



Transportation Planning Policy Board

**May 15, 2019
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board
Wednesday, May 15, 2019
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: Advisory Committees; Air Quality.
4. **Action Item:** Approve minutes from April 17, 2019 meeting.
5. **Discussion and Action Item:** Approve amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY19-22 Transportation Improvement Program (TIP) regarding TxDOT's Advanced Traffic Management System (ATMS) Project, W45-01.
6. **Discussion and Action Item:** Approve 2045 MTP through Resolution 2019-04.
7. **Discussion Item:** Review of draft FY20-21 Unified Planning Work Program (UPWP).
8. **Discussion Item:** Update on KTMPO 2018 Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Federal Certification Review.
9. **Discussion Item:** Fort Worth – Laredo High Speed Transportation Study.
10. **Discussion Item:** Public input received through April 30, 2019.
11. Member comments.
12. 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 (TPPB)**

Wednesday, April 17, 2019
9:30 AM

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

Policy Board Voting Members Present

Chair Tim Davis – City of Temple	Roger Miller—Coryell County
Vice Chair Mayor Jose Segarra—City of Temple	Victor Goebel for Stan Swiatek—Texas Dept. of Transportation (TxDOT) Waco District
Sam Listi for Marion Grayson—City of Belton	Darrell Burtner for Carole Warlick—Hill Country Transit District (HCTD)
Mayor Spencer Smith—City of Harker Heights	
Councilmember Susan Long—City of Temple	
Commissioner Bobby Whitson for David Blackburn -	

Policy Board Non-Voting Members Present

Brian Dosa—Ft. Hood

Others Present

Caesar Arizpe—City of Killeen	Ryan Haverlah – City of Copperas Cove
Solomon Thomas—TxDOT Bell County Area Engineer	Kendra Coufal—KTMPPO
Jason Deckman—City of Temple	Sydnee Steelman—KTMPPO
	Sydni Ligons - KTMPPO

Meeting Minutes:

- 1. Call to Order:** Tim Davis called the meeting to order at 9:30 a.m.
- 2. Opportunity for Public Comment:** No comments were made by the public.
- 3. Staff Update:** Advisory Committees; Air Quality.

Kendra Coufal introduced Sydni Ligons, a new staff member with KTMPPO, to the group. Mrs. Coufal also told the group that there will be no June TAC or TPPB meetings. Meetings will resume in July, with TAC on the 10th and TPPB on the 17th.

Sydnee Steelman stated that the next Bicycle/Pedestrian Advisory Committee meeting will be held on May 7, 2019 at 9:00 a.m. and the next Planner’s Roundtable meeting will be May 21, 2019 at 9:30a.m. Air

quality readings for the month of March were 52 ppb at the Killeen station and 48 ppb at the Temple station.

4. Action Item: Approve minutes from March 20, 2019 meeting.

Spencer Smith made a motion to approve March 20, 2019 meeting minutes, seconded by Sam Listi; the motion passed unanimously.

5. Action Item: Approve Resolution for May 2019 as National Bike Month.

Sydnee Steelman informed TPPB that May is recognized as National Bike Month by the League of American Bicyclists to promote bicycling as a healthy, safe, and environmentally friendly form of transportation. This includes Bike to School Day on May 8th, National Bike to Work Week on May 13-19th, and Bike to Work Day on May 17th.

Roger Miller made a motion to approve the Resolution for May 2019 as National Bike Month, seconded by Jose Segarra; the motion passed unanimously.

6. Discussion and Action Item: Initiate public involvement process regarding amendments to the 2040 MTP and FY19-22 TIP regarding TxDOT's project W45-01, I-14 Advanced Traffic Management System (ATMS).

Sydnee Steelman informed the group that TxDOT's project W45-01 was originally assigned 3 different CSJ numbers. The purpose of the amendment is to consolidate CSJ's into one, as well as revise the project limits. The public involvement process for this amendment includes a 15-day public comment period and a public forum.

Spencer Smith made a motion to recommend the initiation of the public involvement process for MTP and TIP amendments for project W45-01, seconded by Susan Long; the motion passed unanimously.

7. Discussion and Action Item: Approve amendments to the MTP and TIP regarding Copperas Cove's project C40-05, FM 116/3046 Sidewalk and Bike Lane Project.

Kendra Coufal stated that after Policy Board approval, project C45-05 underwent a 15-day public comment period and two public forums. The project originally included ADA compliant sidewalks and bicycle lanes but will now be a shared use path. The amended project will include a shared-use path instead and will maintain a primary focus of safety and connectivity within the region. She also mentioned that TAC recommended the approval of this item at their April 3, 2019 meeting.

Mrs. Coufal also informed the group that an administrative amendment had been made to this project. The project TIP sheets were showing the let year as FY19 in the public involvement packet, but the project will actually let in FY20. Roger Miller asked Ryan Haverlah if these changes were approved by the City of Copperas Cove. Mr. Haverlah stated that the Council approved such changes last month.

Sam Listi made a motion to recommend the approval for MTP and TIP amendments for project C45-05, seconded by Roger Miller; the motion passed unanimously.

8. Discussion and Action Item: Approve amendments to the MTP and TIP regarding Temple's Outer Loop West Project Phase 1, T40-07a.

Kendra Coufal informed the TAC that after the approval of the TPPB at their March 20th meeting, the MTP and TIP amendment underwent a 15-day public comment period and public forum during which no

comments were made. She also mentioned that TAC recommended the approval of this item at their April 3, 2019 meeting.

Susan Long made a motion to support staff recommendation approval of amendments to the MTP and TIP for project T40-07a, seconded by Jose Segarra; the motion passed unanimously.

9. Discussion and Action Item: Approve amendments to the MTP and TIP regarding Temple’s Outer Loop West Project Phase 2, T40-07b.

Kendra Coufal informed the group that after the approval of the TPPB at their March 20th meeting, the MTP and TIP amendment underwent a 15-day public comment period and public forum during which no comments were made. She also mentioned that TAC recommended the approval of this item at their April 3, 2019 meeting.

Susan Long made a motion to support staff recommendation approval of amendments to the MTP and TIP for project T40-07b, seconded by Sam Listi; the motion passed unanimously.

10. Discussion Item: Public input received through March 31, 2019.

Public input received through March 31, 2019 were presented to the TPPB.

11. Member Comments:

Spencer Smith told the TPPB that the new KISD school near Warrior’s Path will be built in 2020, so work on that road will be crucial before the school opens.

Kendra Coufal informed the group that an updated MTP listing will now be included in the back of each meeting packet for convenient reference during meetings.

12. Adjourn: The meeting adjourned at 9:47 a.m.

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

Mayor Tim Davis, Chair

Jim Reed, KTMPO Director

Item 5:

**2040 MTP and FY19-22 TIP
Amendment, W45-01**

**Amendment to the 2040 MTP and FY19-22 TIP for
TxDOT I-14 Advanced Traffic Management System (ATMS) Project, W45-01**

MTP Background

The MTP is the 25-year long range planning document for KTMPO. The MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document's 25-year planning horizon. The project listing is fiscally constrained based on projected funding the MPO expects to receive in the 25-year planning period. The document also lists regionally significant unfunded projects. Projects must be included in the funded section of the MTP in order to receive state or federal funding.

TIP Background

The TIP is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four-year period. The current TIP covers FY19 through FY22. Projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP) and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

Amendment to the 2040 MTP and FY19-22 TIP

The TxDOT Waco District nomenclature for W45-01 has been consolidated, as well as project limits revised. Project cost will remain the same.

CSJ 0231-07-901

- **Original Limits:** Coryell County Line to SH 195

CSJ 0231-03-901

- **Original Limits:** SH 195 to FM 2410

CSJ 3534-01-901

- **Original Limits:** I-14 to FM 2410

CSJ 0231-03-152 (NEW)

- **New Limits:** Coryell County Line to FM 3423 (Indian Trail)

A 15-day public comment period and 1 public forum was held with no comments received. At their May 1st meeting, TAC recommended the approval of proposed MTP and TIP amendments.

Tentative Schedule:

- April 3, 2019—TAC recommends initiation of PI process for MTP and TIP amendments.
- April 17, 2019—TPPB approves Initiation of PI process for MTP and TIP amendments.
- April 20-May 4, 2019—Public Comment Period.
- April 25, 2019—Public forum; Noon at CTCOG offices.
- May 1, 2019—TAC recommends approval of MTP and TIP amendments.
- **May 15, 2019—TPPB approves MTP and TIP amendments.**

Action Item: Approve MTP and TIP amendments for project W45-01, TxDOT I-14 Advanced Traffic Management System (ATMS) Project.

HIGHWAY PROJECT LISTING

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

FY 2022

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
Waco		0231-07-901	IH 14	2022	C		TxDOT	\$2,230,252
<p>LIMITS FROM: Coyell County Line</p> <p>LIMITS TO: SH 195</p> <p>DESCRIPTION: Construction of fiber optics, traffic cameras, and dynamic message boards</p> <p>REVISION DATE: Feb-19</p> <p>MPO ID: W45-01</p> <p>FUNDING CATEGORY: 2M</p> <p>PROJECT HISTORY: MPO Selected Project in December 2018 During the Reprioritization of the MTP</p>								
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING:	\$109,282					CATEGORY:	FEDERAL:	\$1,784,202
RIGHT OF WAY:	\$0					2M	STATE:	\$446,050
CONSTRUCTION:	\$2,230,252		\$2,230,252			TOTAL	LOCAL:	\$0
CONSTRUCTION ENGINEERING:	\$89,433						TOTAL:	\$2,230,252
CONTINGENCIES:	\$31,669						LOCAL CONT:	\$0
INDIRECTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$2,460,636							

HIGHWAY PROJECT LISTING

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

FY 2022

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
Waco	Bell	0231-03-901	IH 14	2022	C		TxDOT	\$2,678,945
LIMITS FROM: SH 195								
LIMITS TO: FM 2410								
DESCRIPTION: Construction of fiber optics, traffic cameras, and dynamic message boards								
REVISION DATE: Feb-19								
MPO ID: W45-01								
FUNDING CATEGORY: 2M								
PROJECT HISTORY: MPO Selected Project in December 2018 During the Reprioritization of the MTP								
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING:	\$204,170					FEDERAL:	\$2,143,156	\$2,143,156
RIGHT OF WAY:	\$0					STATE:	\$535,789	\$535,789
CONSTRUCTION:	\$4,166,740		\$2,678,945			LOCAL:	\$0	\$0
CONSTRUCTION ENGINEERING:	\$167,086					TOTAL	\$2,143,156	\$2,678,945
CONTINGENCIES:	\$59,167							
INDIRECTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):		\$4,597,163						

HIGHWAY PROJECT LISTING

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

FY 2022

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	SPONSOR	YOE COST
Waco		0231-03-152	IH 14	2022	C		TxDOT	\$6,200,000
<p>LIMITS FROM: Coryell County Line</p> <p>LIMITS TO: FM 3423 (Indian Trail)</p> <p>DESCRIPTION: Construction of fiber optics, traffic cameras, and dynamic message boards</p> <p>REVISION DATE: Feb-19</p> <p>MPO ID: W45-01</p> <p>FUNDING CATEGORY: 2M</p> <p>PROJECT HISTORY: MPO Selected Project in December 2018 During the Reprioritization of the MTP</p>								
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING:	\$204,170					FEDERAL:	\$4,960,000	
RIGHT OF WAY:	\$0					STATE:	\$1,240,000	
CONSTRUCTION:	\$4,166,740		\$6,200,000			LOCAL:	\$0	\$6,200,000
CONSTRUCTION ENGINEERING:	\$167,086					TOTAL	\$4,960,000	\$1,240,000
CONTINGENCIES:	\$59,167						\$0	\$0
INDIRECTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$4,597,163							



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)

MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
W40-02	0201-03-143	FM 2410	Ray Reynolds Dr to Commercial Drive	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design	N/A	N/A	N/A	\$8,800,000	2017	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-06	0231-03-145	US 190	US 190 from FM 2410 to Acadia, WA	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	N/A	1	N/A	\$9,000,000	2018	Yes	N/A	
W40-06	0231-04-061	US 190	FM 1822 (Median Trail) to FM 2410 in W.Benton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$39,000,000	2019	Yes	H	
W40-03b	0231-02-062	Business US 190 Phase 1	FM 1113 (Avenue D) to Constitution Dr.	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	81.00	4	4	\$10,000,000	2020	Yes	EI	FY18-20 Category 2: \$86,000,000
W40-05	0231-04-060	US 190	FM 2410 in W.Benton to IH 35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EI	
W40-04a(1)	2502-01-071	Loop 321 Phase 1a	Lake Rd (FM 429) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	14	5	\$78,000,000	2021	Yes	EI, H, P	
W35-07	0370-06-502	HW Loop 363	Loop 363 to Loop 363 to Industrial Blvd	Construct interchange and expand 2 to 4 lanes with frontage roads	72.00	3	1	\$45,000,000	2021	Yes	H	
W35-01	0231-10-003	US 190 Bypass	E of Copparras Cove to 0.5 m W of Lampasas County Line	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H	FY19-21 Category 2: \$127,350,000
W45-01	0231-03-152 0231-07-008 3534-01-013	IH 14 Advanced Traffic Management System	Georgall County line to IH 1410	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2022	Yes	EI, L, H	

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W40-03	0231-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EI	FY18-20 Category 2 Funds: \$2,100,000 FY19 Category 7 Funds: \$1,900,000; \$4,000,000

CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W45-12	0185-01-030	US 190 (Rogers Relief Route)	2.0 Miles of FM 430 in Hordensheimer to Midam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2019	Yes	H	FY19 Category 4 Funds: \$62,800,000

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W40-02	0900-36-153	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	40	6	5	\$489,249	2018	No	EI	
W40-07	0899-36-156	Revised Dr Extension	Shortstone Dr to Chaparral	Construction of a 4 lane roadway with center median with an off system bridge	38	4	6	\$7,965,049	2018	No	EI, ARZ	
W40-01	2057-01-009	Main St Connectivity	Ave 10 to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190 Rd	31	3	3	\$596,386	2018	No	N/A	FY15-17 Category 7 Funds: \$15,530,684
W45-24	0899-36-155	Trailie View Road Enhancements	W of SH 317 to N Pca Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2017	Yes	N/A	



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)

MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

KTAMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
W15-02b	0212-02-036-280E-02-040	FM 2410	Ray Reynolds Dr to Commercial Drive	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design	N/A	N/A	N/A	\$8,800,000	2017	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-02	0213-03-143	US 190	FM 2410 to FM 2410 in W Boken	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	N/A	1	N/A	\$9,000,000	2018	Yes	N/A	
W40-06	0213-03-145 0213-04-051	US 190	FM 2410 in W Boken	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$10,000,000	2019	Yes	H	
C90-03b	0213-02-062	Business US 190 Phase 1	FM 1113 (Avenue D) to Constitution Dr	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 remain three traveled lanes in each direction	81.00	4	4	\$10,000,000	2020	Yes	EJ	FY18-20 Category 2: \$8,000,000
W40-05	0213-04-050	US 190	FM 2410 in W Boken to H 35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EJ	
W40-04a(1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	14	5	\$23,000,000	2021	Yes	EI, H, P	
W15-07	0320-06-902	NW Loop 363	Lucas McCleery to Industrial Blvd	Construct interchange and expand 2 to 4 lanes with frontage roads	72.00	3	1	\$45,000,000	2021	Yes	H	
W15-01	0213-10-093	US 190 Bypass	E of Copperas Cove to 0.5 mi W of Lampasas County Line	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$44,150,000	2021	Yes	L, H	FY18-21 Category 2: \$127,350,000
W15-01	0213-03-152	IH H Advanced Traffic Management System	Conroy County Line to FM 1423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.83	2	11	\$6,200,000	2022	Yes	EI, L, H	

COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

KTAMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W40-03	0213-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EJ	FY18-20 Category 2 Funds: (52,100,000) and Category 7 Funds (\$1,900,000): \$4,000,000

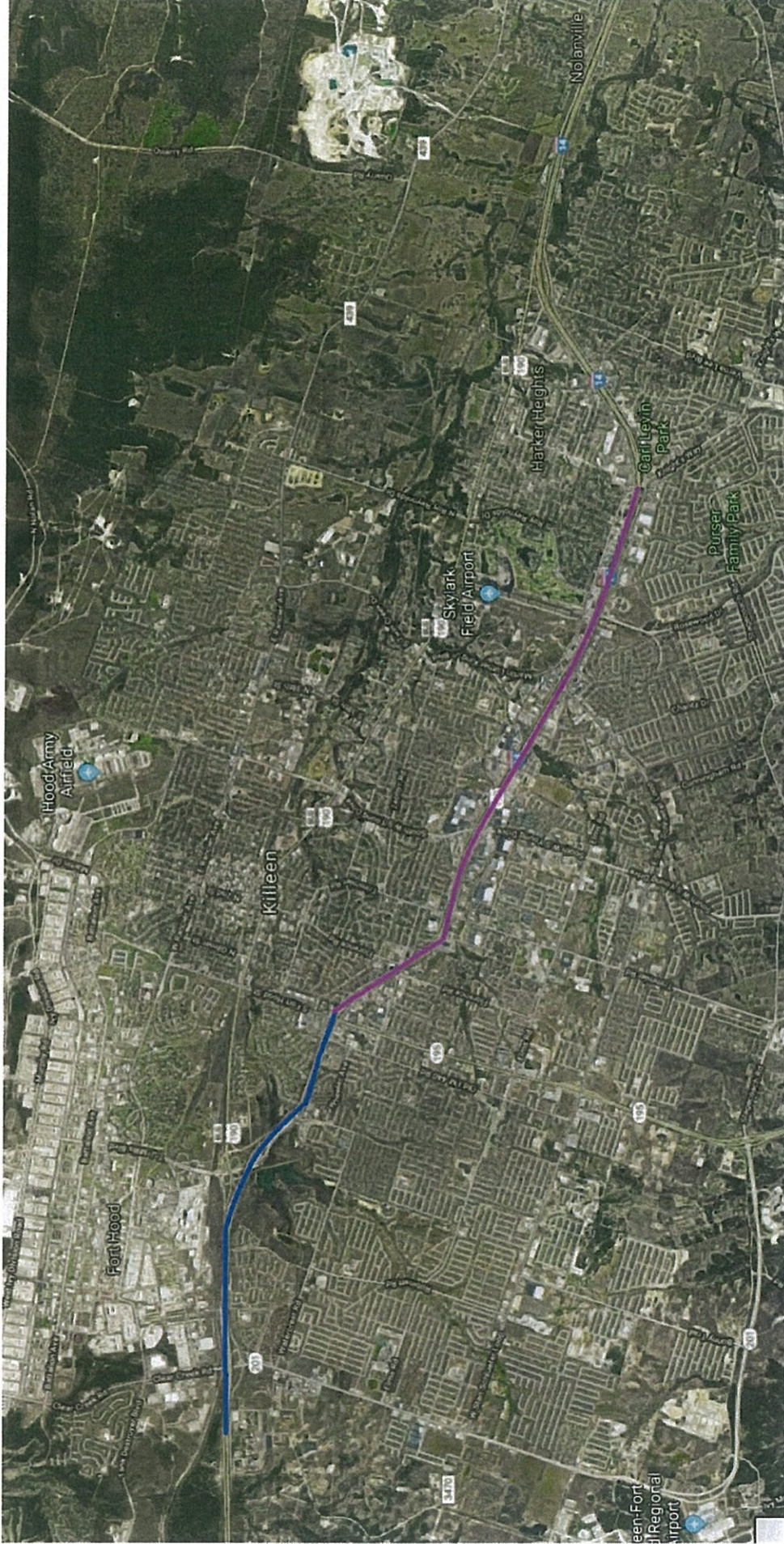
CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY)

KTAMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W15-12	0185-01-030	US 190 (Rogers Relief Route)	2.0 MI S of FM 436 in Henderson to Miam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2019	Yes	H	FY19 Category 4 funds: \$62,800,000




CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTAMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
H40-02	0909-36-153	Traffic Circle at Commercial Dr	Intersections of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	40	6	5	\$483,249	2018	No	EJ	
R40-02	0909-36-156	Reynolds Dr Extension	Reynolds Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	38	4	6	\$7,965,049	2018	No	EJ, ABZ	FY15-17 Category 7 Funds: \$15,530,084
N40-01	0057-01-009	Main St Connectivity	FM 104 US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190	31	3	3	\$596,386	2018	No	N/A	
I15-24	0909-36-155	Prairie View Road Enhancements	W of SH 317 to N Pina Ridge	Construction of a 4 lane roadway, aligning FM 2481 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2017	Yes	N/A	

TxDOT Advanced Traffic Management System



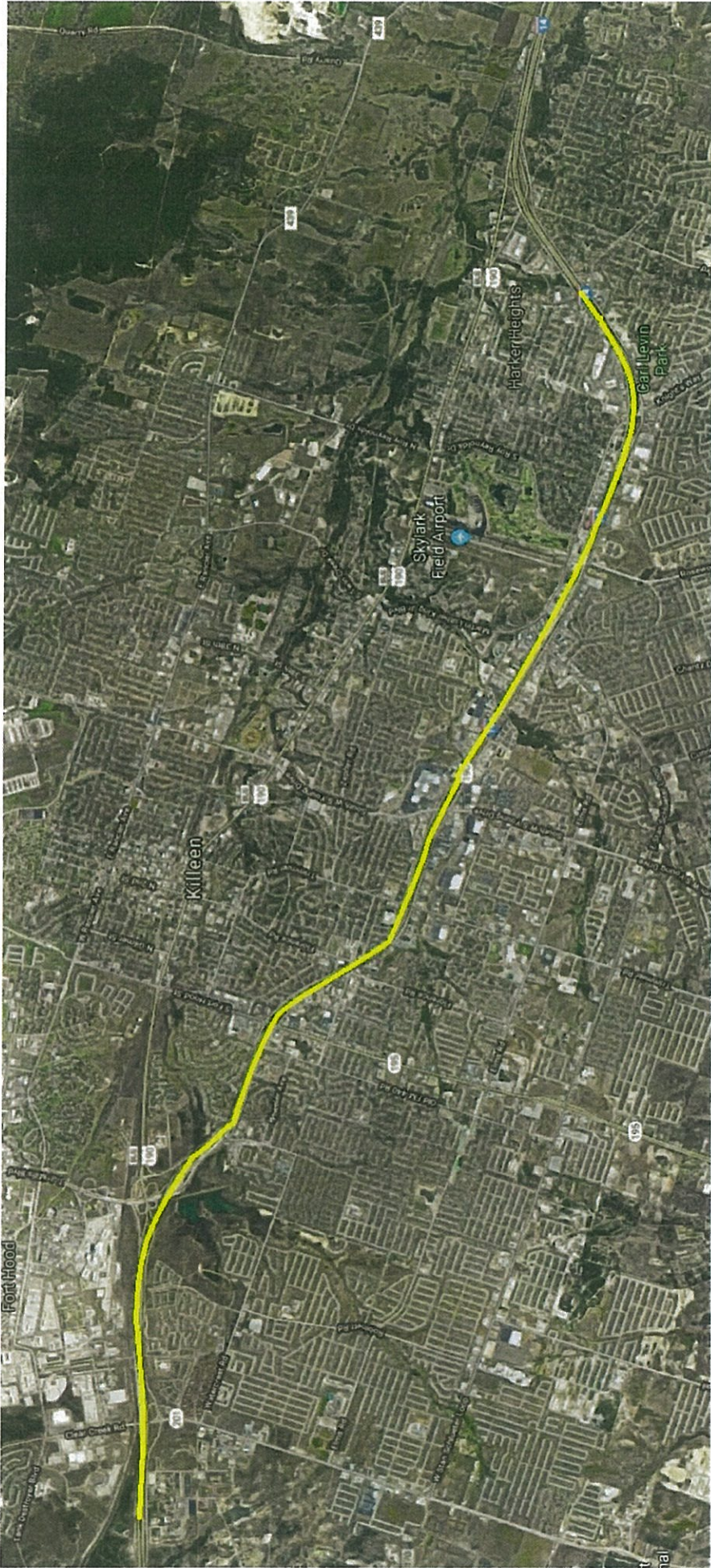
Original Project Limits

-  Coryell County Line to SH 195 (CSJ 0231-07-901)
-  SH 195 to FM 2410 (CSJ 0231-03-901)
-  I-14 to FM 2410 (CSJ 3534-01-901) (Not mapped due to error)



**Project
W45-01**

TxDOT Advanced Traffic Management System



**Project
W45-01**

New Project Limits

**— Coryell County Line to FM 3423 (Indian Trail)
New CSJ: 0231-03-152**



Item 6:
2045 MTP

2045 Metropolitan Transportation Plan

The 2045 Metropolitan Transportation Plan is the updated 25-year long range planning document for KTMP. The MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document's 25-year planning horizon. The project listing is fiscally constrained based on projected funding the MPO expects to receive in the 25-year planning period.

An electronic version of the 2045 MTP can be found on the KTMP website by visiting www.ktmpo.org.

The 2045 MTP underwent a 30-day public comment period with no comments received. Two public forums were held in Harker Heights and Belton. At their May 1st meeting, TAC recommended the approval of the 2045 MTP.

Resolution 2019-04 is included in meeting packet for formally approve the 2045 MTP.

Tentative Schedule:

- March 6, 2019—TAC recommends initiation of PI process for 2045 MTP.
- March 20, 2019—TPPB approves Initiation of PI process for 2045 MTP.
- March 23-April 21, 2019—Public Comment Period.
- March 26, 2019 – Public forums; Harker Heights at noon and CTCOG at 5:00pm.
- May 1, 2019—TAC recommends approval of 2045 MTP.
- **May 15, 2019—TPPB approves 2045 MTP.**

Action Item: Approve the 2045 MTP through Resolution 2019-04 declaring the 2045 MTP as the updated 25-year long range planning document for KTMP.



RESOLUTION NO. 2019-04

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION REGARDING THE 2045 METROPOLITAN TRANSPORTATION PLAN

- WHEREAS;** 23 CFR Part 450 requires Metropolitan Planning Organizations (MPOs) to develop a long-range, multimodal, financially constrained transportation plan for each metropolitan area every four years; and
- WHEREAS;** the Transportation Planning Policy Board (TPPB) of the Killeen-Temple Metropolitan Planning Organization (KTMPO) is the MPO for the Killeen-Temple planning area; and
- WHEREAS;** through the conduct of a continuing, comprehensive and coordinated transportation planning process in conformance with applicable federal and state requirements, KTMPO developed the latest Metropolitan Transportation Plan (MTP) with a 2045 horizon year; and
- WHEREAS;** the 2045 MTP contains and integrated set of strategies and investments to maintain, manage and improve the transportation system in the planning region through the year 2045 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and
- WHEREAS;** the 2045 MTP considers, analyses and reflects, as appropriate, the metropolitan transportation planning process as identified in federal law, including MAP-21 and the FAST Act, and is based reasonable available funding provisions; and
- WHEREAS;** the 2045 MTP integrates a Congestion Management Process identifying the most serious congestion problems and evaluating and incorporating, as appropriate, all reasonably available actions to reduce congestion, such as travel demand management and operational management strategies for all corridors with any proposed capacity increase; and
- WHEREAS;** the KTMPO meets federal air quality standards and is in attainment status for these standards; and
- WHEREAS;** the 2045 MTP was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; advertising in local and regional newspapers; distribution of public information materials; a dedicated website; an interactive web-based visualization tool; five workshops to facilitate public comments on the draft 2045 MTP; two public hearings to receive comments on the draft 2045 MTP; and interagency coordination and involvement.



NOW, THEREFORE, BE IT RESOLVED that the Killeen-Temple Metropolitan Planning Organization hereby approves the 2045 Metropolitan Transportation Plan.

PASSED AND ADOPTED on this 15th day of May 2019 at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Mayor Tim Davis, Chair

Jim Reed, KTMPO Director

Item 7:

Draft FY20-21 UPWP

Review of Draft FY20-21 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPO) planning process for a two-year period. The UPWP serves as a base document for carrying on the continuing, cooperative and comprehensive transportation planning process in the Killeen-Temple urbanized area. It serves as our work plan and identifies tasks and subtasks that we plan to undertake during the plan period and the associated budget for these tasks.

Staff is in the process of updating this plan for FY20-21; the draft UPWP is attached. Staff requests feedback on the UPWP by Friday, May 17th in order to submit by TxDOT by the required June 1st deadline.

Tentative Schedule:

- May 1, 2019—TAC review of Draft FY20-21 UPWP.
- **May 15, 2019—TPPB review of Draft FY20-21 UPWP.**
- May 17, 2019- Submission of questions and comments to KTMPO staff.
- June 1, 2019- KTMPO submits UPWP to TxDOT for review.
- July 10, 2019- TAC recommends approval of final FY20-21 UPWP.
- July 17, 2019- TPPB approves of final FY20-21 UPWP
- August 1, 2019-KTMPO submits final UPWP to TxDOT.

Discussion Item: No action needed at this time; for discussion only.



FISCAL YEARS (FYs) 2020-2021

UNIFIED PLANNING WORK PROGRAM

KILLEEN - TEMPLE METROPOLITAN PLANNING ORGANIZATION

Approved by Transportation Planning Policy Board:

Amended by the Transportation Planning Policy Board:

This document was prepared in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of FHWA, FTA or TxDOT.

Plan Approved on XXXX
Administrative Changes on XXXX
Plan Amended by TPPB on XXXX

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INTRODUCTION

PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM:

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPO) planning process for FYs 2020-2021. The activities are required to implement the provisions of 23 USC 134 and 49 USC 5303 and are conducted in accordance with 23 CFR 420, 23 CFR 450, and FTA Circular C8100. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple urbanized area.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations. Several transportation bills have been implemented in the past. These include the following:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

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

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;

- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

In addition, the MPO supports national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 USC 150:

- **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** achieve a significant reduction in congestion on the National Highway System.
- **System reliability:** improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The MPO continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Other interested parties

The MPO continues to consult and cooperate with federal, state, and local agencies and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans. The KTMPO network of agencies are listed below:

- Airports/Railroads
- Bureau of Land Management Forest Service (US Department of Agriculture)
- General Land Office
- Bell County
- Coryell County
- Congressional Representatives
- Department of Aging & Regional Services
- Department of Section 8 housing
- Fort Hood
- Homeland Security
- Historical Commission
- Lampasas County
- Local Churches
- Local Historical Agencies
- Local Land Use Plans (City and County)
- Local Parks and Recreation Departments
- Local Economic Development Corporations
- Local Chamber of Commerce
- Local City Government
- Local Educational Institutions
- Local Planning & Zoning Commissions
- Local Transportation agencies
- National Marine Fisheries
- Public Libraries
- State Representatives
- Tribal Nations
- Texas Commission on Environmental Quality (TCEQ)
- Texas Historical Commission
- Texas Parks and Wildlife
- U.S. Army Corps of Engineers
- U.S. Border Patrol
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S. Geological Survey

In conjunction with the development of the Mobility 2045 Metropolitan Transportation Plan (MTP), environmental issues were considered. A general discussion of potential environmental issues has occurred in consultation with federal, state, tribal nations, environmental, and other regulatory agencies. This discussion is included in the MTP.

Transportation plans will include the use of visualization technology/techniques. The MPO will continue to investigate technology solutions as funding is available. Examples of visualization techniques may include charts and graphs, tables, Geographic Information System (GIS) maps overlaid with data, computer simulation, photo manipulation and static maps. The intent for this technique is to better depict the programs and their impact on the public. The KTMPO will utilize visualization techniques during the development of the short-term and long-term transportation plans.

DEFINITION OF THE KTMPO PLANNING AREA:

The Metropolitan Planning Area (MPA) includes the cities of Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Temple, Troy, and Village of Salado. The planning area includes areas that may be reasonably expected to become urbanized in the next 25 years in between those cities and within the counties of Bell, Coryell, and Lampasas. (See Appendix B.)

ORGANIZATION:

KTMPO policy is guided by the Transportation Planning Policy Board (TPPB). TPPB Membership is defined in an officially adopted set of bylaws. A list of the TPPB Membership is provided in Appendix A. The TPPB provides policy guidance for the organization and is responsible for reviewing and approving the MPO's MTP, the Transportation Improvement Program (TIP), and UPWP. The Technical Advisory Committee (TAC), appointed by local jurisdictions, assists the TPPB in reviewing projects from the technical point of view and advising the TPPB on technical issues. MPO staff is comprised of planning and technical professionals responsible for the administration of this organization.

The Central Texas Council of Governments is under contract with TxDOT to provide professional technical support, staff, and administrative support for the MPO per federal funding agency guidelines. Currently, the staff consists of a Director, Manager, Planners, GIS technicians, and support personnel.

PRIVATE SECTOR INVOLVEMENT:

Private consultants may be used, but not limited, to conduct special studies within the region including thoroughfare plans and traffic counts; may be used to conduct demographic and traffic studies for planning public transit system routes and services; and may be used to collect additional necessary transportation data.

PLANNING ISSUES AND EMPHASIS:

Continued KTMPO efforts in the implementation of the transportation bills will identify planning issues and emphasis areas which include:

- Coordinate with local, regional, state, and federal agencies in the development of a comprehensive, accessible, and seamless transportation system for all citizens;
- Provide transportation planning assistance to the Killeen and Temple Urban Transit Districts in fulfilling their role as the provider of urban transit service;
- Evaluate transportation alternatives scaled to fit the region, its transportation issues, and the realistically available resources from a context sensitive approach to develop a sustainable transportation system that improves the livability of our region;
- Continue data development and implementation of the Congestion Management Process (CMP);
- Monitor the implementation of the 2045 MTP;
- Manage the TIP to ensure that it serves the region's goals;
- Involve the general public in the transportation planning process through the implementation of the PPP;
- Continue to transition to Performance-based Planning and Programming (PBPP) by working with our federal, state and local partners (expectations of performance targets will continue to be identified by state partners during this UPWP cycle and efforts with local partners to collect performance data will occur during this cycle as well);
- Continue "Regional Models of Cooperation" efforts and "Ladders of Opportunity" through meetings with Transit and area/regional MPOs on air quality, roadways, freight, transit, and other transportation planning issues. KTMPO staff will continue hosting quarterly Central Texas Regional Transportation Advisory Group meetings and bi-monthly Planner Roundtable sessions to discuss common gaps, successes, and challenges. These meetings allow the KTMPO region to address transportation efforts and needs on a "real time" basis;
- Continue to facilitate a Freight Advisory Committee to identify KTMPO Freight needs and issues; and
- Continue to facilitate regular meetings of the Bicycle/Pedestrian Advisory Group to identify non-motorized transportation needs within the region.

TASK 1.0 ADMINISTRATION / MANAGEMENT

A. OBJECTIVE:

To ensure that the metropolitan area transportation planning process is a fully cooperative, comprehensive and continuing activity. This is characterized by a pro-active public involvement process, constant monitoring of on-going planning activities, and assurance that all modes of transportation are given consideration as elements of a multi-modal urban transportation system in the overall planning process. This task also ensures the incorporation of previous federal legislation and FAST Act requirements.

B. EXPECTED PRODUCTS:

The expected product is a management structure that accomplishes established planning objectives in conformance with state and federal requirements. All UPWP tasks will be budgeted and scheduled in advance as best as possible to assure that the majority of efforts are properly sequenced and resourced. Planning documents produced may include the Annual Performance and Expenditure Report, the Annual Project Listing, Annual Title VI Report, and modifications to the Bylaws (as needed). Consultant procurement activities will be conducted by MPO as needed.

C. PREVIOUS WORK:

1. Prepared the FY2018 Annual Performance and Expenditure Report, FY2018 Annual Project Listing, and the FYs 2018-2019 UPWP and administrative amendments.
2. Conducted TPPB and TAC meetings; facilitated Bike/Pedestrian Advisory and Freight Advisory Committee meetings; hosted bi-monthly Planner Roundtable meetings to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary. These regularly scheduled meetings are ongoing.
3. Attended various community events such as Ft. Hood Earth Day, Gatesville ISD Earth Day, and Leadership Central Texas and served as representative on Central Texas Regional Transportation Advisory Group to promote awareness of transportation-related topics (i.e. air quality, transportation options, etc.). Attending events, promotional efforts and serving as committee representative when possible is ongoing.
4. Maintained a management structure that accomplishes the planning objectives set forth. Maintenance of structure is ongoing.
5. Staff members attended various workshops and conferences sponsored by TxDOT, FHWA, FTA, National Highway Institute. Topics included freight movement, planning and environmental linkages, local government planning, project evaluation trainings, public involvement, resiliency, performance measure compliance and others. Conferences included the American Planning Association annual meeting, Association of Metropolitan Planning Organizations, TxDOT Transportation Forum, TxDOT Transportation Planning Conference, and others.
6. Staff also participated in free FHWA/TxDOT sponsored webinars as available on a wide range of planning topics to include Census Data, Environmental Justice, and Title VI, performance measures, public engagement, freight and mobility planning. Attending meetings, trainings, and conferences is ongoing.
7. Maintained demographic data and used in evaluating and selecting projects with regard to Environmental Justice (EJ) areas; location and impact of a project with regard to EJ areas was considered. Data collection for EJ areas is ongoing.
8. Provided administrative support to all MPO entities and members as requested to include data, maps, information, and presentations. Efforts of administrative support are ongoing.
9. Provided the public with up-to-date transportation related information via email and KTMPO website updates to include: social media, presentations, KTMPO meeting materials,

transportation related news from all partners, current KTMPO transportation planning documents, transportation planning information handouts and quarterly newsletters. Public awareness of transportation related information is ongoing.

10. Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
11. Worked with the TPPB/TAC on revised project scoring criteria, issued project call for MTP resulting in the competitive selection of projects and reprioritized project listing.

D. SUBTASKS:

1.1. General Administration

Work items under this subtask include reports, correspondence and documentation of actions for the record, inventory, accounting and financial management; staff supervision and personnel administration; meetings; consultant contract procurement, management and oversight; staying abreast of rules and regulations from FWHA, FTA, and TxDOT; and other administrative duties and correspondences, to include the following:

Committee and Board Support: MPO staff will provide administrative support for the TAC, TPPB, Bike and Pedestrian Advisory Committee, Freight Advisory Committee, and Planner Roundtable.

Title VI Civil Rights Evaluation/Environmental Justice: The MPO will continue to follow guidance on Title VI and EJ compliance for all projects and procedures and will update the PPP accordingly. The MPO will continue to utilize demographic data related to Title VI/EJ and integrate these tools into project selection for development of the MTP and the TIP. Public hearings will be held in EJ areas at ADA accessible common facilities, during mid-day or early evening hours and will avoid being scheduled near or on significant holidays. The public is encouraged to contact KTMPO for special needs accommodation.

Public Participation Plan: KTMPO will update and monitor the Public Participation Plan as needed to ensure it conforms to federal legislation, along with state and local requirements to include Title VI and Environmental Justice. Revisions will be implemented as needed to improve the effectiveness of the public input process and KTMPO will consider appropriate best practices from other MPOs and public agencies.

Public Involvement and Outreach: Staff will offer presentations and materials as requested to the public. Staff will continue to explore public outreach efforts such as surveys and internet-based outreach mechanisms. KTMPO staff will develop and participate in community outreach programs. These community outreach opportunities will keep citizens informed about the transportation planning process and provide additional opportunity for public input. Staff will provide "livestreaming" of the policy board meetings. Staff will provide the public with up-to-date transportation related information via email, social media, the KTMPO website, and quarterly newsletters. KTMPO will maintain all functional website information/design through staff and contracted services.

UPWP: MPO staff will coordinate with the TPPB to assess the status of the MPO and the needs of members and plan a budget for the next two-year scope of work. MPO staff will review and amend the UPWP in FYs 20 & 21 as needed and will develop the next two-year UPWP in 2021.

1.2. Training

Staff will attend workshops or meetings conducted by FHWA/FTA/TxDOT, the State Transportation Planning Conference, regional KTMPO business, Waco/Brownwood Districts, TxDOT meetings and briefings, local MPO efforts, Texas Technical Working Group, meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO), and courses appropriate for increasing staff familiarity and expertise with transportation planning, which includes all modes of transportation.

1.3. Travel

Staff travel will primarily be utilized for the following tasks: workshops or meetings conducted by FHWA/FTA/TxDOT, the State Transportation Planning Conference, regional KTMPO business, Waco/Brownwood Districts, TxDOT meetings and briefings, local MPO efforts, Texas Technical Working Group and meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO). The MPO may send representative(s) to the Association of MPOs' national meeting and to other national/state/local meetings where transportation issues and/or workshops/trainings are presented. The KTMPO staff will seek prior approval for "out of state" travel.

1.4. Equipment

Equipment needs for the KTMPO may include software and automation maintenance services in order to meet the local transportation planning needs. The automation needs for the KTMPO may include, but are not limited to the following: IT infrastructure, GPS units, congestion monitoring data and equipment, data collection devices, servers, computers, peripherals, furniture, and general office equipment. KTMPO staff will obtain all necessary approvals prior to all purchases over \$5,000. KTMPO understands acquisition costs do not only apply to a single item.

1.5. Operating Costs

The MPO will incur costs associated with rental and operation costs. These costs include but are not limited to building expenses, office supplies, copying, printing, equipment rentals, utilities, repairs, and maintenance cost.

FUNDING SUMMARY

Task 1.0 - FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
1.1 ADMINISTRATION	KTMPO	\$381,731	\$381,731	\$0	\$0	\$0	\$0	\$763,462
1.2 TRAINING	KTMPO	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$7,000
1.3 TRAVEL	KTMPO	\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$14,000
1.4 EQUIPMENT	KTMPO	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$16,000
1.5 OPERATING COST	KTMPO	\$85,117	\$85,117	\$0	\$0	\$0	\$0	\$170,233
Total		\$485,348	\$485,348	\$0	\$0	\$0	\$0	\$970,695

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE:

Developing and maintaining a good database is essential to determine existing as well as future transportation demand. The purpose of this element is to continue to improve that database, including population, income and housing, crash records, traffic counts, land use and development data, information on special generators, all based upon traffic analysis zones (TAZ), and census block group areas. All data regarding minority and low income socio-economic groups will be developed and maintained with respect to Title VI requirements.

B. EXPECTED PRODUCTS:

The expected products include maintaining a computer-oriented transportation planning capability with current databases and any needed updates to those databases. MPO staff will continue to create and maintain a system of collecting and reporting local data in support of the regional database. Data sets will be maintained for crashes, GIS development, traffic counts, special generators, and demographic forecasts. All existing equipment will be maintained appropriately.

C. PREVIOUS WORK:

The subtasks associated with this task are performed on a continual basis from year to year. Highlights of work completed include:

1. KTMPO technical staff continued to maintain a transportation database with all data associated with transportation planning analysis, including, but not limited to: roadway network, bicycle and pedestrian network, Congestion Management Network, transit routes and stops, traffic counts, traffic accidents, employment data, housing data, and environmental justice areas.
2. KTMPO technical staff continued to gather, verify, and update all spatial data as required for transportation. Updated the bicycle and pedestrian facilities layer as information became available. Reevaluated the environmental justice areas to maintain a consistent Census geography in analysis. Published web-based mapping tools on ArcGIS Online to provide visibility on planned projects as well as to allow public input to highlight gaps in the GIS data or to propose new bicycle or pedestrian facilities.
3. Continued to provide mapping and data support to planning partners.

D. SUBTASKS:

2.1. Database Maintenance

Continue to update the roadway network, land use, and socioeconomic data within the MPO MPA. Maintain databases that include: traffic crash locations, traffic counts, roadway network, employment data, housing data, and Title VI / EJ information. In addition, staff will collect and maintain trip data from various resources as needed on strategic locations such as: Ft. Hood, local hospitals, airports, schools, and colleges. KTMPO staff will coordinate planning and data collection efforts with TxDOT and possibly other local entities.

2.2. GIS Development

Maintain GIS as required for planning functions. Assist member governments in GIS training as available. Continue to develop and maintain a comprehensive GIS management program to manage GIS layers more efficiently. MPO staff will continue to gather, enter, verify, and/or update data in GIS coverages as described below.

1. Traffic counts, capacity, speeds, length, and crash data.
2. Fort Hood network.

3. Land Use at TAZ level: population, employment by category, income, developed vs. undeveloped.
4. Maintain digitized maps of TxDOT/county files and KTMPO TransCAD network.
5. Continued supply of base data for modeling in coordination with TxDOT.
6. Functional classification.
7. MTP multi-modal elements relative to routing, mapping, and planning to include and may not be limited to: Hike/bicycle trails, aviation, rail, freight, and transit.
8. Census Transportation Planning Package trends and UZA and MPA boundaries.
9. Environmental Justice / Title VI data.

FUNDING SUMMARY

Task 2.0 - FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
2.1 DATABASE MAINTENANCE	KT MPO	\$20,074	\$20,074	\$0	\$0	\$0	\$0	\$40,148
2.2 GIS DEVELOPMENT	KT MPO	\$20,074	\$20,074	\$0	\$0	\$0	\$0	\$40,148
Total		\$40,148	\$40,148	\$0	\$0	\$0	\$0	\$80,296

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE:

Conduct short-term planning and potential project implementation within the next four-year period. Staff will continue coordinating short-term planning endeavors throughout the region and encourage more public participation in the planning process. Provision of a safe, clean, reliable public transportation system within the planning region.

B. EXPECTED PRODUCTS:

1. Revised TIP to program highway, transit, bicycle, and pedestrian projects that are ready to be implemented or constructed.
2. Public awareness of the transportation planning process.
3. MPO support system of the multi-county regional public transportation service plan through the attending of meetings and providing technical assistance support within the MPA.
4. Compliance with federal and state requirements for short range planning including any needed changes to the next TIP iteration.
5. Coordination with TPPB/TAC on selection of projects and allocation of funding as funding becomes available.
6. Monitored review of 2019-2022 TIP.
7. Development of the Draft FY 2021-2024 TIP.

C. PREVIOUS WORK:

1. Development of the FYs 2019-2022 TIP.
2. Revisions to the FYs 2017-2020 TIP
3. Coordination and hosting of the Central Texas Regional Transportation Advisory Group (CTRTAG) responsible for updating the Regionally Coordinated Transportation Plan (RCTP).
4. Coordination and hosting of the "Planners Roundtable" for partner planners.
5. Coordination and hosting of the Development District of Central Texas (DDCT) quarterly meetings to discuss economic development issues/needs in the area.

D. SUBTASKS:

3.1. Transportation Improvement Program

MPO Staff will monitor and revise the FYs 2019-2022 TIP and develop FYs 2021-2024 TIP. Staff will coordinate this effort by meeting with local and TxDOT officials, organizing meetings, adhering to the KTMPO PPP, and publishing any TIP amendments. MPO staff will ensure that each agency reviews the information within the TIP to maintain the most accurate document possible. MPO staff will evaluate the TIP on the condition and performance of the transportation system in achieving performance targets to address the anticipated effect of the TIP and investment priorities for achieving the performance targets as identified in the MTP.

3.2 Regional Planning Project

KTMPO will participate in regionally coordinated transportation planning to support the public transportation/human services plan required by HB 3588, enacted by the 78th Legislature in 2003, amending Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled "*Statewide Coordination of Public Transportation*"; Executive Order 13330 (*Human Service Transportation Coordination*) signed on February 26, 2004, and SAFETEA-LU signed on August 10, 2005, both by former President George W. Bush; and adopt any subsequent changes as the legislature deems appropriate.

This may include sharing data, preparing maps, attending or sponsoring workshops, conferences, training sessions, meetings, and providing general transportation planning expertise to the effort. The MPO will also consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including: a) tourism; and b) natural disaster risk reduction.

3.3 Hill Country Transit District – Temple UZA - Planning

KTMPO will provide planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of fixed route and complementary para-transit service;
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Review of air quality issues and use of alternate fueled vehicles;
- Application of software programs for planning and scheduling routes and trips for Fixed Route Service and American's with Disabilities Act (ADA) Complementary Para-transit Service;
- On-going financial planning and analysis; and,
- Other allowable activities directly related to implementation of fixed route and complementary ADA para-transit services.

3.4 Hill Country Transit District – Killeen UZA – Planning

KTMPO will provide planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of fixed route and complementary ADA para-transit service for the cities of Copperas Cove, Killeen, and Harker Heights;
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Congestion management planning, which affects traffic patterns on US 190;
- Review of air quality issues and use of alternative fueled vehicles;
- On-going financial planning and analysis; and,
- Other allowable activities directly related to refining and expanding current fixed route and complementary ADA paratransit services.

FUNDING SUMMARY

Task 3.0 - FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
3.1 TIP	KTMPPO	\$48,259	\$48,259	\$0	\$0	\$0	\$0	\$96,518
3.2 REGIONAL PLANNING	KTMPPO	\$9,652	\$9,652	\$0	\$0	\$0	\$0	\$19,304
3.3 HCTD TEMPLE UZA PLANNING	HCTD	\$0	\$0	\$6,499	\$6,499	\$12,070	\$12,070	\$37,138
3.4 HCTD KILLEEN UZA PLANNING	HCTD	\$0	\$0	\$15,407	\$15,407	\$17,374	\$17,374	\$65,562
Total		\$57,911	\$57,911	\$21,906	\$21,906	\$29,444	\$29,444	\$218,522

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE:

The current MTP was approved by the TPPB in May 2019. A MTP must address at least a 20-year planning period to include both long and short-range strategies that will lead to the development of an integrated intermodal metropolitan transportation system (23 CFR 450-322). The 2045 MTP will be continually reviewed and revised as needed. The 2050 MTP must be adopted by the TPPB by May 2024 unless designated as non-attainment. Non-attainment MTP planning requires a 4-year update.

B. EXPECTED PRODUCTS:

1. KTMPO will monitor and implement the MTP designed to meet the objectives and needs of its members. Continued implementation of key planning elements of the MTP may include and are not limited to: local Advisory Groups, updated prioritization of projects utilizing an updated TDM, updated planning and environmental linkages elements in each project, and updates as needed to the CMP.
2. KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed

C. PREVIOUS WORK:

1. Staff continued to implement the 2040 MTP.
2. Staff updated the Regional Thoroughfare Plan into the Regional Multimodal Plan.
3. KTMPO staff prepared for and underwent a Federal Certification Review with no findings.
4. Staff adhered to federally required performance measure implementation timeline with adoption of performance measure targets for the region and inclusion into planning documents.
5. Staff conducted an update of the 2045 MTP to include revised scoring criteria, call for projects, scoring process and reprioritization of project listing.
6. Staff utilized a consultant to use the 2015 Travel Demand Model to determine level of service for each of the MTP roadway projects submitted during the call for projects.
Staff utilized a consultant to assist in further development and implementation of the CMP, to include the identify and use data sources to update the CMP and monitor system performance, calculate congestion performance, and re-prioritize CMP Segments.
7. During FY18-19, staff regularly reviewed information for the ozone monitors in Killeen and Temple and posted air quality information on the KTMPO website and newsletters, and presented updated ozone readings at various MPO meetings.

D. SUBTASKS:

4.1 Mobility 2045 Metropolitan Transportation Plan Implementation

The MPO staff, with the assistance of consultants as needed, will monitor the implementation of the MTP to evaluate the impact of changes that may occur in planning policy, project priority, available funding, and federal legislation. MPO staff will submit to the TAC and the TPPB any changes that impact projects or available funding. This subtask includes the following:

Planning and Environmental Linkages: KTMPO will promote planning and environmental linkages by attending relevant workshops and providing information to the TAC/TPPB membership. MPO staff will coordinate with appropriate TxDOT staff to implement and support measures including development of purpose and need statements when projects are submitted and coordination with other agencies to identify environmental issues. The MPO will consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including: a) tourism; and b) natural disaster

risk reduction. The MPO will incorporate two new planning factors: a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; b) enhance travel and tourism. The MPO will include consideration of intercity busses.

Air Quality: KTMPO will continue to review data from the ozone monitor at Skylark Field in Killeen and West Temple Park in Temple; support proactive programs, such as Ozone Advance; and educate the public in reducing ozone levels. Updated information will be provided to the TAC and TPPB as needed to determine appropriate policies and actions for our region.

TDM/Project Selection: KTMPO will use the travel demand model to evaluate transportation projects. Consultants may be utilized to further develop and enhance the model as described in Subtask 5.1.

Performance Measures/Targets: KTMPO will continue development of and will include description of performance measures/targets in accordance with federal and state requirements. The MPO will be involved in discussions with FHWA, FTA, and TxDOT in the development of performance measures/targets. The MPO will initiate review of specific data needs that are applicable to the established performance measures/targets. MPO staff will evaluate the MTP on the condition and performance of the transportation system in achieving performance targets and progress toward achieving performance targets and prepare a system evaluation report. The MPO will develop a MOU/MOA (or similar document) to address written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting of performance targets; reporting and tracking progress. The MPO staff will assess the 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. Consultants may be utilized as described in Subtask 5.3.

4.2 Congestion Management Process (Internal)

CMP: KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed. Consultants may be utilized as described in Subtask 5.2.

FUNDING SUMMARY

Task 4.0 - FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
4.1 MTP 2045 IMPLEMENTATION	KTMPPO	\$157,400	\$157,400	\$0	\$0	\$0	\$0	\$314,800
4.2 CONGESTION MANAGEMENT PROCESS (INTERNAL)	KTMPPO	\$9,652	\$9,652	\$0	\$0	\$0	\$0	\$19,304
Total		\$167,052	\$167,052	\$0	\$0	\$0	\$0	\$334,104

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE:

To provide a format for the inclusion of a variety of topics necessary to complete the goals and objectives set forth in the MTP and other unique transportation topics which demand special attention and are beyond the scope of the other regularly-programmed activities and tasks. This task includes subtasks that may not be worked on continuously or that may not be completed in two years. Several study needs that could have an impact on regional planning have been discussed with the KTMPO partners. Funds have been reserved for miscellaneous studies. The TAC and TPPB will determine which studies to fund during FY20 and 21.

B. EXPECTED PRODUCTS:

Special studies are designed to provide information that has a direct impact to the regional transportation plan.

C. PREVIOUS WORK:

1. KTMPO staff utilized a consultant to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction, and updating the CMP as needed.
2. Staff utilized a consultant to update the CMP and run the TDM to evaluate and prioritize projects for inclusion in the MTP project listing and assign objective scores.
3. During FY18, MPO staff continued researching requirements for performance-based planning and programming and participated in FHWA webinars. Scoring criteria was evaluated for the inclusion of elements of HB20 and proposed rules/guidelines provided by FHWA.
4. KTMPO reviewed and updated the Regional Thoroughfare and Pedestrian/Bicycle Plan into the new Regional Multi-Modal Plan to reflect updated information, changing development trends, shifts in travel patterns, and other relevant factors that may impact future multi-modal planning in our region.

D. SUBTASKS:

5.1 Travel Demand Model

KTMPO may use consultants as needed to further enhance and develop the model and assist in running the TDM to evaluate projects.

5.2 Congestion Management Process

KTMPO may use consultants as needed to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction, and updating the CMP as needed.

5.3 Performance Measures/Targets

KTMPO may use consultants as needed to assist in developing performance measures/targets in accordance with federal and state requirements.

5.4 FAST Act Performance Measures Study

KTMPO will be conducting a performance measures study in response to the Fixing America's Surface Transportation (FAST) Act requirements. This study plans to identify performance measures and metrics, evaluation of related performance criteria and weighting in project prioritization process, and scenario testing to optimize project prioritization outcomes using existing data sources.

5.5 Vulnerability & Resiliency Study

KTMPO will be conducting a Vulnerability & Resiliency Study to outline vulnerable roadways and to highlight improvements to the system. This task may include an assessment of current transportation systems vulnerability to major transportation incidents or weather related hazards, the existence of alternative routes, ability to recover, and the operational capacity for emergency response and incident management/clearance.

5.6 Evaluation of 2045 MTP Projects

KTMPO will be conducting an evaluation of 2045 MTP Projects. This process will include whether current transportation projects address the needs of the region and to determine if improvements to current projects are needed before a future project call.

5.7 Future Growth Scenario Plan

KTMPO will be developing a Future Growth Scenario Plan. This plan will develop different growth scenarios based and will highlight alternative transportation networks based on the various growth scenarios.

5.8 Miscellaneous Studies

KTMPO may use consultants as needed to assist in conducting planning studies to include corridor studies, bike/ped regional connections, rails to trails feasibility studies, transit funding options, etc. Funds have been reserved for these studies. The TAC and TPPB will be consulted in determining which studies to fund.

5.9 Miscellaneous Studies

KTMPO may use consultants as needed to assist in conducting planning studies to include corridor studies, bike/ped regional connections, rails to trails feasibility studies, transit funding options, etc. Funds have been reserved for these studies. The TAC and TPPB will be consulted in determining which studies to fund.

5.10 Miscellaneous Studies

KTMPO may use consultants as needed to assist in conducting planning studies to include corridor studies, bike/ped regional connections, rails to trails feasibility studies, transit funding options, etc. Funds have been reserved for these studies. The TAC and TPPB will be consulted in determining which studies to fund.

5.11 Miscellaneous Studies

KTMPO may use consultants as needed to assist in conducting planning studies to include corridor studies, bike/ped regional connections, rails to trails feasibility studies, transit funding options, etc. Funds have been reserved for these studies. The TAC and TPPB will be consulted in determining which studies to fund.

FUNDING SUMMARY

Task 5.0 - FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
5.1 TRAVEL DEMAND MODEL	KTMPO	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
5.2 CONGESTION MANAGEMENT PROCESS	KTMPO	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000
5.3 PERFORMANCE MEASURES AND TARGETS	KTMPO	\$12,500	\$12,500	\$0	\$0	\$0	\$0	\$25,000
5.4 FAST ACT PERFORMANCE MEASURE STUDY	KTMPO	\$19,000	\$0	\$0	\$0	\$0	\$0	\$19,000
5.5 VULNERABILITY & RESILIENCY STUDY	KTMPO	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
5.6 EVALUATION OF 2045 MTP PROJECTS	KTMPO	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
5.7 FUTURE GROWTH SCENARIO PLAN	KTMPO	\$27,500	\$0	\$0	\$0	\$0	\$0	\$27,500
5.8 MISCELLANEOUS STUDY	KTMPO	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$70,000
5.9 MISCELLANEOUS STUDY	KTMPO	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$70,000
5.10 MISCELLANEOUS STUDY	KTMPO	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$70,000
5.11 MISCELLANEOUS STUDY	KTMPO	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$70,000
Total		\$399,000	\$302,500	\$0	\$0	\$0	\$0	\$701,500

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

UPWP BUDGET SUMMARY FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
1. Administration-Management	KTMPO	\$485,348	\$485,348	\$0	\$0	\$0	\$0	\$970,695
2. Data Development and Maintenance	KTMPO	\$40,148	\$40,148	\$0	\$0	\$0	\$0	\$80,296
3. Short Range Planning	KTMPO & HCTD	\$57,911	\$57,911	\$21,906	\$21,906	\$29,444	\$29,444	\$218,522
4. Metropolitan Transportation Plan	KTMPO	\$167,052	\$167,052	\$0	\$0	\$0	\$0	\$334,104
5. Special Studies	KTMPO	\$399,000	\$302,500	\$0	\$0	\$0	\$0	\$701,500
Total		\$1,149,459	\$1,052,959	\$21,906	\$21,906	\$29,444	\$29,444	\$2,305,117

¹TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds (FHWA PL-112: \$1,109,325; FTA 5303: \$147,863) based on FY17 & FY18 allocations.	\$1,257,188
Estimated Unexpended Carryover FY19 Carryover	\$ 852,520
TOTAL TPF	\$2,109,708

APPENDIX A



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APPENDIX A



POLICY BOARD

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APPENDIX A



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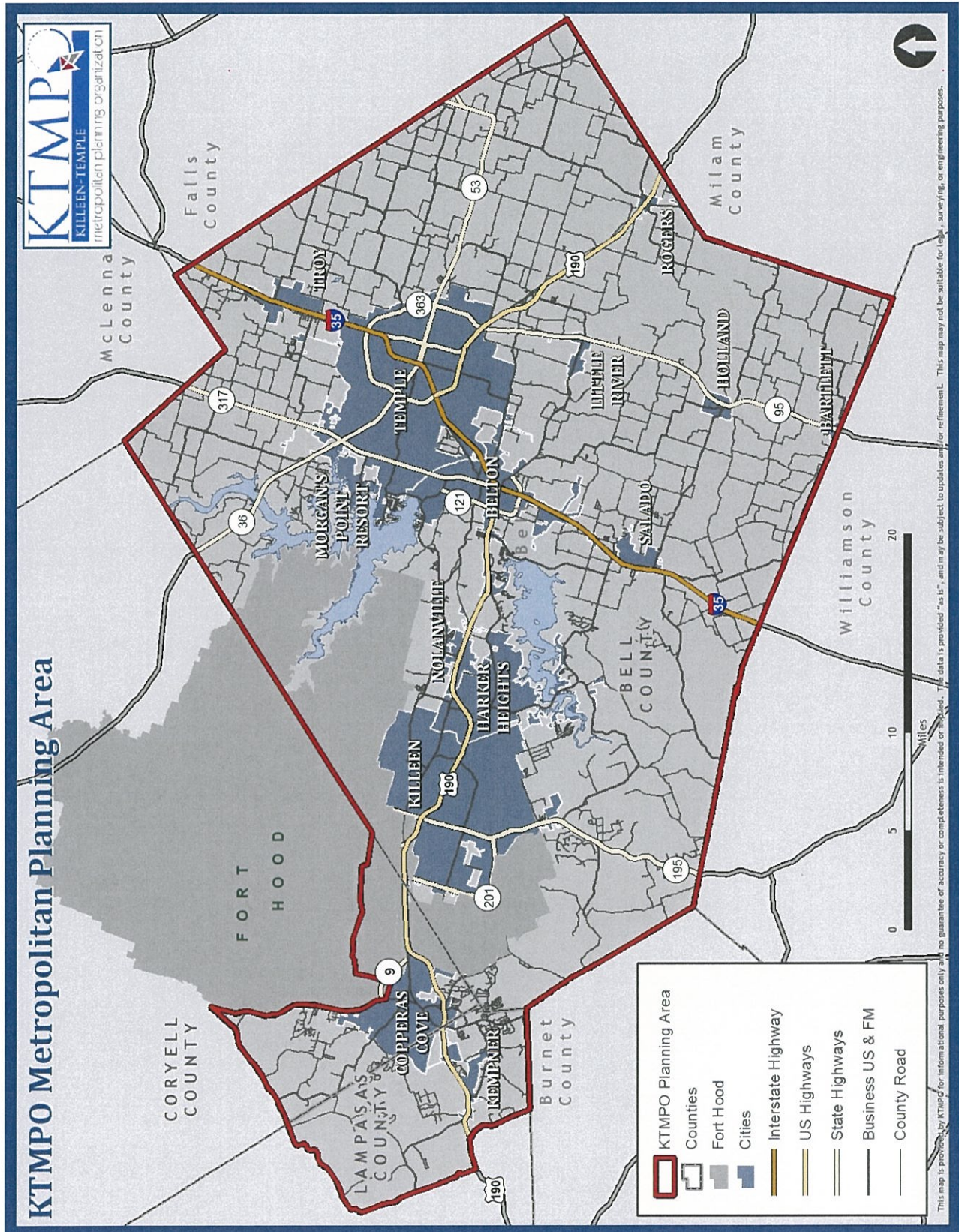
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APPENDIX B



APPENDIX C

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The **Killeen-Temple Metropolitan Planning Organization (KTMPO)** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Signature – Mayor Tim Davis, Chairman
KTMPO Transportation Planning Policy Board

Date

APPENDIX D

LOBBYING CERTIFICATION

**CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan; or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature – Mayor Tim Davis, Chairman
KTMPO Transportation Planning Policy Board

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Mayor Tim Davis, KTMPO Transportation Planning Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Attest:

Signature - Mayor Tim Davis, Chairman
KTMPO Transportation Planning Policy Board

Name

Date

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Mayor Tim Davis, KTMPO Transportation Planning Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Attest:

Signature - Mayor Tim Davis, Chairman
KTMPO Transportation Planning Policy Board

Date

Name

Title

Item 8:

**KTMPO 2018 Federal
Certification Review**

KTMPO 2018 FHWA/FTA Federal Certification Review

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each metropolitan planning organization (MPO) serving a transportation management area (TMA) – a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census or smaller urbanized areas on request by the Governor and MPO – is carrying out the metropolitan planning process in adherence with federal statutes and regulations. FTA and FHWA conduct a review of the metropolitan planning process within each TMA and jointly issue this certification on behalf of the DOT Secretary, in accordance with 49 U.S.C. 5303(k).

In May 2018, KTMPO underwent the four-year Federal Certification Review.

A letter from FTA and FHWA is included in meeting packet and determined “that the metropolitan transportation planning process is substantially consistent with the federal requirements” with no corrective actions needed.

The full Summary Report is included in meeting packet for Policy Board review.

Discussion Item: No action needed at this time; for discussion only.



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

____Killeen-Temple MPO____ Transportation Management Area



COURTESY: CITY OF TEMPLE

May 1, 2019

Summary Report





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1.0 EXECUTIVE SUMMARY

On May 9th, 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Killeen-Temple urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first certification review for the Killeen-Temple urbanized area was conducted in 2015. No findings were presented.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Killeen-Temple urbanized area meets Federal planning requirements, as noted in our letter of October 4, 2018.

As a result of this review, FHWA and FTA are certifying compliance to the requirements of 23 CFR 450 of the transportation planning process conducted by Texas Department of Transportation (TxDOT), Hill Country Transit District (HCTD; also known as The HOP), and the local governments represented by the Killeen-Temple Metropolitan Planning Organization (KTMPO). There are also recommendations in this report that warrant consideration, as well as areas that MPO is performing very well in that are to be commended.

Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations
Metropolitan Planning Area Boundaries 23 U.S.C. 134(e) 23 CFR 450.312(a)	The MPO considers the unique needs of veterans, a non-federally recognized population group that is rapidly growing in the KTMPO region.	Commendation	We commend the MPO on recognizing a demographic mix and planning ahead for the needs of those groups, especially veterans



Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations
Metropolitan Transportation Plan 23 U.S.C. 134(c), (h) & (i) 23 CFR 450.324	There needs to be a summary in the plan that describes how much funding is available for Maintenance & Operations (M&O).	Recommendation	Recommendation that M&O be included in the plan. This should be accomplished with the new Metropolitan Transportation Plan as it is developed
	It was not clear how much revenue in total could be generated, or how much was to be expended overall	Recommendation	Recommendation of a chart or table showing revenue and expenditures totals should be included in the new Metropolitan Transportation Plan.
Transit Planning 49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	There was extensive coordination between Hill Country Transit District and KTMPO. Also, HCTD took the initiative to prepare for new FAST Act requirements, including a new MOU between them and KTMPO. Further, the transit provider prioritized Transit Asset Management (TAM) plan and similar, unrequired metrics.	Commendation	We commend the MPO for its coordination of transit. We also commend TxDOT and the transit agency for preparing for the new requirements. It is also commendable that the transit agency took notable efforts on performance measures outside of the TAM and regarding the TAM.
	HCTD, in coordination with the MPO, offers the general public guidance on how to best use the bus network	Commendation	We commend the transit agency for having "travel training" and related activities that that helps riders and riders using service dogs
Transportation Safety 23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h)	The MPO staff create videos and other visuals to inform and promote safety on social media	Commendation	We commend the MPO for utilizing social media to promote safety



Review Area	Finding	Action	Corrective Actions/ Recommendations/ Commendations
Travel Demand Forecasting 23 CFR 450.324(f)(1)	The MPO has a protocol where if a board member disagrees on data used in the model, that member must provide alternate credible data	Commendation	The MPO has a policy of requesting credible data alternatives should policy board members disagree on data used in model

Details of the certification findings for each of the above items are contained in this report.



2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received designation by the Secretary of Transportation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Some of the analysis of this relationship comes from interviews of the elected officials from the MPO's policy board. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the "findings" of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the

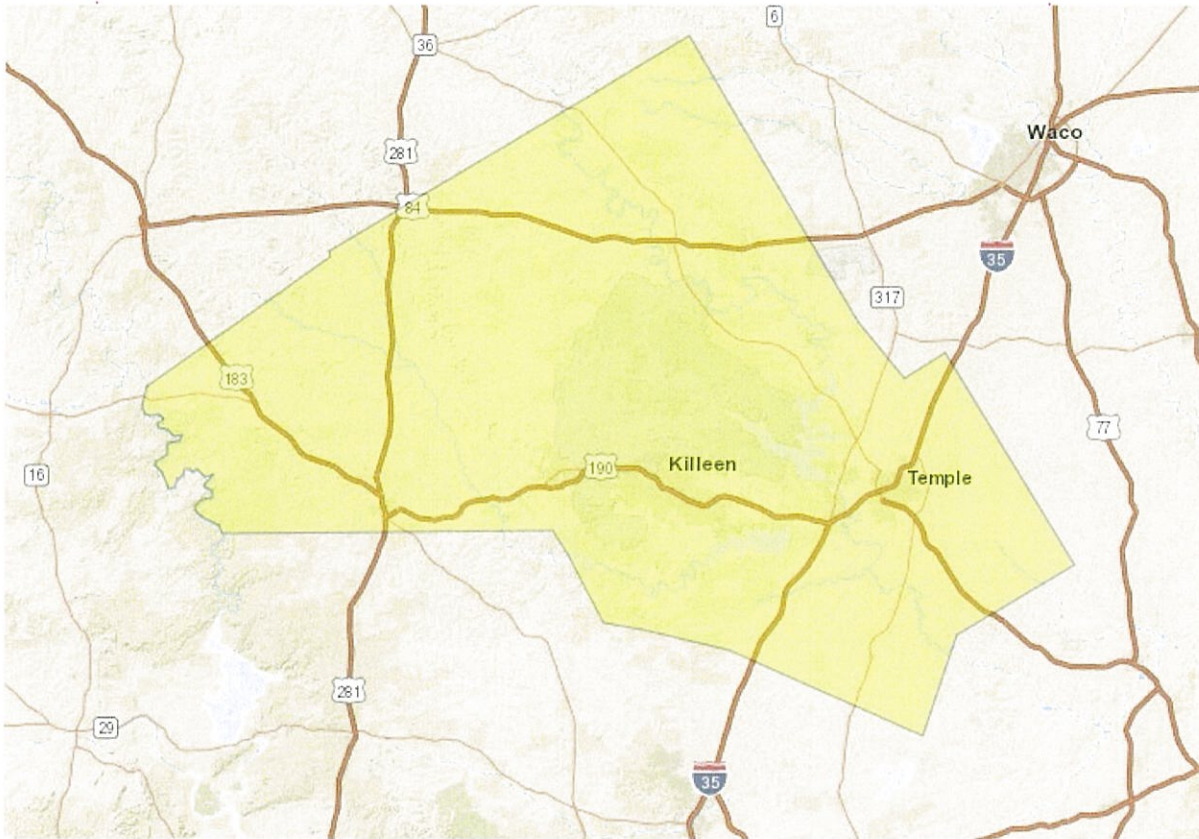


appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

KTMPO is the designated MPO for the Killeen-Temple urbanized area. The urbanized area, which consists of the currently developed area, as well as what will likely will be built-out within the next 20 years, which included Bell County, as well as parts of Coryell and Lampasas Counties in Texas.



The Killeen-Temple-Fort Hood Metropolitan Statistical Area (Source: US Census Bureau)

TxDOT is the responsible State agency and Hill Country Transit District is the responsible public transportation operator. Current membership of KTMO consists of elected officials and citizens from the political jurisdictions in the Killeen-Temple-Fort Hood Metropolitan Statistical Area (MSA). The study area includes the Killeen-Temple-Fort Hood MSA with the City of Killeen as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.



3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report details the KTMPO 2018 Federal Certification review, which consisted of a desk audit, a formal site visit and a public involvement opportunity, conducted from May 8th through 10th, 2018.

Participants in the review included representatives of FHWA, FTA, TxDOT (staff from their Austin headquarters as well as personnel from the local Waco District office), Hill Country Transit District, and Killeen-Temple MPO staff. Locally elected officials who are members of KTMPO's policy board were interviewed as well. A full list of participants is included in Appendix A.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Metropolitan Planning Area Boundaries
- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan (MTP)
- Transit Planning
- Transportation Improvement Program (TIP)
- Public Participation
- Civil Rights (Title VI, EJ, LEP, ADA)
- Consultation and Coordination
- List of Obligated Projects
- Freight Planning
- Environmental Mitigation/Planning Environmental Linkage
- Transportation Safety
- Transportation Security Planning
- Nonmotorized Planning/Livability



- Integration of Land Use and Transportation
- Travel Demand Forecasting
- Congestion Management Process / Management and Operations

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- TxDOT Agreement with Metropolitan Planning Organization and Fiscal Agent, 2013
- FY 2018-2019 Unified Planning Work Program for the Killeen-Temple MPO
- MPO Metropolitan Transportation Plan (MTP), 2040
- MPO FY-2017-2020 TIP and Self-Certification
- <https://ktmpo.org>
 - MTP Amendments (<https://ktmpo.org/planning/plans/>)
 - MTP Appendix G—Congestion Management (https://ktmpo.org/planning/plans/#app_g_cmp)
 - MPO 2016 Congestion Management Plan (CMP)
 - Public Participation Plan
- Annual Performance and Expenditure Report (FY 2017)
- Annual Project Listing (FY 2017)



4.0 PROGRAM REVIEW

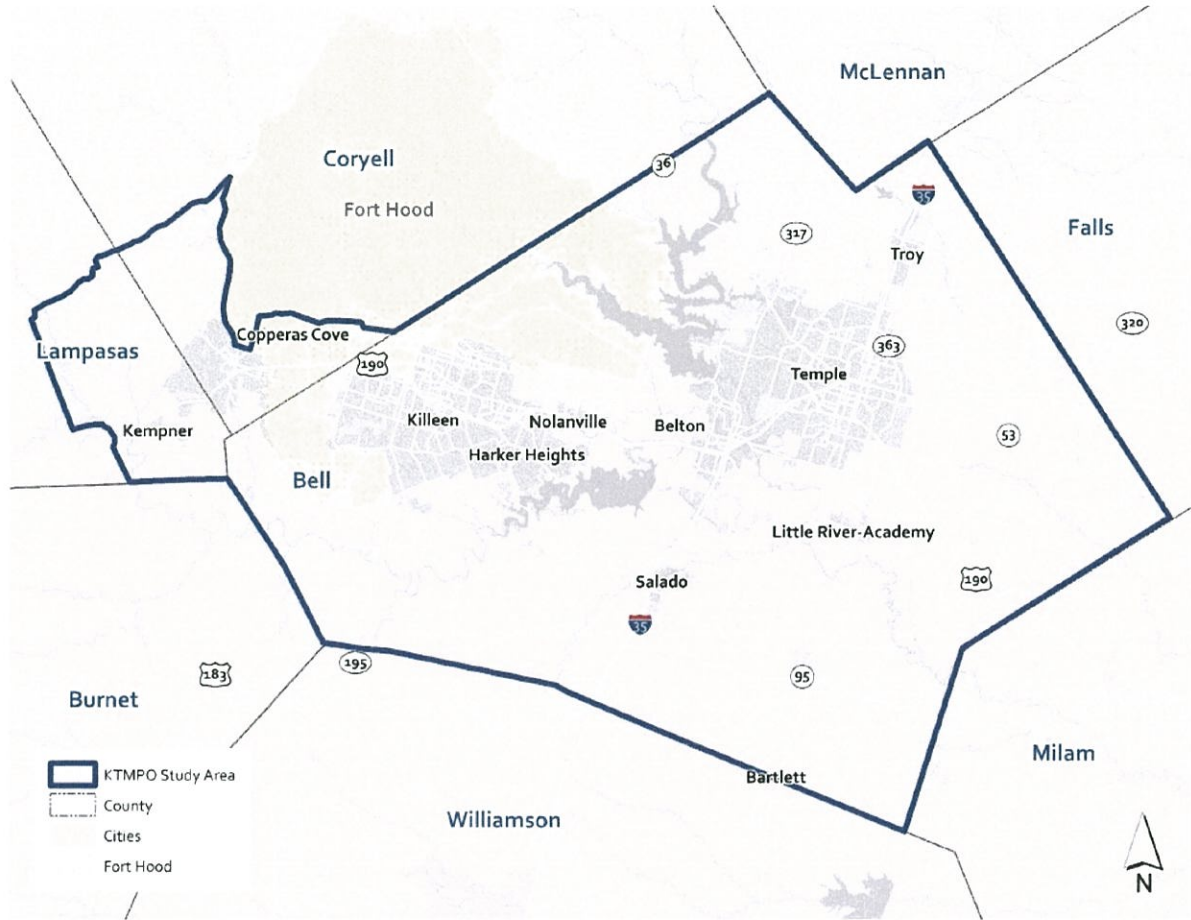
4.1 Metropolitan Planning Area Boundaries

4.1.1 Regulatory Basis

23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

4.1.2 Current Status

- MPO Official Name--The Killeen-Temple Metropolitan Planning Organization (KTMPPO since 2009)
- MPO Area Boundaries—Bell County, parts of Coryell and Lampasas counties
- Population Served—426,926 (Total Population of Killen-Temple-Fort Hood MSA, 2016 American Community Survey 5-Year Estimate)



The KTMPO Planning Area Boundaries (Source: CMP 2016)

The MPO consists of two census urbanized areas, Killeen and Temple, Texas. The MPA currently encompasses both urbanized areas, as well as any contiguous area that could be urbanized within the next two decades.

There haven't been any major changes in the developed area since the last review in 2015, although the community of Copperas Cove (which is west of Killeen) continues to grow. Suburbanization has also occurred in Harker Heights, which is Killeen's immediate neighbor to the east. The far east of the planning boundary area and its south has seen little to no growth in the past three years.



4.1.3 Findings

Observations:

The KTMPO MPA boundaries, as described above, are compliant with the requirements of 23 CFC 450.312(a).



4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

4.2.2 Current Status

- Year MPO Founded—1975, as “Killen-Temple Urban Transportation Study—K-TUTS”
- Organizational Type/Status (i.e. Council of governments, non-profit, independent)—part of the Central Texas Council of Governments (CTCOG)
- Member Jurisdictions and Number Represented—14 cities (Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River-Academy, Morgan’s Point Resort, Nolanville, Rogers, Salado, Temple, and Troy) and a portion of Fort Hood. 14 voting members are on the Transportation Planning Policy Board (this includes 11 elected officials from within the MPA); 23 members (voting and nonvoting) on the Technical Advisory Committee
- Major Transit Operators—Hill Country Transit District. The MPO has an Interlocal Agreement with HCTD (see 4.5 Transit Planning —*Current Status*)

KTMPO has a policy board, a technical advisory committee, and other adjunct committees, including bicycle/pedestrian and freight committees.

The MPO’s most recent agreement with TxDOT was in 2013. In it, KTMPO designated CTCOG, a regional council of governments, as their fiscal agent. It also identifies the mutual responsibilities between TxDOT and KTMPO, such as TxDOT needing to provide federal metropolitan planning funds to KTMPO, and KTMPO having to provide an Annual Performance and Expenditure Report (APER) to TxDOT by the end of the calendar year.

The MPO Bylaws also state responsibilities. The bylaws, which were approved by KTMPO in September of 2013, discuss that the policy board must hold at least four public meetings a



year. The bylaws also state that the policy board is comprised of a chairperson, a vice chair, and numerous members representing the local cities that are a part of KTMPO.

The MPO policy board has a tiered representation structure: a member city can have up to three representatives, depending on the city's size (as determined by the latest federal Census): one board representative for cities 10,000 to 40,000 citizens, two representatives for cities between 40,000 and 80,000 in population, and three representatives for cities beyond 80,000 citizens. Despite the differences in urban scale, all votes from the representatives, regardless of city size, have the same weight. Also, several agencies have non-voting ex-officio members on the policy board, such as Fort Hood. The policy board structure has remained the same for a number of years.

CTCOG is the fiscal agent for KTMPO. The US Department of Commerce and the Texas Workforce Commission are the current federal and state cognizant agencies, respectively, for the MPO. KTMPO's indirect cost rate, which is 44.97%, has been approved by the federal cognizant agency.

4.2.3 Findings

Observations:

Based on our review of KTMPO's agreement with TxDOT, its bylaws, and the other supporting information above, KTMPO has been found compliant with the requirements of 23 CFR 450.314(a).



4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status

- Biannual Budget—\$2,068,583 (FY 18 and 19)
- Vision & Mission—to comply with the FAST Act
- Major Projects/Plans—Updated the bike & pedestrian plan as part of Task 2.0.
- Major MPO Issues—New performance measures and targets. MTP update for 2045 is Task 4.2 and has a total budget of \$248,013.

The MPO utilizes a two-fiscal-year Unified Planning Work Program (UPWP). The most recent UPWP was adopted by the KTMPO policy board on May 17, 2017. It was subsequently approved by FTA and FHWA on September 22, 2017.

The KTMPO UPWP follows the same five-task structure as the other Texas MPOs. They have consulted with TxDOT to get assistance on how to fulfill FAST Act and related Federal initiatives, such as Ladders of Opportunity and a sense of regional cooperation, through the UPWP. Examples of this include the US 190 Feasibility Study that was recently amended into the UPWP as task 5.6, and the US 290/IH-14 system improvements. Such projects have ramifications beyond the KTMPO MPA and therefore, with the assistance of TxDOT, require coordination with other planning and governmental entities within the region.



The UPWP also addresses planning priorities such as those required by the FAST Act. It was developed in consultation with many partner agencies, including the counties that make up the MPO, the Bureau of Land Management, Fort Hood, the US Environmental Protection Agency, and the local planning & zoning commissions within the MPO.

The UPWP includes the required “Debarment Certification”, “Lobbying Certification”, “Certification of Compliance”, and “Certification of Internal Ethics & Compliance Program”.

4.3.3 Findings

Observations:

The latest UPWP (2018-2019) was found to be developed in accordance with 23 CFR 450.308 and approved jointly by FHWA and FTA.



4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status

The MPO's most current plan is their 2040 MTP. It estimates an addition of over 200,000 people and 90,000 jobs by that plan's target date. The 2040 MTP identifies over 150 roadway



projects, 13 transit projects, and 17 bicycle/pedestrian projects for the next quarter-century period. Each project undergoes a four-step selection process, which starts with a project's submission, followed by a review & evaluation, then a technical advisory committee recommendation, and concludes with the policy board's review and approval.

The MTP also contains such information as environmental mitigation activities, potential project designs, freight transportation considerations, and short- and long-term transportation investment strategies. KTMPO's MTP is a fiscally constrained document. Some of the funding forecasts were determined from amounts forecasted in TxDOT's 2014 Unified Transportation Program. While the anticipated funding was shown in the MTP in detail, the anticipated expenditures were not, thus making it difficult to discern fiscal constraint.

As the projected revenue over the MTP's 25-year period is estimated at \$657 million, only 14 roadway projects in the plan will be fully funded.

The 2040 plan was adopted in May of 2014. It was provided to FHWA and FTA for approval on May 4th, 2015. It has been amended eleven times, the most recent of which was December 2017. Four of those were administrative amendments.

A new Mobility 2045 MTP Plan is currently in development. By September or October of 2018 all the projects will be listed, and the scoring process will begin by December. KTMPO plans to have the MTP completely updated by April of 2019. Their MTP will use a continuing, cooperative and comprehensive regional planning process that identifies needs, resources and priorities for KTMPO's region. All of the current FAST Act planning factors should be addressed in it.

4.4.3 Findings

Observations:

The current MTP from KTMPO is compliant with the requirements of 23 CFR 450.324.

Recommendations:

There is no adequate summary in the plan that addresses sufficiently how much funding is available for Maintenance & Operations (M&O) activities. It is recommended that additional documentation addressing M&O funding over the life of the MTP be included in the 2045 plan.



4.5 Transit Planning

4.5.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.5.2 Current Status

Hill Country Transit District (HCTD) operates The HOP which is the only regional public transit system in the KTMPO region and provides urban, paratransit and rural bus service in nine-counties. HCTD started as a volunteer public transportation service in the 1960s and currently operates a fleet of 167 buses, including 27 fixed route buses and 140 paratransit buses. In 2011, KTMPO and HCTD entered into an Interlocal Agreement for coordinated transportation planning efforts, which includes annual updates of the Regional Metropolitan Transportation Plan. In 2012, KTMPO signed a resolution designating HCTD as the Designated Recipient of FTA 5307 (capital funds) and 5310 (Senior and Individuals with Disabilities) funds for the Killeen UZA, which previously were distributed to HCTD through the KTMPO. HCTD has been on the KTMPO Policy Board as a voting member since 2013 as shown in KTMPO's By-laws.

KTMPO assists HCTD with several different transit projects in the area such as; vehicle capital investments, fixed routes, bus facilities, transit enhancements and amenities, and development of a regional multi-modal center. KTMPO also assists with transit reporting, such as transit State of Good Repair and cost efficiency by receiving quarterly reports from HCTD. KTMPO has also assisted with transit training for the public, including service dog training for transit services. HCTD and KTMPO also coordinate with local response teams for evacuations, such as with providing service to Hurricane Harvey evacuees displaced to the KTMPO region in late August 2017.

4.5.3 Findings

The MPO is compliant with 49 U.S.C. 5303 and 23 U.S.C. 134 regarding Transit Planning. As aforementioned the MPO has coordinated with the transit agency to complete transportation and transit related planning studies. Most recently, KTMPO assisted with the public comment



period for a Regional Coordinated Transportation Plan published in 2017 developed by the Central Texas Council of Governments (CTCOG) and HCTD.

KTMPO coordinates with HCTD for public meetings and announcements for public outreach regarding accessible stops, and/or service changes. Additionally, it is the goal of KTMPO and other agencies in the region to hold public meetings at locations serviced by public transit when possible.

It was also observed that approximately 10% of KTMPO's STP funding goes to transit. This is noteworthy because not every MPO this size makes available so much of their STP to their transit operations on an annual basis. However, the MPO should consider the provisions of 23 CFR 450.326(m) when determining funding to the transit agency.

Also during the course of the review, it was found that HCTD was very proactive with metrics. Not only did the agency have Transit Asset Management (TAM) measures in place, they also made use of their own, unrequired metrics, such as having most passenger trips be under 30 minutes for example. Because of this, we commend HCTD for their performance measure efforts in regard to TAM, as well as the metrics HCTD measures on their own.

Commendation:

KTMPO continues to have a strong transit voice and participation on its policy board with HCTD as a voting member. KTMPO has had HCTD as a voting member on the Policy Board prior to the implementation of [23 U.S.C. 134\(d\)\(2\)\(B\)](#) and [49 U.S.C. 5303\(d\)\(2\)\(B\)](#), as amended by sections 1201 and 20005 of MAP-21, [Public Law 112-141](#), which require representation by providers of public transportation in each MPO that serves an area designated as a TMA by October 1, 2014. KTMPO has coordinated with HCTD in transit training activities for the public, as well as service dog training for transit.

HCTD has performance measures for TAM, as well as their own internal metrics.

Recommendations:

KTMPO should continue to work with HCTD to review transit State of Good Repair TAM targets, set regional performance based planning targets, and utilize them to prioritize investment decisions in transit projects.



4.6 Transportation Improvement Program

4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status

The current TIP, for fiscal years (FY) 2017-2020, was approved by the policy board on June 22nd, 2016. It has been amended nine times since then, with the most recent amendment in March of 2018. It is a fiscally constrained document, with a basic description for the surface transportation project, total project costs broken down by project phase, and the project sponsor (usually a municipality within the MPO) is always listed.

The FY 2019-2022 TIP will be initially prepared in the spring of 2018, and would be on track to be approved as part of the 2019-2022 STIP in late 2018. KTMPO should remember that the 2019-2022 TIP should address the FAST ACT planning factors, as their plan will be initiated and compiled after the regulations and guidance regarding the act are fully available. The MAP-21 performance measure targets should also be addressed, as the FAST Act did not alter these.

Concerning project selection criteria, the MPO uses a “four-step project selection process”, as mentioned on page 4 of the most recent (2017-2020) TIP. The process begins with a call for projects from entities that make up the MPO. Once projects are submitted, there is then a period of review and evaluation in which the project submissions are vetted for consistency with MTP goals and a local funding source that can meet any match requirements. During the project scoring and selection process, projects that are on the MPO’s Congestion Management



Process (CMP) network received extra points. Also, projects that emphasize connections to facilities with regional or national transportation significance (I-14 and I-35) are given extra weight in the process.

The next step has the project proposals go before the MPO's Technical Advisory Committee (TAC). The TAC scores and prioritizes the projects. projects listed in a previously approved TIP which were not let are KTMPO's main priority, and are therefore rolled over into the new TIP. This policy helps projects move forward within the four years of the TIP. Finally, the MPO's Policy Board has an opportunity to review and formally approve the project submissions. Once adopted, the projects will be included in the next TIP.

The MPO's self-certification is included on p.58 of the most recent TIP.

4.6.3 Findings

Observations:

The KTMPO FY 2017-2020 TIP was found to have been developed in accordance with the planning requirements of 23 CFR 450.326.

Commendation:

Just as with the transit provider, KTMPO has ensured that there is extensive coordination between its other planning partners, TxDOT and FHWA, particularly with their TIP development. We commend KTMPO for this.



4.7 Public Participation

4.7.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

4.7.2 Current Status

Public participation has long been a strongpoint of the MPO. According to documents provided for the review, and documents available online, their original Public Participation Plan (PPP) by K-TUTS was drafted in 2001, and under KTMPO, a new PPP was developed and adopted in the summer of 2007. There were a number of new revisions with the last being adopted in October of 2014. Our review of the 2014 PPP compared against the requirements of 23 CFR 450.316 found the PPP to be compliant with the regulations.

Some of the innovations that came from the review included new methods of calculating demographic data to better analyze low income and minority populations. Although demographically and socially, the population of the KTMPO region is essentially the same as it was in 2015, the new analysis led to the designation of "Environmental Justice (EJ) Communities of Concern". These EJ communities receive extra consideration and attention when they could be affected by planning processes. In the development of the TIP and MTP, effects on Census block groups with high proportions of minorities or low-income residents near projects are evaluated.

KTMPO also takes actions to support Communities of Concern. As mentioned in the MTP, one such act is that at least two of a given five 2040 MTP workshops were held in designated EJ



locations. Also, the MPO analyzed the effectiveness of the PPP with a geographic analysis by requesting the nearest cross-streets of those who left comments.

In addition to the quantitative data sources used (see 4.18 Congestion Management Process / Management and Operations), qualitative data is obtained via public surveys. Congestion Management Plans utilize surveys of the general public within the KTMPO area which gather subjective observations that assist in developing a better focus regarding regional congestion. For example, based upon the 222 responses provided in one survey, the worst locations for daily traffic congestion were identified. Surveys specific to certain populations, such as transit riders, cyclists and pedestrians, are also done to better evaluate current conditions and to aid the development of other plans. The PPP also allows for additional participation from all stakeholders, in addition to other agencies for most actions.

Besides surveys, public comments are sourced both from social media (i.e.: Facebook, Twitter) and more conventional methods, like written and oral comments. MPO staff stated that they strive to give all comments from any source the same merit and attention.

The MPO strive to maximize stakeholder access to all MPO meetings. Workshops that gather the public interest regarding the transportation system are held during the evenings and within a short distance of a transit stop. Public hearings are held in locations close to the potentially affected areas of proposed TIP amendments.

The public transit agency is also proactively engaging the public. A notable example is that Hill Country Transit District (HCTD), in coordination with KTMPO, provides to the public guidance, called "Travel Training", on how to utilize the bus network effectively, such as how to use timetables. It is of particular assistance to those who are ADA-accessibility riders.

4.7.3 Findings

Observations:

Based on our review, it was found that KTMPO's Public Participation Plan is compliant with 23 CFR 450.316(a).

Commendation:

It was found that the MPO considers the unique needs of veterans, a non-federally recognized population group. There are many unique traits associated with this population, including but not limited to being older in age and requiring health services from Veteran's Administration



hospitals. The review team noted it commendable that KTMPO was voluntarily observing such a group, in addition to other federally recognized groups.



4.8 Civil Rights (Title VI, EJ, LEP, ADA)

4.8.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with, and without unduly burdening the fundamental mission of, each federal agency.

4.8.2 Current Status

The MPO currently utilizes HCTD’s Limited-English-Proficiency plan. KTMPO knows there are contrasts between them and HCTD’s region, but the urban area slice of the “pie” from which most HCTD’s riders travel, has little difference they believe. HCTD uses a “four-factor analysis”



to analyze LEP services and polices, which includes number of LEP persons in the eligible service population, and the importance of the service provided by the program.

Regarding other aspects of Civil Rights, KTMPO uses the most recent data available for their Environmental Justice (EJ) activities, such as determining “communities of concern”, which are areas with high minority and/or low-income populations (see 4.7 Public Participation).

Concerning Title VI, KTMPO strives to be sensitive to all regulations and makes sure they are embedded within the planning process. As of the latest update of their Title VI Plan (which was approved March 14, 2018), KTMPO is using the most recent Title VI assurance language. The MPO’s self-certification, found in their 2017-2020 TIP and dated May of 2016, addresses the Title VI requirement.

If any person thinks that they received unequal benefits or discrimination on federally protected grounds, they may follow KTMPO’s Title VI complaint process. It is a process which covers all complaints filed under Title VI of the Civil Rights Act of 1964; Section 504 of the Rehabilitation Act of 1973; the Civil Rights Restoration Act of 1987; and the Americans with Disabilities Act of 1990. The discrimination can relate to any program or activity administered by the MPO.

The MPO continues to advertise and post information in ADA-accessible locations as well. Self-certification for ADA can also be found in the 2017-2020 TIP.

4.8.3 Findings

Observations:

Based upon the items reviewed, it was found that KTMPO Civil Rights-related transportation planning processes comply with 23 CFR 450.316(a)(1)(vii).

Commendation:

There was a commendation for this section. It is for KTMPO’s coordination with the transit provider concerning Americans with Disabilities Act (ADA) compliance. Hill Country Transit District (HCTD) uses a special analysis method to determine ADA areas of focus. HCTD shares this method with KTMPO for their activities.



4.9 Consultation and Coordination

4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

4.9.2 Current Status

The MPO consults and coordinates with several outside entities. For example, the MPO coordinates with TxDOT on issues regarding Native American tribal lands, particularly when a location might have artifacts within it. KTMPO also consults with the Texas Historical Commission for data concerning the National Register of Historic Places. As stated in their 2018-2019 UPWP, “[t]he MPO continues to consult and cooperate with federal, state and local agencies and tribal nations...during the adoption of long and short-term plans.”

There is consultation between MPOs as well. KTMPO advises other planning organizations, like Capital Area Regional Transportation Planning Organization (CARTPO), which is a rural planning organization (RPO) to the south of KTMPO in the Austin region, about projects within KTMPO’s region that could impact traffic in CARTPO’s area. KTMPO also works with nearby Central Texas Rural Planning Organization, another RPO, regarding the same potential impacts.

With their neighbor to the north, Waco’s MPO, KTMPO does joint Travel Demand Model (TDM) modeling. KTMPO also participates in air quality planning with their southern neighbor, Austin’s Capital Area Metropolitan Planning Organization (CAMPO). On that note, as the city of



Bartlett is currently split between KTMO and CAMPO, the Killeen-Temple MPO plans to coordinate with the Austin MPO to create a formal agreement on how to share Bartlett.

4.9.3 Findings

Observations:

Based on the activities described about the MPO, it is coordinating with others on the development of the MTP and TIP as per the requirements.



4.10 List of Obligated Projects

4.10.1 Regulatory Basis

23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S. C. Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project

4.10.2 Current Status

The most recent Annual Project Listing (APL), drafted by the MPO on December 12th, 2017, was submitted through TxDOT to FHWA on January 31st, 2018. The APL was consistent with requirements.

4.10.3 Findings

Observations:

Based on the APL submitted to FHWA in January 2018 (as noted above), the KTMPO list of obligated projects was found to be compliant with the requirements of 23 CFR 450.334.



4.11 Freight Planning

4.11.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.11.2 Current Status

The MPO has initiated the freight planning process through several actions including a Regional freight advisory committee which kicked off November 28, 2017; hosting a Freight Planning 101 Workshop, facilitated by the FHWA Resource Center, in April 2018; and participating in on several freight-related webinars. They are also working closely with the Division Office Freight Operations Manager.

It should be noted that new freight facilities will be added in both Temple and Killeen, such as the Civilian-Military Joint Use Rail/Truck Multi-Modal Facility, a venue that can be used by the army or local industry to load freight onto trains, and a second runway at the local airport is also to come. Regarding roadway infrastructure, US 190/I-14 is a major east-west freight corridor, along with I-35, which traverses the area north-south.

4.11.3 Findings

Observations:

It is apparent from the above the MPO is working to address freight movement in the transportation planning process as required by 23 CFR 450.306

An item worth noting is that KTMPO will be hosting the Freight Planning 101 Workshop on November 6th-7th of 2018, which will allow a multitude of stakeholders and representatives from fellow MPOs to attend.



4.12 Environmental Mitigation/Planning Environmental Linkage

4.12.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

4.12.2 Current Status

The MPO describes its efforts towards environmental mitigation and improving the quality of life of residents in the MTP. Proposed projects that will likely impact pre-designated critical environmental areas are flagged as such in the MTP listing so all parties, such as TxDOT's Environmental Coordinators and other stakeholders, are aware of the potential environmental issues as early as possible in the transportation planning process. The MPO described PEL-style linkage of environmental factors and the transportation process by KTMPO not only avoids, minimizes and mitigates environmental degradation, but can also allow for more efficiency in time and resources. The MPO also promotes sustainable practices and context sensitivity in their concepts and project solutions, as displayed in their MTP's "Environment & Quality of Life" chapter.

4.12.3 Findings

Observations:

It was determined that, based upon the sources reviewed, that KTMPO is meeting the requirements of 23 CFR 450.324 and Appendix A to 23 CFR 450.



4.13 Transportation Safety

4.13.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

4.13.2 Current Status

KTMPO uses TxDOT's SHSP as a guide when analyzing the safety of their transportation infrastructure. The MPO also has adopted the TxDOT statewide safety targets; these targets are required to be adopted annually by MAP-21 and the FAST Act. The MPO considered using Crash Records Information System (CRIS) data from TxDOT to develop safety performance measures for the MPO, but decided to adopt the TxDOT targets.

KTMPO has utilized CRIS data, maintained by TxDOT, on their own to better evaluate safety conditions. The MPO has reviewed CRIS data from 2012 through 2016 (using such a period with the intention of creating five-year averages) to evaluate trends and trouble spots that are subject to high rates of crashes. This has led to recommendations that reduced crashes at high-risk locations, such as upgrades to infrastructure, the creation of alternative routes to alleviate congestion, and public campaigns to promote safety issues. In addition to a focus on locations that have a high risk of crashes, specific system users, like teen drivers, or specific user behaviors, such as speeding and distracted driving, were also extracted from the data and used as emphasis areas for future safety planning efforts, as described in the MTP. As noted in the MTP, all safety issue information is considered when developing projects and strategies to address safety issues in the Killeen-Temple region.

The MPO should contact the FHWA Division Office if any technical assistance is desired for future safety target setting, data analysis, or other deployments of infrastructure based safety countermeasures.



4.13.3 Findings

Observations:

Based upon the information acquired, KTMPO is meeting the requirements of 23 CFR 450.306.

Commendation:

We commend the MPO for utilizing social media for the promotion of safety. For example, KTMPO created a short video about how to use roundabouts properly, and posted it to Facebook. It was very popular and effective at promoting safety. Another example involves a photo posted on their Facebook page with the “turn around, don’t drown” initiative.



4.14 Transportation Security Planning

4.14.1 Regulatory Basis

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(a)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP should include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

4.14.2 Current Status

KTMPO supports homeland security through coordination with emergency management organizations at local, state and federal levels through CTCOG's homeland security division. That division, in turn, works with all counties in the KTMPO region on things such as emergency and evacuation plans. The MPO has evacuation routes for potential hazardous material incidents based on the location of the incident and the hazard involved. An example of this in the MTP is that State Highway 95 is the designated route for an evacuation should a chemical spill occur at an industrial facility in the community of Holland.

Concerning the safety feature of evacuation routes, when KTMPO is prioritizing projects, if a proposed project is along one of the several designated evacuation routes in the region, it gets a higher score when being considered for project selection.

CTCOG's Homeland Security division also has taken part in emergency planning exercises that provide a sense of how the transportation infrastructure could be impacted should a natural or man-made disaster occur. Some of the examples mentioned in the MTP include flooding, shooting incidents and tornadoes.

KTMPO takes into consideration its own security via its emergency planning. KTMPO has a multi-layered strategy for continuous operations, from the Emergency Services division of CTCOG, which is designed to preserve data and continue operations in an alternate location. It starts with a series of hard drives that store electronic information to prevent data loss; the plan requires that the data documents be "mirrored" with two other MPO data centers elsewhere. This data access component of their strategy has been tested (they were successful in accessing archived files). The plan also allows for KTMPO staff to be temporarily housed at alternate locations if necessary.



4.14.3 Findings

Observations:

Based on the content reviewed, KTMPO meets the requirements of 23 CFR 450.324(h).



4.15 Nonmotorized Planning/Livability

4.15.1 Regulatory Basis

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

4.15.2 Current Status

The MPO is considering livability and sustainability principles in its transportation planning process. KTMPO considers a "triple bottom line", similar to FHWA's INVEST tool, that has performance measures that assess the social, environmental and economic impacts of projects (and in turn, their sustainability).

Cultivating bicycle and pedestrian facilities in the region is a priority for KTMPO. When it comes to prioritizing projects, roadway initiatives are separated from "livability" ones, such as bike and pedestrian facilities, which have their own ranking criteria. Technically, some of the roadway projects include bike/pedestrian projects. The MPO has developed a Pedestrian/Bicycle Plan to consider the needs of nonmotorized users. The plan coordinates the MPO member jurisdictions' bike/pedestrian plans for a long-term vision for the region's mobility needs. The



plan ties into the MTP’s goals of accessibility, mobility, equity, and economic vitality, among others.

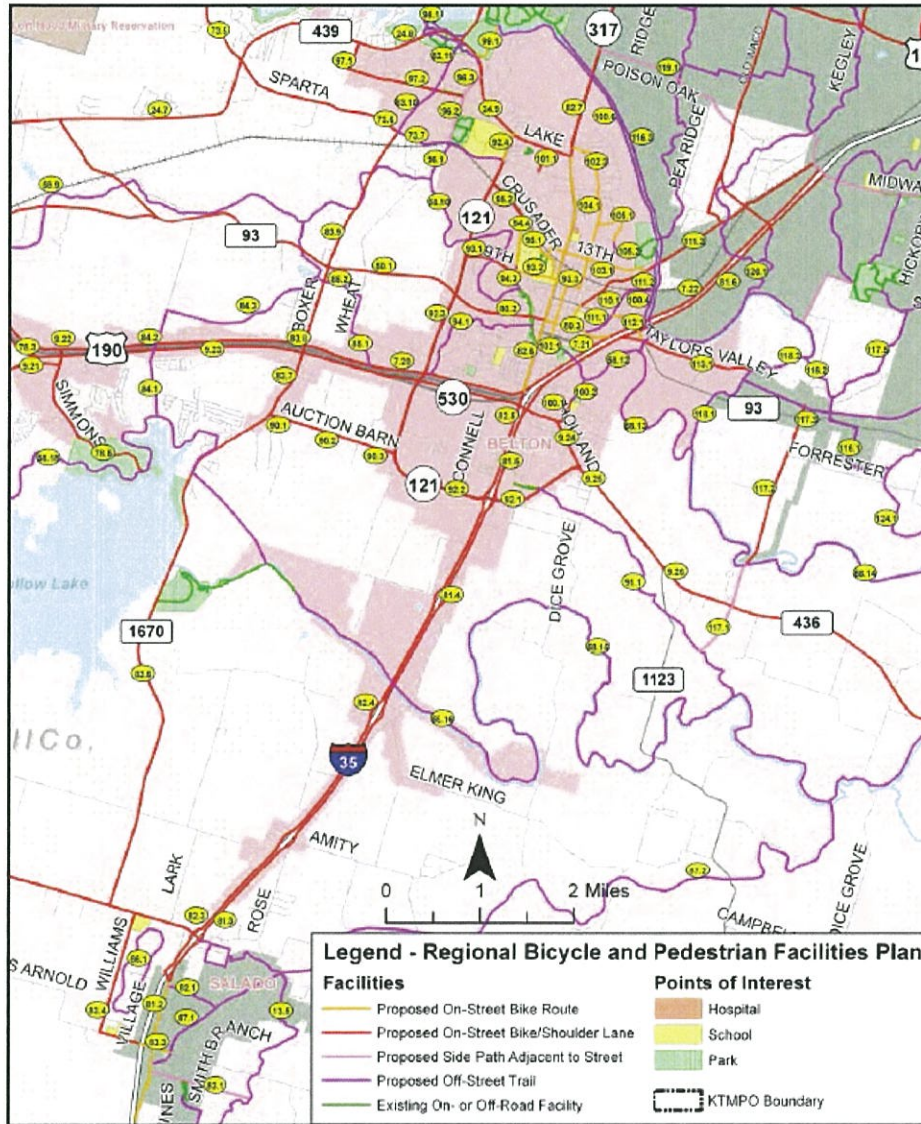
The plan was created with the assistance of a pedestrian/bicycle advisory committee (BPAC), comprised of representatives from the MPO member cities, HCTD and citizen stakeholders. The

BPAC developed a prioritized list of proposed bicycle/pedestrian infrastructure routes, which was in turn forwarded to the MPO’s Technical Advisory Committee and Policy Board for further input and possible development.

4.15.3 Findings

Observations:

Based upon the information collected during the course of the review, it was found that KTMPO is meeting the requirements of 23 U.S.C. 217(g).



Proposed bicycle and pedestrian facilities planned for the KTMPO communities of Belton and Salado (from MTP 2040)



4.16 Integration of Land Use and Transportation

4.16.1 Regulatory Basis

23 U.S.C. 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(a)(5) set forth requirements for the MPO Plan to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

4.16.2 Current Status

As discussed during the on-site review, KTMPO is striving to improve land use connections between Fort Hood and the surrounding area. Land use is considered in different aspect of the planning process, such as the MPO's efforts in context sensitive solutions. Land use is also utilized in KTMPO's travel demand modeling (see 4.17 Travel Demand Forecasting).

One of the ways the MPO integrates land use into the planning process is through context sensitive solutions. Context sensitive solutions, as mentioned in the MTP, is one of several environmental concepts KTMPO utilizes that has the primary goal of avoiding or minimizing damaging effects to the environment through design features. These features promote environmental and scenic harmony, as well as improve quality of life through better community participation and project buy-in.

KTMPO takes into account land use impacts for modes besides automobiles. The 2040 MTP states that one of the action areas for their Pedestrian/Bicycle program is to promote land use patterns and zoning formats that encourage active transportation. The MTP also discusses how the master plans for the region's airports affect their plans, using their freight advisory committee as an intermediary.



4.16.3 Findings

Observations:

Based on the items reviewed, KTMPO meets the requirements of 23 U.S.C. 134(g)(3), 23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(a)(5).



4.17 Travel Demand Forecasting

4.17.1 Regulatory Basis

23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.17.2 Current Status

KTMPO uses their Travel Demand Model (TDM) to evaluate the Level-of-Service (LOS) for roads, as well as to assess projected demand. The base year of the TDM was recently updated to 2015, from a previous base of 2010. Other data, like demographic data, was updated by a consultant. Control totals, which are future demographic conditions based on growth projections, come from The Texas State Data Center. TxDOT provides InfoUSA data for the employment part of the model, and the consultant Kimberly-Horn provided updated data (from the TransCAD data set) to compliment that. Schools and universities also provided data which was used to determine growth projections and trip generators for the model.

As there was no formal agreement in place for the development of the TDM. KTMPO held a kickoff meeting to determine responsibilities and mutually agree on things such as delivery dates. The model had at an all-time high 147 Transportation Analysis Zones (TAZs). These units of geography are based on Census block information, and include automobiles per household, household income and employment within the zone. When the KTMPO planning area boundaries were expanded, new TAZs were created. While freight is not exclusively addressed in the model, it is considered through truck factors. Transit is not modeled via the TDM, but it is considered in the trip generation model.

The "TexPack" standard for the model was used to evaluate projects. TexPack is the TxDOT "Package" Suite of Travel Demand Modeling Software which integrates travel demand



modeling platforms and utilizes GIS capabilities¹. A review of land uses is done as well through a suitability analysis. This finds how likely new growth will occur in a given area, based on available developable land, accessibility to major roads, and infrastructure, among other factors.

We commend the MPO for its protocol in which a member of the policy board disputes data from a study or evaluation it was shown, that member must provide credible alternative information.

4.17.3 Findings

Observations:

Based on the items reviewed, KTMPO's travel demand model activities meet the requirements of 23 CFR 450.324(f)(1).

¹ See [TEXPACK: Integrated Travel Demand Modeling Application](https://static.tti.tamu.edu/conferences/tpp16/presentations/breakout-12/hall.pdf) (<https://static.tti.tamu.edu/conferences/tpp16/presentations/breakout-12/hall.pdf>); Texas Department of Transportation, June 2016



4.18 Congestion Management Process / Management and Operations

4.18.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.18.2 Current Status

As mentioned in the KTMPO MTP, M&O is considered in the CMP via the “System Management and Operations” and “System Preservation” planning factor mentioned in the MTP document.

The first CMP that the MPO had ever done was in 2016. They reanalyze the CMP every 24 months to see congestion improvement by segment over time, and are still adapting as an organization as to how to best implement such data into their planning process.

The KTMPO travel demand model, as well as third party data such as from the National Performance Management Research Data Set (NPMRDS) and INRIX, is used to evaluate the CMP. The NPMRDS uses crowd-sourced GPS information from consumer devices to calculate monthly average travel times on major routes. It separates passenger vehicle data from freight vehicle data for a more precise analysis. INRIX is similar in that it also utilizes GPS info from personal navigation devices, but it differs from the NPMRDS in that it uses units of speed instead of travel times.

Data such as recurring congestion (such as traffic at major intersections or at a bottleneck in the road, for instance) and crash location data from TxDOT’s CRIS database to represent non-recurring congestion are also examples of specific data items that are utilized. An overlay of the various data sources led to a “composite congestion score”—in which higher scores are deemed congestion hotspots. MTP/TIP project scoring is adequately weighted to address congestion, as directed by the policy board.



The CMP is compliant with an eight-step process, which includes developing regional objectives, collecting data, and evaluating the effectiveness of strategies. The CMP network provides KTMPO a sense of overall congestion throughout the region.

4.19.3 Findings

Observations:

Based on the items reviewed, the KTMPO Congestion Management Process is compliant with 23 CFR 450.322, and the MPO provides documentation of this, as noted above.



5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Killeen-Temple urbanized area meets Federal planning requirements as follows.

5.1 Commendations

The following are noteworthy practices that the Killeen-Temple MPO is doing well in the transportation planning process:

- The MPO recognizes a demographic mix and considers the needs of these distinct groups in their planning process, The MPO coordinates with the transit provider superbly
- HCTD has extensive performance measures both for and independent of Transit Asset Management standards
- Promotion of safety via social media
- The MPO requests credible data alternatives should policy board members disagree with model data

5.2 Recommendations

The following are recommendations that would improve the transportation planning process:

- Recommend that Maintenance & Operations funding be included in MTP in a manner that displays the total M&O funding for the plan. This should be accomplished in the updated MTP
- That a table or chart displaying revenue and expenditure totals be displayed in future plans



US Department
of Transportation
**Federal Highway
Administration**





APPENDIX A - PARTICIPANTS

The following individuals were involved in the Killeen-Temple urbanized area on-site review:

- Justin Morgan, FHWA Texas Division
- Jose Campos, FHWA Texas Division
- Mike Leary, FHWA Texas Division
- Melissa Foreman, FTA Region VI
- Jim Reed, Metropolitan Planning Director, Killeen-Temple MPO
- John Weber, Planner, Killeen-Temple MPO
- Kendra Coufal, Planner, Killeen-Temple MPO
- Uryan Nelson, Killeen-Temple MPO
- Victor Goebel, Texas Department of Transportation
- Courtney Jones, Texas Department of Transportation
- Sara Garza, Texas Department of Transportation
- Bill Frawley, Texas Transportation Institute
- Matt Miller, Texas Transportation Institute
- Darrell Burtner, Hill Country Transit District



APPENDIX B – SUMMARY OF ELECTED OFFICIAL COMMENTS

The following is a summary of all the three elected officials interviewed. The officials were Commissioner Tim Brown, Mayor Jose Segarra, and Mayor Marion Grayson. Their comments are anonymized.

Three elected officials that compose the KTMPO transportation policy board were interviewed, two of whom were specifically mayors of communities within the MPA. They all had a favorable opinion of the MPO and its staff, as well as the transit provider HCTD. There was lots of praise for regional cooperation within KTMPO. While generally the officials had a positive opinion of TxDOT, one official believed that the Texas Transportation Commission politicized funding, as the commission is an arm of the governor. However, the same official felt there was a great rapport at the local level with the District Engineer and Area Engineer.

Most of the commissioners felt like the KTMPO leadership did an excellent job, and that there was an emphasis on bringing people together and advocating for the needs of the organization. Although KTMPO has strong leaders, it was suggested that to improve, they should be mindful of clashing personalities and how effectively they are communicating future projects and upcoming plans to the public. One way of achieving the latter that was suggested by an official was to use social media more.

All the officials felt that their role in the planning process involved working together in a cohesive effort to build consensus on actions. Many of the officials found that serving on the policy board was an educating experience where they learned more about the transportation planning process. The officials stated that KTMPO staff educated new members with briefings and documents, and provided refresher trainings as well. They all felt that they are receiving enough information (if not superfluous information) in a timely manner to make informed decisions. The officials felt that the voting process on the policy board is generally a smooth process, where projects stand on their merit after being explained thoroughly.

In their interviews, the officials decided that major infrastructure projects, particularly those on or adjacent to Interstate 35, were top priorities. Besides just keeping abreast of general growth in the region and maintaining existing facilities, US 190 and local "Loop" roads were also mentioned to be routes of precedence. Relating to this, an official suggested corridor planning could be done to make the planning process more regional.

Lastly, when asked if there were other agencies or groups in the area that they felt should be represented on the board, the officials suggested cyclists, county judges, and freight haulers, possibly via a strengthened freight committee.



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APPENDIX C – PUBLIC COMMENTS

Written Public Comments:

The one public commenter during the May 9th, 2018 public involvement had several topics he had questions about. The questions he had included the following topics: funding for projects between federal, state and county; current projects by priority; overpass from I-14 to I-35; and future plans for I-14.



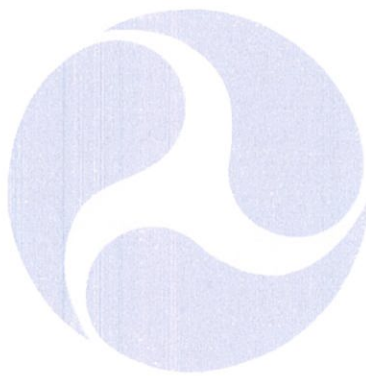
APPENDIX D - LIST OF ACRONYMS

ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CO: Carbon Monoxide
DOT: Department of Transportation
EJ: Environmental Justice
FAST: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HCTD: Hill Country Transit District (operates "The HOP" bus service)
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
KTMPO: Killeen-Temple Metropolitan Planning Organization
K-TUTS: Killeen-Temple Urban Transportation Study
LEP: Limited-English-Proficiency
M&O: Management and Operations
MAP-21: Moving Ahead for Progress in the 21st Century
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MSA: Metropolitan Statistical Area
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NO₂: Nitrogen Dioxide
NPMRDS: National Performance Management Research Data Set
O₃: Ozone
PEL: Planning and Environmental Linkage
PM₁₀ and PM_{2.5}: Particulate Matter
SHSP: Strategic Highway Safety Plan
STIP: State Transportation Improvement Program
TAM: Transit Asset Management
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
U.S.C.: United States Code



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UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation





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Item 9:

**Ft. Worth-Laredo High Speed
Transportation Study**



Transportation Planning Policy Board
May 15, 2019

Agenda Item #9

Fort Worth-Laredo High Speed Transportation Study

KTMPO will provide a brief update on the Ft. Worth-Laredo High Speed Transportation Study and details regarding stakeholder engagement for community visions, technology options, alignments, and station opportunities.

The high speed transportation study team will conduct a more detailed informational meeting at 10:00am in D8 following the Policy Board meeting.

Discussion Item: No action needed at this time; for discussion only.

Item 10:
Public Comments



Transportation Planning Policy Board
May 15, 2019
Agenda Item #10

Public Input Received through April 30, 2019

KTMPPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. Staff 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 April 30, 2019 is included in meeting packet.

Discussion Item: No action at this time; for discussion only.



KTMPO Public Comments FY19

Date	Name	Means of Public Comment	Public Comment	Date Comment Was Presented to TAC	Public Comment Topic
10/11/2018	Janice Mayfield	Phone Call	Lake to Lake Rd project is not needed. The roadway will disrupt the landscape, wildlife, and the neighborhoods who live in this area. Another north to south roadway is needed but should be in a place that is undeveloped.	11/3/2018	Roadway
11/5/2019	April Sampson	Email	Avnue H proposes a safety risk for people who walk down this road.	12/7/2018	Bike/Ped
11/6/2018	Joan Hinshaw	Email	The City of Nolanville is in need of sidewalks on Ave H because it is a busy collector street used by the public to walk to school, stores, city park and the community center. This is definitely a safety issue for our city and must be addressed to help prevent vehicle/pedestrian accidents	12/7/2018	Bike/Ped

KTMPO Contacts,
Acronyms, and Terms



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July 10, 2018



Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPPO Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMPPO) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPPO) 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

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmppo.org. Pages 61-65 of the publication “The Transportation Planning Process... is a great resource for commonly used Transportation terms.



2045 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)

MPO PROPOSITION 1 / CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
H15-02b	2304-02-036-2304-02-040	FM 2410	Roy Reynolds Dr to Commercial Drive	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design.	N/A	N/A	N/A	\$8,800,000	2017	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-02	0231-03-143	US 190	1.0 MI W of FM 2410 to Knights Way	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	N/A	1	N/A	\$9,000,000	2018	Yes	N/A	
W40-06	0231-03-145 0231-04-061	US 190	FM 3423 (Indian Trail) to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$39,000,000	2019	Yes	H	
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr.	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	81.00	4	4	\$10,000,000	2020	Yes	EJ	FY18-20 Category 2: \$84,000,000
W40-05	0231-04-060	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EJ	
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 459) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	14	5	\$28,000,000	2021	Yes	EI, H, P	
W35-07	0320-06-502	NW Loop 363	Lucius McClevey to Industrial Blvd	Construct interchange and expand 2 to 4 lanes with frontage roads	72.00	3	1	\$45,000,000	2021	Yes	H	
W35-01	0231-19-003	US 190 Bypass	E of Copparras Cove to 0.5 mi W of Lampasas County Line	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H	FY21-22 Category 2: \$127,350,000
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2022	Yes	EI, L, H	
COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W40-03	0231-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EJ	FY18-20 Category 2 Funds (\$2,100,000) and Category 7 Funds (\$1,900,000): \$4,000,000
CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W35-12	0185-01-030	US 190 (Regers Relief Route)	2.0 MI S of FM 425 in Hiddenbriar to Milam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2019	Yes	H	FY19 Category 4 Funds: \$62,800,000
CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
H40-02	0909-36-153	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	40	6	5	\$489,249	2018	No	EJ	
430-02	0909-36-156	Rosewood Dr Extension	Rosestone Dr to Chaparral Dr	Construction of 4 lane roadway with center median with an off-system bridge	38	4	6	\$7,955,049	2018	No	EI, ARZ	FY15-17 Category 7 Funds: \$15,530,684
N40-01	2057-01-009	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190	31	3	3	\$596,386	2018	No	N/A	
T35-24	0909-36-155	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of 4 lane roadway, aligning FM 2483 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2017	Yes	N/A	

K40-27 ¹	083E-02-073	SH 195	0.1 MI N of FM 3470 to 0.1 MI S of FM 3470	Turnaround underpass for northbound and southbound traffic on SH 195 (frontage roads and FM 3470) (Sean Schlueter)	42.88	41	7	\$800,000	2019	Yes	EJ	
H35-01	0231-03-147	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 2410	67.11	6	8	\$5,000,000	2020	Yes	N/A	
T40-12	1835-02-058	31st St Sidewalks (FM1741)	Milandwood Rd to Cannon Creek Rd	Installation of 6' sidewalks on both sides of FM1741	94.35	1	1	\$500,000	2019	Yes	N/A	
T40-15	0184-03-039	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH 35 to MILK Jr Blvd (Spur 290)	Construct shared use path for pedestrian and bicyclists	92.00	2	2	\$1,300,000	2019	Yes	EI, H	
C40-05	3128-01-013	FM 116 & 3046 Sidewalks	Business 190 to Dennis St	Construct ADA compliant sidewalks and bike lanes	77.88	5	4	\$975,000	2019	Yes	H, P	FY18-20 Category 7 Funds: \$11,976,956
C40-04c	0909-39-133	The Narrows (Charles Timman Way)	Charles Timman Way from Constitution Dr to Charles Timman Way @ RG III Blvd	Construct shared use path for pedestrian and bicyclists	70.32	11	6	\$170,000	2020	No	EI, H	
S40-04a	213E-01-020	Main St Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, & striping for bicycles	81.01	3	7	\$1,616,956	2018	No	H, ARZ, ES	
A40-15	0909-36-162	Fleet Replacement Project	Kilken UZA	Purchase Buses	N/A	N/A	N/A	\$1,615,000	2018	N/A	N/A	
T40-07a	0909-36-903	Temple Outer Loop West Phase I	522 ft South of Jupiter to 454 ft South of Dove Meadow Blvd	Widen from 2 to 4 lanes divided roadway and curb and gutter. Phase 1	64.67	17	4	\$10,298,138	2021	No	P, H	
N40-04	0909-36-901	Nolanville City Park Connectivity Street	Park (North Mesquite) along Ave H to 10th Street	Construct 10' sidewalk, ADA ramps, and crosswalks; widen pavement by 32" with curb and gutter	72.34	6	3	\$1,559,802	2021	No	P	FY21-22 Category 7 Funds: 13,002,000
A45-01	0909-36-905	HCTD Fleet Replacement Project	Hill Country Transit, Kilken UZA- Two, Temple UZA- One	Purchase Buses to Provide Transportation	N/A	N/A	N/A	\$1,145,000	2021	N/A	N/A	

COMBINED CATEGORY 7 AND MPO CATEGORY 9 PROJECTS

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
C40-04a	0909-39-131	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 MI S Martin Luther King Jr. BlvdS	Construction of sidewalks for pedestrian/bicycle useS	72.78	8	9	\$850,000	2020	No	EI, H	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000
K40-23	0909-36-160	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	23	1	1	\$800,000	2018	No	EI, ARZ	FY15-17 Category 9 Funds: \$800,000
C40-04b	0909-39-132	The Narrows (RG III at Old Coppers Cove Rd at Constitution Dr.	RG III Blvd. from Constitution Dr to Old Coppers Cove Rd at Constitution Dr.	Construct sidewalks for pedestrian/bicycle use	70.87	9	10	\$680,000	2020	No	EI, H	FY18-20 Category 9 Funds: \$680,000
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 137) to Waco Road (FH 827)	Construct 5' sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10' SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2021	No	P	FY21-22 Category 9 Funds: \$423,611

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
K40-04	0909-36-157	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.	N/A	N/A	N/A	\$2,670,615	2018	No	N/A	FY15 Statewide TAP Funds: \$6,116,899
K40-21a	0909-36-152	Kilken Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	N/A	N/A	N/A	\$3,448,284	2017	No	EI, ARZ	
B40-05	0909-36-163	Beton Hike and Bike Trail Extension South (South Beton 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.	N/A	N/A	N/A	\$1,790,570	2020	No	EI, P	FY17 TASA Funds: \$1,790,570

STATEWIDE CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM)

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
G01-FE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	FY2019-2020 TIP \$12,579,008	FY2019-2022 TIP 50						
G03-MT	Various CSJs	Maintenance Projects	Various Locations	Various Descriptions	\$37,602,002	\$20,009,216						
G04-BR	Various CSJs	Bridge Projects	Various Locations	Various Descriptions	\$3,125,284	\$1,400,000						
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	\$497,599	\$2,690,079						

GROUPED PROJECTS

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
G01-FE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	FY2019-2020 TIP \$12,579,008	FY2019-2022 TIP 50						
G03-MT	Various CSJs	Maintenance Projects	Various Locations	Various Descriptions	\$37,602,002	\$20,009,216						
G04-BR	Various CSJs	Bridge Projects	Various Locations	Various Descriptions	\$3,125,284	\$1,400,000						
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	\$497,599	\$2,690,079						

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

ROADWAY PROJECTS⁷

KT/MPO ID	CSI Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
W30-17	1835-01-026	FM 93 Phase 1 and 2	SH 317 to Wheat Rd	Widen from 2 to 4 lane roadway with a bike lane and 6 foot sidewalks	64.81	16	3	\$8,794,843	2023	Yes	E, J, H, P	
140-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft. South of Dove Meadow to IH-35 S	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes hike & bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle and pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	E, H	Short Range Funding: \$44,500,000
D40-01	N/A	North Waco Rd (OH 81)	West Main St to West Big Elm	Widen from 2 to 4 lanes, with curb and gutter, bridge improvements	52.64	44	6	\$4,600,000	TBD	No	—	
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a left turn lane, at future school, curb and gutter, 6 ft sidewalk on west side and a 10ft wide hike/bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	
S40-03	N/A	Salado West Village Road Capacity and Enhancement Project	Thomas Arnold Rd to IH 35	Widening roadway, add turn lanes and bike/ped facilities	36.45	66	9	\$300,500	TBD	No	—	
T15-08k	N/A	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	TBD	Yes	E, J, H	
C35-02ab ⁵	N/A	FM 116 Railroad Underpass	S Main (through existing parking facility) to Ave B	Create an underpass at the existing BNSF railroad with sidewalks	71.73	4	12	\$13,470,000	2023	Yes	EJ	
W25-02	N/A	SH 36	SH 317 to Lake Bellom Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	TBD	No	P	
W35-04	N/A	FM 439	Roy Reynolds Drive to FM 3219	Widen from 4 to 6 lanes	70.27	6	14	\$11,539,000	TBD	No	EJ	
H45-03	N/A	FM 3481 (Stillhouse Lake Road) Phase 1	Prospector Trail to Proposed Chaparral Road Intersection	Widen roadway from 2 to 4 lanes with a continuous center turn lane with sidewalks	69.33	7	15	\$6,566,500	2024	No	H, ARZ, P	
W30-23	N/A	US 190/Loop 363	Spur 230 to SH 95	Upgrade to 4 lane freeway with continuous frontage roads and grade separation at MLK Blvd	68.36	8	16	\$16,784,000	TBD	Yes	EJ	
C30-02a	N/A	Business US 190 - Phase II	FM 1113 (Ave D) to FM 1116 South	Convert the center turn lane to a controlled left turn lane with raised median, maintain the two existing travel lanes, add curb and gutter on north and south sides of the roadway, 6' sidewalk on the south side right-of-way, pedestrian crossings with curb ramps at street intersections, bicycle lanes on the outside travel lanes.	68.16	10	17	\$7,400,000	2022	Yes	EJ	
W35-08	N/A	FM 93	FM 1741 to SH 95	Widen from 2 to 4 lanes, provide for a raised median and construct grade separation at LP RR	66.44	11	18	\$12,588,000	TBD	Yes	H	
H45-01	N/A	E. FM 2410 (E. Knights Way) Phase 1	Cedar Knob Rd to Warriors Path	Widen from 2 to 4 lanes with a continuous turn lane with curb and gutter and sidewalks	66.35	12	19	\$5,561,600	TBD	No	—	
W30-13	N/A	FM 2484	FM 1670 to IH 35	Widen from 2 to 4 lane divided roadway	65.99	13	20	\$3,147,000	TBD	No	P	
W30-21	N/A	Loop 363 at FM 2305 (Adams Ave) Reconfiguration	Intersection of Loop 363 and FM 2305 (Adams Ave)	Reconstruct interchange at FM 2305 (Adams Ave) and LP 363	65.45	14	21	\$18,000,000	TBD	Yes	EJ	Long Range Funding: \$364,100,000
K40-24	N/A	Featherline Drive	Stagecoach Rd to Chaparral Rd	Widen from two to four lanes with a center turn lane and roundabouts at Featherline Rd and Stagecoach Rd and Stagecoach Rd at W.S. Young Drive	65.00	15	22	\$9,000,000	2025	No	EJ	
H15-01	N/A	FM 3423 (Inlin Trail)	Business 190 (VMB) to US 190/IH 14	Construct an urban cross-section roadway with sidewalks, median and pedestrian enhancements within the appropriate context sensitive cross section	64.55	18	23	\$3,391,800	TBD	No	—	
T35-36a	N/A	S. 1st Street/Spur 290 Improvements	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	64.45	19	24	\$8,500,000	TBD	Yes	EJ	
K40-11	N/A	WS Young Drive	Mall Dr. to AJ Hall Blvd	Add turn lane and relocate traffic signal at Mall Dr to AJ Hall Blvd	64.09	20	25	\$4,889,549	TBD	Yes	EJ	
N40-06	N/A	Nolanville Railroad Crossing Safety	Pleasant Hill Cemetery Rd to Jack Rabbit Road (4 RR Crossings)	Upgrade crossings for better connections and safety	63.18	21	26	\$500,000	TBD	No	—	
D40-03	N/A	OH 7X 81 - Phase 1	FM 1227 to Loves Overpass	Widen from 2 to 4 lanes with bicycle lanes and curb and gutter	61.55	22	27	\$3,500,000	TBD	No	H	
H45-04	N/A	FM 3481 (Stillhouse Lake Road) Phase 2	Proposed Chaparral Road Intersection to South City Limits	Widen roadway from 2 to 4 lanes with a continuous center turn lane with sidewalks	60.84	24	28	\$6,306,620	TBD	No	H, ARZ, P	
K40-16	N/A	East Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen roadway from 2 to 4 lanes with a continuous center turn lane with sidewalks and bike lanes	60.84	23	29	\$7,000,000	TBD	No	EJ	
H30-01	N/A	Business US 190 (Veterans Memorial Blvd)	N Roy Reynolds to US 190/IH 14	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	E, J, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Boulevard	Widen from 2 to 4 lane roadway with a 10' hike and bike trail	59.45	28	31	\$5,643,300	TBD	No	E, J, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (SS Loop)	Upgrade Interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	

Item No.	Project Name	Description	Location	Estimate	Year	Phase	Notes
T45-16	N/A	South 1st Street Extension	Loop 863/015 190 to Biscuitland Rd	58.49	30	33	Construct arterial thoroughfare with street trees, sidewalks and bike lanes.
K25-04	N/A	SH 1935 Overpass	At Business 190	58.35	31	34	Construct grade separation over Business 190 and BNSF RR
B40-11	N/A	FM 2271 (Lake to Lake Road)	FM 1670 to FM 2271	57.74	32	35	Construct 4 lane roadway with 10' wide trail
T45-15	N/A	Temple Outer Loop - East	SH 35 N to FM 59 at Business 190	57.34	33	36	Construction of a 4 lane divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation
B40-07	N/A	Connell Street	US 190/114 to Loop 121	56.64	34	37	Widen from 2 to 4 lanes with center turn lane and 5' wide sidewalks
W35-09	N/A	FM 93	SH 93 to SH 35	56.37	35	38	Widen from 2 to 4 lanes; provide for a raised median
K40-26	N/A	Cunningham Rd	US 190/114 to Littlefield Rd	56.27	36	39	Construct and widen from 2 to 4 lane road with shoulder, median turn lane, with bike path facilities
K40-03	N/A	FM 3470 Extension	SH 201 (Clear Creek Rd) to US 190 Bypass	56.17	37	40	Construct 4 lane FM Road with continuous turn lane and shoulders
H45-02	N/A	E. FM 2410 (E. Knights Way) Phase 2	Warrior's Path to Hummel Rd	55.84	38	41	Widen from 2 to 4 lanes with a continuous turn lane with curb and gutter and sidewalks
K40-17	N/A	Triangler Road Improvements	Stagecoach Rd to Chaptal Rd	55.34	39	42	Widen from 2 to 4 lanes with a median
K40-23	N/A	Jasper Bridge Expansion	54 Florence Rd to Jasper Dr	54.89	40	43	Construct 8 lane overpass with pedestrian improvements with turnarounds
K40-08	N/A	Florence Rd	Loop 121 to Dummit Canyon Rd	54.72	41	44	Widen from 2 to 2 lane section with curb and gutter
W35-05	N/A	SH 195 at US 190/114	At SH 195	54.46	42	45	Construct protected turn lane with 10' wide bike and bike trail
T15-02	N/A	Kegley Road (Phase 2)	856 (1.5 of FM 2305 to 450 (1.5 of Wildflower Lane	54.35	43	46	Upgrade interchange
T45-13	N/A	Little River Road	SE FM Borden Loop to FM 89	51.63	45	47	Widen and add middle turn lane, curb and gutter, includes 12' shared use path and will incorporate multimodal design
K40-25	N/A	Bunny Trail/SH 201 (Clear Creek Rd) Traffic Signal	SE FM Borden Loop to FM 89	49.84	46	48	Reconstruct two lane arterial roadway with center-turn lane, bike lanes and 6' sidewalks
W35-03	N/A	SH 195	FM 3470 (S Loop) to Chaptal Rd	49.36	48	49	Install traffic signal
B40-02	N/A	Southwest Pathway	Loop 121 to W Ave D	48.45	49	50	Reconstruct to 4 lane freeway with frontage roads
N45-01	N/A	FM 439 Roundabout	Intersection of Main St (FM 439 Spur) and Avenue 1	48.10	51	51	Construct 2 lane roadway with center turn lane
T45-11	N/A	East Young Avenue	Lower Troy Rd to Loop 363	47.83	52	52	Construction of a roundabout
K40-06	N/A	FM 2484	SH 935 to SH 35	47.50	53	53	Reconstruct and resurface roadway from 2 to 4 lanes with a 6 ft. wide sidewalk and a center turn lane.
B30-02	N/A	Shanklin Road West - Outer Loop	SH 35 to east end of Three Creeks subdivision	45.08	54	54	Widen from 2 to 4 lane divided roadway
B40-09	N/A	West Avenue D	Loop 121 to Wheat Rd	44.82	55	55	Construct 4 lane roadway
N45-03	N/A	Nola Ruth Reconfiguration	Intersection of Nola Ruth Blvd at US 390/114	44.09	56	56	Construct 2 lane roadway with sidewalks and bike lanes
B30-03	N/A	Belton Drive Loop East	SH 35 at Shanklin Rd to FM 436	43.84	57	57	Improve intersection to enhance safety
B40-01	N/A	Huey Drive	Washington Dr to SH 35	43.46	58	58	Construct 2 lane roadway with shoulder
T45-17	N/A	Anaka Drive	Loop 121 to S. 1st St. George Enclave	42.92	59	59	Construct 2 lane roadway with center turn lane
B30-01	N/A	George Wilson Extension	FM 93 at George Wilson Rd to FM 439	42.50	60	60	Construct new two-lane roadway with a continuous center turn lane, 5' bike lanes, and 6' sidewalks
H30-03	N/A	FM 8219	Veterans Memorial	42.19	61	61	Construct 2 lane roadway with shoulder
B45-08	N/A	Mesquite Road Improvements	US 390/Business 190 to FM 439	42.10	62	62	Widen from 2 to 4 lane divided roadway
N45-02	N/A	Warrior's Path Extension Phase 1	SH 35 to Sparta Rd	41.50	63	63	Widen to 2 lanes with curb and gutter, shoulders/bike lanes, and 6 ft wide sidewalk on both sides.
T45-10	N/A	East Avenue C	Old Nolanville Rd to US 190/114	38.17	64	64	Construct a continuous shoulder/bike lane.
T45-12	N/A	Lake Pointe Drive	1400 St to 24th St	38.08	65	65	Extend Warrior's Path to US 190/114
T45-14	N/A	Lower Troy Road	SH 317 to Choke Grove (Future Collection)	35.17	67	66	Reconstruct roadway to 2 lanes and add bike lanes, sidewalks, lighting, and landscaping.
			East Young Ave to Loop 363	33.49	68	67	Construct 2 lane roadway with bike lanes and sidewalks
				29.33	69	68	Reconstruct roadway to 2 lanes with a continuous center-turn lane and 6 ft. sidewalks

Regionally Significant Unfunded List

H40-03 ⁶	N/A	Chaparral Road	FM 3481 to Killeen City Limits on Chaparral Rd	Widen and straighten roadway and construct hike/bike trail	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	H
C25-02	N/A	FM 1113	Signal Light at FM 1116/Ave B to Summers Rd	Widens from 2 to 4 lanes with ADA-Compliant sidewalks	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	H
C25-04	N/A	North Side Loop	FM 1113 to FM 1116	Widen from 2 to 4 lanes with raised median curb and gutter with enclosed storm drainage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	—
C40-01	N/A	FM 116 South	Copperas Cove City limits to SH 201	Upgrade by Gap Rd and by Mountain Rd to FM status, widen roadway from 2 to 5 lanes with curb and gutter	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H, ARZ
H40-04	N/A	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H
H40-08	N/A	Warrior's Path Extension Phase II	US 190 to FM 439	Construct 2 lane roadway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	—
H40-10	N/A	FM 439 Safety Improvements	FM 439 at Lonesome Oak Dr	Add turning lane, shoulder expansion and possible traffic signals/signs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	—
W30-06	N/A	SH 201 @ Killeen Airport	Killeen Airport Entrance	Construct interchange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H
W40-6Aa2	N/A	Loop 121 Phase 1b	US 190 to IH 35	Widen from 2 to 4 lane divided roadway with raised median	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H, P
W40-6Ab	N/A	Loop 121 Phase 2	IH 35 to FM 436	Widen from 2 to 4 lane divided roadway with bike/ped improvements	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	EJ, H, P

Unscored/Unfunded List

TRANSPORTATION CHOICES/LIVABILITY PROJECTS

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
T40-13	0609-36-773	Temple's Georgetown Rails to Trails	S. 5th St to FM 93	Construct 10 ft wide hike/bike trail	84.73	3	2	\$2,000,000	2026	No	EI, H, P	Short Range Funding: \$5,000,000
D40-02	N/A	North Vasco Rd. (Old 81) - Sidewalk	West Main St. to West Big Elm	Construct 10' wide pedestrian/bicycle facility	69.02	11	5	\$1,700,000	2027	No	---	
K45-01	N/A	Heritage Oaks Hike & Bike Trail Segment 2	Stilstone to Fawn Dr	Construct shared use path for pedestrian and bicyclists	58.57	26	6	\$1,200,000	2020	No	EI	
S40-02	N/A	Salado Creek Off-Road Trail: Pace Park	Pace Park along Pace Park Rd	Construct 10 ft wide trail	57.44	27	7	\$199,965	TBD	No	ARZ, ES, P	
B45-01	N/A	Belton's Georgetown Rails to Trails	E Ave. 8 to Leon Miller Bridge	Construct 10 ft. wide shared use path to construct KTMO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EI, H	
T45-02	N/A	Downtown Sidewalks - 1st and 3rd Street	Mayborn Civic Center to Avenue F	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	75.42	4	9	\$2,720,000	TBD	Yes	EI, P, H	
B45-02	N/A	6th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to 135 Frontage Rd	Construct 6 ft. wide sidewalk on north side of 6th Ave., 10 ft. wide SLP on the south side and relocate utilities underground.	73.44	5	10	\$6,000,000	TBD	Yes	EI, L	
B45-05	N/A	Commerce/Industrial Shared Use Path	Savata Rd to Main St (SH 317)	Construct 10 ft. wide shared use path on east side of Commerce St and north side of Industrial Park Rd, provide curb and gutter along Commerce St.	72.15	8	11	\$1,233,333	TBD	No	H	
B40-12	N/A	Belton Hike and Bike Trail Extension Southwest	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10 ft. wide hike/bike trail	71.08	9	12	\$3,252,480	TBD	No	EI, H, P	
T45-03	N/A	East Central Sidewalks	MLK Drive to N. 22nd St.	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping.	69.29	10	13	\$600,000	TBD	No	EI, P	
B45-04	N/A	Beal Street Sidewalk	E 24th Ave to E. 6th St.	Construct 5' sidewalk on east side from E. 24th Ave to Downing St, construct 5' sidewalk on both sides from E.13th Ave to Railroad Track, and construct 5' sidewalk on west side from railroad track to E. 6th Ave with bicycle signage along entire project	69	12	14	\$282,500	TBD	No	EI, P	
T45-08	N/A	West Adams Sidewalks	Old Drive to III 35	Construct 6 ft wide sidewalk	68.71	13	15	\$950,000	TBD	Yes	EI	
T45-06	N/A	South Pea Ridge Greenbelt Trail	West Adams Ave (FM 2305) to Poison Oak Rd	Construct 8 ft wide trail along linear park east of S. Pea Ridge Rd and through Von Rosenberg Park	66.57	14	16	\$1,680,000	2023	No	P	
T40-25	N/A	Bird Creek Interceptor Trail	N side of Lions Community Park to Aldway Dr (near Bonham Middle School)	Construct 8 ft wide trail	66.43	15	17	\$375,000	TBD	No	P	
B45-07	N/A	Avenue H Sidewalk/Road Improvements	Main St (SH 317) to Saunders St.	Construct 5' wide sidewalk on north side of Ave H with Bicycle Signage and reconstruct roadway and widen to 2 lanes from Connell St. to Saunders St.	66	16	18	\$429,167	TBD	No	EI	
T45-09	N/A	Apache Drive Sidewalks	West Adams Ave (FM 2305) to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	65.84	17	19	\$325,000	2023	No	EI	
T45-07	N/A	Temple Lake Park Connection	PH 2271 to Temple Lake Park	Construct 8 ft wide hike and bike trail	64.56	18	20	\$2,640,000	2023	No	P	
T25-05	N/A	FM 2271 Trail	PH 2305 to Miller Spring Park	Construct 8 ft wide trail	63.88	19	21	\$950,000	TBD	Yes	H, P	
T45-04	N/A	Friars Creek Trail	Friars Creek Trail Terminus to S-145 St. Future Extension	Construct 10 ft wide hike/bike trail to extend and connect to existing trail sections.	63.85	20	22	\$500,000	2023	No	---	
M40-05	N/A	FM 439 Spur Connectivity	Main St. to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St.	63.71	21	23	\$987,500	TBD	No	---	
T45-01	N/A	Canyon Creek Trail	Canyon Creek Dr to Lions Park	Construct 8' hike & bike trail	62.58	22	24	\$720,000	2023	No	P	
S40-01	N/A	Salado Creek Shared Use Path - Royal Street	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	62.42	23	25	\$368,959	TBD	No	ARZ, H, ES	
T45-05	N/A	Hickory Road Sidewalk	Midway Dr to Aspen Trail	Construct 6' sidewalk with crosswalks	61.43	24	26	\$500,000	TBD	No	P	
B45-06	N/A	Central Avenue Sidewalk & Traffic Signals	Main St (SH 317) to Pearl St	Upgrade to 5 ft. wide sidewalk on north side of Central Ave and install pedestrian crossing infrastructure at intersection of Main St (SH 317) to Pearl St.	59.29	25	27	\$403,125	TBD	No	---	
N40-09	N/A	Pleasant Hill Rd	Lonesome Oak Drive to Ave 1	Construct Class 2, buffered on-street bike lane	N/A	N/A	N/A	\$500,000	N/A	No	H	
N40-11	N/A	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Lury Crossing	Construct 10 ft. multi-use trail boarding Nolan Creek	N/A	N/A	N/A	N/A	N/A	No	H	
N40-12	N/A	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School	Add Class 2 Bike Lanes on system	N/A	N/A	N/A	N/A	N/A	No	---	
N40-13	N/A	Wild Wood Trail	Lonesome Oak Drive to Ave 1	Construct an 8 ft. wide multi use trail	N/A	N/A	N/A	\$400,000	N/A	No	---	
S40-04b ¹	N/A	Main St Sidewalks Phase 2	College Hill Dr to Salado Plaza Dr	Main St improvements to include pavement widening, bike paths, drainage improvements.	N/A	N/A	N/A	\$2,223,044	N/A	No	H, ARZ, ES	
K40-21b	N/A	Heritage Oaks Hike & Bike Trail Segment 5	Chaparral Rd	Construct shared use path for pedestrian and bicyclists	N/A	N/A	N/A	\$1,300,000	N/A	No	EI, ARZ	

Long Range Funding:
\$41,600,000

Unscored/Unfunded List

TRANSIT PROJECTS

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

GROUPED PROJECTS

Short Range Funded (2019-2028)

KTMPO ID	Project Name	Description	Funding
G01-PE	Preventative Projects	Various Locations	Short Range Funding: \$165,803,999
G03-MT	Maintenance Projects	Various Locations	
G04-BR	Bridge Projects	Various Locations	
G06-SA	Safety Projects	Various Locations	
Long Range Funded (2029-2045)			
KTMPO ID	Project Name	Description	Funding
G01-PE	Preventative Projects	Various Locations	Long Range Funding: \$295,989,993
G03-MT	Maintenance Projects	Various Locations	
G04-BR	Bridge Projects	Various Locations	
G06-SA	Safety Projects	Various Locations	

Notes:

¹Project score, project ranking and prioritized list is based on the scoring criteria at the time those projects submitted to KTMPO.

²CMP network is based on the network when that project was selected for funding and/or when project was submitted to KTMPO.

³Environmental considerations is based on the environmental conditions when that project was selected for funding and/or when project was submitted to KTMPO. Use key below for distribution purposes.

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

⁴Fiscal Constraints are determined by inputs into the TRIMS model as approved on March. Short range funding is estimated funding for FY2019-2028 and Long Range Funding is estimated funding for FY2029-2045. Project is a combination between CSJ-02a and CSJ-02b. Project CSJ-02b was the top prioritized livability project.

⁵Project H40-03 Chaparral Rd original score, project ranking, and prioritized list order was 60.51, 25 and 30 respectively.

⁶KTMPO received a total of 69 roadway projects with an estimated total cost of \$1,008,785,911. Roadway prioritized list was recommended by TAC on November 28, 2018. During this process, five bonus points were added to projects that lie on a freight corridor as noted in the Regional Multimodal Plan as approved by TPPB on October 24, 2018. After assigning bonus points, each submitting entities' top roadway project was moved to the top of the list. The order was based on the total number of points for those top roadway projects. All remaining projects were ranked based on total project score. Other changes to the ranked list included swapping projects H40-03 and H30-05 and moving project H40-03 to the unfunded list since K30-13 overlaps with this project. Each change was discussed and agreed to during the 11/28/2018 TAC meeting. Prioritize list is not the order of funding and allocation of funds is based on various factors such as but not limited to project ranking, project readiness, funding availability and project need. During discussion, it was decided that project T15-06k will retain its rank, however, this project will be skipped if this project is a candidate for funds.

⁷Note: KTMPO received a total of 27 livability projects with an estimated total cost of \$34,539,442. Livability ranked list was recommended by TAC on November 28, 2018. During this process, five bonus points were given to projects that were deemed a priority by BPAC (CSJ-02b, T40-13, M40-04, B45-01, and B45-05). Bonus points were proposed to projects B45-03 and B45-05 from the City of Belton based on fatalities that occurred in 2018 along these routes. Crash rates were calculated based on data from 2013-2017. Project B45-03 received four bonus points as discussed by TAC at the November 28, 2018 meeting. Project B45-05 would've received bonus points to accommodate the fatality along this route, however, this project was given the maximum number of bonus points since this project was a BPAC priority route. After bonus points were assigned each submitting entities' top livability project was moved to the top of the list. Each submitting entities' top priority livability project was ranked based on total score. Prioritize list is not the order of funding and allocation of funds is based on various factors such as but not limited to project ranking, project readiness, funding availability, and project need.

MTP Amendment Dates

January 21, 2015	November 16, 2016	December 21, 2017*
January 21, 2015	June 21, 2017	March 14, 2018
November 18, 2015	July 5, 2017*	October 24, 2018
January 20, 2016	August 28, 2017*	January 16, 2019
April 20, 2016	November 16, 2017*	17-Apr-19
August 17, 2016		

* Administrative Amendments

End of Packet