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**Transportation Improvement Program (TIP)**

**Fiscal Years 2021-2024**

**Public Forum Date:**

**TBD**

**Approved by the TPPB:**

**TBD**

**Amended by the TPPB:**

# TBDACKNOWLEDGMENT

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**Submitted by**

The Killeen – Temple Metropolitan Planning Organization in cooperation with:

City of Nolanville

City of Rogers

Village of Salado

City of Temple

City of Troy

Fort Hood

Hill Country Transit District

TxDOT - Waco District

TxDOT - Brownwood District

Federal Highway Administration

Federal Transit Administration

Bell County

Coryell County

Lampasas County

City of Bartlett

City of Belton

City of Copperas Cove

City of Harker Heights

City of Holland

City of Kempner

City of Killeen

City of Little River/Academy

City of Morgan’s Point Resort

Contents

[ACKNOWLEDGMENT 1](#_Toc33701571)

[INTRODUCTION 4](#_Toc33701572)

[DEFINITION OF AREA 4](#_Toc33701573)

[TRANSPORTATION IMPROVEMENT PROGRAM (TIP) STRUCTURE 5](#_Toc33701574)

[FEDERAL AND STATE REQUIREMENTS 5](#_Toc33701575)

[TIP FINANCIAL SUMMARY 11](#_Toc33701576)

[PUBLIC INVOLVEMENT 11](#_Toc33701577)

[TITLE VI 11](#_Toc33701578)

[TIP PROJECT SELECTION PROCESS 11](#_Toc33701579)

[FY2021-2024 PROJECT LISTINGS 13](#_Toc33701580)

[FEDERALLY AND STATE FUNDED HIGHWAY PROJECTS 14](#_Toc33701581)

[FY2021-2024 GROUPED PROJECTS STATEWIDE CSJs 25](#_Toc33701582)

[FEDERALLY FUNDED TRANSIT PROJECTS 27](#_Toc33701583)

[FINANCIAL SUMMARY 48](#_Toc33701584)

[APPENDICES 51](#_Toc33701585)

[APPENDIX A: FUNDING CATEGORIES 52](#_Toc33701586)

[APPENDIX B: GROUPED CANDIDATE PROJECT LISTING 55](#_Toc33701587)

[APPENDIX C: MPO SELF-CERTIFICATION 62](#_Toc33701588)

[APPENDIX D: EXTENDED PROJECT LISTING 64](#_Toc33701589)

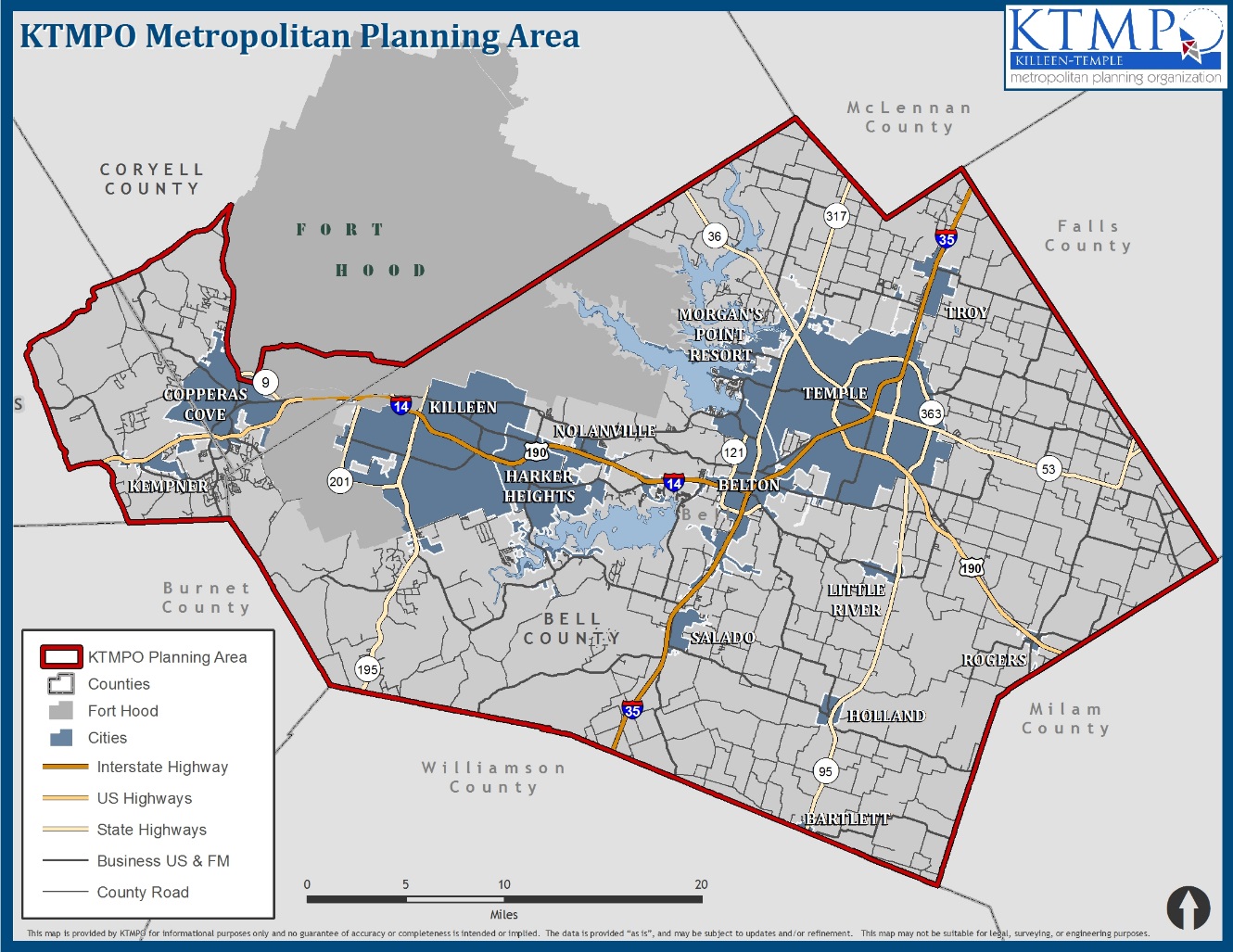
[APPENDIX E: PUBLIC INVOLVEMENT DOCUMENTATION 66](#_Toc33701590)

# INTRODUCTION

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is guided by a Transportation Planning Policy Board (TPPB) whose membership is defined in an officially adopted set of Bylaws. The TPPB provides policy guidance for the organization and is responsible for reviewing and approving the Metropolitan Planning Organization’s Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). A Technical Advisory Committee (TAC) is appointed by the TPPB to review projects from the technical point of view and advise 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 (CTCOG) is under contract to TxDOT to provide professional staff and technical and administrative support for KTMPO according to federal funding agency guidelines. Currently, an MPO Director, MPO Manager, three Regional Planners, a GIS Department and Administrative Support staff are available to assist the MPO.

# DEFINITION OF AREA



The KTMPO boundary includes the following cities: Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, Temple, and Troy. The KTMPO region includes all of Bell County and parts of Lampasas and Coryell Counties along with portions of Fort Hood. 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. The boundary includes portions of the Waco (Bell and Coryell) and Brownwood (Lampasas) Districts of the Texas Department of Transportation.

KTMPO was designated a Transportation Management Area (TMA) in 2012 following the release of 2010 Census data which estimated the population of the Killeen Urbanized Area (UZA) to be 217,630 and the population of the Temple-Belton UZA to be 90,390.

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP) STRUCTURE

The TIP is a short-range program which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every four years and it is approved by the MPO and the Governor. The TIP must cover a minimum of four years for a metropolitan area and for the State. Projects listed in the TIP must reflect the factors considered in the long-range planning process.

Citizens must be given the opportunity to comment on any new transportation plans or amendments to existing plans as outlined in KTMPO’s Public Participation Plan (PPP). These plans or amendments must also be reviewed and approved by the KTMPO TPPB to ensure all transportation plans and programs are consistent with the goals and objectives for the KTMPO area. When reviewing plans and amendments, the TPPB must take into consideration any public comments that were received during the public comment period.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP. The project listing consists of the following:

* Federally and State Funded Highway Projects
* Grouped Projects
* Federally Funded Transit Projects

The following appendices are contained within the TIP:

* Appendix A: Funding Categories
* Appendix B: Grouped Candidate Project Listing
* Appendix C: MPO Self-Certification
* Appendix D: Extended Project Listing
* Appendix E: Public Involvement Documentation

# FEDERAL AND STATE REQUIREMENTS

On December 4, 2015, the Fixing America’s Surface Transportation Act, or “FAST Act,” was signed into law. The FAST Act continues the Metropolitan Planning Program and continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)].

The previous federal legislation, MAP-21 or “Moving Ahead for Progress in the 21st Century Act,” set forth eight planning factors that all transportation projects and programs must address:

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 the accessibility and mobility of people and for 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; and
8. Emphasize the preservation of the existing transportation system.

The FAST Act maintains those factors but adds the following new factors:

1. Improving transportation system resiliency and reliability;
2. Reducing (or mitigating) the storm water impacts of surface transportation; and
3. Enhancing travel and tourism.

A key feature of MAP-21 was the establishment of performance targets and measures at the national, state, and local level. The FAST Act made no changes to those performance measures. Therefore, all established performance targets and measures should align with the national goals which were outlined in MAP-21 and carried forward in the FAST Act. Those measures are as follows:

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
4. System reliability - To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays - To 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.

Specific quantitative criteria have been published by the Secretary of Transportation to measure whether or not these goals are being achieved. State guidelines have also been provided and KTMPO regularly reviews these metrics to evaluate KTMPO’s goals, objectives, and performance measures in their ability to support the state performance targets. The KTMPO public involvement process provides citizens, public agencies, transportation agencies, private transportation providers, and other interested parties with a reasonable opportunity to comment in the transportation planning process as required by FAST Act.

**REGIONAL PERFORMANCE TARGETS**

The Fixing America’s Surface Transportation (FAST) Act requires KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving set performance targets for State of Good Repair (transit), safety, pavement/bridge, and system performance. To comply with federal requirements, KTMPO initiated the process for selecting performance measure targets in 2016.

**Transit Asset Management/State of Good Repair Performance Measures:**

The Transit Asset Condition Performance Rule, found in 49 CFR 625.43(a,b,c,d), establishes performance measures to assess the condition of regional transit networks as defined as State of Good Repair (SGR) and documented in a transit agency’s Transit Asset Management Plan (TAMP). SGR targets measure system performance and evaluate how well a transit system is performing.

Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. As required by January 1, 2017, HCTD established State of Good Repair performance targets and objectives for both their urban and rural systems in their TAMP. The TAMP covers all fleet vehicles, as well as other capital assets to include equipment, rolling stock, infrastructure, and facilities. The performance target is to have less than 5% of the assets within each group exceed their useful life. In June 2017, KTMPO Policy Board adopted the urban and rural performance targets identified in the HCTD TAMP as the MPO performance targets for the region. KTMPO Policy Board also agreed that future revisions may be necessary to ensure consistency with the performance targets that HCTD establishes and, therefore, any future revisions to the TAMP be administratively approved by KTMPO staff and brought to the attention of both TAC and TPPB. On January 16, 2019 and on February 19, 2020, TPPB approved to continue supporting the previously set transit targets. On February 15, 2020, TPPB again approved to continue supporting the previously set transit targets. KTMPO Policy Board will continue the adoption of urban and rural performance targets on an annual basis as required by the federal planning Rule.

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

**Safety Performance Measures:**

The Safety Performance Rule (PM1), found in 23 CFR 490.207(a1-5), establishes safety performance measures to address fatalities and serious injuries on roadways and is evaluated using Fatality Analysis Reporting System (FARS) and Vehicular Miles Traveled (VMT) estimates. This Rule is to better invest transportation funding for safety improvement projects in order to support safe roadway networks.

TxDOT sets safety performance targets for five federally required safety performance measures. These targets include number of fatalities, fatalities per million miles traveled, number of serious injuries, serious injuries per million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries. These targets include a reduction of both fatalities and fatality rate by 2% over current baseline forecast, a reduction in incapacitating injuries by 2% over current baseline forecast, maintain the current downward trend in the incapacitating injury rate, and a reduction of non-motorized fatalities and non-motorized incapacitating injuries by 2% over current baseline forecast. On January 17, 2018, KTMPO Policy Board approved to support the State’s safety performance measures. On January 16, 2019 and on February 19, 2020, TPPB approved to continue supporting the previously set safety targets. On February 15, 2020, TPPB again approved to continue supporting the previously set safety targets. KTMPO Policy Board will continue the adoption of safety targets on an annual basis as required by the federal planning Rule.

By supporting the State’s safety targets, KTMPO plans on doing the following:

* Work with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the MPO planning area; Coordinate with the state and include in the Metropolitan Transportation Plan (MTP) the safety performance measures and targets for all public roads in the metropolitan area;
* Integrate into the planning process the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the Highway Safety Implementation Plan (HSIP);
* Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.
* Use data to identify areas that have shown a concentration of accidents and continue to use crash rates as one of our scoring criteria to select projects that support the statewide goals.
* Use this information as part of our public outreach efforts to educate drivers about ways they can drive more safely and reduce accidents.

Some recommendations may be made to reduce the recurrence of crashes at particular locations, such as:

* Upgrades to existing transportation infrastructure
* Modification or implementation of safety infrastructure
* Creation of alternative routes to alleviate congestion
* Public campaigns promoting a particular safety issue
* Requirement of the use of motorcycle and bicycle safety gear
* An assessment of the transportation network to determine driver decisions

Projects located in both the TIP and the MTP were evaluated for both fatality and serious injury rate. Projects were measured using the project location’s number of fatalities and serious injury rate per 100 million vehicle miles traveled against the statewide 5-year rolling average. A higher difference indicated that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project, therefore, a project that addresses hazardous roadways may receive a higher ranking. For future projects, KTMPO plans to continue to review and possibly reweight project scoring criteria and use crash rates to evaluate transportation projects to further support the State’s targets for a safe transportation system. In time, as projects are completed and reliable performance measure related data becomes available, we will be able to determine the attainment of these performance measure and if adjustments are needed.

**Infrastructure or Pavement/Bridge Condition Measures:**

The Infrastructure or Pavement/Bridge Condition Rule (PM2), found in 23 CFR 490.307(a1-4)(c1-2), establishes performance measures to assess MPA Interstate and Non-Interstate NHS pavement and NHS bridges as in good or poor condition and is evaluated using the State DOT Highway Performance Monitoring System (HPMS).

On November 14, 2018, the TPPB approved the adoption of the State’s performance measure targets regarding Infrastructure or Pavement/Bridge Condition. Targets set for 2022 regarding pavement on Interstate Highways are 66.4% in “good” condition and 0.3% in “poor” condition. As for non-Interstate National Highway System pavement, 52.3% must be in “good” condition and 14.3% in “poor” condition by 2022. Bridge requirements state that the National Highway System Bridge Deck Condition must be 50.42% in “good” condition and 0.8% in “poor” condition by 2022.

These performance measures are being addressed through the review and possible reweighting of project scoring criteria in preparation for the next MTP reprioritization to further support the State’s targets. In time, as projects are completed and reliable performance measure related data becomes available, we will be able to determine the attainment of these performance measure and if adjustments are needed.

**System Performance/Freight/CMAQ Measures:**

The System Performance/Freight/CMAQ Rule (PM3), found in 23 CFR 490.507(a1-2)(b), 23 CFR 490.607, 23 CFR 490.707(a,b), and 23 CFR 490.807, establishes measures based on Level of Travel Time Reliability (LOTTR), Total Peak Hour Excessive Delay person-hours, Truck Travel Time Reliability Index , percent of trips that are Non-SOV, Total Emission Reductions and Annual Total Tailpipe CO2 Emissions on NHS and is evaluated using NPMRDS, speed limits, auto occupancy, HPMS, and fuel sales statistics, the American Community Survey and CMAQ Public Access System for air quality measures.

On November 14, 2018, the TPPB approved the adoption of the State’s performance measure targets regarding System Performance/Freight/CMAQ. The State’s goal is to “work with MPO’s to keep system delay and reliability within the target set as proportion to population growth.” Targets set for 2022 are listed below with the specific measure that must be met:

* IH Level of Travel Time Reliability – 56.6%
* Non-IH Level of Travel Time Reliability – 55.4%
* Truck Travel Time Reliability – 1.79

These performance measures are being addressed through the review and possible reweighting of project scoring criteria in preparation for the next MTP reprioritization to further support the State’s targets. In time, as projects are completed and reliable performance measure related data becomes available, we will be able to determine the attainment of these performance measure and if adjustments are needed.

KTMPO’s TIP and MTP will be continuously updated to reflect demonstrated performance-based decisions that relate to the support and attainment of performance measure targets for the region.

**Supplemental FAST Act Compliance for Metropolitan Transportation Planning Process**

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

* 1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
  2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
  3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
  4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;

b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10)).

* 1. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7)).
  2. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3)).
  3. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4)).
  4. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
  5. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

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

# TIP FINANCIAL SUMMARY

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding requirements also mandate that all highway and transit projects receiving federal, state, or locally-significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation.

# PUBLIC INVOLVEMENT

Public involvement is an important component in the transportation planning process. KTMPO develops and maintains a Public Participation Plan (PPP). The PPP sets forth the means in which KTMPO provides the public with the opportunity to voice ideas and concerns on the preparation of transportation plans and projects. As part of developing and/or amending the TIP, KTMPO is required by federal law to provide the public with opportunities to be involved in the planning process. The PPP requires the following opportunities for public input:

New TIP Development:

* A thirty (30) day public comment period; and
* A minimum of two (2) public forums, with one hearing serving the East side of the region and a second hearing serving the West side of the region.

TIP Amendments:

* A fifteen (15) day public comment period; and
* A public forum(s) in a location close to the affected area(s).

# TITLE VI

KTMPO has a Title VI Plan, and KTMPO’s PPP includes Title VI/Environmental Justice (EJ) principles in order to provide opportunities for potentially disadvantaged populations to participate in the planning process. Public forums are encouraged to be held in Environmental Justice Communities of Concern

# TIP PROJECT SELECTION PROCESS

KTMPO has developed a four-step project selection process for transportation planning. This is a coordinated effort between regional entities and KTMPO to identify and prioritize projects during each MTP update cycle. The KTMPO MTP project selection process is as follows:

Project Submission

KTMPO, in cooperation with TxDOT, will issue a call for projects to MPO entities. Those entities will then submit projects for consideration in KTMPO’s planning process.

Project Review and Evaluation

Once received, KTMPO staff will review and conduct technical and objective scoring of the submitted projects. Projects must meet the following criteria:

* Be consistent with KTMPO long-range goals;
* Have an identified local funding source for match requirements; and
* Have a project readiness and implementation timeline.

KTMPO Technical Advisory Committee Recommendation

After review and evaluation, the KTMPO Technical Advisory Committee (TAC) will score any subjective criteria and prioritize projects. The TAC will then recommend their prioritization to the Transportation Planning Policy Board (TPPB) for review and approval.

KTMPO Transportation Planning Policy Board Review and Approval

The TPPB will then review and adopt or reject candidate projects for inclusion in the KTMPO’s MTP. If adopted, then those projects will be included in the MTP. If rejected, the project listing will be sent back to the TAC for further review and evaluation.

The process for selecting projects for the TIP is a subset of the above plan. Projects included in the TIP are selected from the following sources:

* From the last two years’ projects of the previous TIP;
* Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP;
* Projects from the financially constrained component of the MTP;
* From the Texas Department of Transportation’s (TxDOT) ten-year *Unified Transportation Program* (UTP), including environmental and feasibility studies;
* Additional projects from local governments, transit agencies, and other member agencies.

All projects selected for the TIP must be in the funded portion of the MTP project listing and must meet the required criteria outlined above.

# FY2021-2024 PROJECT LISTINGS

* Federally and State Funded Highway Projects
* Grouped Projects
* Federally Funded Transit Projects

## FEDERALLY AND STATE FUNDED HIGHWAY PROJECTS

**FY 2021-2024**

**FY2021**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0184-03-039 | SH 53 | 2019 | C | Temple |  | Temple | $1,492,174 |
| LIMITS FROM: | IH-35 | |  |  |  |  |  |  |  |
| LIMITS TO: | Spur 290 | |  |  |  | REVISION DATE: |  | Jul-18 |  |
| DESCRIPTION: | Installation of ADA compliant sidewalks traveling east on Central Avenue from 31st Street to 3rd Street and west on Adams Avenue from 3rd Street to 31st Street with tapered connection to existing sidewalks at bridges. | | | | | MPO ID: |  | T40-15 |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | | Adams Avenue Project | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $78,300 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $1,193,739 | $298,435 |  |  | $1,492,174 |
| CONSTRUCTION: |  | $1,492,174 | $1,492,174 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $78,000 |  | TOTAL | $1,193,739 | $298,435 |  |  | $1,492,174 |
| CONTINGENCIES: |  | $18,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $1,166,474 |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0232-01-053 | SH 53 | 2019 | C | Temple |  | Temple | $800,000 |
| LIMITS FROM: | Spur 290 | |  |  |  |  |  |  |  |
| LIMITS TO: | Martin Luther King Jr. Blvd. | |  |  |  | REVISION DATE: |  | Jul-19 |  |
| DESCRIPTION: | Installation of on-street bike lanes and ADA compliant sidewalks traveling east on Central Avenue and west on Adams Avenue. | | | | | MPO ID: |  | T40-15 |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $22,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $336,696 | $84,174 |  |  | $420,870 |
| CONSTRUCTION: |  | $420,870 | $420,870 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $22,000 |  | TOTAL | $336,696 | $84,174 |  |  | $420,870 |
| CONTINGENCIES: |  | $5,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $469,870 |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 0231-02-062 | BUS HWY 190 | 2020 | C | Copperas Cove |  | Copperas Cove | $10,000,000 |
| LIMITS FROM: | FM 1113 (Avenue D) | |  |  |  |  |  |  |  |
| LIMITS TO: | Constitution Dr | |  |  |  | REVISION DATE: |  | Nov-1 |  |
| DESCRIPTION: | Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane | | | | | MPO ID: |  | C30-03b |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $544,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 2M | $8,000,000 | $2,000,000 |  |  | $10,000,000 |
| CONSTRUCTION: |  | $10,000,000 | $10,000,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $543,000 |  | TOTAL | $8,000,000 | $2,000,000 | $0 | $0 | $10,000,000 |
| CONTINGENCIES: |  | $125,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $11,212,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 0909-39-131 | CS | 2020 | C | Copperas Cove |  | Copperas Cove | $850,000 |
| LIMITS FROM: | Constitution Dr from Bowen Ave | |  |  |  |  |  |  |  |
| LIMITS TO: | 0.2 mi. S. Martin Luther King Jr. Blvd. | |  |  |  | REVISION DATE: |  | Jul-18 |  |
| DESCRIPTION: | Construction of sidewalks for pedestrians and bicycles | | | | | MPO ID: |  | C40-04a |  |
|  | FUNDING CATEGORY: | | 7 & 9 |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | | The Narrows | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $47,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $288,000 |  | $72,000 |  | $360,000 |
| CONSTRUCTION: |  | $850,000 | $850,000 | 9TAP | $392,000 |  | $98,000 |  | $490,000 |
| CONSTRUCTION ENGINEERING: | | $47,000 |  | TOTAL | $680,000 | $0 | $170,000 | $0 | $850,000 |
| CONTINGENCIES: |  | $11,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $955,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 0909-39-132 | CS | 2020 | C | Copperas Cove |  | Copperas Cove | $680,000 |
| LIMITS FROM: | RG III Blvd from Constitution Dr | |  |  |  |  |  |  |  |
| LIMITS TO: | Old Copperas Cove Road @ Constitution Dr | |  |  |  | REVISION DATE: |  | Jul-18 |  |
| DESCRIPTION: | Construction of sidewalks for pedestrians and bicycles | | | | | MPO ID: |  | C40-04b |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | | The Narrows | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $38,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 9 | $544,000 |  | $136,000 |  | $680,000 |
| CONSTRUCTION: |  | $680,000 | $680,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $38,000 |  | TOTAL | $544,000 | $0 | $136,000 | $0 | $680,000 |
| CONTINGENCIES: |  | $9,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $765,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 0909-39-133 | CS | 2020 | C | Copperas Cove |  | Copperas Cove | $170,000 |
| LIMITS FROM: | Charles Tillman Way from Constitution Dr | |  |  |  |  |  |  |  |
| LIMITS TO: | Charles Tillman Way @ RG III Blvd | |  |  |  | REVISION DATE: |  | Jul-18 |  |
| DESCRIPTION: | Construction of sidewalks for pedestrians and bicycles | | | | | MPO ID: |  | C40-04c |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | | The Narrows | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $9,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $136,000 |  | $34,000 |  | $170,000 |
| CONSTRUCTION: |  | $170,000 | $170,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $9,000 |  | TOTAL | $136,000 | $0 | $34,000 | $0 | $170,000 |
| CONTINGENCIES: |  | $2,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $190,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0231-03-147 | US 190 | 2020 | C | Harker Heights |  | Harker Heights | $500,000 |
| LIMITS FROM: | E Central Texas Expy W | |  |  |  |  |  |  |  |
| LIMITS TO: | E Central Texas Expy E | |  |  |  | REVISION DATE: |  | May-19 |  |
| DESCRIPTION: | Construction of a west to east turnaround at FM 2410 | | | | | MPO ID: |  | H35-01 |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: | August 2017 KTMPO selected projects | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $278,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $4,000,000 | $1,000,000 |  |  | $5,000,000 |
| CONSTRUCTION: |  | $5,000,000 | $5,000,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $266,000 |  | TOTAL | $4,000,000 | $1,000,000 | $0 | $0 | $5,000,000 |
| CONTINGENCIES: |  | $170,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $5,714,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-163 | VA | 2020 | E, C | Belton |  | Belton | $1,790,571 |
| LIMITS FROM: | IH-35 from FM 436 | |  |  |  |  |  |  |  |
| LIMITS TO: | Confederate Park Drive | |  |  |  | REVISION DATE: |  | Jul-18 |  |
| DESCRIPTION: | Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH-35 northbound frontage road, and Confederate Park Drive. | | | | | MPO ID: |  | B40-05 |  |
|  | FUNDING CATEGORY: | | 9TAP |  |
| REMARKS: | Belton Hike & Bike Trail Extension South (South Belton Shared Use Path).  Construct Alternate Transportation Route Consisting of Shared-Use Path for Pedestrians and Bicyclists. Minute Order #115076 dated 10/26/17. Local In-Kind Participation of $194,325 | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $256,787 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 9TAP | $1,432,456 |  | $358,155 |  | $1,790,571 |
| CONSTRUCTION: |  | $1,512,963 | $1,512,963 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $20,821 |  | TOTAL | $1,432,456 | $0 | $358,155 | $0 | $1,790,571 |
| CONTINGENCIES: |  | $20,042 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $1,810,613 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0231-04-060 | US190 | 2020 | C | Belton |  | TxDOT | $6,200,000 |
| LIMITS FROM: | FM 2410 in W Belton | |  |  |  |  |  |  |  |
| LIMITS TO: | IH-35 | |  |  |  | REVISION DATE: |  | Nov-18 |  |
| DESCRIPTION: | Widen main lanes from 4 to 6 lanes and resurface | | | | | MPO ID: |  | W40-05 |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $204,170 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 2M | $4,960,000 | $1,240,000 |  |  | $6,200,000 |
| CONSTRUCTION: |  | $4,166,740 | $6,200,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $167,086 |  | TOTAL | $4,960,000 | $1,240,000 | $0 | $0 | $6,200,000 |
| CONTINGENCIES: |  | $59,167 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $4,597,163 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0231-03-152 | IH 14 | 08/2020 | C |  |  | TxDOT | $6,200,000 |
| LIMITS FROM: | Coryell County Line | |  |  |  |  |  |  |  |
| LIMITS TO: | FM 3423 (Indian Trail) | |  |  |  | REVISION DATE: |  | Aug-1 |  |
| DESCRIPTION: | Construction of fiber optics, traffic cameras, and dynamic message boards | | | | | MPO ID: |  | W45-01 |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | | Updated let date: 08/2020 | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $204,170 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 2M | $4,960,000 | $1,240,000 |  |  | $6,200,000 |
| CONSTRUCTION: |  | $4,166,740 | $6,200,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $167,086 |  | TOTAL | $4,960,000 | $1,240,000 | $0 | $0 | $6,200,000 |
| CONTINGENCIES: |  | $59,167 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $4,597,163 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 2502-01-021 | SL121 | 2021 | C | Belton |  | TxDOT | $28,000,000 |
| LIMITS FROM: | Lake Rd (FM 439) | |  |  |  |  |  |  |  |
| LIMITS TO: | US 190 | |  |  |  | REVISION DATE: |  | Nov-1 |  |
| DESCRIPTION: | Widen from two lanes to four lanes with a raised median. | | | | | MPO ID: |  | W40-04a(1) |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $1,500,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $8,088,000 |  | 2M | $22,400,000 | $5,600,000 |  |  | $28,000,000 |
| CONSTRUCTION: |  | $25,000,000 | $28,000,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $1,500,00 |  | TOTAL | $22,400,000 | $5,600,000 | $0 | $0 | $28,000,000 |
| CONTINGENCIES: |  | $700,000 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $1,200,000 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $37,988,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-170 | VA | 2021 | C |  |  | HCTD | $1,145,000 |
| LIMITS FROM: | Hill Country Transit | |  |  |  |  |  |  |  |
| LIMITS TO: | Killeen UZA – Two, Temple UZA - One | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Purchase Buses to provide transportation | | | | | MPO ID: |  | A45-01 |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: |  | | | | | 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: | | $0 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $916,000 |  | $229,000 |  | $1,145,000 |
| CONSTRUCTION: |  | $1,145,000 | $1,145,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $0 |  | TOTAL | $916,000 | $0 | $229,000 | $0 | $1,145,000 |
| CONTINGENCIES: |  | $0 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $1,145,000 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-167 | CS | 2021 | C | Nolanville |  | Nolanville | $1,558,802 |
| LIMITS FROM: | Park (North Mesquite) along Ave H | |  |  |  |  |  |  |  |
| LIMITS TO: | 10th Street | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Construct ADA compliant sidewalks, ramps, and crosswalks | | | | | MPO ID: |  | N40-04 |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: | Construct ADA compliant sidewalks, ramps, and crosswalks along Mesquite St. beginning at the Park to E Avenue H and from E Avenue H to 10th St. | | | | | 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: | | $83,134 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $1,247,042 |  | $311,760 |  | $1,558,802 |
| CONSTRUCTION: |  | $1,558,802 | $1,558,802 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $68,034 |  | TOTAL | $1,247,042 | $0 | $311,760 | $0 | $1,558,802 |
| CONTINGENCIES: |  | $24,091 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $1,734,061 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-168 | CS | 2021 | C | Temple |  | Temple | $10,298,198 |
| LIMITS FROM: | 522 ft. S. of Jupiter Dr. | |  |  |  |  |  |  |  |
| LIMITS TO: | 20 ft. N of Riverside Trail | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Widen from 2 lanes to 4 lane divided roadway with a curb and gutter, Phase 1 | | | | | MPO ID: |  | T40-07a |  |
|  | FUNDING CATEGORY: | | 7 |  |
| REMARKS: |  | | | | | 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: | | $549,223 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 7 | $8,238,558 |  | $2,059,640 |  | $10,298,198 |
| CONSTRUCTION: |  | $11,208,648 | $11,298,198 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $554,828 |  | TOTAL | $8,238,558 | $0 | $2,059,640 | $0 | $10,298,198 |
| CONTINGENCIES: |  | $112,086 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $12,424,785 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0320-06-008 | LP 363 | 2021 | C | Temple |  | TxDOT | $45,000,000 |
| LIMITS FROM: | Industrial Blvd | |  |  |  |  |  |  |  |
| LIMITS TO: | Lucius McCelvey | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Construct interchange and expand from 2 to 4 lanes with frontage roads | | | | | MPO ID: |  | W35-07 |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | | Updated let date: 12/2022 | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $2,399,941 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 2M | $36,000,000 | $9,000,000 |  |  | $45,000,000 |
| CONSTRUCTION: |  | $48,978,392 | $48,978,392 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $2,404,839 |  | TOTAL | $36,000,000 | $9,000,000 | $0 | $0 | $45,000,000 |
| CONTINGENCIES: |  | $1,106,911 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $54,890,083 |  |  |  |  |  |  |  |

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| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 0231-19-003 | US 190 | 2021 | C | Copperas Cove |  | TxDOT | $48,150,000 |
| LIMITS FROM: | Lampasas County Line | |  |  |  |  |  |  |  |
| LIMITS TO: | US 190 W of Clarke Rd | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Widen from two lanes to four lane divided highway and construct interchange | | | | | MPO ID: |  | W35-01 |  |
|  | FUNDING CATEGORY: | | 2M |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | | MPO selected project in December 2018 during reprioritization of the MTP | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $2,357,657 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 2M | $38,520,000 | $9,630,000 |  |  | $48,150,000 |
| CONSTRUCTION: |  | $48,150,000 | $48,150,000 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $2,068,964 |  | TOTAL | $38,520,000 | $9,630,000 | $0 | $0 | $48,150,000 |
| CONTINGENCIES: |  | $86,607 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $52,629,681 |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Coryell | 3623-01-004 | SH 9 | 2021 | C | Copperas Cove |  | Copperas Cove | $5,015,690 |
| LIMITS FROM: | Old Georgetown Road | |  |  |  |  |  |  |  |
| LIMITS TO: | BNSF Railway | |  |  |  | REVISION DATE: |  | May-20 |  |
| DESCRIPTION: | Construct exit ramp to Tank Destroyer Blvd and entrance ramp from Old Georgetown Rd. | | | | | MPO ID: |  |  |  |
|  | FUNDING CATEGORY: | | 3 |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | |  | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $246,000 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 3 |  |  | $5,015,690 |  | $5,015,690 |
| CONSTRUCTION: |  | $5,015,690 | $5,015,690 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $262,300 |  | TOTAL | $0 | $0 | $5,015,690 | $0 | $5,015,690 |
| CONTINGENCIES: |  | $128,600 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $5,652.590 |  |  |  |  |  |  |  |

**FY2022**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-169 | CS | 2022 | C | Belton |  | Belton | $423,611 |
| LIMITS FROM: | Main Street (SH 317) | |  |  |  |  |  |  |  |
| LIMITS TO: | Waco Road (FM 817) | |  |  |  | REVISION DATE: |  | Feb-19 |  |
| DESCRIPTION: | Construct 5 ft sidewalks on the north side of 13th Avenue from Main St. to Woodall; transition to 10 ft SUP from Woodall to Waco Rd. | | | | | MPO ID: |  | B45-03 |  |
|  | FUNDING CATEGORY: | | 9TAP |  |
| REMARKS: |  | | | | | PROJECT HISTORY: | | Updated let date: 08/2020 | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $22,592 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 9TAP | $338,889 |  | $84,722 |  | $423,611 |
| CONSTRUCTION: |  | $423,611 | $423,611 |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $18,488 |  | TOTAL | $338,889 | $0 | $84,722 | $0 | $423,611 |
| CONTINGENCIES: |  | $6,457 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $471,238 |  |  |  |  |  |  |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DISTRICT** | **COUNTY** | **CSJ** | **HWY** | **LET DATE** | **PHASE** | **CITY** |  | **PROJECT SPONSOR** | **YOE COST** |
| WACO | Bell | 0909-36-180 | VA | 2022 | C, E | Troy |  | Troy | $277,571 |
| LIMITS FROM: | On Lee Mays Blvd and Luther Curtis Rd | |  |  |  |  |  |  |  |
| LIMITS TO: | Raymond Mays Middle School | |  |  |  | REVISION DATE: |  | May-20 |  |
| DESCRIPTION: | Construct ~0.2 miles of accessible sidewalks with crosswalks and ADA ramps | | | | | MPO ID: |  |  |  |
|  | FUNDING CATEGORY: | | 9 SRTS |  |
| REMARKS: | Project Name: Troy – Mays Middle School SRTS | | | | | PROJECT HISTORY: | | TxDOT 2019 SRTS Selection: Funding award approved through Transportation Commission minute order 115662 – January 30, 2020 | |
| **TOTAL PROJECT COST INFORMATION:** | |  | COST OF APPROVED PHASES: |  | AUTHORIZED FUNDING BY CATEGORY | | | |  |
| PRELIMINARY ENGINEERING: | | $73, 991 |  | CATEGORY: | FEDERAL: | STATE: | LOCAL: | LOCAL CONT: | TOTAL: |
| RIGHT OF WAY: |  | $0 |  | 9 SRTS | $277,571 |  |  |  | $277,571 |
| CONSTRUCTION: |  | $200,817 |  |  |  |  |  |  |  |
| CONSTRUCTION ENGINEERING: | | $2,763 | $277,571 | TOTAL | $277,571 | $0 | $0 | $0 | $277,571 |
| CONTINGENCIES: |  | $2,654 |  |  |  |  |  |  |  |
| INDIRECTS: |  | $0 |  |  |  |  |  |  |  |
| BOND FINANCING: |  | $0 |  |  |  |  |  |  |  |
| **TOTAL PROJECT COST (YOE):** | | $280,226 |  |  |  |  |  |  |  |

**FY2023**

No Projects Listed at This Time

**FY2024**

No Projects Listed at This Time

**Amendments**

## FY2021-2024 GROUPED PROJECTS STATEWIDE CSJs

**See Appendix B for Candidate Project List**

**Grouped Project CSJ Program**

The State of Texas groups several types of projects into general categories that are fiscally constrained on a statewide basis. These categories generally cover preventive maintenance, rehabilitation, bridge replacement, and other miscellaneous projects that do not fit within a specific category. Expenditures within these categories are based upon need, which may arise suddenly due to acts of nature, crash damage, etc. Due to the nature of these types of projects, KTMPO will participate within the grouped CSJ program.

**Preliminary Engineering**

TxDOT ID: 5000-00-950

MPO ID: G01-PE

**Right of Way Acquisition**

TxDOT ID: 5000-00-951

MPO ID: G02-RW

**Preventative Maintenance & Rehabilitation**

TxDOT ID: 5000-00-952/957/958

MPO ID: G03-MT

**Bridge Replacement & Rehabilitation**

TxDOT ID: 5000-00-953

MPO ID: G04-BR

**Railroad Grade Separations**

TxDOT ID: 5000-00-954

MPO ID: G05-RR

**Safety**

TxDOT ID: 5800-00-950

MPO ID: G06-SA

**Landscaping**

TxDOT ID: 5000-00-956

MPO ID: G07-LA

**Intelligent Transportation System Deployment**

TxDOT ID: 5800-00-915

MPO ID: G08-IT

**Bicycle & Pedestrian**

TxDOT ID: 5000-00-916

MPO ID: G09-BP

**Safety Rest Areas & Truck Weigh Stations**

TxDOT ID: 5000-00-917

MPO ID: G10-SR

**Transit Improvements & Programs**

TxDOT ID: 5000-00-918

MPO ID: G11-TR

## FEDERALLY FUNDED TRANSIT PROJECTS

**FY 2021-2024**

**FY2021**

****

**FY2022**

****

**   **

**FY2023**

**  **

** **

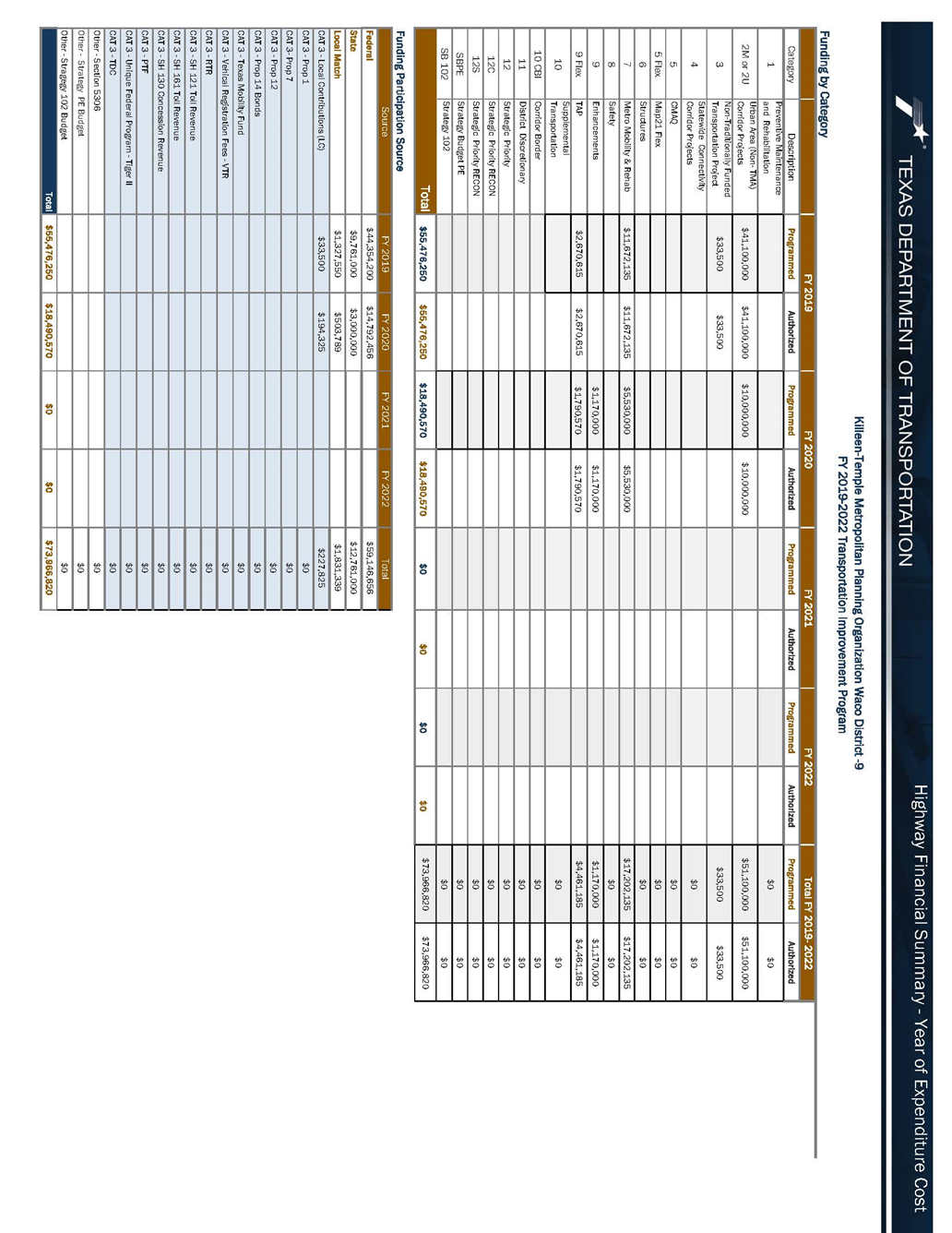
**FY2024**

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**   **

# FINANCIAL SUMMARY

**FY 2021-2024**

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# APPENDICES

* APPENDIX A: FUNDING CATEGORIES
* APPENDIX B: GROUPED CANIDATE PROJECT LISTING
* APPENDIX C: MPO SELF-CERTIFICATION
* APPENDIX D: EXTENDED PROJECT LISTING
* APPENDIX E: PUBLIC INVOLVMENT DOCUMENTATION

## APPENDIX A: FUNDING CATEGORIES

##### This appendix includes a list and brief description of each category for transportation projects and programs used by the Texas Department of Transportation for distributing funds. These categories comply with federal transportation legislation to ensure that federal funds are applied to eligible projects.

**FUNDING CATEGORIES**

**Texas Department of Transportation (TxDOT) Funding Categories:**

1. **Preventive Maintenance and Rehabilitation:** Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems and ancillary traffic devices.
2. **Metropolitan and Urban Corridor Projects:** Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
3. **Non-Traditionally Funded Transportation Projects:** Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.
4. **Statewide Connectivity Corridor Projects:** Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those systems to major ports of entry on international borders and Texas water ports.
5. **Congestion Mitigation and Air Quality Improvement:** Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.
6. **Structures Replacement & Rehabilitation:** Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.
7. **Metropolitan Mobility & Rehabilitation:** Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.
8. **Safety:** Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.
9. **Transportation Alternatives Program:** Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.
10. **Supplemental Transportation Projects:** Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.
11. **District Discretionary:** Projects eligible for federal or state funding selected at the district engineer’s discretion.
12. **Strategic Priority:** Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.

**DA Develop Authority**: Focuses on advanced planning activities. Specific projects selected by the districts in coordination with MPOs to ensure alignment with the MTP.

**Federal Transit Administration Funding Categories:**

**FTA 5307** Federal grant funds for transit projects in urbanized areas with a population of 50,000 or more persons.

**FTA 5310** Federal grant funds available to regional transit agencies to provide transportation services to the elderly and disabled (paratransit service).

**FTA 5311** State transit funds provided to rural transit providers for the purpose of supporting public transportation in rural areas with population of less than 50,000.

**FTA 5339** Federal transit funds provided to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

## APPENDIX B: GROUPED CANDIDATE PROJECT LISTING

##### This appendix provides a list of individual projects/programs considered to be of inappropriate scale for individual listing in a given program year and is provided for informational purposes. Additional projects/programs may be identified that are not currently listed. Grouping allows efficient programming and reduces the need for revisions to the TIP. No added capacity type projects or phases of added capacity type projects are included.

**FY2021**

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | IH 35 | **Let Date:** | 2020 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0015-07-082 |
| **Description:** | Seal Coat |  |  |
| **Limits From:** | Williamson County Line | **Fund Cat:** | 1 |
| **Limits To:** | FM 2843 | **Estimate:** | $280,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 437 | **Let Date:** | 2020 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0590-04-039 |
| **Description:** | Seal Coat |  |  |
| **Limits From:** | Bell County Line | **Fund Cat:** | 1 |
| **Limits To:** | SH 53 | **Estimate:** | $538,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 935 | **Let Date:** | 2020 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0752-03-026 |
| **Description:** | Seal Coats |  |  |
| **Limits From:** | Shiloh Rd | **Fund Cat:** | 1 |
| **Limits To:** | Falls County Line | **Estimate:** | $280,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 485 | **Let Date:** | 2020 |
| **KTMPO ID** | G03-MT | **CSJ:** | 2133-01-011 |
| **Description:** | Seal Coat |  |  |
| **Limits From:** | SH 53 | **Fund Cat:** | 1 |
| **Limits To:** | Bell County Line | **Estimate:** | $318,000 |

**FY2022**

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 2115 | **Let Date:** | 2021 |
| **KTMPO ID** | G03-MT | **CSJ:** | 2038-01-031 |
| **Description:** | Rehabilitate and Widen Shoulders |  |  |
| **Limits From:** | IH 35 | **Fund Cat:** | 1 |
| **Limits To:** | FM 487 | **Estimate:** | $3,043,500 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 436 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0231-16-035 |
| **Description:** | Rehabilitate Roadway |  |  |
| **Limits From:** | FM 95 | **Fund Cat:** | 1 |
| **Limits To:** | US 190 | **Estimate:** | $1,730,250 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 436 | **Let Date:** | 2022 |
| **KTMPO ID** | G06-SA | **CSJ:** | 0231-16-035 |
| **Description:** | Safety Treat Fixed Objects |  |  |
| **Limits From:** | SH 95 | **Fund Cat:** | 8 |
| **Limits To:** | BU 190J | **Estimate:** | $422,792 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | US 190 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0231-03-134 |
| **Description:** | Add Safety End Treatment |  |  |
| **Limits From:** | @ BR of Little Nolan Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #071) | **Estimate:** | $90,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 1123 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 1308-01-032 |
| **Description:** | Thin Overlay Mixture (TOM) |  |  |
| **Limits From:** | FM 436 | **Fund Cat:** | 1 |
| **Limits To:** | SH 95 | **Estimate:** | $1,688,661 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Coryell |
| **Highway:** | FM 116 | **Let Date:** | 2022 |
| **KTMPO ID** | G06-SA | **CSJ:** | 0724-01-056 |
| **Description:** | Construct Overpass/Underpass |  |  |
| **Limits From:** | At SH 9 | **Fund Cat:** | 8 |
| **Limits To:** |  | **Estimate:** | $13,996,124 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 438 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0835-01-028 |
| **Description:** | Rehabilitate Roadway |  |  |
| **Limits From:** | SL 363 | **Fund Cat:** | 1 |
| **Limits To:** | FM 935 | **Estimate:** | $4,4330,700 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 1123 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 1308-01-027 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ Moon Branch | **Fund Cat:** | 6 |
| **Limits To:** | (STR #003) | **Estimate:** | $670,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SH 95 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0320-02-039 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ Willow Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #049) | **Estimate:** | $1,500,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SH 95 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0320-02-040 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ Runnells Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #050) | **Estimate:** | $1,400,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SH 95 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0320-02-041 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ Cathey Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #051) | **Estimate:** | $1,530,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SH 95 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0320-02-042 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ Darrs Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #010) | **Estimate:** | $3,500,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 439 | **Let Date:** | 2022 |
| **KTMPO ID** | G04-BR | **CSJ:** | 0836-03-062 |
| **Description:** | Replace Bridge and Approaches |  |  |
| **Limits From:** | @ North Nolan Creek | **Fund Cat:** | 6 |
| **Limits To:** | (STR #011) | **Estimate:** | $1,900,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 2410 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 2304-02-044 |
| **Description:** | Rehabilitate and Widen Roadway |  |  |
| **Limits From:** | Cedar Knob Rd | **Fund Cat:** | 1 |
| **Limits To:** | Simmons Rd | **Estimate:** | $2,700,000 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SS 290 | **Let Date:** | 2019 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0320-01-073 |
| **Description:** | Mill and Inlay |  |  |
| **Limits From:** | SH 53 | **Fund Cat:** | 1 |
| **Limits To:** | US 190 | **Estimate:** | $900,000 |
|  |  |  |  |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | SL 121 | **Let Date:** | 2019 |
| **KTMPO ID** | G06-SA | **CSJ:** | 2502-01-015 |
| **Description:** | Improve Traffic Signal |  |  |
| **Limits From:** | @ Sparta Road | **Fund Cat:** | 8 |
| **Limits To:** | @ Sparta Road | **Estimate:** | $110,096 |

**FY2023**

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 436 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 0231-16-036 |
| **Description:** | Seal Coat |  |  |
| **Limits From:** | Grover Rd | **Fund Cat:** | 1 |
| **Limits To:** | US 190 | **Estimate:** | $674,400 |

|  |  |  |  |
| --- | --- | --- | --- |
| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 487 | **Let Date:** | 2022 |
| **KTMPO ID** | G03-MT | **CSJ:** | 1201-04-021 |
| **Description:** | Seal Coat |  |  |
| **Limits From:** | Williamson County Line | **Fund Cat:** | 1 |
| **Limits To:** | Milam County Line | **Estimate:** | $460,100 |

**FY2024**

No projects planned at this time.

## APPENDIX C: MPO SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Killeen-Temple Metropolitan Planning Organization for the Killeen and Temple urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Singatures of Self-Certification

## APPENDIX D: EXTENDED PROJECT LISTING

This appendix contains a list of projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current TIP in order to facilitate the feasibility and PE/EA phases.

**EXTENDED PROJECT LISTING**

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | SH 36 | **Let Date:** | 2026 |
| **KTMPO ID:** | W25-02 | **CSJ:** | 0184-02-056 |
| **Description:** | Widen from 2 to 4 lane divided roadway |  |  |
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| **Limits From:** | SH 317 |  |  |
| **Limits To:** | Lake Belton Bridge | **Estimate:** | $36,715,000 |

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | FM 439 | **Let Date:** | 2027 |
| **KTMPO ID:** | W35-04 | **CSJ:** | 0836-03-069 |
| **Description:** | Widen from 4 to 6 lanes |  |  |
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| **Limits From:** | Roy Reynolds Dr |  |  |
| **Limits To:** | FM 3219 | **Estimate:** | $11,539,000 |

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | Temple Outer Loop West Phase II | **Let Date:** | 2027 |
| **KTMPO ID:** | T40-07b | **CSJ:** | 0909-36-174 |
| **Description:** | Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation |  |  |
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| **Limits From:** | 454 ft South of Dove Meadow Blvd |  |  |
| **Limits To:** | IH-35 S | **Estimate:** | $9,701,802 |

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | Warriors Path | **Let Date:** | 2025 |
| **KTMPO ID:** | H30-05 | **CSJ:** | 0909-36-171 |
| **Description:** | Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6ft sidewalk on west side and a 10ft wide hike and bike path on the east side |  |  |
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| **Limits From:** | FM 2410 (Knights Way) |  |  |
| **Limits To:** | Old Nolanville Rd | **Estimate:** | $8,968,950 |

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | Georgetown RR Trail | **Let Date:** | 2027 |
| **KTMPO ID:** | T40-13 | **CSJ:** | 0909-36-173 |
| **Description:** | Construct 10 ft wide hike and bike trail |  |  |
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| **Limits From:** | S 5th St |  |  |
| **Limits To:** | FM 93 | **Estimate:** | $2,000,000 |

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| **District:** | Waco | **County:** | Bell |
| **Highway:** | Chaparral Rd Phase II | **Let Date:** | 2028 |
| **KTMPO ID:** | K30-13b | **CSJ:** | 0909-36-172 |
| **Description:** | Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities |  |  |
|  |
| **Limits From:** | SH 195 |  |  |
| **Limits To:** | FM 3481 (Stillhouse Hollow Lake Rd) | **Estimate:** | $6,459,249 |

## APPENDIX E: PUBLIC INVOLVEMENT DOCUMENTATION

This appendix provides a synopsis of the public participation process.

**Public Involvement Documentation**

In accordance with federal legislation and regulations, and as part of the transportation planning process, the public was invited to review and comment on the proposed KTMPO FY 2021-2024 TIP. The KTMPO made this document available for public review on the KTMPO website (www.ktmpo.org) and at the Central Texas Council of Governments building lobby for a 30-day comment period of March XX through April XX, 2020.

The KTMPO conducted two public forums on April XX, 2020 to allow the public to review and comment on the proposed KTMPO FY 2021-2024 TIP. These hearings were held at the following locations:

Public Forum #2

Public Forum #1

**A close up of a sign

Description generated with high confidence**

**Killeen-Temple Metropolitan Planning Organization**

**Public Hearing and Comment Period**

Regarding:

FY21-24 Transportation Improvement Program (TIP)

**TBD**

For other KTMPO information, visit:

<http://www.ktmpo.org>

*\*Note of Basic Requirement:*

*Please note that public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) and TIP development (and/or other planning documents) will satisfy the Program of Projects requirements of the Urbanized Area Formula Program (FTA Section 5307) operated by Hill Country Transit District.*

All KTMPO Public Hearings are held at ADA Accessible locations. If you require any special needs, please contact KTMPO staff at (254) 770-2200.

Temple Daily Telegram Posting

Killeen Daily Herald Posting

Comments Received