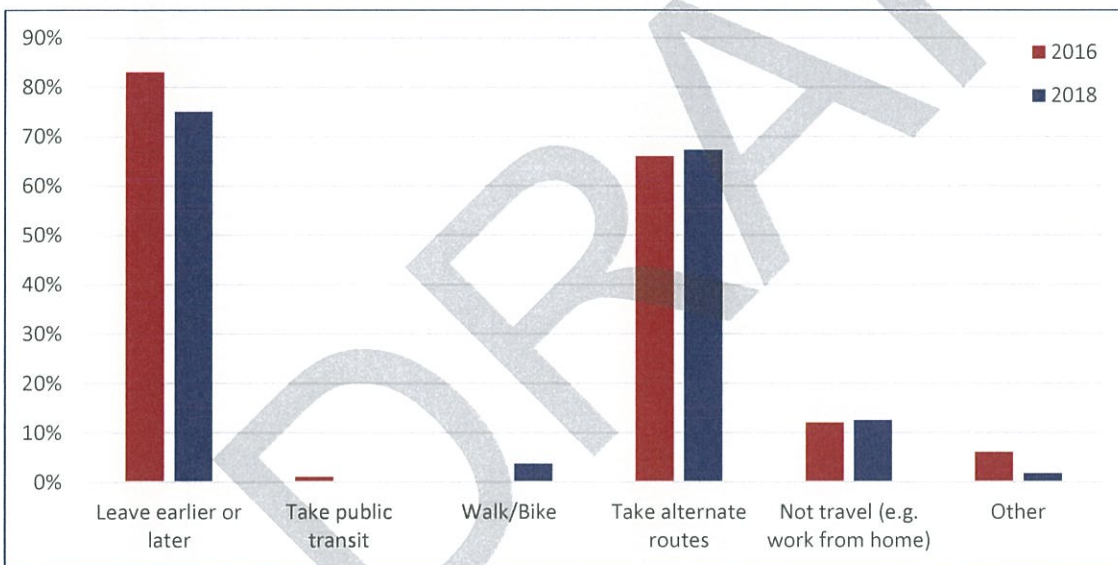




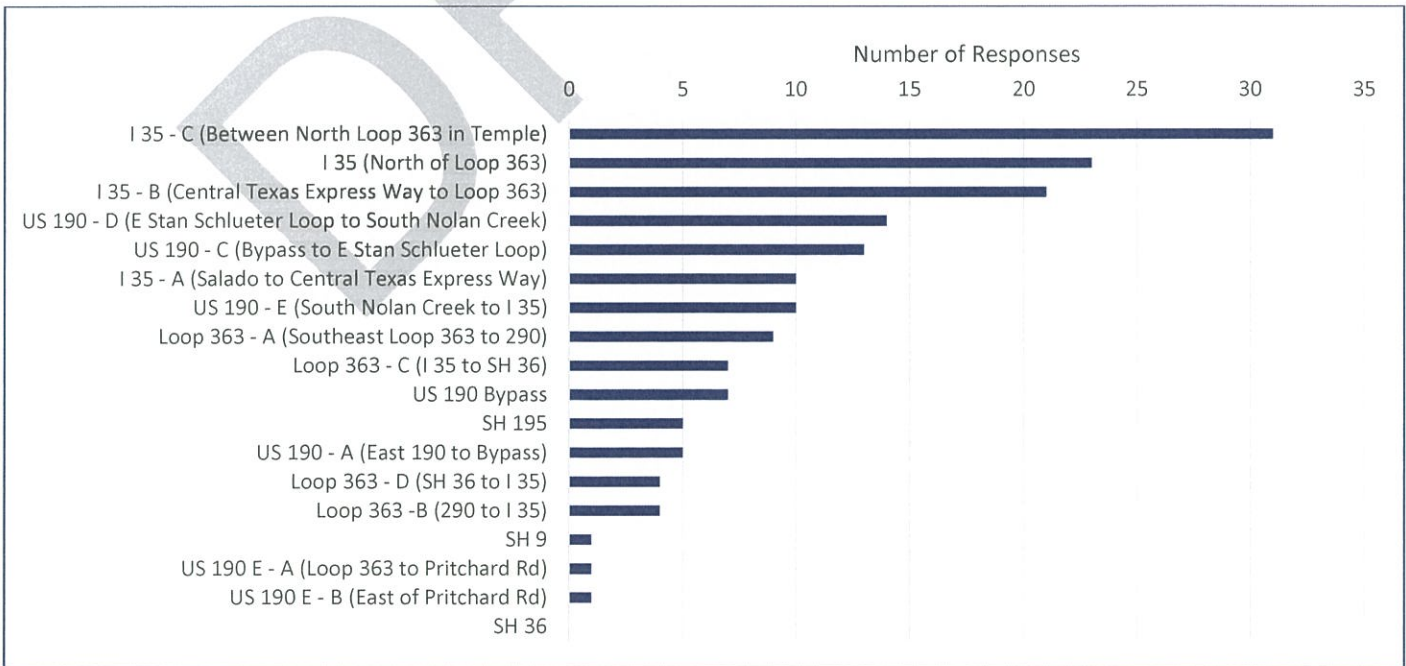
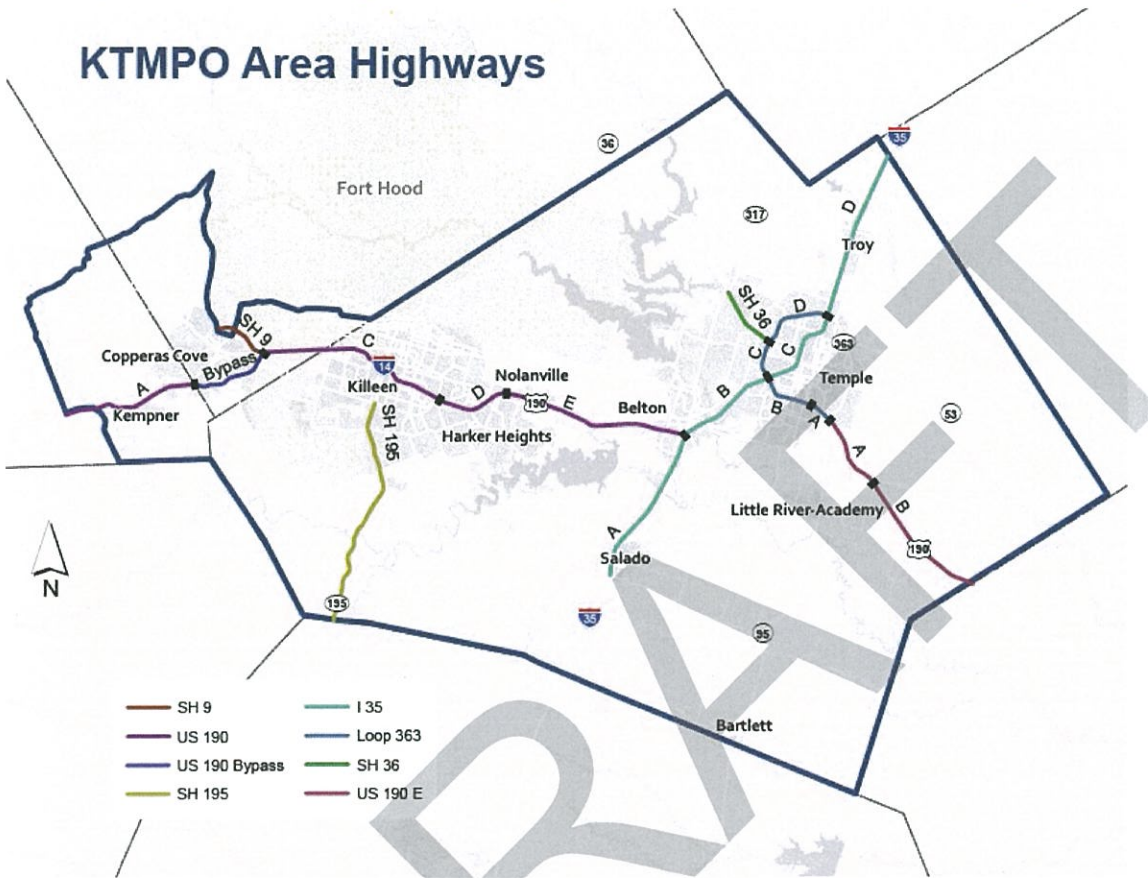
Question 9. How much extra time do you allow yourself (in minutes) to get to your destination on time to account for traffic congestion along your route?



Question 10. What actions do you take to avoid traffic congestion?

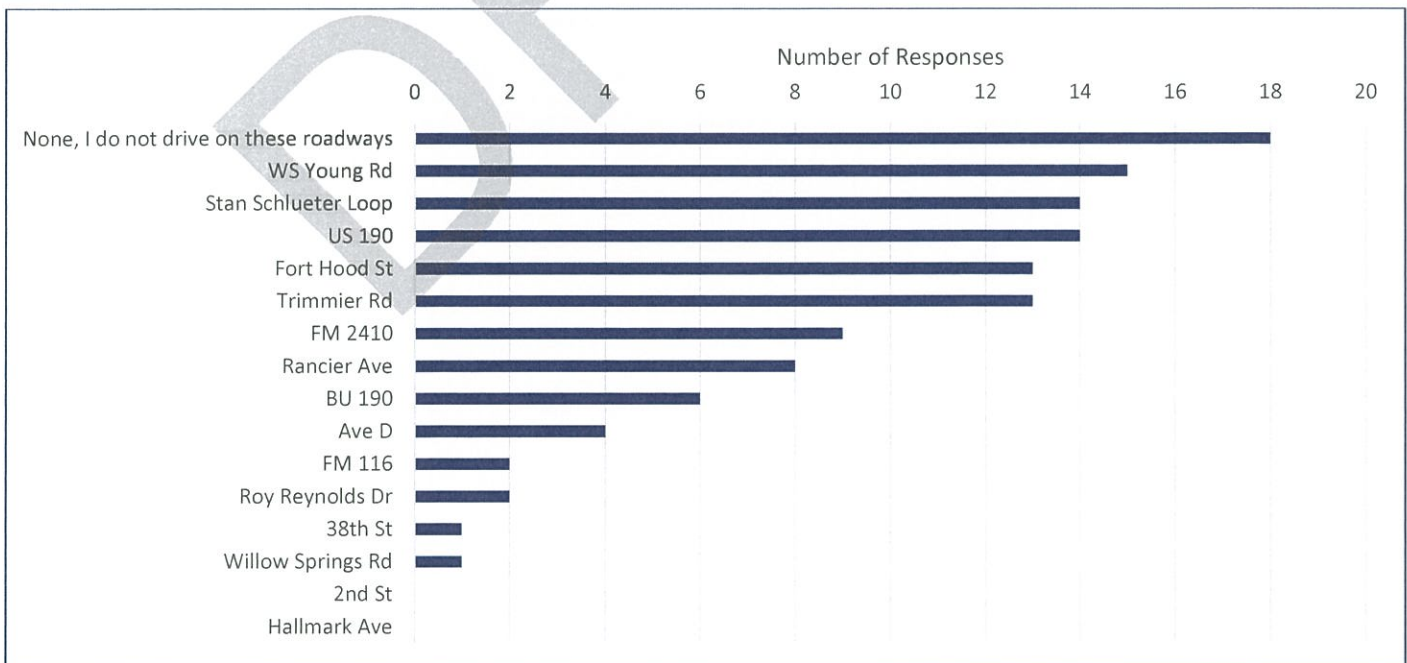
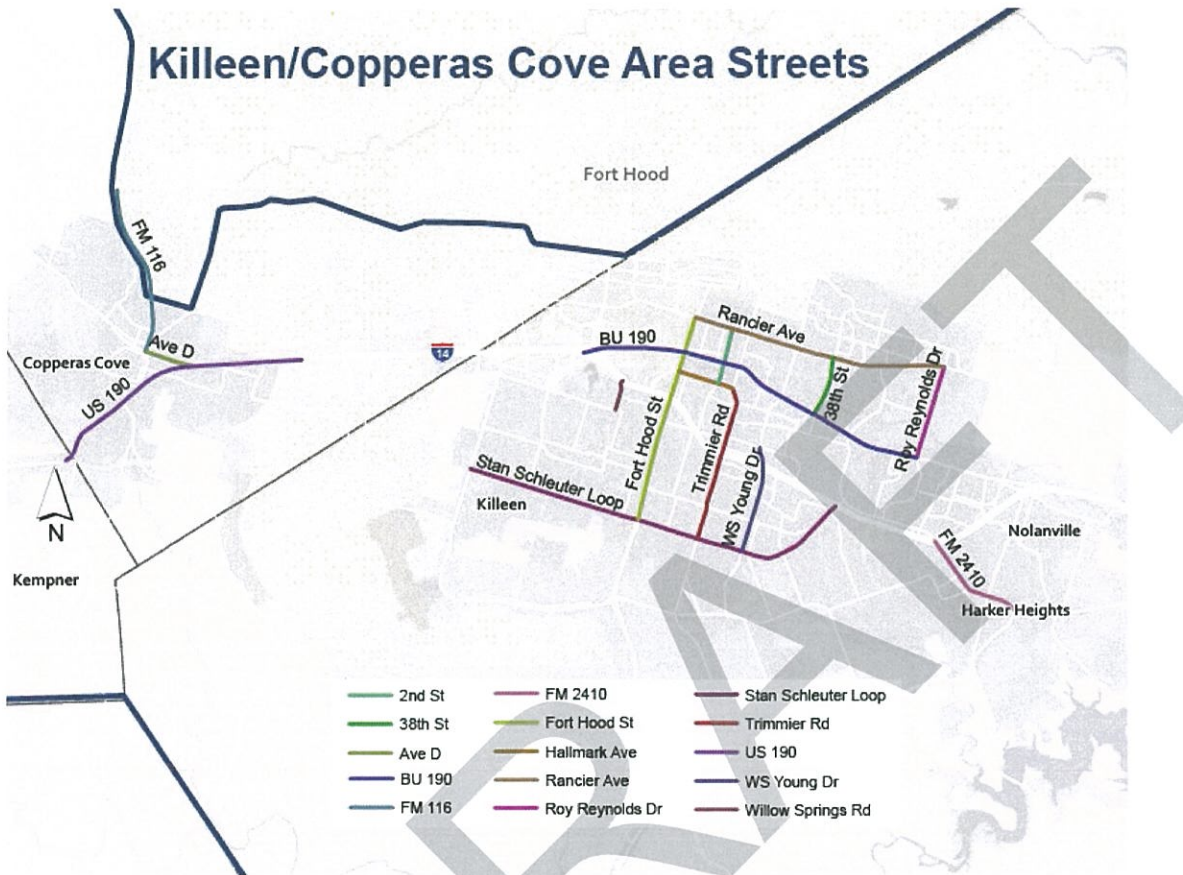


Question 11. In 2016, KTMPO established a Congestion Monitoring Network based on data availability and public feedback. The map below shows the highway segments of the monitoring network. From the list below, please select the segments where you experience the most traffic congestion.

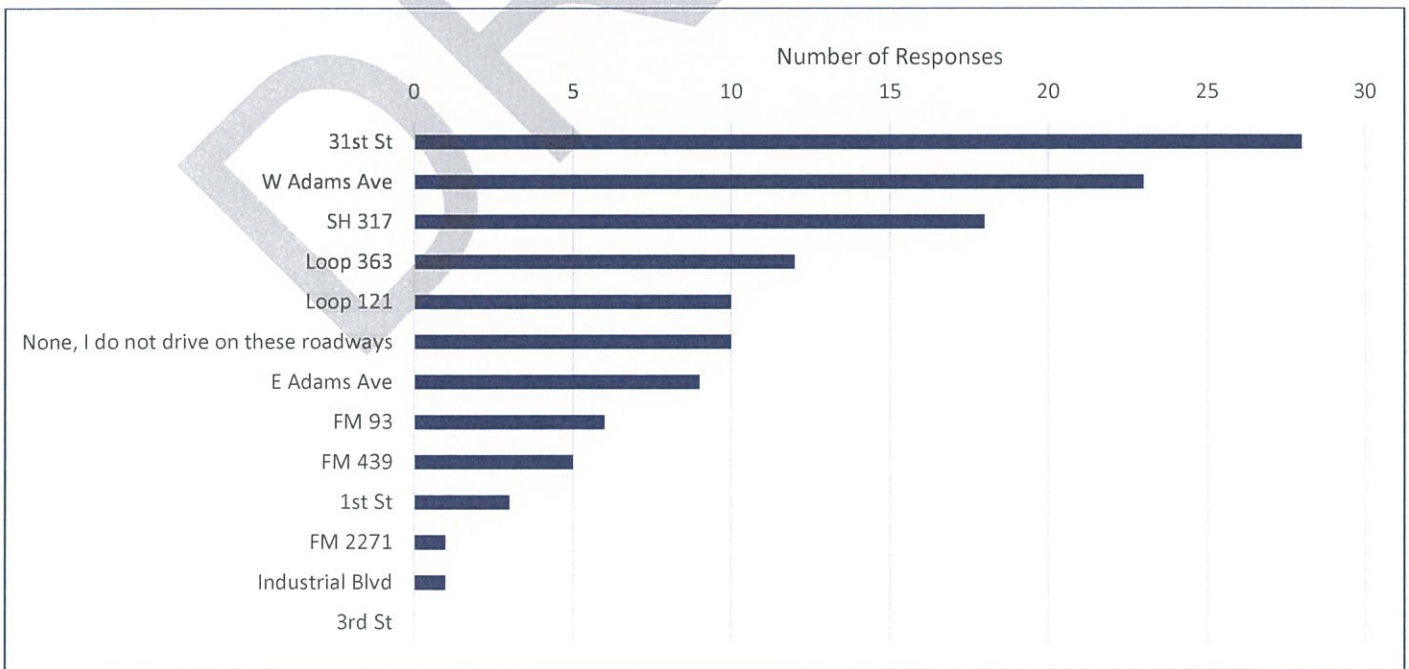
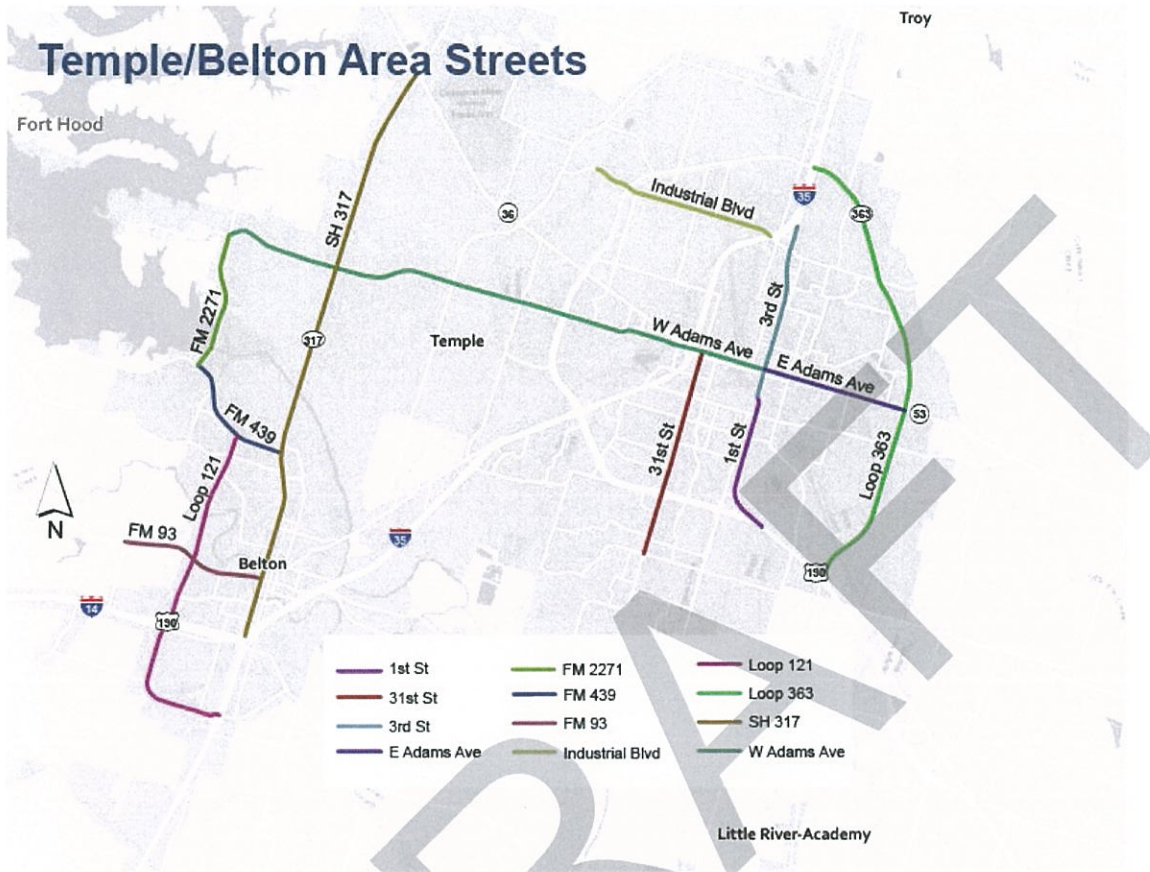




Question 12. The 2016 Congestion Monitoring Network also included segments along major arterial streets. The map below shows the arterial segments within the Killeen/Copperas Cove area. From the list below, please select the segments where you experience the most traffic congestion.



Question 13. The map below shows the arterial segments within the Temple/Belton area. From the list below, please select the segments where you experience the most traffic congestion.



Question 14a. Are there any streets or highways in the region that are not included on the Congestion Monitoring Network (see above map) that you believe experience significant congestion?

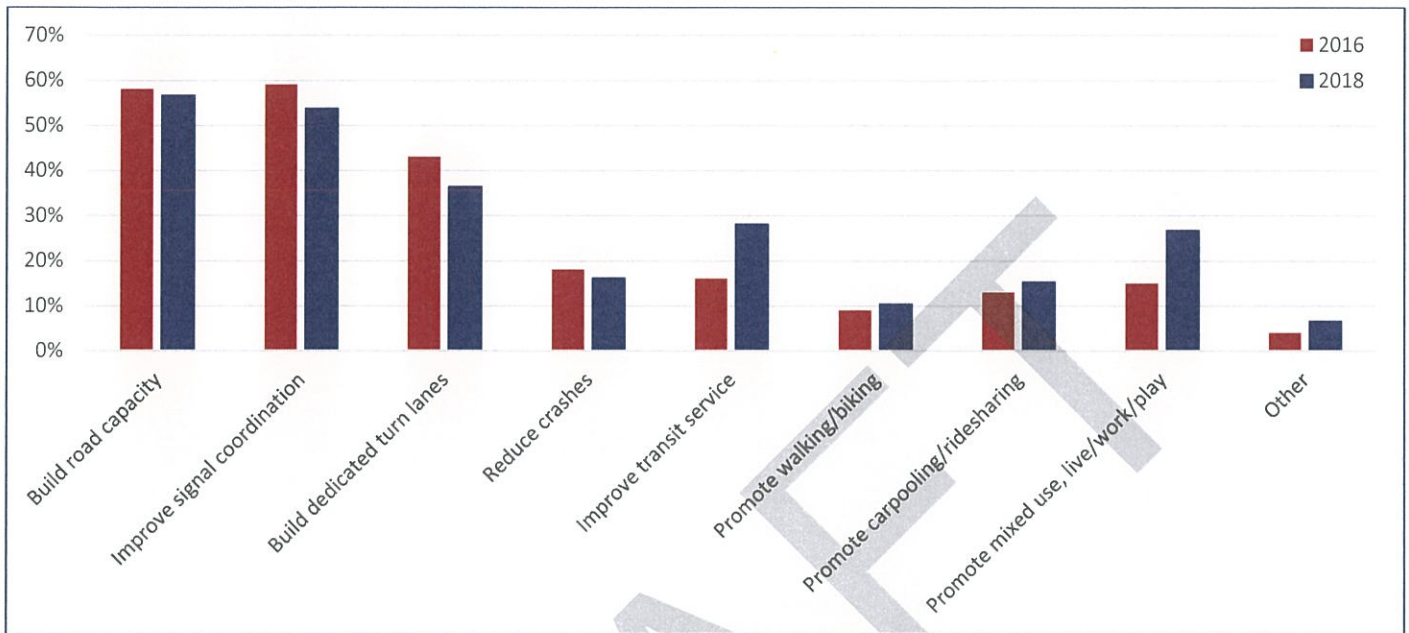
Roadway	Mentions
Ave B from FM 116 to Summers Rd	1
Indian Trail	2
FM 3481 from FM 2484 to FM 2410	1
Veterans Memorial Blvd in Killeen	1
10th St in Killeen from Rancier to Hallmark	1
Trimmier Rd from Hallmark to IH 14	1
FM 93/IH 35 Intersection	1
W. Adams Ave from Kegley to Hwy 317	1
FM 93 from S. 31st St to IH 35	1
Clear Creek Rd from US 190 to Stan Schleuter Loop	2
Kegley Rd from IH 35 to W. Adams Ave	1
Lake Rd from FM 2410 and Chaparral Rd	1
6th St in Belton	1
Old Waco Rd and W. Adams Ave	1
Old Waco Rd and Poison Oak	1
Charter Oaks Dr and S. Pea Ridge	1
Main Street in Belton	2
Kegley Rd and W. Adams Ave.	1
FM 93 from Belton to Temple	1
FM 93 from 31st St heading west	1
CR 3220 from FM 2313 to FM 1113	1



Question 14b. Are there any streets or highways in the region that are not included on the Congestion Monitoring Network (see above map) that you believe will experience significant congestion in 10 years?

Roadway	Mentions
Summers Rd	1
Luther Church Rd from Ave Bto FM 116	1
Constitution Ave from BUS 190 to Old Copperas Cove	1
FM 93	4
FM 436	1
SH 95	2
FM 439	3
FM 3481 from FM 2410 to Chaparral Rd	1
Knights Way	1
Elms Rd	1
10th St in Killeen	1
Chaparral Rd from SH 195 to FM 3481	1
Indian Trail from US 190 to Veterans Memorial Blvd	1
Lake Rd from FM 2410 to Chaparral Rd	1
Old Waco Rd	3
Charter Oaks Dr	2
Airport Rd	1
Research Blvd	1
Kegley Rd	1
Scott Blvd	1
Chaparral Rd	1
Stagecoach Rd	1
Main St	1
Warriors Path	1
Loop 121 in Belton	1
US 190 Bypass in Copperas Cove	1

Question 15. What do you believe are the most effective strategies for addressing traffic congestion in the Killeen/Temple metro area?



Item 7:

Regional Multimodal Plan

KTMPO Regional Multimodal Plan

In 2011, KTMPO updated the Regional Thoroughfare and Pedestrian/Bicycle Plan to incorporate significant efforts made by MPO member jurisdictions in the realm of bicycle facility planning since the creation of the Regional Thoroughfare and Pedestrian/Bicycle Plan in 2008. The purpose of the Regional Thoroughfare and Pedestrian/Bicycle Plan was to develop a forward-thinking approach for the transportation system in the region. This plan provided a vision for the future regional transportation system that is required for the continued mobility and vision of the region in the future.

In FY2018, KTMPO worked with CDM Smith to develop the Regional Multimodal Plan (RMP). The Regional Multimodal Plan builds upon the Regional Thoroughfare and Pedestrian/Bicycle Plan, however, this plan expands to consider all transportation modes for people and freight to develop an integrated transportation system. The RMP is not intended to supersede the plans of KTMPO member jurisdictions, but acts as a tool to define consistent roadway standards for the entire region.

Included in the meeting packet is the updated KTMPO Regional Thoroughfare and Bike/Pedestrian Network. The entire RMP along with Appendix A of Referenced Bicycle and Pedestrian Projects will be posted online for review. A 30-day public comment period was held from September 22, 2018 to October 21, 2018 with two public forums in Copperas Cove and Belton on October 1, 2018. KTMPO has not received any public comments as of the publication of this meeting packet, but staff will provide an update to TPPB on October 24 if KTMPO received any comments. A tentative schedule is outlined below.

Schedule:

- September 5, 2018—TAC recommendation to initiate Public Involvement Process for the Regional Multimodal Plan;
- September 19, 2018—TPPB initiates Public Involvement Process for the Regional Multimodal Plan;
- September 22, 2018- October 21, 2018—30-Day Public Comment Period;
 - Public Forums:
 - 12:00 pm at Copperas Cove Police Department, Copperas Cove, TX
 - 5:00 pm at the CTCOG Offices, 2180 N. Main St., Belton, TX
- October 3, 2018—TAC recommends approval of the Regional Multimodal Plan, contingent upon any public comments received;
- **October 24, 2018—TPPB approves Regional Multimodal Plan.**

At their October 3, 2018 meeting, TAC recommended approval of proposed amendment to the CMP, contingent upon public comments received.

Action Needed: Approval of Regional Multimodal Plan.



Future Regional Thoroughfare Network

All the potential projects defined by KTMPO and by its member jurisdictions' individual Thoroughfare Plans have been included in the future network, as shown for the region in **Figure 6-14**. Insets to show better detail of projects are included as **Figure 6-15** for Copperas Cove, **Figure 6-16** showing Killeen, Harker Heights, and Nolanville, **Figure 6-17** for Salado, and **Figure 6-18** for Belton and Temple. The Figures distinguish all streets by their Functional Class for Controlled Access through Collector streets. Local streets are not shown in this Thoroughfare Plan. The Figures include two ongoing studies which affect planning: coordination with the Capital Area Metropolitan Planning Organization (CAMPO) for six roads which cross the KTMPO study area into Williamson and Burnet Counties, and five alternative alignments for upgrades or new routes for US 190, which are identified in the study as "Primary Routes". The five Primary Routes for the US 190 study are shown in **Figure 6-19**.

All Figures show the existing 2017 streets and the proposed projects for upgrades to existing streets and for construction of new streets. The alignments of new construction streets are presented as approximations for planning purposes, and are not intended to represent the final alignments or to constrain KTMPO member jurisdictions in any way.

The key purpose of the Thoroughfare Plan is to identify future projects so that right-of-way can be planned for. Supporting this purpose, the Plan is coded with all projects defined by KTMPO and by its member jurisdictions, not just the projects which have been identified as funded in the previous Mobility 2040 Metropolitan Transportation Plan (MTP). This listing has been developed as an input into the updated KTMPO MTP for the year 2045. One of the functions of the 2045 MTP will be to prioritize the listing of projects and to balance them against the anticipated available funding to derive funded and unfunded project listings.



Figure 6-14: Regional Future Thoroughfare Network

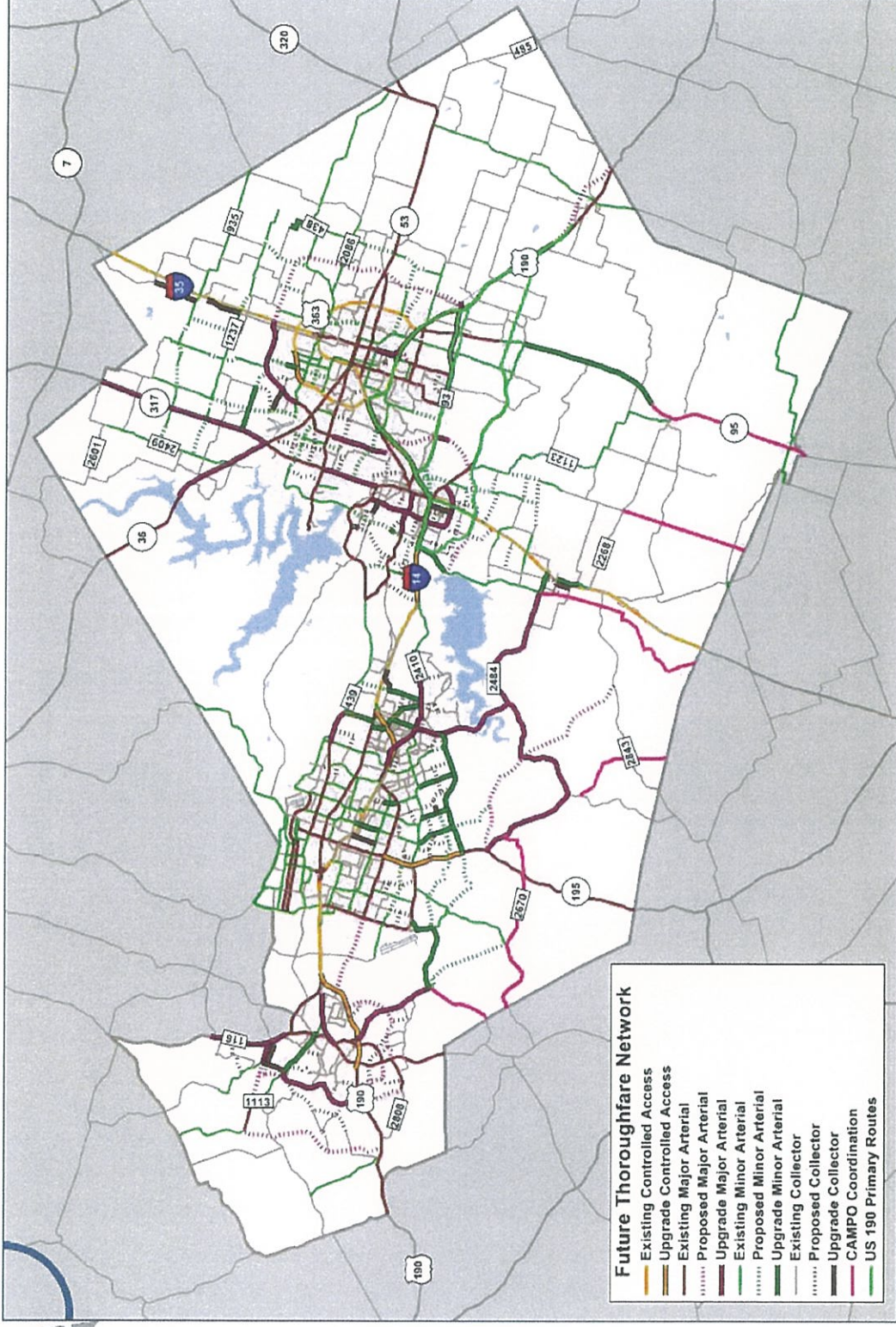


Figure 6-15: Future Thoroughfare Network Around Copperas Cove

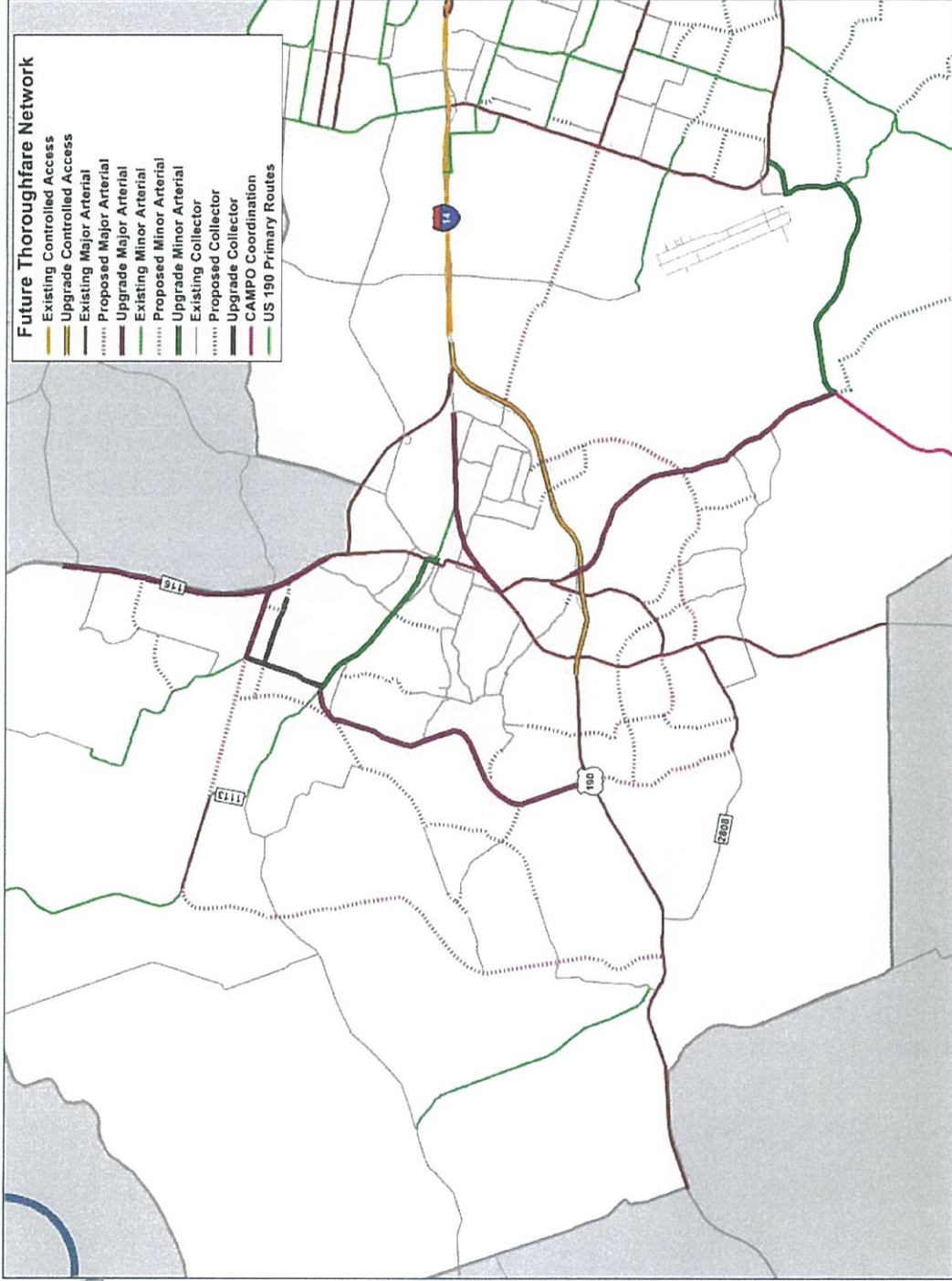




Figure 6-16: Future Thoroughfare Network Around Killeen, Harker Heights, and Nolanville

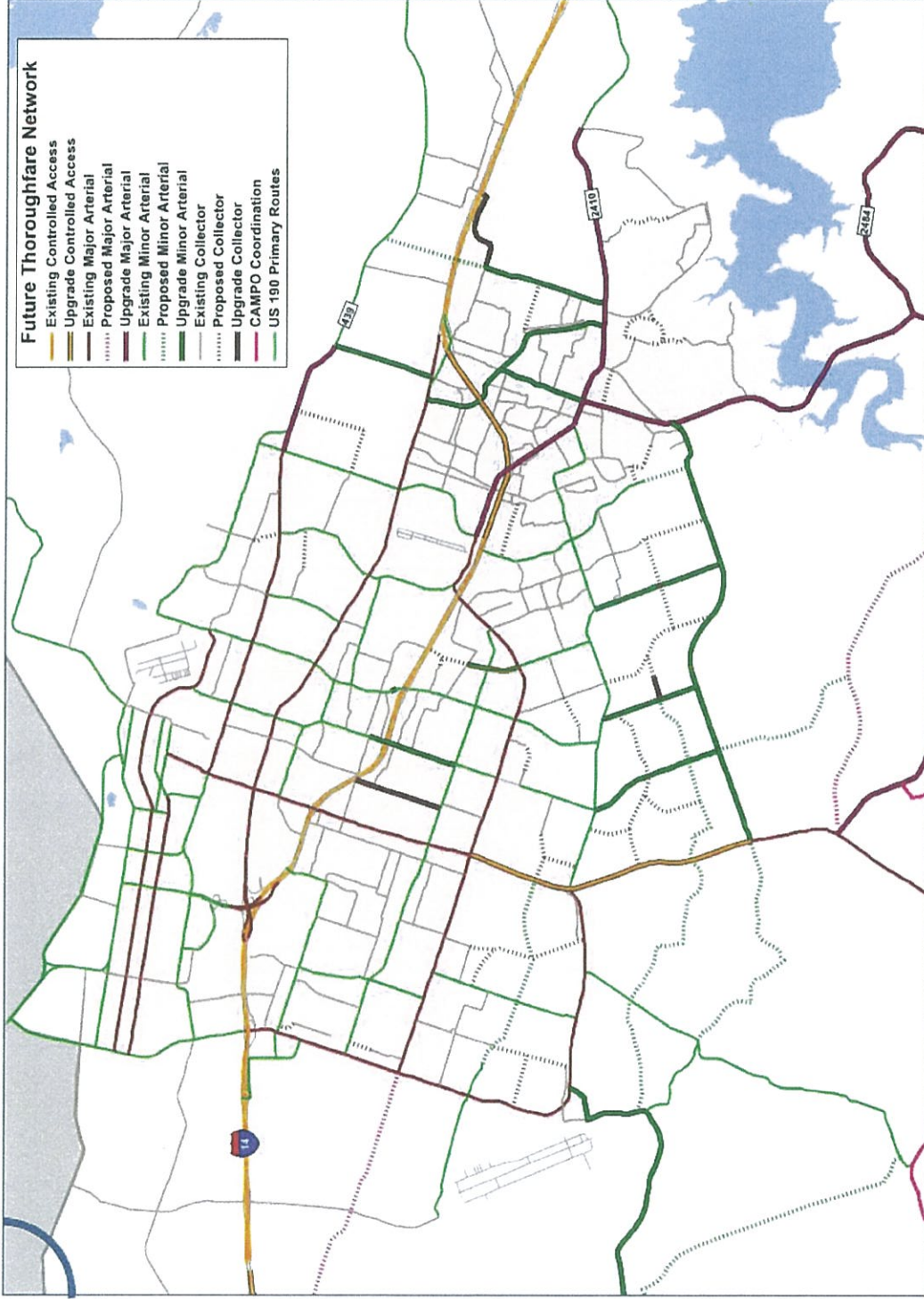


Figure 6-17: Future Thoroughfare Network Around Belton and Salado

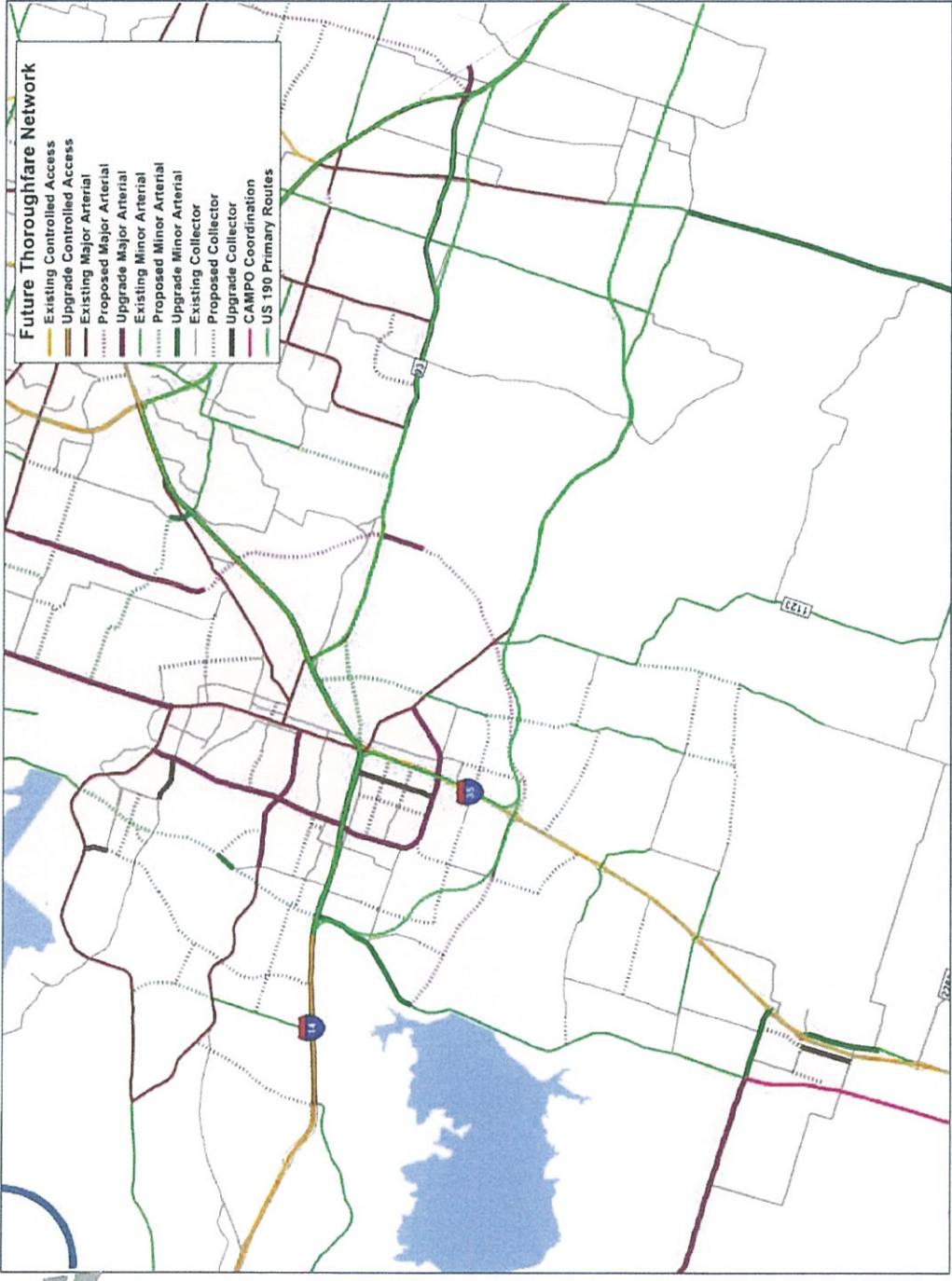
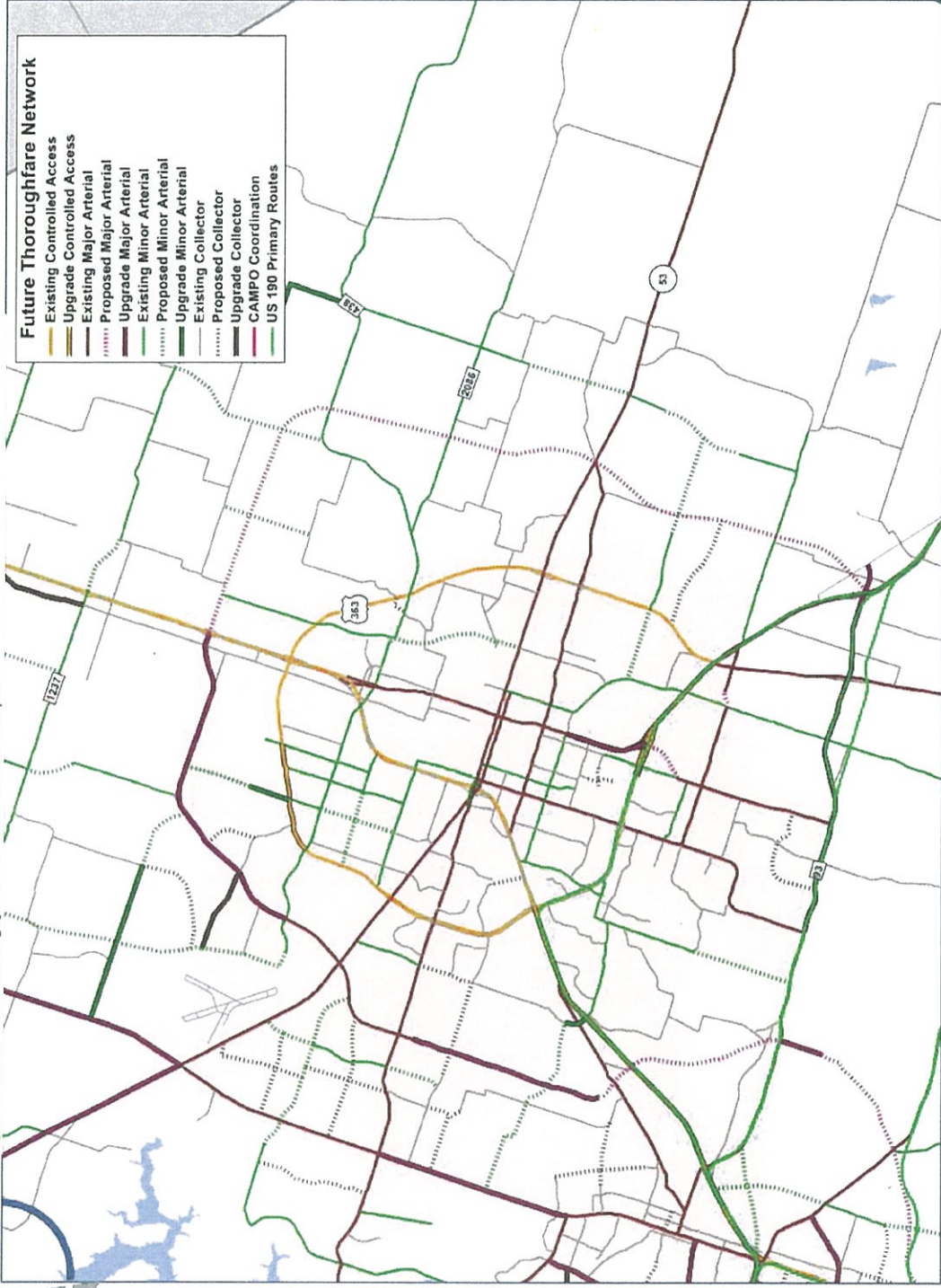




Figure 6-18: Future Thoroughfare Network Around Temple





Future Bicycle & Pedestrian Networks

The potential projects as listed in Table 7-2 through Table 7-4 have been included in the future network, as shown for the region in **Figure 7-5**. Insets to show better detail of projects are included as **Figure 7-6** for the western area and **Figure 7-7** for the eastern area. For clarity, the existing sidewalk network is not shown in these Figures.

All Figures show the existing 2017 facilities and the proposed projects for upgrades to existing facilities and for construction of new facilities. The alignments of new construction facilities are presented as approximations for planning purposes, and are not intended to represent the final alignments or to constrain KTMPO member jurisdictions in any way.

The key purpose of the Bicycle & Pedestrian Plan is to identify future projects so that right-of-way can be planned for. Supporting this purpose, the Plan is coded with all projects defined by KTMPO and by its member jurisdictions, not just the projects which have been identified as funded in the previous Mobility 2040 MTP. Selecting the funded projects from the list of all projects will be a function of the updated KTMPO MTP for the year 2045. Because the networks contain all defined projects, they cannot be considered as year 2045 networks. Rather, they are a planning representation of future networks. Once the list of projects are finalized in the 2045 MTP, a true 2045 network can then be defined for each mode.



Figure 7-5: Future Bicycle & Pedestrian Plan for the Region

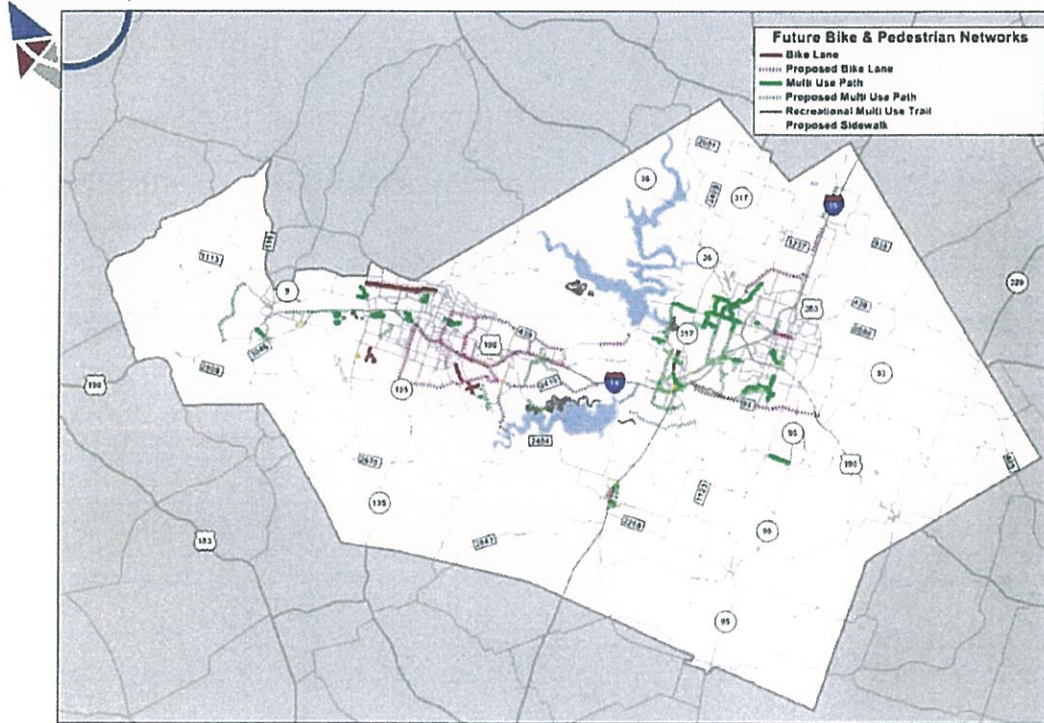




Figure 7-6, Future Bicycle & Pedestrian Plan for the Western Area

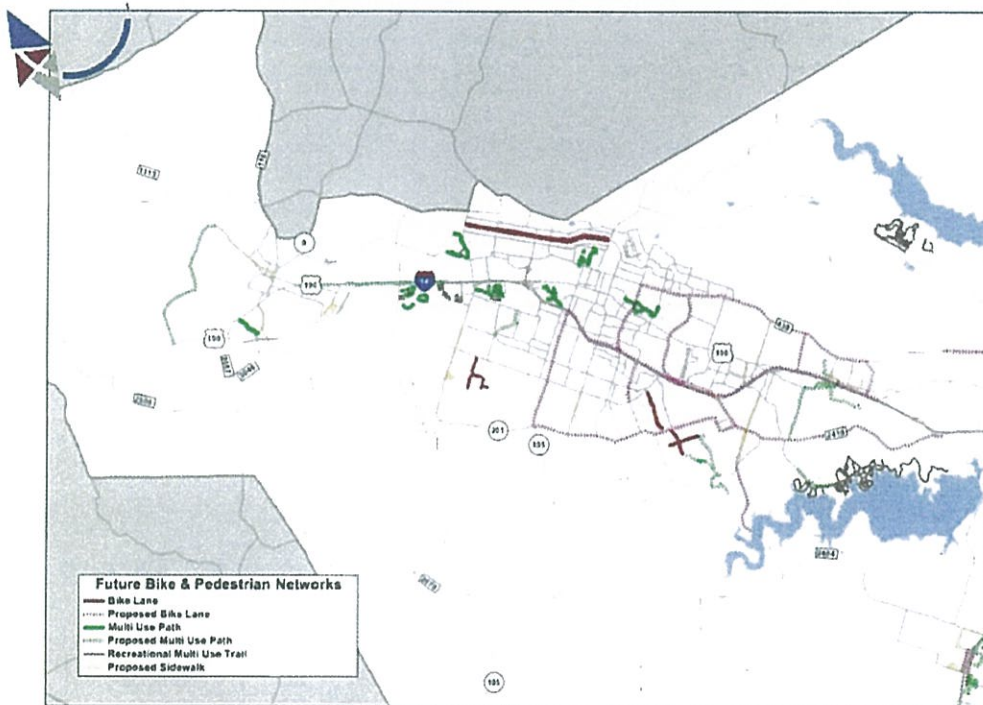
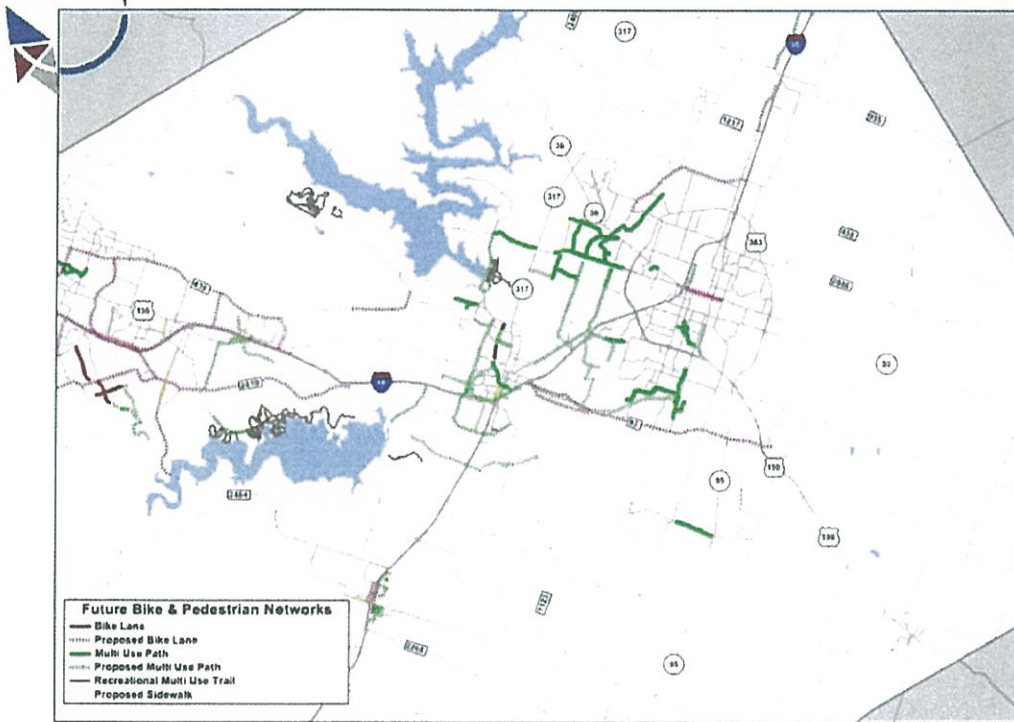




Figure 7-7: Future Bicycle & Pedestrian Plan for the Eastern Area



Item 8:

**Target Setting for
Performance Measures**

**Target Setting for FAST Act Pavement/Bridge (PM2) and
System Performance (PM3) Performance Measures**

The Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance-based decision process that ties back to regional performance targets so that resources are invested in projects that collectively will make progress towards the achievement of national goals.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have set the following national performance measures:

- Safety (Target setting completed by KTMP)
- Pavement and Bridge Condition
- System Performance and Freight
- CMAQ (Congestion Mitigation and Air Quality) Improvement Program
- Transit Asset Management (State of Good Repair) (Target setting completed by KTMP)
- Transit Agency Safety Plan

State DOTs and MPOs are to support the federal measures according to the timeline included in the meeting packet by establishing regional performance standards and meeting subsequent reporting requirements. These standards can be to support those adopted by the State DOT.

The Pavement and Bridge Condition Rule establishes performance requirements to assess pavement and bridge conditions on the National Highway System (NHS). It also outlines the process for State DOTs and MPOs to establish and report their pavement and bridge condition targets, and the process that FHWA will use to assess whether State DOTs and/or MPOs have met or made significant progress toward meeting their pavement and bridge condition targets.

The System Performance Rule established performance measures for State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) to use to report on the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system; and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. While the published rule includes a greenhouse gas (GHG) measure (the percent change in CO₂ emissions from 2017, generated by on-road mobile sources on the NHS), the effective date of the portions of the Final Rule pertaining to that measure has been delayed.

TxDOT adopted 2018 pavement and bridge condition targets for Texas on June 21, 2018. These targets are applicable to all roadways on the National Highway System (NHS). MPOs are required to adopt regional targets within 180 days of TxDOT adoption or prior to the next federal action afterwards (i.e. MTP or TIP amendment). Attached are the adopted TxDOT targets as well as fact sheets on the Pavement and Bridge (PM2) and System Performance (PM3) Measures.

The general consensus of MPOs across the state is to adopt the state targets for these measures due to limited experience in evaluating datasets that vary and can be difficult to interpret.

Schedule:

- October 3, 2018—TAC discussion of Pavement and Bridge (PM2) and System Performance (PM3) Measures;
- **October 24, 2018—TPPB discussion of Pavement and Bridge (PM2) and System Performance (PM3) Measures;**
- November 7, 2018-TAC recommendation to approve Resolution for Adoption of Pavement and Bridge (PM2) and System Performance (PM3) Measures and, if needed, initiation of public involvement process to include in 2040 MTP and FY19-22 TIP;
- November 14, 2018-TPPB approval of Resolution for Adoption of Pavement and Bridge (PM2) and System Performance (PM3) Measures and, if needed, initiation of public process to include in 2040 MTP and FY19-22 TIP;
- November 17-December 1, 2018- Public Involvement Period.
- December 5, 2018- If needed, TAC recommendation to approve amendment to the 2040 MTP and FY19-22 TIP to include Pavement and Bridge (PM2) and System Performance (PM3) Measures.
- December 12, 2018- If needed, TPPB approval of amendment to the 2040 MTP and FY19-22 TIP to include Pavement and Bridge (PM2) and System Performance (PM3) Measures.

Action Needed: For discussion only.

IMPLEMENTATION TIMELINE

Final Rule	Effective Date	Target Period(s)	States/Providers Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
FHWA Safety Performance Measures (PM1)	Apr 14, 2016	Annual (2018)	Aug 31, 2017 (Aug 31 thereafter)	Up to 180 days after the State(s) sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
FHWA Pavement/Bridge Performance Measures (PM2)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FHWA System Performance Measures (PM3)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FTA Transit Asset Management (TAM)	Oct 1, 2016	Annual (2018)	Jan 1, 2017 (Oct 1 thereafter)	No later than 180 days after Provider(s) sets targets (Jun 30, 2017)	Updates or amendments on or after Oct 1, 2018
FTA Agency Safety Plan (PTASP)	TBD NPRM: Feb 5, 2016	Annual (TBD)	TBD 1 Year after Final Rule (Annual review thereafter)	No later than 180 days after Provider(s) sets targets	TBD 2 Years after Final Rule



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 21, 2018

Mr. Al Alonzi
Division Administrator
Federal Highway Administration
300 East Eighth Street, Suite 826
Austin, Texas 78701

Attention: Michael Leary

Dear Mr. Alonzi:

Pursuant to Title 23 Code of Federal Regulations (CFR) 450.206 (c), the state must select and establish performance targets in coordination with the MPOs. These measures are established under 23 CFR 490.

Over the past year, the Texas Department of Transportation (TxDOT) has been working with the MPOs through the Association of Texas Metropolitan Planning Organization's on the establishment of targets. Safety targets were established in August, 2018 and reported to the Federal Highway Administration in the State Highway Safety Plan. The remaining targets have now been set and are provided for your information.

These targets are also being provided to the MPOs and will begin the 180 day time-clock for the MPOs to set their own or to support TxDOT's targets.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5024.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Peter Smith, P.E., Director, Transportation Planning and Programming Division, TxDOT
Michael A. Chacon, P.E., Director, Traffic Operations Division, TxDOT
Gregg A. Freeby, P.E., Bridge Division Director, TxDOT
Dan Stacks, P.E., Maintenance Division Director, TxDOT
Eric L. Gleason, Director, Public Transportation Division, TxDOT
Peggy Thurin, P.E., Systems Planning Section Director, TxDOT
Lori Morel, Transportation Planning and Programming Division, TxDOT
Tonia Norman, Government Affairs Division, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH			
% in "good" condition			66.4%
% in "poor" condition			0.3%
Pavement on non-IH NHS			
% in "good" condition	54.4%	52.0%	52.3%
% in "poor" condition	13.8%	14.3%	14.3%

Performance Measure	Baseline	2020 Target	2022 Target
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%

Performance Measure	Baseline	2020 Target	2022 Target
Transit Asset Management			
			<15%
% revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance restrictions			NA

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

OUR VALUES: *People • Accountability • Trust • Honesty*
OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
HI Level of Travel Time Reliability	79.6%	61.2%	56.6%
Non-HI Level of Travel Time Reliability			55.4%
Truck Travel Time Reliability	1.50	1.70	1.79
Annual Hours of Peak Hour Excessive Delay per capita			
Dallas-Fort Worth			15
Houston-Galveston			16
% Non-SOV Travel			
Dallas-Fort Worth	19.60%	19.21%	19.01%
Houston-Galveston	20.10%	19.70%	19.50%
Total Emission Reduction			
<i>NOTCOG</i>			
NOX	2,410.80	2,892.96	6,509.16
VOC	499.72	599.67	1,399.23
<i>HOAC</i>			
NOX	403.22	806.44	1,612.87
VOC	267.86	535.72	1,071.44
<i>El Paso</i>			
CO	580.24		891.11
PM 10	0.97		13.71
Statewide NOX	2814.02	3699.4	8122.03
Statewide VOC	767.58	1135.39	2470.67
Statewide CO	580.24		891.11
Statewide PM 10	0.97		13.71

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer



Background & Purpose:

The intent of this workbook is to provide MPOs with Texas' bridge inventory data and a tool for interpreting historical data to establish bridge performance targets pursuant to federal requirements under 23 USC 490. Bridge-related performance targets included in these federal provisions are:

- 1) The percent on NHS deck area in good condition, and
- 2) The percent of NHS deck area in poor condition.

The dataset included in this workbook corresponds to bridges with valid location, geometry, and condition fields in TxDOT's archived bridge inspection databases. April data was used to most-closely match the annual NBI submittal (the official point-in-time datasets that will be used by FHWA to evaluate Texas' bridge performance measures in 2018, 2020, and 2022). Past NBI submittals are available in ASCII text flat files on FHWA's National Bridge Inventory (NBI) website (link provided below, under "Additional Resources").

Data Sources:

Analysis of TxDOT's April 2012, 2014, 2016, and 2018 internal archived inspection database tables
GIS processing conducted on TxDOT's internal GIS server shapefiles July and August 2018

Additional Resources:

Final Rule: National Performance Management Measures for Pavements and Bridges (PM2)	Link
FHWA Computation Procedure for the Bridge Condition Measures	Link
FHWA - National Bridge Inventory	Link
FHWA - National Bridge Inspection Standards	Link
FHWA - Federal NBI Recording and Coding Guide	Link
TxDOT Coding Guide	Link
TxDOT's Open Data GIS Portal	Link
TxDOT's Open Data "Texas Bridges" GIS dataset	Link

PAVEMENT PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- | |
|-------------------------------------------------------|
| ✓ % of Interstate pavements in Good condition |
| ✓ % of Interstate pavements in Poor condition |
| ✓ % of non-Interstate NHS pavements in Good condition |
| ✓ % of non-Interstate NHS pavements in Poor condition |

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT’s Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



PAVEMENT PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.



BRIDGE

PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- ✓ % of NHS bridges by deck area classified as in Good condition
- ✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



BRIDGE

PERFORMANCE MEASURES



Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs’ totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



U.S. Department of Transportation
Federal Highway Administration



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:

[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)

Freight Reliability Measure



WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.





Non-Single Occupancy Vehicle (SOV) Travel Measure

WHAT: Measurement of non-SOV travel in specific urbanized areas. This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to areas of more than 200,000. All States and MPOs with NHS mileage that overlaps within an applicable urbanized area must coordinate on a single, unified target and report on the measures for that area.

WHY: This measure will help carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The program recognizes investments that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion. [23 CFR 490.707(b)]

WHEN: Applicable State DOTs and MPOs must collectively establish a single, unified 2-year and 4-year targets for each applicable urbanized area for the first performance period by **May 20, 2018**. A baseline report for the first performance period is due **October 1, 2018**, and must include 2- and 4-year targets and a description of the data collection method to be used.

HOW: There are three options to calculate modal share. A minimum option for measurement will be use of the American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau. State DOTs and MPOs also may use localized surveys. Finally, State DOTs and MPOs may use volume/usage counts for each mode to determine the percent non-SOV travel, and will be encouraged to report any data not available in national sources today (such as bike counts) to FHWA.

Note: The FHWA is preparing guidance on how all rules should be implemented.



Peak Hour Excessive Delay Measure



WHAT: Measurement of annual hours of peak hour excessive delay per capita. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to more than 200,000. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including CMAQ traffic congestion. [23 CFR 490.707(a)]

WHEN: Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by **May 20, 2018**. As part of a phased implementation approach, only 4-year targets will be reported in the State's baseline performance period report due by **October 1, 2018**. There is no requirement for States to report 2-year targets or baseline condition for this specific measure in that report for the first performance period. With the first mid performance period progress report, due **October 1, 2020**, 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

HOW: Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Note: The FHWA is preparing guidance on how all rules should be implemented.



NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.



On-Road Mobile Source Emissions Measure

WHAT: Assessment of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program through measurement of total emissions reduction of on-road mobile source emissions. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter will establish separate targets for each of these applicable criteria pollutants and precursors. The measure does not apply to a State that does not have any of these nonattainment or maintenance areas.

WHY: The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. Congress through MAP-21 required FHWA to establish performance measures in 12 areas, including on-road mobile source emissions for the purpose of carrying out the CMAQ program. [23 CFR 490.807]

WHEN: The first performance period for this measure begins **October 1, 2017**, and ends on **September 30, 2021**. States required to establish 2- and 4-year targets must do so by **May 20, 2018**, for the first performance period. The targets will be reported in the first State baseline performance period report due **October 1, 2018**.

MPOs must either support the State target or establish their own quantifiable targets within 180 days of the State target establishment. MPOs with a population more than 1 million population and with designated nonattainment and maintenance areas must develop both 2-year and 4-year quantifiable targets. Otherwise, only 4-year targets are required.

HOW: Total emissions reduction is calculated by summing 2- and 4-year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds.

Note: The FHWA is preparing guidance on how all rules should be implemented.



Item 9:

**Public Input Received through
September 30, 2018**

Public Input Received through September 30, 2018

KTMP has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. We bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly. Public input received through September 30, 2018 is included in meeting packet.

Action Needed: For discussion only.



KTMP Public Comments

FY18

Date	Name	Means of Public Comment	Public Comment	Public Comment Topic
10/21/2017	Aimee Nesse	Facebook	Roundabout at Sparta Rd and Commerce St is easy to use. There should be more roundabouts in the region.	Roadway
3/21/2018	Ramon Alvarez	Facebook	Veterans Memorial Blvd (Bus 190) thru Killeen and Harker Heights needs to be improved. Revitalizing Veterans Memorial Blvd may increase economic development by infill and redevelopment opportunities along this corridor.	Roadway
7/2/2018	JD Moser	Email	Bike lanes and "Share the Road" signs are needed in and around Nolanville.	Bike/Ped
7/2/2018	Shelly Moser	Email	Bike lanes and "Share the Road" signs are need along FM 439 in Nolanville, Belton, Harker Heights. Bicyclists use FM 439 to bike ride.	Bike/Ped
7/3/2018	Debra Shoemaker	Email	Bike lanes and/or shoulders are needed along FM 439 between FM 93 and Sparta Rd. Bicyclists frequently use FM 439 and Sparta Rd as a way to travel between Killeen and Belton. Share the road signs should be added along these roadways to warn drivers.	Bike/Ped
7/22/2018	Conniesue Gladwell	Email	Protected bike lanes needed in Nolanville area	Bike/Ped
7/26/2018	Bryan Buck	Email	Trains passing through Nolanville frequently blocks Main Street. This effects traffic and emergency vehicles from accessing Nolanville.	Roadway
7/27/2018	Elizabeth Bieler	Email	Nolanville railroad crossings are in horrible disrepair.	Roadway
7/27/2018	Amy Bell	Email	I would love for the railroad crossing at jackrabbit and Ave H as well as the one on Main st to be addressed regarding the safety of myself and other residents. The jackrabbit crossing has loose railroad ties and boots. Many times I have personally (as well as many other residents pushed the railroad tie back in place after it has bounced out of place when another driver has passed ahead of me. The bolts work their way up to stick out endangering tires if not seen. The Main st crossing has bolts that constantly work their way up as well. I've also seen at least one instance of the large concrete slab somehow bounced up out of place and the crossing had to be closed for repair.	Roadway

7/27/2018	Joan Hinshaw	Email	Trains continue to block intersections for lengthy periods of time (20 minutes or longer) at 5th St., Main Street and Jackrabbit while switching to allow safe passage of trains. These episodes present a dangerous situation in which emergency vehicles cannot travel across the railroad tracks to access Nolanville locations south of IH 14. We need an automated switch and/or a bypass in Nolanville. The crossings on 5th Street and Jackrabbit (boards loss, uneven and bolts continuously sticking out	Roadway
7/27/2018	Andy New	Email	The wooden boards at the railroad crossing have come loose and the metal bolts holding them down have broken. The bolts are sticking up and pose a danger to traffic at the crossing. A temporary fix was attempted with a piece of rebar. When crossing over, the boards come off the ground.	Roadway
7/27/2018	Frank Minnie	Email	Bolts sticking out of the tracks all the time, the wood is always falling apart, and the train is always blocking traffic. It might not be so bad if maintenance was done on the tracks. The train situation is extremely frustrating when all three are happening at once. Not to mention the train often times sits there for hours at a time.	Roadway
7/27/2018	Bambi Altman	Email	The railroad tracks need repair. Loose boards, etc.	Roadway
7/27/2018	Patrick Ramsdell	Email	Peak traffic between 6am - 9am and 5pm - 6pm. Train stops to block all accesses to the city. My other concern is access for emergency vehicles. How unfortunate it would be if our emergency responders were hindered by a silly train stopped on a track.	Roadway
7/27/2018	Billy Dehner	Email	Rail road crossing at Jackrabbit in Nolanville needs to be addressed ASAP. Railroad ties are loose. Visible screws and nuts sticking up.	Roadway
7/27/2018	Scott Hesterly	Email	Railroad ties at Jackrabbit Crossing needs to be fixed.	Roadway
7/27/2018	Rachel Gil	Email	Railroad crossing at Jackrabbit needs to be fixed	Roadway
7/31/2018	George French	Email	I have lived on Wayne Drive just off Pleasant Hill Cemetery Road in Nolanville for 11 years and during that time the train has either moved though at a snails pace or completely stopped on the tracks altogether. This is an issue as it leaves the shortest and fastest route for emergency vehicles and personnel to reach the 20 plus homes on my street as well as another 12 or more along Pleasant Hill compromised at times. I have witnessed first hand multiple times that the train has stopped on the tracks for 30+ minutes at a time. Causing me to have to drive to the next town (Harker Heights) and back track to my home along FM439. In the event of an emergency this would cost precious minutes that could be life or death to persons in need. Hopefully you will consider moving the switch further east or west of its current position or at the very least have the rail switch to an automatic switch. This seems to be an issue that is unique to Nolanville compared to its neighboring communities one that you will hopefully resolve sooner rather than later.	Roadway
7/31/2018	Marscia Afinsoff	Email	Railroad crossing at Jack Rabbit Rd in Nolanville are very bad. Loose boards, r ties messed up	Roadway

7/31/2018	Misty Burns	Email	The railroad crossing at the end of eighth Street before Jack rabbit in Nolanville is awful there are railroad pins sticking up out of the ties more than 3 inches the wood flops up when you drive over it and almost comes out of the tracks this is a safety concern and this road is needed please check into this before someone gets hurt.	Roadway
7/31/2018	Joshua Saffron	Email	The Nolanville railroad crossing at this intersection has deteriorated over the years making the driving surface unfit.	Roadway
8/9/2018	John Manuel	Email	Citizens have concerns over the proposed Lake to Lake Road (LTLR) Project in Belton. The proposed roadway will produce consistent heavy traffic within 10-20 feet of many property boundaries. It will intersect three major residential streets. It will require the removal of hundreds of mature live oak trees. It will drastically diminish the neighborhood landscape. The LTLR route through these moderately dense residential neighborhoods raises many legitimate homeowner concerns regarding close proximity traffic, safety, increased crime, decreased privacy, noise pollution, diminished neighborhood aesthetics, and property devaluation. The City of Belton should consider other north to south roadways connecting FM 439 and IH-14.	Roadway
9/27/2018	Siggi Loe	Public Comment Form	Medians will not prevent accidents. They happen due to people not paying attention. The vast majority of Cove does not want this change. Listen to us since our City Council does not seem to do this. Even if you changed every yield sign to a stop sign and every stop sign to a traffic lights, you cannot prevent people from having accidents.	Roadway
9/28/2018	Beth Moore	Email	I am commenting on the Business 190 PROPOSED project that would add medians in Copperas Cove, TX from Constitution to Ave D. I am totally AGAINST the entire project...whether it's the original plan or a modified plan/design giving us back the 3rd outside lane. I'M AGAINST IT.	Roadway
9/28/2018	Rex and Cheryl Kielman	Public Comment Form	Oppose reducing of lanes and medians instead of continuous left turn lanes. We waited a long to see reduction in congestion in this area. Now that we have it, a plan like this will screw this up. We do need a ramp from SH9 to Walmart worse than this project. Were projects submitted by our City Council? Was there a citizen meeting to discuss this or was there only a focus group?	Roadway
9/29/2018	Randy Stonerod	Public Comment Form	I oppose this project in its totality. I oppose reducing travel lanes and a raised median with restrictions on left turns.	Roadway
9/30/2018	Liciane Clemons	Public Comment Form	I am proud the way US HWY 190 is finally built and strongly recommend not doing anything to this highway. We are next to I-14 and need all the lanes that we, the citizens of Copperas Cove, paid for in the past. 4 lanes - no median. Leave it alone.	Roadway

9/30/2018	Joan Nance	Email	I am discussing the proposed Highway 190 project in Copperas Cove. I am totally and completely against the whole idea. I am specifically against reducing the number of lanes throughout the city. And putting a median and restricting turn lanes is a bad idea for residents and businesses. It will lead to U turns and more accidents. I want to see the City Council completely back out of the project. The city has spent too much money already on something that most of the citizens DO NOT WANT.	Roadway
10/1/2018	Russ Gorel	Public Comment Form	Waste of tax payer dollars. Adds nothing to city except to spend unnecessary funds and removes easy access to businesses.	Roadway
10/1/2018	Heather Copeland	Public Comment Form	Do not want this project. Primary problem at Avenue D and BUS 190 is not addressed - will just congest the rest of the area.	Roadway
10/1/2018	Leath Murphy	Public Comment Form	Do not make this change to 190. if it's not broken, don't fix it.	Roadway
10/1/2018	Silvia Rhoads	Public Comment Form	I was the executive director of Keep Copperas Cove Beautiful (KCCB) for 12 years and am a current volunteer board member. KCCB was awarded the Governor's Community Achievement award twice (2013 & 2017) and received an award of \$210,000 each. As our project for these grant funds, we chose constructing a 1,400 foot median with TXDOT's approval on Business 190. Last year, through the diligence of our City Leaders, we were honored to be awarded the KTMPO grant to continue the median even further I am in favor of this project.	Roadway
10/1/2018	Theresa Deans	Public Comment Form	No raised medians for the HWY 190 project. Contrary to Mr. Haverlah's opinion - the main opposition is not the reduction of travel lanes. The main opposition is the raised medians. No raised medians. The existing medians are not maintained. We have no confidence that any new medians will be maintained. Raised medians are hazardous and detrimental to business owners on HWY 190. Listen to the Cove citizens.	Roadway
10/1/2018	Bill and Carol Joanis	Public Comment Form	it would be too hard for semi-trucks or other large vehicles to make turns with raised medians. Businesses will be affected, causing more closure in Copperas Cove forcing people to shop in other towns. The beautification would not be kept up as shown in projects already completed. We have a sign that was constructed several years ago using tax funds, this is no longer operational , nor did it ever work correctly, another great idea from our council. Maybe this time the council will listen to its citizens.	Roadway
10/1/2018	Alberto Castillo	Public Comment Form	I believe it will become a traffic hazard. I just returned from a trip to Meridian, Idaho and resident do not care for the hard medians on their streets. Why do you have two projects to widen and ours is to lose traffic lanes? How many cars/trucks will the turn lane accommodate?	Roadway
10/1/2018	Mary Ables	Public Comment Form	Business 190 as it is, is a free-for-all. I would be totally in favor of the raised median as amended with keeping the lanes in each direction.	Roadway
10/1/2018	James Miller	Public Comment Form	These meetings are only for show. We all know you will do as you wish. Nothing we say changes anything. You are trying to become California.	Roadway

10/1/2018	George A. Hayward Jr.	Public Comment Form	I believe we (Copperas Cove) need this project. I'm concerned about the progress and growth of the city because it is slowly dying and this will continue without this project. Cove businesses need help. As a member of this community, I fully endorse this project. I'm not bothered by the median, turn lanes and such. If we want to grow, this is needed. Please vote this in. Please.	Roadway
10/1/2018	Christiane Hayward	Public Comment Form	I am looking forward to getting this started. My concern is, Copperas Cove is a dying city. If this project is denied, there's not much change coming. Maybe we just need to go back to driving school, people have to learn to be considerate of others. This is a city claiming to be family friendly. Get this project going and it is a start in the right direction.	Roadway
10/1/2018	Charles Rex Kielman	Public Comment Form	First - this should not be a beautification project. I am definitely against the raised median. The current raised medians are an eye sore. The ones in McGregor are eye sores. Taking the raised median from the current plan would be okay with me. Otherwise, vote down and quit spending our money on a bad idea.	Roadway
10/1/2018	Eva Wheat	Public Comment Form	I am against the project for 190 - the turning lanes being the biggest concerns. How will emergency vehicles be able to get to the scene if traffic is congested at the turning. The money spent on this could be used for better improvements, (i.e. parks, events for children, seniors, etc.).	Roadway
10/1/2018	Azeita Taylor	Public Comment Form	I am for this project and the proposed amendment of keeping three lanes of traffic. This project, I feel, is a gateway project to many other projects in our city and it is for the betterment of our community to proceed. Please approve the requested amendment.	Roadway
10/1/2018	Desual Clark	Public Comment Form	I am adamantly opposed to this project. I do not mind the sidewalks and the bike paths. I care about the median and the turn lanes. I do not believe this will be safer. I think it will be an ugly mess and cost the city to maintain it. I think the will of the citizen's of Cove should be considered.	Roadway
10/1/2018	William (Bill) Taylor	Public Comment Form	I am opposed to the BUS 190 median project for many reasons. But the most significant problem is there is no guarantee that the median will be less hazardous (less accidents) when this will create more (and different types of) accidents. Because of the layout of businesses on BUS 190 many turns via the turn lanes will be u-turns as there are so few along the 1.5 mile route. No thanks to our city council if they approve this.	Roadway
10/1/2018	Frank Stinsman	Public Comment Form	Safety did a study on 190 years ago not now but who did it, and they think about people with trucks in the turn lane. People can get to HEB and Walmart on the back roads and we don't need a bike lane.	Roadway
10/1/2018	Margaret Lee Robertson	Email	I am commenting on the Business 190 PROPOSED project that would add medians in Copperas Cove, TX from Constitution to Ave D. I am totally AGAINST the entire project...whether it's the original plan or a modified plan/design giving us back the 3rd outside lane. I'M AGAINST IT	Roadway

10/1/2018	Matthew H Russell	Email	<p>My wife and I have lived in Copperas Cove since 1995. I am a former City Councilman and voted for this project. I have been in favor of this project since the beginning. Some of our citizens have voiced their concerns about the access control lanes; their arguments have not based in fact and are uninformed. We greatly support the Modification the Interim City Manager requested to KTMPO. Keeping all three travel lanes, sidewalks, bike and access control lanes is a win win situation for the City. Thank you all for the hard work you have done on this project. I send my apologies concerning the conduct of the citizens at the 1200hr 1 Oct KTMPO meeting at the Copperas Cove Police Station. Our town is better then that. Take care and again thank you for your efforts.</p>	Roadway
10/1/2018	Brittany Fohler	Email	<p>I wanted to write that I support the Bus. 190 project in Copperas Cove. I live on the west end of town and drive through to the other side frequently and am so glad Cove was selected for this project.</p>	Roadway
10/1/2018	Randy Stoneroad	Email	<p>Today at the 12 noon meeting in Copperas Cove, a woman asked questions about the ability for the protected left turn lanes to hold a sufficient amount of cars to keep left-turning vehicles from blocking through lanes of traffic. The KTMPO representative and City Manager relied on engineer studies to ensure us that traffic would not be impeded. The problem is that the engineers (BSP Engineering) are the same ones who did the work on Avenue D in Copperas Cove. Go and take a look at Avenue D. There are concrete barriers jutting out into a severely restricted roadway and there are black tire marks all over the concrete barriers - evidence that the road is unduly restricted. Question - when KSP Engineers already gave us such a horrible product, why on earth would we trust them to reengineer the main road through our city? Also, the KTEMPO representative kept comparing 190 to other projects where the roadway was being expanded and not reduced in size... that's not a fair comparison. I am firmly against all phases of this Business 190 Project. I'd sooner just cut the city's losses.</p>	Roadway

10/1/2018	Randy Stoneroad	Email	<p>I am writing regarding the Business 190 plan between Constitution and Avenue D in Copperas Cove. I am firmly against a raised median, limited left turn capabilities and removal of lanes of travel for any reason. The highway functions fine. The City's and KTEMPO's propaganda supporting the project has been disingenuous. The City displays pictures on its website in support of the project that aren't even located in the affected zone and TxDot cites a study stating that a median down the middle of the highway will increase business activity on both sides of the street...despite the limited access to turn left into a business. C'mon. This project seems to be a massive waste of tax dollars and the engineering firm doing the work is the same engineering team that totally messed up Avenue D in Copperas Cove. Has anyone from KTEMPO looked at Avenue D after its modification? It's practically impossible. Why should the citizens of Copperas Cove place any trust in these engineers?</p>	Roadway
-----------	-----------------	-------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------

10/1/2018	Thomas Dyer	Email	Roadway
<p>seems disrespectful to the tax paying and road commuting members of our town to have these meetings when they can't attend. But then you seem surprised when these grandiose schemes you've developed get a lot of push back. And that is all I have for this project; is push back.</p> <p>When the "designers elite" presented this plan at a public forum, it wasn't open for comment or discussion or question; it was a one way communication. A lot of people there were surprised and a bit angered at this, you tried to communicate but you sent a message. I was told directly by a city official that we HAD to accept the plan "as is" or "they'll just do the project in Belton."</p> <p>Now we all know that was a lie, as the push-back has been getting stronger and the surprise has been getting larger, and now, ALL OF A SUDDEN, we can now have a variation of the once "unchangeable plan". The new plan realizes (amazingly) that somehow less is not more. Shocking, I know, (not that less isn't more, but that this fact is realized) after spending money to add capacity, and more money to add capacity, and more money to add a bypass that our growing community would be better served with less capacity. So now we have the "new" (unchangeable?) plan which won't reduce traffic capacity but permanently damage the access to the small businesses along the busiest part of one of our town's main arteries. I'm actually trying to not sound sarcastic, really. Then there is the idea of adding "green space" down the middle of this artery. It will have to be maintained for a cost, probably irrigated because it won't get enough water to remain green for a cost, and trees(?) at a cost. The city is screaming, SCREAMING, at the state about unfunded mandates. Our last city manager positioned a number of items on the ballot in a way they got voted for, then she said, "they voted for them, now they need to pay for them." And our property taxes went up without the info previous to voting for her ideas. Then they ruined a parking area in our city park by "designing" a parking lot that reduces parking capacity, for a cost. So I say that I DO NOT TRUST the "better ideas" of people with other people's money burning a hole in their</p>			

10/1/2018	Laurie A Russell	Email	<p>This is in reference to the Business 190 Phase 1. Project in Copperas Cove. I was for the project initially and also for the amended version. I have lived in Copperas Cove since 1995 on and off due to military and have never had an accident related to turning into businesses along 190, until the last three months when I have twice encountered others turning and almost hitting me. Please consider accepting the amended version of keeping three travel lanes. I have seen controlled access medians in other states and they work and everyone figures out how best they can get around to businesses. I have been attending council meetings and have listened to citizens concerns and feel our interim city manager listens and brought about the best solution possible to make most of the citizens happier. Construction is something we all will have to deal with no matter what city we live in. There will always be those that say nothing good will come of this such as the no smoking laws, bypass around our city, and alcohol sales. As you can see we have not hurt our restaurants nor lost all our business customers nor all become alcoholics.</p>	Roadway
-----------	------------------	-------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------

10/1/2018	Elizabeth Sherman	Email	<p>My name is Elizabeth Sherman I have been in Copperas Cove Community since 2004. I started volunteering with Keep Copperas Cove Beautiful in 2010, I am still currently serving on the board, our mission is " To empower and educate citizens while enhancing the environment of Copperas Cove". Keep Copperas Cove Beautiful is a working board one of the hardest working boards, Copperas Cove has. We hold various events a year, to include clean ups, beautification, decoration contests, and educational event. All in an effort to improve Copperas Cove. Just like anything else these days you hear more of the negative than the positive. You may hear more from citizens that are against this project, however I know that there are many citizens that are for this project. For this reason I will focus on the positives this project will bring to Copperas Cove.</p> <p>First impressions mean a lot when reaching out to businesses for economic development and growth. Entrances and exits are essential. Visitors' opinions are formed by first and last impressions. Beautification is the first step to getting more people to open businesses and finding a large-scale employer. A visually appealing Copperas Cove would improve our image, increase property values and attract businesses, these new businesses create employment opportunities, as well as increase sales tax income for the city.</p> <p>It's not just about beautification & economic growth...The proposed improvements are to improve safety and reduce traffic accidents. While driving down US Business 190 at this time you have to watch to the right for vehicles coming out of establishments wanting to cut across to the other side of the street, and watch to your left for the same thing, all while trying to maintain your speed and watch the vehicles in front of you. Medians would drastically reduce the constant vehicles crossing across the lanes and reduce the amount of accidents in this area.</p> <p>I appreciate KTMPPO for this opportunity to improve and better our community.</p>	
10/2/2018	David Morris	Email	<p>I am for this project. Thank you for your consideration on the revised plan. This directly addresses many concerns our citizens have about future traffic flow.</p> <p>The medians will make this road a safer environment for both automobiles and pedestrians. The included sidewalks are much needed and the bike lanes will help promote a greener city. Please accept the revised plan so the project planning can continue and eventually construction can begin.</p>	Roadway

10/2/2018	James Hedges	Email	<p>Pretty much all cities improve roadways by adding more and making a better flow of traffic, who in their right mind would remove lanes and add barriers to decrease traffic flow. As population of the city grows, this would make the main road through the city a complete nightmare. So many other areas need help, and example the massive increase of houses to the North of the city, why wasn't a northern bypass made (Not just going to 116 North, one that looped the whole north side of the city)? Why was the southern bypass only one lane each way?</p> <p>SO much more can be done with this money than a project that will make things worse for Copperas Cove. And if your main excuse is traffic accidents, maybe if the police write tickets for people using cell phones while driving, that will help with accidents for sure!</p>	Roadway
10/3/2018	Kendra Ashenbrenner	Email	<p>You are using the amount of accidents as a "reason" for this project however you will have more accidents during construction! Also the project is going to make an already congested area even more so by taking away lanes, traffic will be even worse and businesses will wind up out of business as you are proposing making it more difficult to get to these businesses! Please vote NO. 190 could be improved but not like this. Focus on making it more accessible for walkers, like putting in sidewalks (not by taking out a lane like the dumb idea downtown) but by using the side of the road and current driveways!</p>	Roadway

10/3/2018	Lynette Sowell	Email	<p>I am submitting a comment on the proposed amendment to the 2019-2022 TIP as well as the 2040 MTP where it concerns the Business Highway 190 improvement project in Copperas Cove that will go from Constitution Drive to Avenue D. I am in support of this amendment, to keep three lanes traffic and construct a raised landscaped median, along with bicycle lanes and a sidewalk. I have been in support of this project all along because I believe it is key for safety on Business 190. From my office window and while driving Business 190 daily, I see pedestrians walking daily in unsafe conditions along this roadway. Also, with our elderly and disabled community, there are those who use scooters along this roadway and sometimes they even ride in the road because there is nowhere safe for them to be. Although the sidewalk will be a tad narrower, there will still be a sidewalk in this project - something that is key. Having sidewalks will also help businesses and encourage more foot traffic without having to drive from place to place along 190. Additionally, I believe the installation dedicated bicycle lanes will promote safety as well. While I do not see bicyclists daily, I do see them. There are people who must walk and bicycle to work and this thoroughfare would be much safer for them. Lastly, I believe keeping 6 lanes will not affect the safety of the roadway. The medians are key to funneling traffic in a safer manner for those making left turns into businesses. Keeping a third lane, both westbound and eastbound, will still provide a safer means for those turning left and/or turning around to do so at the median turning lanes. I realize there are some that are against the idea of a median at all, but in looking at the study that showed numerous access points which exponentially increase accident potential, I believe it is a smart move to keep the median in the project which will lower the risk of accidents along this roadway.</p> <p>I thank you for approving this project to begin with, because I believe it will benefit the city, and I encourage you to approve this amendment for this project that is included in these transportation plans.</p>	Roadway
10/6/2018	Clyde Sowell	Email	<p>I'm commenting on the amendment to the business 190 project/ medians in Copperas Cove. I really like the amendment to the project, not losing at 3rd Lane. The sidewalks all down 190. Will promote safety for our citizens when walking to businesses or their homes. Right now we have people walking in the streets on 190 and it's not safe at all. Please pass this amendment and let's get this project started and let see it come to fruition. I'm a long-time resident of Copperas Cove for about 38 years. I cannot wait to see what beauty and safety this will bring to our community.</p>	Roadway

KTMPO Contacts,
Acronyms, and Terms



POLICY BOARD

Chairman:

Mayor Frank Seffrood

City of Copperas Cove
PO Drawer 1449; 914 S. Main St., Ste. C
Copperas Cove, TX 76522
Phone: (254) 542-8926
fseffrood@copperascovetx.gov
Alternate: Dan Yancey

Vice Chairman:

Mayor Tim Davis

City of Temple
2 North Main #103, Temple TX 76501
Phone: (254) 298-5301
Fax: (254) 298-5637
tdavis@templetx.gov
Alternate: Brynn Myers, Lynn Barrett, Nicole Torralva, Brian Chandler, Jason Deckman, Erin Smith

Commissioner Tim Brown

Bell County
P.O. Box 768, Belton, TX 76513
Phone: (254) 933-5102
Fax: (254) 933-5179
tim.brown@bellcounty.texas.gov
Alternate: Bryan Neaves, P.E.,
Commissioner Bill Schumann

Mayor Tammy Cockrum

Bell County
2 W. Mesquite Ave
Rogers, TX 76569
Phone: (254) 642-3312
Fax: (254) 642-3102
Mayor@cityofrogers.us

Mayor Jose Segarra

City of Killeen
101 N. College Street
Killeen, Texas 76541
mayor@killeentexas.gov
Phone: (254) 290-0548
Alternate: Ron Olson,
Councilmember Jim Kilpatrick,
Amy Burlarley-Hyland

Judge John Firth

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
county_judge@coryellcounty.org
Alternate: Commissioner Don Jones

Councilmember Susan Long

City of Temple
2 North Main St., STE 103
Temple, TX 76501
Phone: (254) 774-5700
susan.long@templetx.gov
Alternate: Erin Smith

Mayor Marion Grayson

City of Belton
333 Water Street, Belton, TX 76513
Phone: (254) 718-7878
Fax: (254) 939-0468
mariongrayson@gmail.com
Alternate: Sam Listi, Cheryl Maxwell

Mayor Spencer Smith

City of Harker Heights
305 Miller's Crossing, Harker Heights, TX 76548
Phone: (254) 953-5600
Fax: (254) 953-5605
shsmith@ci.harker-heights.tx.us
Alternate: David Mitchell

Councilmember Butch Menking

City of Killeen
101 N. College Street
Killeen, TX 76541
Phone: (254) 501-7600
bmenking@killeentexas.gov
Alternate: David Olson



POLICY BOARD

Councilmember Gregory Johnson

City of Killeen
101 N. College Street
Killeen, TX 76541
Phone: (254) 702-5162
gjohnson@killeentexas.gov
Alternate: Ron Olson, Dennis Baldwin, Councilmember
Shirley Fleming, Amy Burlarley-Hyland

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512)734-0742
Fax: (512)556-8270
rainwater150@gmail.com
Alternate:

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Darrell Burtner

Stan Swiatek, P.E.

District Engineer, TxDOT Waco
100 S. Loop Drive
Waco, TX 76704
Phone: (254) 867-2700
Fax: (254) 867-2890
Stan.swiatek@txdot.gov
Alternate: Victor Goebel, Courtney Jones

Elias Rmeili, P.E.

TxDOT Brownwood District Engineer
2495 Hwy 183 North
Brownwood, TX 76802
Phone: (325) 643-0411
Fax: (325) 643-0364
elias.rmeili@txdot.gov
Alternate: Jason Scantling

NON VOTING MEMBERS

Brian Dosa

Ft. Hood Public Works Director
Building 4612
Fort Hood, TX 76544
Phone: (254) 287-2113
brian.i.dosa.civ@mail.mil

Justin P. Morgan

Federal Highway Administration, Texas Division
300 East 8th Street, Rm 826
Austin, Texas 78701
(512) 536-5943
Justin.morgan@dot.gov



TECHNICAL ADVISORY COMMITTEE

Judge John Firth

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
county_judge@corryellcounty.org
Alternate: Commissioner Don Jones

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512)734-0742
Fax: (512)556-8270
rainwater150@gmail.com
Alternate:

Ron Olson

Killeen City Manager
101 N. College St., Killeen, TX, 76541
Phone: (254) 501-7700
rolson@killeentexas.gov
Alternate: David Olson

Ryan Haverlah

Copperas Cove Interim City Manager
P.O. Drawer 1449
Copperas Cove, TX 76522
Phone: (254) 547-4221
Fax: (254) 547-5116
rhaverlah@copperascovetx.gov
Alternate: Dan Yancy

Joseph Molis

Harker Heights Planning Director
City of Harker Heights
305 Miller's Crossing
Harker Heights, TX 76548
Phone: (254) 953-5600
jmolis@ci.harker-heights.tx.us
Alternate: David Mitchell

Cheryl Maxwell

Belton Planning Director
333 Water St., Belton, TX 76513
Phone: (254) 933-5812
Fax: (254) 933-5822
cmaxwell@beltontexas.gov
Alternate: Sam Listi

Brian Chandler

Temple Planning Director
2 North Main, Temple, TX 76501
Phone: (254) 298-5272
bchandler@templetx.gov
Alternate: Don Bond, Nicole Torralva,
Lynn Barrett, Brynn Myers, Jason
Deckman, Erin Smith

Bryan Neaves, P.E.

Bell County Engineer
P. O. Box 264, Belton, TX 76513
Phone: (254) 933-5275
Fax: (254) 933-5276
bryan.neaves@bellcounty.texas.gov
Alternate: Stephen Eubanks

Carole Warlick

General Manager, Hill Country Transit
District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Darrell Burtner

Victor Goebel, P.E.

Director, Transportation Planning &
Development, TxDOT Waco
100 South Loop Drive, Waco TX
76704-2858
Phone: 254-867-2865
Fax: 254-867-2738
victor.goebel@txdot.gov
Alternate: Liz Bullock, Courtney Jones

Jason Scantling, P.E.

Director, Transportation Planning &
Development, TxDOT Brownwood
2495 Hwy 183 North, Brownwood, TX
76802
jason.scantling@txdot.gov

NON VOTING MEMBERS

Brian Dosa
Ft. Hood Public Works Director
Building 4612
Fort Hood, TX 76544
Phone: (254) 287-2113
brian.l.dosa.civ@mail.mil

Justin P. Morgan

Federal Highway Administration,
Texas Division
300 East 8th Street, Rm 826
Austin, TX 75093
justin.morgan@dot.gov

Liz Bullock

TxDOT Waco District
Transportation Planner
100 South Loop Drive, Waco TX
76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
liz.bullock@txdot.gov

Solomon A. Thomas

TxDOT Waco District/Bell County
Area Engineer
410 West Loop 121
Belton, TX 76513
Phone: (254) 939-3778
solomon.thomas@txdot.gov

Kara Escajeda

Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Phone: (254) 698-6335
kara.escajeda@ci.nolanville.tx.us



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

Chair Kara Escajeda

Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Email: kara.escajeda@ci.nolanville.tx.us

Vice Chair Brian Chandler

Temple Planning Director
2 North Main Street
Temple, TX 76501
Email: bchandler@templetx.gov

Matt Bates

Belton Park and Recreation Director
P.O. Box 120
401 N. Alexander
Belton, TX 76513
Email: mbates@beltontexas.gov

Joe Brown

Copperas Cove Park and Recreation Director
1408 Golf Course Road
Copperas Cove, TX 76522
Email: jbrown@copperascovetx.gov

Katelyn Kasberg

TxDOT Waco District
100 S. Loop Drive, Waco, TX 76704
Email: Katelyn.Kasberg@txdot.gov

Courtney Peres

City of Harker Heights
305 Millers Crossing
Harker Heights, TX 76548
Email: cperes@ci.harker-heights.tx.us

Pamela Terry

Citizen Representative
Email: TERRYP8@nationwide.com

Keller Matthews

BS&W Cycling Club/Citizen Representative
600 S 25th St
Temple, TX
Email: KMATTHEWS@sw.org

Chad Welch

Tri-City Bicycles/Citizen Representative
1010 Arbor Park
Belton, TX 76513
Email: welchc01@live.com
Alternate: Mike Anderson

Mike Anderson

Tri-City Bicycles/Citizen Alternate
Email: mikeande@att.net

Doug Edwards

Central Texas College/Citizen Representative
6200 W. Central Texas Expy
Killeen, TX 76549
Email: doug.edwards@ctcd.edu

Marlene Maciborski

Women on Wheels/Citizen Representative
Email: mdv8ed@hotmail.com

Jay Ford

LoneStar eBikes/Citizen Representative
560 N. Main St. #1
Salado, TX 76502.
Email: Jay@LoneStarEbikes.com

John Wiist

King of the Mountain Cyclery
100 A North Main St.
Nolanville, TX 76559
Email: 1komjohn@gmail.com



FREIGHT ADVISORY COMMITTEE

Liz Bullock

Transportation Planner
TxDOT Waco District
100 South Loop Drive,
Waco TX 76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
liz.bullock@txdot.gov

Raul Amado

SVP Logistics
Baylor Scott and White
2401 S. 31st St,
Temple, TX 76508
Phone: (254) 724-6605
ramado@sw.org

Tiffany Melvin

President, NASCO
4347 W. Northwest Hwy,
Suite 130-250
Dallas, TX 75220
Phone: (214) 744-1042
tiffany@nasconetwork.com

David Blackburn

President,
Temple Economic Development
Corporation
1 South 1st St.
Temple, TX 76501
Phone: (254) 773-8332
dblackburn@choosetemple.com

Kara Escajeda

City Manager
City of Nolanville
101 N. 5th St
Nolanville, TX 76559
Phone: (254) 698-6335
Kara.escajeda@ci.nolanville.tx.us

Don Bond

City Engineer
City of Temple
3210 E. Ave H, Bldg. A
Temple, TX 76501
Phone: (254) 298-5660
dbond@templetx.gov

David A. Olson

Public Works Director
City of Killeen
1901 Botanical Dr.
Killeen, TX 76541
Phone: (254) 616-3180
dolson@killeentexas.gov

Georgi Ann Jasenovec

Freight Operations and Int'l Border
FHWA—TX Division
300 E. 8th St.
Austin, TX 78701
Phone: (512) 536-5921
Georgi.jasenovec@dot.gov

Sondra D. Johnson

Transportation Planner—Freight
TxDOT
125 E. 11th St.
Austin, TX 78701
Phone: (512) 936-0922
Sondra.johnson@txdot.gov

Keith Fruge

Chief-Master Planning Branch
Ft. Hood
Bldg 4622 Engineer Dr.
Ft. Hood, TX
Phone: (254) 288-2756
keith.j.fruge.civ@mail.mil

Phil Haggerty

Asst. Superintendent of Business
Services
Belton ISD
P.O. Box 269
Belton, TX 76513
Phone: (254) 215-2065
phil.haggerty@bisd.net

Matthew Van Valkenburgh

Executive Director of Aviation
Killeen-Ft. Hood Regional Airport
8701 S. Clear Creek Rd.
Killeen, TX 76541
Phone: (254) 501-8701
mvanvalkenburgh@killeentexas.gov

James O'Donley

Regional Manager
BNSF Railway—Temple
2100 Barker Blvd.
Temple, TX 76501
Phone: (817) 867-6137
James.odonley@bnsf.com

Michael Bolin, P.E.

Director, Transportation Planning &
Development, TxDOT Waco
100 South Loop Dr.
Waco, TX 76704
Phone: (254) 867-2865
Fax: (254) 867-2738
michael.bolin@txdot.gov

David Lutz

Operations Manager
Temple & Central Texas Railway
(Patriot Way)
3111 Eberhart Rd.
Temple, TX 76504
Phone: (254) 931-9545
David.Lutz@PatriotRail.com



FREIGHT ADVISORY COMMITTEE

Kaylon Page

Project Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr. Suite 600
Cedar Park, TX 78613
Phone: 903-348-8651
kaylon.page@oldcastlematerials.com

Barry Egbert

Operations Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr. Suite 600
Cedar Park, TX 78613
Phone: (512) 694-6915
barry.egbert@oldcastlematerials.com

James Tarvin

Operations Manager
Wheeler coatings Asphalt (Old
Castle Materials)
701 S. Loop 340
Waco, TX 76706
Phone: (254) 752-7557
james.tarvin@oldcastlematerials.com

Joe Barber

Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr, Suite 600
Cedar Park, TX 78613
Phone: (512) 861-7100
jbarber@oldcastlematerials.com

Rex Ross

General Manager
Miller Springs Materials
6218 N. Hwy 317
Belton, TX 76513
Phone: (254) 780-9959
rextross@millerspringmaterials.com

Jim Boultinghouse

Quarry Manager
Miller Springs Materials
6218 N. Hwy 317
Belton, TX 76513
Phone: (254) 780-9959
jboultinghouse@prim.com

Rick Lewis

Area Manager, Belton Operations
PSC James Construction Group
5880 W. US 190
Belton, TX 76513
Phone: (254) 939-8610
rlewis@jcgllc.com

Michael Smart

Field Service Representative
DRS Technologies
7720 Airport Blvd, Building 13
Temple, TX 76502
Phone: (254) 770-3220
mrsmart@drs-rsta.com

Brian Ranly

Manager, Logistics & Operations
Wilsonart Inc.
10535 NW HK Dodgen Loop
Temple, TX 76502
Phone: (254) 207-6372
ranlyb@wilsonart.com

Jim Butler

General Manager
Fikes Wholesale
P.O. Box 6115
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 774-1932
jbutler@gpscarrriers.com

Jim VonAchen

Director of Transportation Support
McLane Company Inc.
P.O. Box 6115
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 771-7590
jim.vonachen@mcclaneco.com

Danny Rimbart

Transportation Manager
McLane Company Inc
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 770-2893
danny.rimbart@mcclaneco.com

Ginger Watkins

Economic Development Director
Cameron Industrial Foundation
102 E. First St.
Cameron, TX 76520
Phone: (254) 697-4970
gwatkins@cameronindustrialfoundation.com

Kale Driemeier

Planner, Freight and International
Trade Section
Texas Department of Transportation
125 East 11th St., Austin, TX 78701
Phone: (512) 936-0961
Kale.Driemeier@txdot.gov

Justin Morgan

Transportation Planner
FHWA-Texas Division
J.J. Pickle Federal Building
300 E. 8th Street, Suite 826
Austin, TX 78701
Phone: (512) 536-5943
Justin.Morgan@dot.gov



FREIGHT ADVISORY COMMITTEE

James Mulheron

Traffic Management Specialist

LRC, Transportation Division

Fort Hood

Fort Hood, TX

Phone: (254)553-1921

james.a.mulheron.civ@mail.mil

Daniel Dougherty

LRC, Transportation Division

Fort Hood

Fort Hood, TX

Phone: (254) 288-4587

daniel.w.dougherty.civ@mail.mil

Collin Hill

Location Manger

Livestock Nutrition Center

713 B. Industrial Blvd

Cameron, TX 76520

Phone: (254) 605-0705

collinh@lnc-online.com



STAFF

Jim Reed, AICP

Interim Director

Phone: (254) 770-2200

Fax: (254) 770-2360

jim.reed@ctcog.org

Uryan Nelson

PRS Division Director

Phone: (254) 770-2373

Fax: (254) 770-2360

uryan.nelson@ctcog.org

Kendra Coufal

Senior Regional Planner

Phone: (254) 770-2363

Fax: (254) 770-2360

kendra.coufal@ctcog.org

John Weber

Regional Planner

Phone: (254) 770-2366

Fax: (254) 770-2360

john.weber@ctcog.org

Sydnee Steelman

Regional Planner

Phone: (254) 770-2379

Fax: (254) 770-2360

sydnee.steelman@ctcog.org



Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPO Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMPO) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPO) Technical Advisory Committee	SAFETEA – LU Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA U.S. Department of Transportation Federal Highway Administration	MPO Metropolitan Planning Organization
FTA U.S. Department of Transportation Federal Transit Administration	UPWP Unified Planning Work Program
TxDOT Texas Department of Transportation	MTP Metropolitan Transportation Plan
TCEQ Texas Commission on Environmental Quality	TIP Transportation Improvement Program
TTI Texas A&M Transportation Institute	STIP Statewide Transportation Improvement Program
CTCOG Central Texas Council of Governments	STP-MM Surface Transportation Program – Metropolitan Mobility
HCTD or “The HOP” Hill Country Transit District	TAP Transportation Alternatives Program
CTRTAG Central Texas Regional Transportation Advisory Group	UTP Unified Transportation Program
BPAC Bicycle and Pedestrian Advisory Committee	CMAQ Congestion Mitigation and Air Quality Improvement Program
	UA or UZA Urbanized Area
	EJ or “Title VI” Environmental Justice
	CMP Congestion Management Process
	ITS Intelligent Transportation Systems
	NAAQS National Ambient Air Quality Standards

End of Packet