



Technical Advisory Committee

**September 2, 2020
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Technical Advisory Committee (TAC)**

Wednesday, September 2, 2020
Electronic Meeting: 9:30 A.M.

Please join meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/760383845>

You can also dial in using your phone.
United States: +1 (224) 501-3412
Access Code: 760-383-845

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: Advisory Committees; Administrative Amendment, Air Quality (pgs. 5-7).
4. **Action Item:** Regarding approval of minutes from August 5, 2020 meeting (pgs. 9-10).
5. **Action Item:** Recommend approval of KTMPO meeting schedule for FY2021 (pgs. 12-13).
6. **Action Item:** Recommend approval of Resolution 2020-06 supporting October 2020 as Walk to School Month and October 7, 2020 as Walk to School Day in the KTMPO region (pgs. 15-16).
7. **Discussion and Action Item:** Recommend initiation of public involvement for amendments to the FY19-22 and FY21-24 Transportation Improvement Programs (TIP) and 2045 Metropolitan Transportation Plan (MTP) regarding (pgs. 18-26):
 - a) W40-04a(1) – Loop 121 Phase 1a
 - b) W35-01 – US 190 Bypass
 - c) W35-07 – NW Loop 363
8. **Discussion and Action Item:** Review Public Participation Plan (PPP), Title VI Plan, and Limited English Proficiency (LEP) Plan; recommend initiation of public involvement for PPP and LEP Plans (pgs. 28-29).
9. **Discussion and Action Item:** Recommend approval of final 2045 MTP Project Application Scoring Packet and 2045 MTP Reprioritization Schedule (pgs. 31-66).
10. **Discussion and Action Item:** Recommend approval of amendment to the FY20-21 Unified Planning Work Program (UPWP) regarding Subtask 5.11 (pg. 68).
11. **Discussion Item:** Regarding public input received through August 2020 (pgs. 70-71).
12. Member comments.
13. Adjourn.

Item 3: Staff Update

Staff Update: Upcoming Meetings

Listed below are the upcoming KTMPO meetings:

- September 16, 2020 – Transportation Planning Policy Board (electronic)
- October 7, 2020 – Technical Advisory Committee
- October 21, 2020 – Transportation Planning Policy Board
- November 4, 2020 – Technical Advisory Committee
- November 18, 2020 – Transportation Planning Policy Board

All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas, unless otherwise noted (ie – electronic meeting).

Administrative Admendments to the 2045 MTP, FY19-22 and FY21-24 TIPs

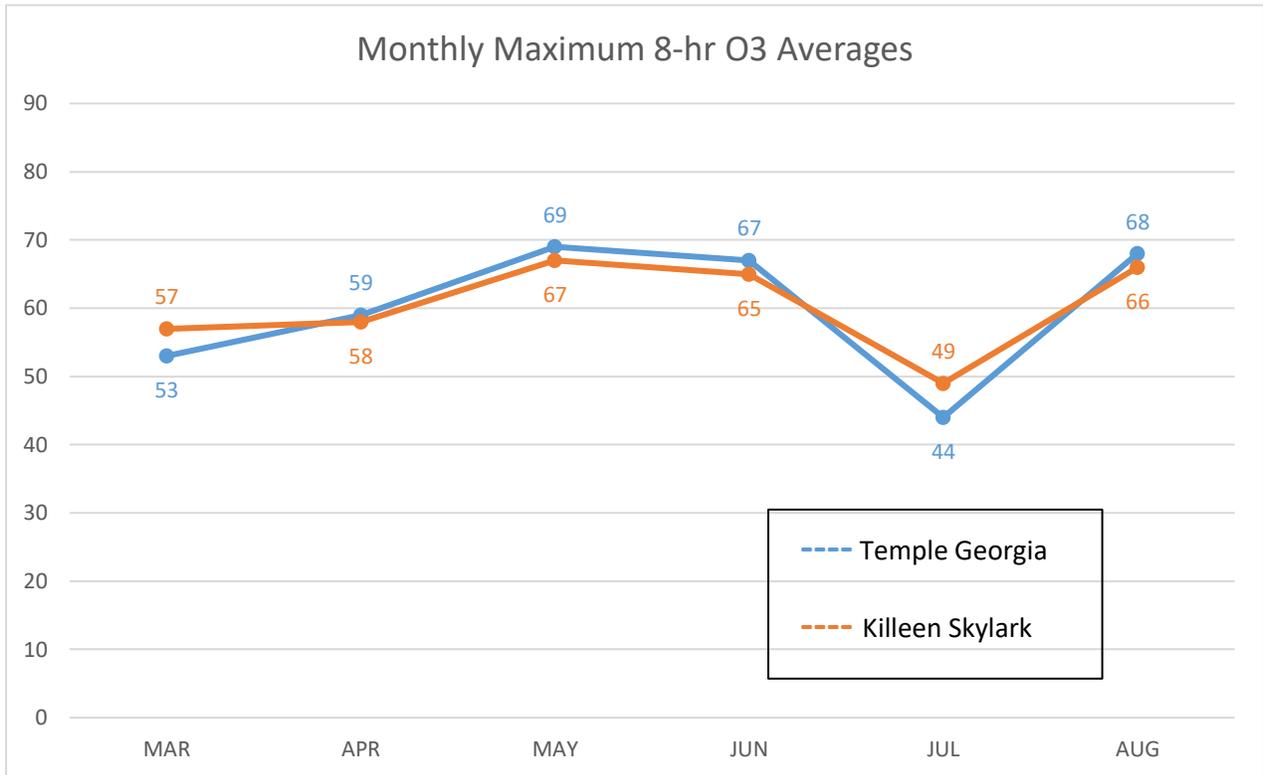
KTMPO ID: W45-01

Administrative Amendment: MTP, TIPs

- KTMPO project W45-01, IH-14 Advanced Traffic Management System project, was selected for funding at the December 12, 2018 TPPB meeting. The original funding category was Cat 2. TxDOT has since switched the funding category to Cat 4. The approved construction amount will not change. An administrative MTP and TIP amendment is sufficient to accommodate this change since it is only regarding the funding category.

Action Needed: No action needed; for discussion only.

Air Quality:



Compliance with EPA Ozone Standard:				3-year average
4th Highest Annual Value				(Calculated on 27 May 2020)
	2018	2019	2020	
Temple	69	63	59	64
Killeen	72	67	58	66

Item 4:
Meeting Minutes



**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Wednesday, August 5, 2020
9:30 AM

Electronic Meeting

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

Technical Advisory Committee Voting Members

Cheryl Maxwell—City of Belton	Brenton Lane for Victor Goebel – TxDOT Waco District
Bobby Lewis—City of Copperas Cove	Darrell Burtner for Carole Warlick – Hill Country Transit District
Jason Deckman for Brian Chandler – City of Temple	
Danielle Singh for Kent Cagle – City of Killeen	
Judge Roger Miller – Coryell County	

Additional Attendees

David Olson – City of Temple	Michael Wagoner – ATG
Kara Escajeda – City of Nolanville	Roger Schiller – CDM Smith
Ryan Haverlah – City of Copperas Cove	Charlie Sullivan – CDM Smith
Brigida Gonzalez – TxDOT	Uryan Nelson – KTMPPO
Christi Bonham – TxDOT Waco District	Kendra Coufal – KTMPPO
Mario Perez – Fort Hood	James McGill – KTMPPO
Michael Love – Fort Hood	Helen Owens – KTMPPO

In observance of State and Local directives regarding social distancing and travel; members participated via the live stream where possible.

Meeting Minutes:

- 1. Call to Order:** Uryan Nelson 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 informed the TAC of upcoming board and advisory committee meetings through October. Air quality readings for the month of July were 49 ppb at the Killeen station and 44 ppb at the Temple station.

- 4. Action Item:** Approve minutes from the July 8, 2020 meeting.

Judge Roger Miller made a motion to approve the July 8, 2020 meeting minutes, seconded by Bobby Lewis; the motion passed unanimously.

5. Discussion and Action Item: Regarding recommendation to initiate the public involvement process for amendments to the 2045 MTP, FY 19-22 TIP, and FY 21-24 TIP.

Kendra Coufal informed TAC of proposed amendments to the 2045 MTP, FY19-22 TIP, and FY 21-24 TIP regarding projects W40-4a(1) and W35-01. The changes proposed include a limit modification and change in approved construction cost/match rate. Brenton Lane from TxDOT clarified that the construction cost change for project W35-01 might not be necessary. Kendra Coufal stated that changes can still be made, and TAC will not approve until September.

Cheryl Maxwell made a motion to recommend initiation of the public involvement process for amendments to the 2045 MTP, FY 19-22 TIP, and FY 21-24 TIP, seconded by Bobby Lewis; the motion passed unanimously.

6. Discussion Item: Review KTMPO Public Participation Plan (PPP).

Kendra Coufal informed TAC that KTMPO was starting a regular review of the KTMPO Public Participation Plan and outlined the scheduled update plan over the coming months. Ms. Coufal stated that a few administrative changes had been made and then directed TAC members to review specific sections of the plan highlighted in the packet and respond with feedback. Ms. Coufal specifically requested TAC members review whether the newspaper posting requirements for KTMPO meetings was still necessary.

7. Discussion Item: CDM Smith update on Freight Parking Study.

Roger Schiller of CDM Smith gave a brief presentation on the status of the Freight Parking Study for the KTMPO region. Mr. Schiller detailed the next steps in the process including conducting interviews and surveys of various kinds of stakeholders in the region. Mr. Schiller requested that TAC assist in distributing the surveys and in filling out a TAC specific survey.

8. Discussion Item: Alliance Transportation Group (ATG) discussion on Future Growth Scenario study.

Michael Wagoner of ATG gave a brief presentation to the TAC on the Fiscal Impact Analysis of the Future Growth Scenario Study.

9. Public input received through July 2020.

Public input received through July 2020 were presented to the TAC. No new comments were received.

10. Member Comments:

No member comments.

11. Adjourn: The meeting adjourned at 10:05 a.m.

These meeting minutes were approved by TAC at their _____ meeting.

Uryan Nelson, KTMPO Director

Item 5:
KTMPO FY21 Meeting
Schedule

KTMP Meeting Schedule for FY2021

Included in the meeting packet is a proposed meeting schedule for FY2021.

- TAC meets on the 1st Wednesdays of the month
- Policy Board meets on the 3rd Wednesdays of the month

Action Needed: Recommend approval of KTMP Meeting Schedule for FY2021.

FY 2021

KTMPO Meeting Calendar

TAC typically 1st Wednesday of Month

TPPB typically 3rd Wednesday of Mo

October '20						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November '20						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December '20						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

January '21						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February '21						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March '21						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April '21						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May '21						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June '21						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July '21						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August '21						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September '21						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Item 6:

**Walk to School Month and Day
Resolution 2020-06**

Walk to School Month

According to the National Center for Safe Routes to School, International Walk to School Day began in 1997 as a one-day event in support of a movement for year-round safe routes to school. The event helps promote health and safer routes for students to walk and bike to school. Walk to School Day will take place on October 7, 2020.

Included in the meeting packet is a resolution that will be presented to KTMPO Transportation Planning Policy Board at their September meeting to support October 2020 as Walk to School Month and October 7, 2020 as Walk to School Day in the KTMPO region. KTMPO encourages regional cities to also support and promote Walk to School Day and Month.

Action Needed: Recommend approval of Resolution 2020-06 to support October 2020 as Walk to School Month and October 7, 2020 as Walk to School Day in the KTMPO region.



RESOLUTION NO. 2020-06

**A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
PROCLAIMING THE MONTH OF OCTOBER 2020 AS WALK TO SCHOOL MONTH AND
OCTOBER 7, 2020 AS WALK TO SCHOOL DAY**

WHEREAS; The International Walk to School Committee has declared October 2020 as International Walk to School Month and October 7, 2020 as Walk to School Day; and

WHEREAS; International Walk to School Month provides an opportunity for all young Texans to live a healthy lifestyle while educating the general public about the benefits of non-motorized transportation uses; and

WHEREAS; International Walk to School Month encourages all citizens to walk, thereby reducing vehicular emissions in Central Texas; and

WHEREAS; walking is a healthy, safe, and environmentally-friendly form of transportation and an excellent form of recreation; and

WHEREAS; walking within communities is an effective means to reduce air pollution, conserve energy, and promotes the "livability" of communities by reducing traffic, noise, and congestion;

NOW, THEREFORE, BE IT RESOLVED that the Killeen-Temple Metropolitan Planning Organization hereby proclaims October 2020 as Walk to School Month and October 7, 2020 as Walk to School Day in the CTCOG region.

BE IT FURTHER RESOLVED that the Killeen-Temple Metropolitan Planning Organization urges all to participate in walking events and urges all road users to share the road safely with pedestrians.

ATTEST: PASSED AND ADOPTED on this 16th day of September 2020 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.

Tim Davis, KTMPO TPPB Chair

Uryan Nelson, KTMPO Director

Item 7:
FY 19-22 TIP, FY21-24 TIP, and
2045 MTP Amendments

Amendments to the 2045 MTP, FY19-22 TIP, and FY21-24 TIP

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 the 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 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.

Amendments to the 2045 MTP, FY19-22 TIP and FY21-24 TIP

Amendments are needed to the MTP and TIP to:

- a) Update the project limits and revise the approved construction amount for the Loop 121 Phase 1a project, W40-04a(1)
 - **Original Limits:** Lake Rd (FM 439) to US 190
 - **New Limits:** Lake Rd (FM 439) to South of W Avenue O
 - The reason for this revision is to include the entire intersection of US 190 and have a cleaner ending terminus for the project.
 - **Original Cost:** \$28,000,000 of Category 2M funds
 - **Revised Cost:** \$30,800,000 of Category 2M funds
 - The reason for this revision is due to a 10% administrative cost increase.
- b) Update the let date, CSJs, and limits for the US 190 Bypass project, W35-01, and remove it from the FY19-22 and FY21-24 TIPs
 - **Original Limits:** Lampasas County Line to US 190 W of Clarke Rd
 - **Revised Limits:** 0.6 mi W of FM 2657 to 0.15 E of Clarke Rd
 - TxDOT provided KTMPO with updated CSJs for project W35-01.
 - **Original CSJ:** 0231-19-003
 - **Revised CSJs:** 0231-19-003, 0231-01-003, 0231-02-067

- TxDOT provided KTMP with an updated let date for project W35-01
 - **Original Let Date:** 2021
 - **New Let Date:** 2025
- TxDOT Districts statewide are focusing efforts to demonstrate fiscal constraint for the FY21-24 STIP. In order to demonstrate the FHWA fiscal constraint of the FY21-24 STIP, the US 190 Bypass project, W35-01, will need to be moved out and let in 2025.
- c) Update the let date for the NW Loop 363 project, W35-07, and remove it from the FY19-22 and FY21-24 TIPs
 - **Original Let Date:** 2023
 - **New Let Date:** 2025
- TxDOT Districts statewide are focusing efforts to demonstrate fiscal constraint for the FY21-24 STIP. In order to demonstrate the FHWA fiscal constraint of the FY21-24 STIP, the NW Loop 363 project, W35-07, will need to be moved out and let in 2025.

Schedule:

- **September 2, 2020—TAC recommends initiation of public involvement process for MTP and TIP amendments;**
- September 16, 2020—TPPB approves initiation of public involvement process for MTP and TIP amendments;
- September 19, 2020 – October 3, 2020—15 day public comment period;
 - Public Hearing: September 23, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 12:00pm
 - Virtual access <https://global.gotomeeting.com/join/953745181>
 - Phone Access: +1 (312) 757-3121, Access Code: 953-745-181
- October 7, 2020—TAC recommends approval of proposed MTP and TIP amendments;
- October 21, 2020—TPPB approves proposed MTP and TIP amendments.

Action Needed: Recommend initiation of public involvement process for 2045 MTP, FY19-22 TIP and FY21-24 TIP amendments.

Original Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	2502-01-021	SL 121	2021	C	Belton	TxDOT	\$28,000,000
LIMITS FROM:		Lake Rd (FM 439)						
LIMITS TO:		US 190				REVISION DATE:		Jul-20
DESCRIPTION:		Widen from two lanes to four lanes with a raised median.				MPO ID:		W40-04a(1)
REMARKS:						FUNDING CATEGORY:		2M
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:		\$28,000,000	\$28,000,000					
CONSTRUCTION ENGINEERING:		\$1,500,000		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):		\$40,988,000						

New Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	2502-01-021	SL 121	2021	C	Belton	TxDOT	\$30,800,000
LIMITS FROM:		Lake Rd (FM 439)						
LIMITS TO:		South of W Avenue O				REVISION DATE:		Jul-20
DESCRIPTION:		Widen from two lanes to four lanes with a raised median.				MPO ID:		W40-04a(1)
REMARKS:						FUNDING CATEGORY:		2M
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	\$24,640,000	\$6,160,000		\$30,800,000
CONSTRUCTION:		\$30,800,000	\$30,800,000					
CONSTRUCTION ENGINEERING:		\$1,500,000		TOTAL	\$24,640,000	\$6,160,000	\$0	\$0 \$30,800,000
CONTINGENCIES:		\$700,000						
INDIRECTS:		\$1,200,000						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$43,788,000						

Original Description

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						REVISION DATE:	Jul-20	
LIMITS TO:	US 190 W of Clarke Rd						MPO ID:	W35-01	
DESCRIPTION:	Widen from two lanes to four lane divided highway and construct interchange						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):	\$52,663,228								

Revised Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	0231-19-003	US 190	2025	C	Copperas Cove	TxDOT	\$37,728,000	
LIMITS FROM:	Lampasas County Line						REVISION DATE:	Jul-20	
LIMITS TO:	US 190 W of Clarke Rd						MPO ID:	W35-01	
DESCRIPTION:	Widen from two lanes to four lane divided highway and construct interchange						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	\$37,728,000				\$37,728,000
CONSTRUCTION:	\$37,728,000	\$37,728,000							
CONSTRUCTION ENGINEERING:	\$2,068,964			TOTAL	\$0	\$37,728,000	\$0	\$0	\$37,728,000
CONTINGENCIES:	\$86,607								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$42,241,228								

Original Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-06-008	LP 363	2023	C	Temple	TxDOT	\$45,000,000
LIMITS FROM:	Industrial Blvd							
LIMITS TO:	Lucius McCelvey					REVISION DATE:	Jul-20	
DESCRIPTION:	Construct interchange and expand from two to four lanes with frontage roads					MPO ID:	W35-07	
REMARKS:						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:	\$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:	\$45,000,000	\$45,000,000						
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):	\$50,911,691							

Revised Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-06-008	LP 363	2025	C	Temple	TxDOT	\$45,000,000
LIMITS FROM:	Industrial Blvd							
LIMITS TO:	Lucius McCelvey					REVISION DATE:	Jul-20	
DESCRIPTION:	Construct interchange and expand from two to four lanes with frontage roads					MPO ID:	W35-07	
REMARKS:						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:	\$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:	\$45,000,000	\$45,000,000						
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):	\$50,911,691							

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)

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
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$92,350,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$28,000,000	2021	Yes	EJ, H, P	
W35-01	0231-19-003	US 190 Bypass	Lampasas County Line to US 190 W of Clarke Rd.	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H	
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	2021	Yes	EJ, L, H	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2023	Yes	H	

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
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	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 connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

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
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611

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

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
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	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	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571

STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

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
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571

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

ROADWAY 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
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 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	Short Range Funding: \$46,096,645
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	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	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/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No	---	Long Range Funding: \$378,524,579
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and 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	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	---	
T15-06k	0015-14-109	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	2029	Yes	EJ, H	
C35-02ab ⁵	0724-01-055	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	0184-02-055	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	2026	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	2027	No	EJ	
H45-03	0184-02-055	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a continuous center turn lane and sidewalks	69.33	7	15	\$6,566,500	2026/2027	No	H, ARZ, P	
W30-23	0184-04-051	US 190/Loop 363	Spur 290 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	2025	Yes	EJ	
C30-03a	N/A	Business US 190 - Phase II	FM 1113 (Ave D) to FM 116 South	Convert the center turn lane to a controlled left turn lane with raised median, maintain the two existing travel lanes, add curb, gutter, and bike lanes on both sides of the roadway, 6 ft sidewalk on the south side and pedestrian crossings with curb ramps at street intersections	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 UP 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, curb, gutter and sidewalks	66.35	12	19	\$5,561,600	TBD			
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 Loop 363	65.45	14	21	\$18,000,000	TBD	Yes	EJ	
K40-24	N/A	Featherline Dr	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 Dr	65.00	15	22	\$9,000,000	2025	No	EJ	
H15-01	N/A	FM 3423 (Indian 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 a curb, gutter and hike and bike trails to incorporate multimodal design	64.45	19	24	\$8,500,000	TBD	Yes	EJ	
K40-11	N/A	WS Young Dr	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	Old TX 81 - Phase I	FM 1237 to Loves Overpass	Widen roadway from 2 to 4 lanes with bicycle lanes, a curb and gutter	61.55	22	27	\$3,500,000	TBD	No	H	
H45-04	N/A	FM 3481 (Stillhouse Lake Rd) Phase 2	Proposed Chaparral Rd Intersection to South City Limits	Widen roadway from 2 to 4 lanes with a continuous center turn lane and sidewalks	60.84	24	28	\$6,306,620	TBD	No	H, ARZ, P	
K40-16	N/A	East Trimmier Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen roadway from 2 to 4 lanes with a continuous center turn lane, sidewalks and bicycle 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 and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (Stan Schlueter Loop)	Upgrade interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	



Revised Description

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)

KTMPPO 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
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$40,800,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to S of W Ave O	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$30,800,000	2021	Yes	EJ, H, P	

CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY CORRIDOR PROJECTS)

KTMPPO 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
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	2021	Yes	EJ, L, H	FY 21-22 Category 4: \$6,200,000

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMPPO 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
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	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 connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

KTMPPO 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
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611

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

KTMPPO 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
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	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	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571

STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

KTMPPO 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
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY 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
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2025	Yes	H	Short Range Funding: \$139,246,645
W35-01	0231-19-003 0231-01-003 0231-02-067	US 190 Bypass	0.6 mi W of FM 2657 to 0.15 E of Clarke Rd	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2025	Yes	L, H,	
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 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	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	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/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No	—	Long Range Funding: \$378,524,579
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and 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	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	—	
T15-06k	0015-14-109	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	2029	Yes	EJ, H	
C35-02ab ⁵	0724-01-055	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	0184-02-055	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	2026	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	2027	No	EJ	
H45-03	0184-02-055	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a continuous center turn lane and sidewalks	69.33	7	15	\$6,566,500	2026/2027	No	H, ARZ, P	
W30-23	0184-04-051	US 190/Loop 363	Spur 290 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	2025	Yes	EJ	
C30-03a	N/A	Business US 190 - Phase II	FM 1113 (Ave D) to FM 116 South	Convert the center turn lane to a controlled left turn lane with raised median, maintain the two existing travel lanes, add curb, gutter, and bike lanes on both sides of the roadway, 6 ft sidewalk on the south side and pedestrian crossings with curb ramps at street intersections	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 UP 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, curb, gutter and sidewalks	66.35	12	19	\$5,561,600	TBD	—	—	
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 Loop 363	65.45	14	21	\$18,000,000	TBD	Yes	EJ	
K40-24	N/A	Featherline Dr	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 Dr	65.00	15	22	\$9,000,000	2025	No	EJ	
H15-01	N/A	FM 3423 (Indian 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 a curb, gutter and hike and bike trails to incorporate multimodal design	64.45	19	24	\$8,500,000	TBD	Yes	EJ	
K40-11	N/A	WS Young Dr	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	Old TX 81 - Phase I	FM 1237 to Loves Overpass	Widen roadway from 2 to 4 lanes with bicycle lanes, a curb and gutter	61.55	22	27	\$3,500,000	TBD	No	H	
H45-04	N/A	FM 3481 (Stillhouse Lake Rd) Phase 2	Proposed Chaparral Rd Intersection to South City Limits	Widen roadway from 2 to 4 lanes with a continuous center turn lane and 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, sidewalks and bicycle 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 and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	

**Item 8:
KTMPO Public Participation
Plan (PPP), Title VI Plan, and
Limited English Plan (LEP)
Review**

KTMPO Public Participation Plan

Summary:

KTMPO's Public Participation Plan (PPP) is to be reviewed and updated every three years. The last major update occurred in March 2018. Staff has reviewed the plan incorporating administrative changes only.

In July, staff requested TAC review of the following:

- PPP Goals (pg. 10)
- Program Adoption, Amendments, and Modification (pg. 11-12)
- Notification for Public Forums (pg. 14) and public meetings (pg. 16)
- Communications Strategy (pg. 18)
- Regional Agencies and Stakeholders (pg.36)

Title VI Plan and Limited English Proficiency Plan

Recipients of federal funding are required to adopt a Title VI/Nondiscrimination Plan. The purpose of the plan is to ensure the entity's programs, policies, and activities comply with various nondiscrimination laws and regulations to include Title VI of the Civil Rights Act of 1964. This federal law protects individuals, groups, and organizations from discrimination on the basis of race, color or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach (i.e. religion, sex, disability, age), reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

KTMPO adopted Hill Country Transit District's Title VI Plan in March 2018. This plan remains HCTD's most currently approved Title VI Plan, until their updated plan is approved in 2021. At that time, KTMPO will present the updated plan to the TAC and Policy Board for adoption for the KTMPO region.

KTMPO also adopted Hill Country Transit District's Limited English Proficiency (LEP) Plan in March 2018 and has updated with administrative changes only.

All three plans are included in the back of the August meeting packet and can also be viewed at www.ktmpo.org.

Tentative Schedule:

- August 5, 2020--TAC review of PPP.
- August 19, 2020- TPPB review of PPP.
- **September 2, 2020- TAC review of PPP, Title VI, and LEP documents; TAC recommendation of initiating public involvement for PPP and LEP documents.**
- September 16, 2020- TPPB approve initiation of public involvement process
- September 19- November 2, 2020 – 45 day public comment period;
 - Two public hearings;
 - Public Hearing: September 23, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 12:00pm
 - Virtual access <https://global.gotomeeting.com/join/953745181>
 - Phone Access: +1 (312) 757-3121, Access Code: 953-745-181
 - Public Hearing: October 13, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 5:00pm
 - Virtual access <https://global.gotomeeting.com/join/769166053>
 - Phone Access: +1 (786) 535-3211, Access Code: 769-166-053
- November 4, 2020—TAC recommends approval of PPP and LEP update.
- November 18, 2020—TPPB approve PPP and LEP update.

Action Needed: Recommend initiation of public involvement for PPP and LEP documents.

Item 9:
2045 MTP Project Application
Scoring Packet

**Final 2045 MTP Project Application Scoring Packet and
MTP Reprioritization Schedule**

Through a series of interactive workshops, the KTMPPO Staff and TAC, with support from ATG, have developed an updated Project Application Scoring Packet; aligning the descriptions and measurement of criteria used in the MTP Project Scoring process, with adjusted scoring procedures to incorporate federal performance based planning guidance and emerging local priorities into the project selection process.

Today, ATG will present the completed Project Application Scoring Packet incorporating changes for both the Roadway Evaluation Track and the Transportation Choices and Livability Evaluation Track. The presentation will include a discussion of some of the key additions to the Application Packet and how they support the project scoring process and the metropolitan planning process.

MTP Reprioritization Schedule:

September 2020	Present updated Project Application Scoring Packet; Recommendation and approval of Project Application Scoring Packet; Recommendation and approval of MTP Reprioritization Schedule.
October 2020	Task Order for Consultant to conduct objective scores.
October 1, 2020	Call for Projects opens.
November 15, 2020	Call for Projects closes.
December 31, 2020	Objective scores completed by Consultant.
January 20, 2020	Project Bus Tour.
January 6, 2021	TAC conducts subjective scoring on their own.
February 3, 2021	TAC subjective scores due to KTMPPO.
March 2021	Presentation of scoring results; Discussion, recommendation, and approval of 2045 MTP Reprioritization.

Action Needed: Recommend approval of final 2045 MTP Project Application Scoring Packet and MTP Reprioritization Schedule.



Mobility 2045 Metropolitan Transportation Plan Call for Projects

General Information

The Killeen – Temple Metropolitan Planning Organization, hereinafter referred to as KTMP, serves as the planning organization for the federally designated Transportation Management Area located in the Central Texas area. The KTMP boundary covers all of Bell County and parts of Lampasas and Coryell Counties along with portions of Fort Hood. The Central Texas Council of Governments (CTCOG) serves as the lead staffing agency for the KTMP Transportation Planning Policy Board (TPPB).

KTMP is issuing a Call for Projects (CFP) as part of the update of its Mobility 2045 Metropolitan Transportation Plan (MTP). Projects representing all modes of transportation are requested to include roadway, bike and pedestrian, transit, and other eligible activities. Only construction phase funding is available through the CFP. Project sponsors are responsible for funding pre-construction activities (for example, feasibility studies and preliminary engineering).

If a project receives a sufficient score and fulfills a demonstrated need within the 25-year planning horizon of the MTP, the project may be included in the fiscally constrained MTP. Projects included in the fiscally constrained MTP may be funded through various sources at the local, state, and federal levels based on established priority and funding availability. These funding sources include Surface Transportation Metropolitan Mobility and Transportation Alternatives funding, and other FAST ACT programs. In early screening, each project will be assigned to a preliminary funding category that aligns with the project scope, purpose and need. The preliminary funding categories will be used to perform a financial analysis of the proposed MTP program of projects.

A listing of funding categories used in the Texas Unified Transportation Program (UTP) and Texas Metropolitan Planning Programs is provided in Appendix A of this document. Although there are twelve funding categories, not all funding categories are available for use in developing the MTP. The categories available to fund the MTP in a given cycle depend on current national and state funding guidelines and the collaborative dialogue between the State and the MPO. The planned funding allocation is then documented in the Texas UTP, which guides the allocation of available funding resources for the upcoming 10 years.

This CFP describes a detailed process for submission of a project. The projects will be evaluated and scored by the KTMP Staff or designee (using objective criteria) and Technical Advisory Committee (TAC) (using subjective criteria). Projects will be ranked based upon the scores and the TAC will provide a recommendation to the TPPB. Final approval of the prioritized project list will be made by the KTMP TPPB. Projects will be evaluated based on the scoring criteria provided in this project call packet.

The CFP is available on the KTMPO website at www.ktmpo.org. Any revisions or updates to the CFP will be posted on the KTMPO website. Questions about the CFP may be sent via email to _____ at _____. Questions will be addressed upon receipt and will be posted on the KTMPO website. Questions about the CFP must be submitted to KTMPO by **[INSERT DATE]**.

All submittals must be received by the KTMPO **[INSERT TIME AND DATE]** via physical electronic media or email. For large files, contact KTMPO for options using FTP or file-sharing services. Electronic responses must be formatted for 8 ½" x 11", 8 ½" x 14" or 11" x 17" output only. Hard copies will not be accepted.

Submission of Project Proposals – Electronic Media

By Mail

Central Texas Council of Governments
Attention: _____
P.O. Box 729
Belton, Texas 76513

Hand Delivery

Central Texas Council of Governments
Attention: _____
2180 North Main
Belton, Texas 76513

By Email: _____

KTMPO Project Scoring Process

The Project Selection Process fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). Federal and State regulations require both of these documents to be performance-based and financially constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The MTP is a long-range plan, normally 20 to 25 years, which outlines the long-term goals for the region's transportation system.

The long-term goals of the MTP include:

- Improve mobility.
- Reduce congestion.
- Improve access to jobs, homes, goods, and services.
- Improve safety, reliability, and efficiency in transportation system.
- Promote a healthier environment; and
- Encourage a regional coordination in decision making.

The MTP includes a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three component project lists: a short-range plan, a long-range plan, and a regionally significant-unfunded plan. Fiscal constraint means that the cost of those projects selected for inclusion in the MTP's planning horizon must reasonably match the expected funding levels for that time period. The cost of those projects included in the 10-year short range plan cannot exceed UTP projected funding available during that 10-year period. The planned KTMPO UTP funding allocation by category is provided in Appendix B. These funding allocations are subject to change over time as the UTP is amended to address new National or State programs, or fiscal circumstances change with the economy.

Projects programmed for implementation in the long-range component of the plan must also be fiscally constrained based upon the projected future categorical funding levels. Projects that are advanced to the four-year TIP have received dedicated funding. Because of the limited resources available, not all projects that are submitted to the CFP can be included in the fiscally constrained MTP. Therefore, a process is needed to evaluate and score projects.

Once projects have been scored according to the procedures set forth in the remainder of this document, the projects will be placed in the financially constrained component project lists of the MTP based on projected funding levels for the MTP planning horizon, the project's score, and the project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, the remaining projects will be placed in the regionally significant-unfunded section of the MTP.

Project Selection Process

The KTMP Project Selection Process consists of 4 steps:

1. Call for Projects and project submission to KTMP
2. Project Review and Evaluation
3. KTMP Technical Advisory Committee Recommendation
4. KTMP Transportation Planning Policy Board Review and Approval

The following is a detailed discussion of these steps and their processes.

Step 1: Call for Projects and Project Submission to KTMP

As part of the updated 2045 MTP process, KTMP, with coordination and cooperation from TxDOT, will open a call for projects for all participants in the KTMP area. KTMP member organizations wishing to submit projects to KTMP can do so by completing a KTMP 2045 MTP Project Submission Packet. Projects must be submitted to KTMP by **[INSERT TIME AND DATE]**

All projects submitted to KTMP will be reviewed by staff to ensure that the submittals are responsive to all required scoring criteria as well as to identify any fatal flaws in project feasibility or eligibility. Sponsors are encouraged to contact KTMP for guidance or interpretation as early as possible in the application process for advice and feedback. KTMP staff may call upon TxDOT or other subject matter experts for support in examining feasibility or eligibility.

Projects which are non-responsive, or with identified feasibility or eligibility defects, will be returned to the submitting member with notes to enable the member to cure any defects, update their application and re-submit their project. Resubmittals must be submitted by **[INSERT TIME AND DATE]**. All projects without defects which are evaluated as responsive and containing all the required information will be assigned to a funding category and proceed to the scoring process.

Projects that are currently in the 2045 MTP project list may use the same submission packet as used during the 2018 Reprioritization and need not be resubmitted, but all projects will be rescored, so an updated application packet may be beneficial to the project scoring. Any changes to a project will require a new submission packet.

The criteria for evaluating a project submission as responsive or non-responsive are:

- **Exhibit A:** The project submittal must include project name, MPO ID (unless project is new), project track, project readiness status. The submittal must also describe any issues with timing, staging, funding, or coordination with other projects that impact whether this project is best implemented in the immediate timeframe or at some other short-term or long-term time. In addition, the submittal must include local priority ranking, project limits, work description, length (miles), estimated total cost, planned let year, how the project addresses the goals set out in the MTP and other local plans.

The purpose and needs statement must describe the following:

- The primary issue which requires correction or enhancement and describe how the project will address the issue.

- Reasonable alternative approaches to the issue, if any, and why the proposed project is the best alternative.

Each member may submit an unlimited number of projects for evaluation. All projects submitted by the member must be given a preferred order of selection. Members’ project preference order is given points under the Local Priority evaluation criteria.

- **Exhibit B:** The project submittal must include a brief narrative stating how the project addresses the overall vision of developing a fully integrated, multimodal transportation system for people and freight, and how the project addresses KTMPO long-range goals adopted in the MTP. This narrative is a critical component of the application because it serves as a guide to understanding project value in addressing each of the subjective scoring criteria. Topics to be included in this section may include the following:
 - Connectivity
 - Local Support
 - Scope of Benefit
 - Environmental Justice
 - Environmental Mitigation
 - Multi-Modal Support
 - Security & Reliability
 - Transportation Enhancements and Livability
 - Sustainability
 - Complete-Streets design elements inherent in the project
 - Economic Development Travel and Tourism
 - Freight
- **Exhibit C:** The project submittal must include a map of the project clearly showing the project location and limits.
- **Exhibit D:** The project submittal must include a signed assurance that any and all TxDOT/FHWA deadlines will be met and required contracts will be signed.
- **Exhibit E:** Local support for the project, both “official” support from the submitting member and “unofficial” support from other agencies and the general public, is an important evaluation criterion. The submitting member should provide brief documentation on the local support for each project.

Step 2: Project Review and Evaluation

The overall vision of KTMPO as outlined in the 2045 MTP is to develop a fully integrated, multimodal transportation system for people and freight. KTMPO actively seeks to promote projects to develop and support transportation choices in the region, including transit and active transportation modes.

In evaluating eligible transportation projects, the different scopes, characters, and operating characteristics of the various modes and project types are apparent. These are so distinctly different

that it would be impossible to develop a single process which would support a fair and comprehensive evaluation of all the different projects. Project evaluation and scoring therefore follows two distinct tracks:

- **Road Track**—Evaluation of projects primarily addressing roads and bridges.
- **Transportation Choices and Livability Track**—To provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

Each evaluation track contains objective and subjective criteria. Each track is customized to contain the criteria and weights most appropriate to their respective transportation modes, but each also contains common criteria and evaluation points for the categories of:

- Linkage to the MTP or Other Relevant Regional Plans, with a maximum of 5 points given for a project's linkage to current planning documents.
- Local Priority and Support, with a maximum of 5 points given for a project's listing in the submitting member's list of preferences and documented local support.
- Project Scope, with a maximum of 35 points given for a project's contributions to local benefits and livability.

Step 3: KTMPO Technical Advisory Committee Recommendation

The KTMPO Technical Advisory Committee will review all projects which are evaluated as responsive and complete and which are forwarded to the TAC by KTMPO staff. The projects' evaluation will follow the defined project review and evaluation process, which will include the following steps:

Step 1: All projects will receive scores for the objective criteria through a third-party consultant. KTMPO staff will deliver objective scores to each entity on **[INSERT DATE]**. TAC members may question any project's objective score for any criteria. KTMPO staff will provide documentation of all scores as requested. The TAC will have the final decision on any objective project score, if, after consulting with KTMPO Staff, a dispute still exists.

Step 2: All projects will receive scores for the subjective criteria. Subjective scoring will be conducted by the TAC. TAC subjective scores will need to be submitted to KTMPO by **[INSERT DATE]**.

Step 3: As projects are scored, the TAC may discuss individual projects' scoring together and highlight any projects for consideration of bonus points. The assignment of bonus points is intended to provide flexibility for special situations and to provide better documentation and transparency for the normal give-and-take inherent to any process involving subjective scoring. The assignment of bonus points is subject to specific criteria:

- The project must have some prominent characteristic which is not adequately covered by the selection criteria. A project to correct for unintended consequences or to fine-tune the performance of a previously constructed project would also qualify for this criterion.
- The characteristic must have a regional benefit.
- The reasoning for the assignment of bonus points must be discussed openly and must be

documented.

A bonus score of 1 to 5 points may be added to any project by the TAC with a simple majority vote.

Step 4: Each project's total score will be calculated within its particular evaluation track, i.e., Road Track or Transportation Choices and Livability Track.

Step 5: All projects will then be placed in order from the highest to the lowest score within their respective evaluation track. To break ties, the highest subjective score of the tied projects will be used as the first tiebreaker. If projects remain tied, the lower estimated project cost will be used as the second tiebreaker. If ties remain after two tiebreakers, the rank of the project will be determined by the TAC with a simple majority vote.

From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first ten years' worth of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will comprise the short-range listing of projects to be placed in the TIP during the next ten years. The remaining fifteen years of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the long-range listing. All other projects will be placed on the regionally significant-unfunded listing. The TAC will be given the opportunity to develop a funding order based on the project ranking and the need to fund a specific project. The funding order will be developed and recommended by the TAC with a simple majority vote.

Once the Project Review and Evaluation Process is complete, the TAC will forward a recommendation for the three project listing components of the MTP to the KTMPO Transportation Planning Policy Board for their review and approval.

Step 4: KTMPO Transportation Planning Policy Board Review and Approval

The KTMPO Transportation Planning Policy Board (TPPB) will review and may accept, or by consensus, revise candidate projects for inclusion in the three project listing components of the MTP. If the TPPB chooses to reject the recommendation of the TAC, the project listing may be returned to them for further review and evaluation. If the TPPB adopts the TAC recommendation and funding is available, those components will then be incorporated into the MTP.

Road Evaluation Track

1 Congestion

0 to 5 points each; 10 points maximum—Objective

Scoring is based on existing LOS and the expected change in LOS from the forecasted build to the forecasted no-build condition. Forecasted conditions for the year 2045 are estimated by the travel demand model, and current conditions are estimated by the 2015 model. New construction road projects are also to be input into the 2015 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. A forecast improvement in LOS means that the project reduces congestion, so a project which shows a greater improvement in LOS will score better. This is an objective, travel demand model (TDM) based criteria.

Existing LOS		2045 Build vs No Build Change in LOS	
A	0 points	F to E	2 points*
B	1 point	E to D	2 points
C	2 point	D to C	1 point
D	3 points	C to B	1 point
E	4 points	B to A	0 points
F	5 points	A	0 points
*Scores are cumulative as LOS descends to a maximum of 5 points			

2 Traffic

0 to 10 points

This criterion considers the current and forecasted traffic volume in two parts: Average Annual Daily Traffic (AADT), and connections to major activity centers that support peak hour traffic flow.

Part A: Average Annual Daily Traffic (AADT) **0 to 5 points each total 10 points—Objective**

The scoring criterion for AADT considers both the existing and the forecasted traffic volumes, with points adding to a cumulative total. Forecasted conditions for the year 2045 are estimated by the travel demand model, and current conditions are estimated by the 2015 model. New construction road projects are also to be input into the 2015 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. The score for this criterion is the cumulative value of the current and forecasted AADT points. Roads with higher traffic tend to have greater regional significance, so projects with higher traffic will score better. Roadways with high traffic growth are responding to regional travel patterns and will score better. This is an objective criterion based on model-based estimates of AADT.

Current AADT		Change in AADT
40,000+	5 points	5 points
20,000 to 39,999	4 points	5 points
10,000 to 19,499	3 points	3 points
5,000 to 9,999	2 points	2 points
2,500 to 4,999	1 point	1 point
<2,500	0 point	0 points

Part B: Connections to Major Activity Centers

0 to 5 points—Objective

This criterion considers the project’s ability to reduce peak period traffic congestion and its ability to provide connectivity to defined special traffic generators. The defined special generators are sites (malls, hospitals, colleges, airports, Fort Hood, large commercial developments, and schools), typically with high concentrations of employment, which generate high levels of traffic in the peak period. Projects that are close to and connect multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher.

A list of special traffic generators for the Road Track is in the Appendix. This is an objective criterion.

	Points
2 or more activity centers within 0.5 miles	5 points
1 activity center within 0.5 miles	3 points
Does not connect to a special generator	0 points

3 Safety

0 to 5 points; 10 points maximum

This criterion is used to identify safety problem areas and to support projects which will impact the number and severity of traffic-related crashes. There are two parts to the criterion: the five-year rolling average fatality rate, and the five-year rolling average serious injury rate.

Part A: Fatality Rate

0 to 5 points—Objective

This criterion measures the project location’s number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 2.5 points for this criterion for meeting the statewide average rates. This criterion is objective.

	Points
More than 10% worse than statewide fatality rate	4 points
0 to 10% worse than statewide fatality rate	3 point
0 to 10% better than the statewide fatality rate	2 points
More than 10% better than statewide fatality rate	1 point
Has experienced non-vehicular fatalities	+1 point

Part B: Serious Injury Rate

0 to 5 points—Objective

This criterion flags the facility’s average serious injury rate during a rolling 5-year period. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 2.5 points for this criterion for meeting the statewide average rates. This criterion is objective.

	Points
More than 10% worse than statewide serious injury rate	4 points
0 to 10% worse than statewide serious injury rate	3 point
0 to 10% better than statewide serious injury rate	2 points
More than 10% better than statewide serious injury rate	1 point
Has experienced non-vehicular serious injuries	+1 point

4 Asset Management

0 to 5 points—Objective

This criterion references the project’s connection to the strategic and systemic management of physical assets within the transportation system. This measures an agency’s ability to operate, maintain, and improve physical assets with a focus on engineering and economic analysis, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired ‘state of good repair’ over the lifecycle of the assets. The categories of assets are evaluated in similar but different ways, for example:

- Bridges are rated on a structural sufficiency rating with a scale of 0 to 100 with 100 being excellent.
- Roadways are rated using a pavement condition index (PCI) on a scale from 0 to 100
- Transit assets such as rolling stock (revenue and non-revenue vehicles) are rated using a useful life benchmark (ULB) and facilities are rated using a Transit Economic Requirements (TERM) Scale).

The criterion is an objective measure.

	Points
100% improvement in benchmark criteria	4 points
75% improvement	3 points
50% improvement	2 points
25% improvement	1 point
<25% improvement	0 points
Facility on the Interstate or NHS System	+1 point

5 Resiliency

0 to 5 points—Objective/Subjective

Resiliency is the ability of a transportation facility to survive or, in the alternative, recover from natural disasters such as floods, fires, and other major weather events. Resiliency is a hybrid category that has two points. The roadway or other transportation facility receives a vulnerability assessment score using available GIS data (e.g. flood insurance rate maps (FIRM)) and the FHWA vulnerability assessment tool to provide a vulnerability score. The TAC project evaluation team then scores the project based on its anticipated ability to address or mitigate this vulnerability. The two factors are combined to calculate the final score.

	Points
Project does not reduce vulnerability	0 points
Project has some features likely to contribute to a moderate/general reduction in vulnerability	up to 2.5 points
Project provides specific resiliency enhancements targeted to significantly reduce vulnerability	up to 5.0 points

6 Linkage to MTP or Other Plan

0 to 5 points—Objective/Subjective

This criterion references the project’s inclusion in the current MTP or other plans. This criterion demonstrates a project’s history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criterion is both objective and subjective.

	Points
In the current MTP funded project list	2 points
In the current MTP regionally significant/unfunded List	1 point
In current Regional Multimodal Plan	1 point
On a segment of the current Congestion Management Process network	1 point

7 Local Priority & Support

0 to 5 points each; 20 points maximum

The local priority & support category of evaluation criterion is designed to define the extent of local commitment to a project.

Part A: Local Priority

0 to 5 points—Objective/Subjective

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. **Submitted projects within each respective evaluation track are listed in order by the member.** KTMPO staff will use the preference list as an objective criterion to score each project within its appropriate evaluation track.

	Points
Preference #1	5 points
Preference #2	4 points
Preference #3	3 points
Preference #4	2 points
Preference #5	1 point
Preference #6 and lower	0 points

Part B: Future Growth Area

0 to 5 points—Objective/Subjective

This criterion references the project’s proximity to anticipated future growth areas and the ability to provide a direct benefit to mobility and/or access of that area. This criterion measures whether the project serves the community by ensuring the project investment is in line with the anticipated growth of the region. Future growth areas are defined by KTMPO approved future population and employment estimations for the region. Mobility and access can be analyzed as positive changes in anticipated congestion or travel time savings. This criterion is both objective and subjective.

	Points
Located in a future growth area and provides direct benefit	4 to 5 points
Located in a future growth area and does not provide direct benefit	2 to 3 points
Located outside of a future growth area and does not provide direct benefit	0 to 1 point

Part C: Network Connectivity

0 to 5 points—Subjective

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criterion measures how well the project improves that connectivity or closes a gap in the overall network. Scores are subjective and cumulative. A project receives 2 points for closing a gap in the roadway network and additional points for closing gaps in the pedestrian/bike or transit network. A project receives an additional point if it serves a role in promoting overall regional multimodal connectivity. This is a subjective criterion.

	Points
Closes a gap in the roadway network	2 points
Closes a gap in the bike – pedestrian	+1 point
Closes a gap in the transit network	+1 point
Supports regional system connectivity	+1 point

Part D: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criterion that will be scored based on the submitting member’s documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

8 Project Scope

0 to 5 points each; 50 points maximum

Part A: Scope of Benefit

0 to 5 points—Subjective

A submitting member’s narrative, in addition to the project’s model-based traffic changes, should be used to evaluate the project’s scope of benefits. Factors to be considered include, but are not limited to, the project’s geographic scale, functional class of the project roadway and connecting roadways, and the roadway’s significance within the region. This is a subjective criterion.

	Points
Regional Benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local Benefit	0 to 2 points

Part B: Environmental Justice (EJ)

0 to 5 points—Subjective

The purpose of Environmental Justice (EJ) is to ensure that all communities, regardless of race, color, national origin, or income, live in a safe and healthful environment and receive fair treatment. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criterion for defining an EJCOC are a Census Tract where the Low-Income Index was in the 85% percentile and above, a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 35% of the population self-identified as Hispanic or Latino descent.

This is a subjective criterion that will be scored based on the submitting member’s documentation. If a project positively impacts an EJ area it will score higher, but if it has no benefit to an EJ area it will score 0 points. If during the preliminary screening by staff, a project is identified as having a potentially negative impact on an EJ area, the project may not be scored until the project sponsor identifies and adds project components designed to eliminate or mitigate the negative impacts.

	Points
Provides specific benefits directed to an EJ area	3 to 5 points
Provides general benefit to region including EJ Areas	1 to 2 points
Provides no benefit to an EJ Area	0 points

Part C: Environmental Mitigation

0 to 5 points—Subjective

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2045 MTP to include natural or recreational areas, archaeological sites, historic structures, landfills, watersheds, aquifers, and endangered species.

Actions that are defined as acts of environmental mitigation include avoiding, minimizing, rectifying, reducing over time, and compensating for impacts. Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criterion. This is a subjective criterion that will be scored based on the submitting member’s documentation. If a project is not in an environmentally sensitive area and has no negative impacts on the environment (including regional air quality impacts) and no mitigation is needed, then the project scores 5 points. If a project is in a sensitive area or has negative environmental impacts the project scores between 0 and 4 points depending on the level of the environmental impacts and the level and effectiveness of mitigation proposed to off-set those impacts.

	Points
No negative environmental impacts (including AQ)	5 points
Minor negative impacts with substantial mitigation / elimination of impacts	3-4 points
Moderate negative impacts / adequate offsetting mitigation	2-3 points
Substantial negative impacts / adequate offsetting mitigation	1-2 points
Substantial negative impacts / little or no mitigation	0 points*
* Sponsor may be asked to revise and strengthen mitigation plan before the project is scored	

Part D: Economic Development including Travel/Tourism

0 to 5 points—Subjective

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also travel and tourism through providing access to all modes of transportation, allowing all types of tourists to easily navigate throughout the area. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member’s narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports travel/tourism	0 to 2 points
Supports economic activity	0 to 1 point

Part E: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes’ operations or facilities or improve the safety of other modes’ interaction with the road network. This is a subjective criterion that will be scored based on the submitting member’s documentation.

	Points
Supports additional modes	1 to 5 points
Supports only the highway mode	0 points

Part F: Security + Reliability

0 to 5 points—Subjective

This criterion supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project’s score under this criterion may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

Transportation Systems Management and Operations (TSMO) projects, which often use intelligent transportation system (ITS) strategies such as variable message signs and active lane control are key components of most security and reliability strategies and would be expected to score high in this category.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268. Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member’s documentation.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member’s documentation.

	Points
Lies on a designated evacuation corridor	0 to 1 point
Enhances access for emergency services and other first responders	0 to 2 points
Provides or promotes use of alternate or bypass routes	0 to 1 point
Promotes communication / management of traffic	0 to 1 point

Part G: Transportation Enhancements & Livability

0 to 5 points—Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criterion continues that emphasis by scoring projects’ contributions to the overall

environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, storm water management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) storm water systems should score higher for this criterion.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member’s documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part H: Sustainability

0 to 5 points—Subjective

This criterion measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multi-modalism in transportation, such as FHWA’s Context Sensitive Solutions, the FHWA’s INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure’s Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is subjective criterion to be scored based on the submitting member’s documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Part I: Complete Streets

0 to 5 points—Subjective

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of the transportation network. The Complete-Streets approach helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

This criterion measures how a project takes into account access for all modes of transportation. The Complete-Streets Streets approach promotes designs that provide for everyone, regardless of age, ability, income, race, or ethnicity, to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. Scoring is cumulative to a maximum of 5 points. This is subjective criterion to be scored based on the submitting member’s documentation.

	Points
Project incorporates a Complete-Streets approach	0 to 5 points

Part J: Freight

0 to 5 points—Subjective

This criterion measures how a project contributes to the investment in freight infrastructure and operational improvements, that as a result, strengthen economic stability, reduce congestion, lower costs of freight movement, improve reliability, increase productivity, improve safety (for example, truck safety rest areas), and reduce the number of environmental impacts as a result of freight activity. Consideration should be given to how well the project reduces overall freight delay as well as providing first mile/last mile solutions to improve access to major freight generators.

	Points
Increases reliability	1 point
Strengthens economic stability	1 point
Reduces congestion	1 point
Improves safety	1 point
Reduces environmental impacts	1 point

Transportation Choices and Livability Evaluation Track

1 Connectivity & Service Gaps

0 to 5 points each; 35 points maximum

Part A: Connections to Major Activity Centers

0 to 5 points—Objective

This criterion considers the project’s ability to reduce peak period traffic congestion and its ability to provide connectivity to defined special traffic generators. The defined special generators are sites (malls, hospitals, colleges, airports, Fort Hood, large commercial developments, and schools), typically with high concentrations of employment, which generate high levels of traffic in the peak period. Projects that are close to and connect multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher. This is an objective criterion.

	Points
2 or more activity centers within 0.5 miles	5 points
1 activity center within 0.5 miles	3 points
Does not connect to a major activity center	0 points

Part B: Eliminates Barriers

0 to 5 points each; 15 points maximum—Subjective

This criterion evaluates how a project addresses the barriers to active transportation which were identified in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but are not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

Examples of barriers reference the Regional Thoroughfare and Pedestrian/Bicycle Plan. Categories relate to benefit to specific users, communities, or active transportation trip generators. This is a subjective criterion.

	Points
Eliminates barrier in the bike/ped network	0 to 5 points
Eliminates barrier in the EJCOG	0 to 5 points
Eliminates barrier within 1 mile of a special generator	0 to 5 points

Part C: Active Transportation Network Connectivity

0 to 5 points—Subjective

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criterion measures how well the project improves that connectivity or closes a gap in the overall network. Scores are subjective and cumulative. A project receives 2 points for closing a gap in the roadway network that supports transit

3 Safety 0 to 5 points each; 20 points maximum—Objective and Subjective

This criterion rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network. This criterion is scored cumulatively with four different criteria of up to 5 points each. The first three criteria are subjective, and the fatality and serious injury rates scoring is objective.

	Points
Provides an exclusive path on an arterial	0 to 5 points
Provides an active transportation connection to a school	0 to 5 points
Mitigates or eliminates identified hazards	0 to 5 points

Part A: Exclusive Path 0 to 5 points—Subjective

An exclusive path is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. Projects on roads with a functional class of minor arterial or higher in the KTMPO Regional Thoroughfare Plan are eligible for these points.

Part B: Connection to a School 0 to 5 points—Subjective

Projects which enhance safety by providing active transportation facilities which directly connect to or serve a school.

Part C: Mitigates or Eliminates Identified Hazards 0 to 5 points—Subjective

Identified hazards include, but are not limited to, locations with five or more documented crashes between pedestrians or bicycles and other transportation modes within the past five-year period. Other hazards include physical and operational conditions which would contribute to safety issues, such as storm water grate designs which could trap bicycle tires. Scoring is based on project potential to remove or reduce the hazard with design improvements. Such as new pedestrian signals, mid-block crossings, or pedestrian refuge islands.

Part D: Fatality / Serious Injury Rate 0 to 5 points—Objective

This criterion measures the project location’s number of fatalities and serious injuries per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 2.5 points for this criterion for meeting the statewide average rates. This criterion is objective.

	Points
More than 10% higher than statewide fatality rate	4 points
0 to 10% higher than statewide fatality rate	3 point
0 to 10% lower than the statewide fatality rate	2 points
More than 10% lower than statewide fatality rate	1 point
Non-vehicular fatalities	+1 point

4 Linkage to MTP or Other Plan

0 to 5 points—Objective/Subjective

This criterion references the project’s inclusion in the current MTP or other plans. This criterion demonstrates a project’s history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criterion is both objective and subjective.

	Points
In the current MTP funded project list	2 points
In the current MTP regionally significant/unfunded List	1 point
In current Regional Multimodal Plan	1 point
On a segment of the current Congestion Management Process network	1 point

5 Local Priority & Support

0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criterion is designed to define the extent of local commitment to a project.

Part A: Local Priority

0 to 5 points—Objective/Subjective

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects within each respective evaluation track are listed in order by the member. KTMPO staff will use the preference list as an objective criterion to score each project within its appropriate evaluation track.

	Points
Preference #1	5 points
Preference #2	4 points
Preference #3	3 points
Preference #4	2 points
Preference #5	1 point
Preference #6 and lower	0 points

Part B: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criterion that will be scored based on the submitting member’s documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope

0 to 5 points each; 45 points maximum

Part A: Scope of Benefit

1 to 5 points—Subjective

A submitting member’s narrative should be used to evaluate the project’s scope of benefits. Factors to be considered include, but are not limited to, the project’s geographic scale, functional class of the project roadway (if the active transportation project is adjacent to a roadway) and connecting roadways, and the roadway’s significance within the region. This is a subjective criterion.

	Points
Regional Benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local Benefit	1 to 2 points

Part B: Environmental Justice

0 to 5 points—Subjective

The purpose of Environmental Justice (EJ) is to ensure that all communities, regardless of race, color, national origin, or income, live in a safe and healthful environment and receive fair treatment. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criterion for defining an EJCOC are a Census Tract where the Low-Income Index was in the 85% percentile and above, a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 35% of the population self-identified as Hispanic or Latino descent.

This is a subjective criterion that will be scored based on the submitting member’s documentation. If a project positively impacts an EJ area it will score higher, but if it has no benefit to an EJ area it will score 0 points. If during the preliminary screening by staff, a project is identified as having a potentially negative impact on an EJ area, the project may not be scored until the project sponsor identifies and adds project components designed to eliminate or mitigate the negative impacts.

	Points
Provides specific benefits directed to an EJ area	3 to 5 points
Provides general benefit to region including EJ Areas	1 to 2 points
provides no benefit to an EJ Area	0 points

Part C: Environmental Mitigation

0 to 5 points—Subjective

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMP region are identified in the 2045 MTP to include natural or recreational areas, archaeological sites, historic structures, landfills, watersheds, aquifers, and endangered species. Actions that are defined as acts of environmental mitigation include avoiding, minimizing, rectifying, reducing over time, and compensating for impacts. Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criterion. This is a subjective criterion that will be scored based on the submitting member’s documentation. If a project is not in an environmentally sensitive area and has no negative impacts on the environment (including regional air quality impacts) and no mitigation is needed, then the project scores 5 points. If a project is in a sensitive area or has negative environmental impacts the project scores between 0 and 4 points depending on the level of the environmental impacts and the level and effectiveness of mitigation proposed to off-set those impacts.

	Points
No negative environmental impacts (including AQ)	5 points
Minor negative impacts with substantial mitigation / elimination of impacts	3-4 points
Moderate negative impacts / adequate offsetting mitigation	2-3 points
Substantial negative impacts / adequate offsetting mitigation	1-2 points
Substantial negative impacts / little or no mitigation	0 points*
* Sponsor may be asked to revise and strengthen mitigation plan before the project is scored	

Part D: Economic Development including Travel/Tourism

0 to 5 points—Subjective

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also travel and tourism through providing access to all modes of transportation, allowing all types of tourists to easily navigate throughout the area. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member’s narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports travel/tourism	0 to 2 points
Supports economic activity	0 to 1 point

Part E: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes’ operations or facilities or improve the safety of other modes’ interaction with the road network. This is a subjective criterion that will be scored based on the submitting member’s documentation.

	Points
Supports additional modes	1 to 5 points
Supports only the highway mode	0 points

Part F: Security + Reliability

0 to 5 points—Subjective

This criterion supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project’s score under this criterion may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

Transportation Systems Management and Operations (TSMO) projects, which often use intelligent transportation system (ITS) strategies such as variable message signs and active lane control are key components of most security and reliability strategies and would be expected to score high in this category.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268. Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member’s documentation.

	Points
Lies on a designated evacuation corridor	0 to 1 point
Enhances access for emergency services and other first responders	0 to 2 points
Provides or promotes use of alternate or bypass routes	0 to 1 point
Promotes communication / management of traffic	0 to 1 point

Part G: Resiliency

0 to 5 points—Objective/Subjective

Resiliency is the ability of a transportation facility to survive or, in the alternative, recover from natural disasters such as floods, fires, and other major weather events. Resiliency is a hybrid category that has two points. The roadway or other transportation facility receives a vulnerability assessment score using available GIS data (e.g. flood insurance rate maps (FIRM)) and the FHWA vulnerability assessment tool to provide a vulnerability score. The TAC project evaluation team then scores the project based on its anticipated ability to address or mitigate this vulnerability. The two factors are combined to calculate the final score.

	Points
Project does not reduce vulnerability	0 points
Project has some features likely to contribute to a moderate/general reduction in vulnerability	up to 2.5 points
Project provides specific resiliency enhancements targeted to significantly reduce vulnerability	up to 5.0 points

Part H: Transportation Enhancements & Livability

0 to 5 points—Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criterion continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, storm water management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) storm water systems should score higher for this criterion.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part I: Sustainability

0 to 5 points—Subjective

This criterion measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multi-modalism in transportation, such as FHWA’s Context Sensitive Solutions, the FHWA’s INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure’s Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is subjective criterion to be scored based on the submitting member’s documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Appendix A

Texas Funding Program Categories

In Texas, transportation funding is apportioned through 12 funding categories. Categories 1-9 combine formula funding from both federal (FAHP) and state programs. Categories 10, 11, and 12 are strategic and discretionary funding categories. The following lists and provides a general overview of each funding category.

- **Category 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.
- **Category 2 - Metropolitan and Urban Area 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.
- **Category 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, pass through toll financing, unique federal funding, regional toll revenue, and local participation funding. For KTMP roadways, funding for any project with Category 3 funds is determined by state legislation, Texas Transportation Commission approved minute order, or local government commitments.
- **Category 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 two systems to major ports of entry on international borders and Texas water ports.
- **Category 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. KTMP is in attainment status as of 2019; projects in the MTP are not eligible for Category 5 funds at this time.
- **Category 6 - Structures Replacement and Rehabilitation Bridge Program; Railroad Grade Separation Program:** 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. Bridge projects in the MTP may be eligible for Category 6 funding if they meet established criteria.
- **Category 7 - Metropolitan Mobility/Rehabilitation:** Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area (TMA). The KTMP study area was designated a TMA based on the 2010 US Census, and therefore projects in the

MTP are eligible for Category 7 funds.

- **Category 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. Projects in the MTP may be eligible for Category 8 funding if they improve safety.
- **Category 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.
- **Category 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. No projects in the MTP qualify for Category 10 funding.
- **Category 11 – District Discretionary:** Projects eligible for federal or state funding selected at the district engineer’s discretion. TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. Projects in the MTP may be considered for funding under the Cat 11 District Discretionary program.
- **Category 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 man made and natural emergencies.

Appendix B

Unified Transportation Program (UTP) Funding Allocation

The following table shows the 2020 UTP funding targets for the KTMPO region for fiscal years 2020 through 2029. The cost of projects included in the 10-year short range plan component of the 2045 MTP must come from the allocated categories and cannot exceed UTP projected funding available during that 10-year period. These designated funding allocations are subject to change over time as the UTP is amended to address new National or State programs, or fiscal circumstances change with the economy.

KTMPO 2020 UTP Planning Targets Fiscal Years 2020 to 2029											
Cat 1	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8	Cat 9	Cat 10	Cat 11	Cat 12
	\$ 227,380,000					\$ 60,440,000		\$ 3,900,000			

Projects programmed for implementation in the long-range component of the 2045 MTP must also be fiscally constrained based upon the projected future categorical funding levels. Those long-range funds (for years 11 through 25) would be in addition to the planned allocations presented above.

Note: The following is the DRAFT planned allocation for the 2021 UTP covering the period 2021 to 2030

KTMPO DRAFT 2021 UTP Planning Targets Fiscal Years 2021 to 2030											
Cat 1	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8	Cat 9	Cat 10	Cat 11	Cat 12
	189,232,732					61,317,870		3,940,100			

Project Name:

Lead Agency:

* Project Contact Name

* Phone Number

Address, City, State & Zip Code

Contact Email Address

Date

**Note: Name and phone number of person who can answer questions as projects are being scored.*

Required attachments:

- Exhibit A - Project Details
- Exhibit B - Narrative - Subjective Criteria
- Exhibit C - Project location map
- Exhibit D - TxDOT Assurance Form
- Exhibit E - Local Support (Documents such as Letters, Resolutions, News articles, ROW agreements, etc.)

Optional attachments:

- Artist's Sketches / Conceptual drawings
- Cross-sections
- Photographs of Project Area
- Other Narrative Statements (as needed)

Exhibit B Topics:

Connectivity
Local Support
Scope of Benefit
Environmental Justice
Environmental Mitigation
Multi-Modal Support

Security & Resilience
Transportation Enhancements & Livability
Sustainability
Complete Streets – design elements inherent to project
Economic Development, Travel & Tourism
Freight

Project Name:

MPO ID:

(current MPO ID or 'NEW')

Project Track (Check one)

Roadway Project

Transportation Choices and Livability

Local Priority:

(Preferred order, i.e. 1 of 5, 2 of 7)

Project Readiness:

Preliminary Engineering

Right of Way Acquired

Environmental Review

Utilities Coordination

Status (%)

Project Readiness - Describe any applicable issues with timing, staging, funding, or coordination with other projects (N/A if none)

Project Attributes:

Extent From:

Extent To:

Length (miles):

Estimated Total Cost:

Planned Let Year:

Work Description:

KTMP Goals - Describe how this project addresses the goals set out in Mobility 2040. List any other local plans where this project appears.

Purpose and Needs Statement - Describe what this project will accomplish for the community.

Project Name:

Scoring Criteria - Describe how this project addresses the subjective scoring criteria:

Project Name:

Additional Narrative as needed:

Project Name:

Additional Narrative as needed:

**Item 10:
Amendment to FY20-21
Unified Planning Work
Program (UPWP)**

Amendment to the 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 (KTMP) 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.

An amendment to the FY20-21 UPWP is needed to reflect the following changes:

- Rename Subtask 5.11 from *Miscellaneous Study* to *MTP Project Scoring* to allow for the hiring of a Consultant to complete the objective scoring of projects for the 2045 MTP Reprioritization.
- No budget changes would be required as a result of this amendment.

Action Needed: Recommend approval of proposed amendment to the FY20-21 UPWP.

Item 11: Public Input

Public Input Received

KTMPO 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 August 2020 is included in meeting packet.

Action Needed: No action needed; for discussion only.



KTMPO Public Comments

FY20

Date	Name	Means of Public Comment	Public Comment	Date Comment Was Presented to TAC	Public Comment Topic	Jurisdiction

Grant Opportunities

- **Texas Volkswagen Environmental Mitigation Program:**

Deadline first come first served

Texas Commission on Environmental Quality (TCEQ):

The purpose of this grant is to replace or repower local freight and port drayage trucks. Any person or entity who operates an eligible local freight or port drayage truck at least 51% of the vehicle's annual mileage in one of the Priority Areas is potentially eligible to apply for the grant. Bell County is one of the Priority Areas. More information can be found at the below website.

Estimated Funding Available: \$33,000,000

<https://www.tceq.texas.gov/news/releases/texas-volkswagen-environmental-mitigation-program-accepting-applications>

Websites:

Grants.Gov: <https://www.grants.gov/>

TxDOT: <https://www.txdot.gov/government/funding.html>

USDOT: <https://www.transportation.gov/grants>

FTA: <https://www.transit.dot.gov/funding/grants/grant-programs>

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Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPPO	TMA
Killeen – Temple Metropolitan Planning Organization	Transportation Management Area
TPPB (KTMPPO)	MAP - 21
Transportation Planning Policy Board	Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPPO)	SAFETEA – LU
Technical Advisory Committee	Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA	MPO
U.S. Department of Transportation Federal Highway Administration	Metropolitan Planning Organization
FTA	UPWP
U.S. Department of Transportation Federal Transit Administration	Unified Planning Work Program
TxDOT	MTP
Texas Department of Transportation	Metropolitan Transportation Plan
TCEQ	TIP
Texas Commission on Environmental Quality	Transportation Improvement Program
TTI	STIP
Texas A&M Transportation Institute	Statewide Transportation Improvement Program
CTCOG	STP-MM
Central Texas Council of Governments	Surface Transportation Program – Metropolitan Mobility
HCTD or “The HOP”	TAP
Hill Country Transit District	Transportation Alternatives Program
CTRTAG	UTP
Central Texas Regional Transportation Advisory Group	Unified Transportation Program
BPAC	CMAQ
Bicycle and Pedestrian Advisory Committee	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.ktmpo.org. Pages 61-65 of the publication “The Transportation Planning Process... is a great resource for commonly used Transportation terms.

2045 MTP Project Listing



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)

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
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$38,000,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to South of W Ave O	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$30,800,000	2021	Yes	EJ, H, P	

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 Amounts
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	2021	Yes	EJ, L, H	FY21-22 Category 4: \$6,200,000

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
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	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 connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

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
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611

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

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
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	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	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571

STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

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
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571

Other 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
C45-01	3623-01-004	Fort Hood Access Ramps	Old Georgetown Rd to BNSF Railway	Construct exit ramp to Tank Destroyer Blvd and entrance ramp from Old Georgetown Rd	N/A	N/A	N/A	\$5,015,690	2021	N/A	—	Local Contribution \$5,015,690

GROUPED PROJECTS

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	FY2017-2020 TIP	FY2019-2022 TIP
G01-PE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	\$12,579,008	\$0
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 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
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2025	Yes	H	Short Range Funding: \$139,246,645
W35-01	0231-19-003 0231-01-003 0231-02-067	US 190 Bypass	0.6 W of FM 2657 to 0.15 E of Clarke Rd	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2025	Yes	L, H,	
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 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	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	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/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and 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 curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	Long Range Funding: \$378,524,579
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	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	---	
T15-06k	0015-14-109	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	2029	Yes	EJ, H	
C35-02ab ⁵	0724-01-055	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	0184-02-055	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	2026	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	2027	No	EJ	
H45-03	0184-02-055	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a continuous center turn lane and sidewalks	69.33	7	15	\$6,566,500	2026/2027	No	H, ARZ, P	
W30-23	0184-04-051	US 190/Loop 363	Spur 290 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	2025	Yes	EJ	
C30-03a	N/A	Business US 190 - Phase II	FM 1113 (Ave D) to FM 116 South	Convert the center turn lane to a controlled left turn lane with raised median, maintain the two existing travel lanes, add curb, gutter, and bike lanes on both sides of the roadway, 6 ft sidewalk on the south side and pedestrian crossings with curb ramps at street intersections	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 UP 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, curb, gutter and sidewalks	66.35	12	19	\$5,561,600	TBD	---	---	
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 Loop 363	65.45	14	21	\$18,000,000	TBD	Yes	EJ	
K40-24	N/A	Featherline Dr	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 Dr	65.00	15	22	\$9,000,000	2025	No	EJ	
H15-01	N/A	FM 3423 (Indian 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 a curb, gutter and hike and bike trails to incorporate multimodal design	64.45	19	24	\$8,500,000	TBD	Yes	EJ	
K40-11	N/A	WS Young Dr	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	Old TX 81 - Phase I	FM 1237 to Loves Overpass	Widen roadway from 2 to 4 lanes with bicycle lanes, a curb and gutter	61.55	22	27	\$3,500,000	TBD	No	H	
H45-04	N/A	FM 3481 (Stillhouse Lake Rd) Phase 2	Proposed Chaparral Rd Intersection to South City Limits	Widen roadway from 2 to 4 lanes with a continuous center turn lane and 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, sidewalks and bicycle 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 and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (Stan Schlueter Loop)	Upgrade interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	

T45-16	N/A	S 1st Street Extension	Loop 363/US 190 to Blackland Rd	Construct arterial thoroughfare with street trees, sidewalks and bike lanes.	58.49	30	33	\$10,830,000	2020	No	—
K25-04	N/A	SH 195 Overpass	At Business 190	Construct grade separation over Business 190 and BNSF RR	58.35	31	34	\$20,000,000	TBD	Yes	EJ
B40-11	N/A	FM 2271 (Lake to Lake Road)	FM 1670 to FM 2271	Construct 4 lane roadway with 10 ft wide trail	57.74	32	35	\$49,700,000	TBD	No	EJ, H, P
T45-15	N/A	Temple Outer Loop - East	IH-35 N to FM 93 at Business 190	Construct a 4 lane divided roadway with a curb and gutter; includes hike and bike trail and dedicated bike lanes to incorporate multimodal transportation	57.34	33	36	\$74,000,000	2023	No	EJ
B40-07	N/A	Connell St	US 190/IH-14 to Loop 121	Widen from 2 to 4 lanes with center turn lane and 5 ft wide sidewalks	56.64	34	37	\$5,244,000	TBD	No	EJ
W35-09	N/A	FM 93	SH 95 to SH 36	Widen from 2 to 4 lanes, provide for a raised median	56.37	35	38	\$5,245,000	TBD	Yes	EJ
K40-26	N/A	Cunningham Rd	US 190/IH-14 to Little Nolan Rd	Construct and widen from 2 to 4 lane road with shoulder, median turn lane, bike and pedestrian facilities	56.27	36	39	\$7,817,350	TBD	No	EJ
K40-03	N/A	FM 3470 Extension	SH 201 (Clear Creek Rd) to US 190 Bypass	Construct 4 lane FM Road with continuous turn lane and shoulders	56.17	37	40	\$15,000,000	TBD	No	H
H45-02	N/A	E FM 2410 (E Knights Way) Phase 2	Warriors Path to Rummel Rd	Construct 4 lane FM Road with continuous turn lane and shoulders	55.84	38	41	\$5,149,800	TBD	No	L
K40-17	N/A	Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lanes with a median	55.34	39	42	\$7,900,000	TBD	No	EJ, P
K30-23	N/A	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements and turnarounds	54.99	40	43	\$24,628,150	TBD	No	EJ
K25-05	N/A	Florence Rd	Elms Rd to Jasper Dr	Widen from 2 to 5 lanes with curb and gutter	54.72	41	44	\$6,292,450	TBD	No	EJ
B40-08	N/A	Sparta Rd	Loop 121 to Dunn's Canyon Rd	Construct protected turn lane with 10 ft wide hike and bike trail	54.46	42	45	\$2,080,000	TBD	No	H, P
W35-05	N/A	SH 195 at US 190/IH 14	At SH 195	Upgrade interchange	54.36	43	46	\$52,450,000	TBD	Yes	EJ
T15-02	N/A	Kegley Rd (Phase 2)	856 ft S of FM 2305 to 450 ft S of Wildflower Lane	Widen and add a middle turn lane, curb and gutter; includes 12 ft shared use path and will incorporate multimodal design	51.63	45	47	\$3,800,000	TBD	No	H
T45-13	N/A	Little River Rd	SE HK Dodgen Loop to FM 93	Reconstruct two lane arterial roadway with a center-turn lane, bike lanes, and 6 ft sidewalks	49.84	46	48	\$12,888,000	TBD	No	EJ
K40-25	N/A	Bunny Trail/SH 201 (Clear Creek Rd) Traffic Signal	Intersection of Bunny Trail and SH 201 (Clear Creek Rd)	Install traffic signal	49.36	48	49	\$190,000	TBD	Yes	EJ
W35-03	N/A	SH 195	FM 3470 (Stan Schlueter Loop) to Chaparral Rd	Reconstruct to a 4 lane freeway with frontage roads	48.45	49	50	\$39,862,000	TBD	Yes	EJ, H
B40-02	N/A	Southwest Parkway	Loop 121 to W Ave O	Construct 2 lane roadway with center turn lane	48.10	51	51	\$4,200,500	TBD	No	—
N45-01	N/A	FM 439 Roundabout	Intersection of Main St (FM 439 Spur) and Avenue I	Construction of a roundabout	47.83	52	52	\$10,000,000	2022	No	—
T45-11	N/A	East Young Ave	Lower Troy Rd to Loop 363	Reconstruct and realign roadway from 2 to 4 lanes with a 6 ft wide sidewalk, and a center turn lane.	47.50	53	53	\$3,940,000	2023	No	EJ
K40-06	N/A	FM 2484	SH 195 to IH-35	Widen from 2 to 4 lane divided roadway	45.08	54	54	\$35,000,000	TBD	No	H, ARZ, P
B30-02	N/A	Shanklin Rd West - Outer Loop	IH-35 to E end of Three Creeks subdivision	Construct 4 lane roadway	44.82	55	55	\$10,820,000	TBD	No	—
B40-09	N/A	West Avenue D	Loop 121 to Wheat Rd	Construct 2 lane roadway with sidewalks and bike lanes	44.09	56	56	\$4,918,500	TBD	No	EJ
N45-03	N/A	Nola Ruth Reconfiguration	Intersection of Nola Ruth Blvd at US 190/IH-14	Improve intersection to enhance safety	43.84	57	57	\$10,000,000	2025	No	—
B30-03	N/A	Belton Outer Loop East	IH-35 at Shanklin Rd to FM 436	Construct 2 lane roadway with shoulder	43.46	58	58	\$12,060,000	TBD	No	—
B40-01	N/A	Huey Dr	Washington Dr to IH-35 Frontage Rd	Construct 2 lane roadway with a center turn lane	42.92	59	59	\$2,615,000	TBD	No	EJ
T45-17	N/A	Azalea Dr	Lowes Dr to S 1st St Future Extension	Construct new 2 lane roadway with a continuous center turn lane, 5 ft bike lanes, and 6 ft sidewalks	42.50	60	60	\$4,975,000	2020	No	EJ
B30-01	N/A	George Wilson Extension	FM 93 at George Wilson Rd to FM 439	Construct 2 lane roadway with shoulder	42.19	61	61	\$1,386,984	TBD	No	EJ
H30-03	N/A	FM 3219	Veterans Memorial Blvd/Business 190 to FM 439	Widen from 2 to 4 lane divided roadway	42.10	62	62	\$8,000,000	TBD	No	L,H
B45-08	N/A	Mesquite Rd Improvements	IH-35 Frontage Rd to Shanklin Rd	Widen to 2 lanes with a curb, gutter, shoulders, bicycle lanes, and a 6 ft wide sidewalk on both sides	41.50	63	63	\$3,591,000	2020	No	H
N45-02	N/A	FM 439 Shoulder Improvements & Bike Lanes	N 38th St to Sparta Rd	Construct a continuous shoulder and bicycle lane	38.17	64	64	\$1,600,000	2020	Yes	EJ, P
N40-07	N/A	Warrior's Path Extension Phase I	Old Nolanville Rd to US 190/IH-14	Extend Warriors Path to US 190/IH-14	38.08	65	65	\$5,703,255	TBD	No	H
T45-10	N/A	East Ave C	14th St to 24th St	Reconstruct roadway to 2 lanes and add bicycle lanes, sidewalks, lighting, and landscaping.	35.17	67	66	\$2,630,000	2023	No	EJ
T45-12	N/A	Lake Pointe Dr	SH 317 to Clinite Grove Blvd (Future Collector)	Construct 2 lane roadway with bike lanes and sidewalks	33.49	68	67	\$4,000,000	2023	No	—
T45-14	N/A	Lower Troy Rd	East Young Ave to Loop 363	Reconstruct roadway to 2 lanes with a continuous center-turn lane and 6 ft sidewalks	29.33	69	68	\$6,920,000	2023	No	EJ

Regionally Significant Unfunded List

H40-03 ⁶	N/A	Chaparral Rd	FM 3481 to Killeen City Limits on Chaparral Rd	Widen and straighten roadway and construct hike and bike trail	N/A	N/A	N/A	N/A	N/A	No	H	Unscored/Unfunded List
C25-02	N/A	FM 1113	Signal Light at FM 116/Ave B to Summers Rd	Widen from 2 to 4 lanes with ADA-compliant sidewalks	N/A	N/A	N/A	N/A	N/A	No	H	
C25-04	N/A	North Side Loop	FM 1113 to FM 116	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	No	—	
C40-01	N/A	FM 116 South	Copperas Cove City Limits to SH 201	Upgrade Ivy Gap Rd and Ivy Mountain Rd to FM status, widen roadway from 2 to 5 lanes with curb and gutter	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H, ARZ	
H40-04	N/A	E FM 2410	E side from FM 2410 Community Park to Simmons Rd	Expand roadway to include curb and gutter, access management control, turning lanes, drainage improvements, and context sensitive solutions	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H	
N40-08	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	No	—	
N40-10	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	No	—	
W30-06	N/A	Killeen Airport Entrance	SH 201 at Killeen Airport Entrance	Construct interchange	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H	
W40-04a2	N/A	Loop 121 Phase 1b	US 190 to IH-35	Widen from 2 to 4 lane divided roadway with a raised median	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H, P	
W40-04b	N/A	Loop 121 Phase 2	IH-35 to FM 436	Widen from 2 to 4 lane divided roadway with bicycle and pedestrian improvements	N/A	N/A	N/A	N/A	N/A	No	EJ, H, P	

TRANSPORTATION CHOICES/LIVABILITY PROJECTS⁸

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	0909-36-173	Temple's Georgetown Rails to Trails	S 5th St to FM 93	Construct 10 ft wide hike and bike trail	84.73	3	2	\$2,000,000	2026	No	EJ, H, P	Short Range Funding: \$5,099,965
D40-02	N/A	North Waco Rd (Old 81) - Sidewalk	West Main St to West Big Elm	Construct 10' wide bicycle and pedestrian facility	69.02	11	5	\$1,700,000	2027	No	---	
K45-01	N/A	Heritage Oaks Hike & Bike Trail Segment 2	Siltstone Dr to Fawn Dr	Construct shared use path for bicyclists and pedestrians	58.57	26	6	\$1,200,000	2020	No	EJ	
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 B to Leon River Bridge	Construct 10 ft wide shared use path to connect KTMO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EJ, H	Long Range Funding: \$26,937,064
T45-02	N/A	Downtown Sidewalks - 1st and 3rd St	Mayborn Civic Center to Ave F	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	75.42	4	9	\$2,720,000	TBD	Yes	EJ, P, H	
B45-02	N/A	6th Ave Sidewalk & Shared Use Path	Main St (SH 317) to IH 35 Frontage Rd	Construct 6 ft wide sidewalk on north side of 6th Ave, 10 ft wide SUP on the south side and relocate utilities underground.	73.44	5	10	\$6,000,000	TBD	Yes	EJ, L	
B45-05	N/A	Commerce/Industrial Shared Use Path	Sparta 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 and bike trail	71.08	9	12	\$3,252,480	TBD	No	EJ, H, P	
T45-03	N/A	E Central Sidewalks	MLK Dr to N. 22nd St	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping.	69.29	10	13	\$600,000	TBD	No	EJ, P	
B45-04	N/A	Beal St Sidewalk	E 24th Ave to E 6th St	Construct 5 ft sidewalk on east side from E. 24th Ave to Downing St, construct 5 ft sidewalk on both sides from E 13th Ave to Railroad Track, and construct 5 ft sidewalk on west side from Railroad Track to E. 6th Ave with bicycle signage along entire project	69	12	14	\$282,500	TBD	No	EJ, P	
T45-08	N/A	West Adams Sidewalks	Olaf Dr to IH 35	Construct 6 ft wide sidewalk	68.71	13	15	\$950,000	TBD	Yes	EJ	
T45-06	N/A	South Pea Ridge Greenbelt Trail	W 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 Midway 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/Rd 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	EJ	
T45-09	N/A	Apache Dr Sidewalks	W Adams Ave (FM 2305) to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	65.84	17	19	\$325,000	2023	No	EJ	
T45-07	N/A	Temple Lake Park Connection	FM 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	FM 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 1st St Future Extension	Construct 10 ft wide hike and bike trail to extend and connect to existing trail sections	63.85	20	22	\$500,000	2023	No	---	
N40-05	N/A	FM 439 Spur Connectivity	Main St to North Dr	Construct 10 ft wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	63.71	21	23	\$967,500	TBD	No	---	
T45-01	N/A	Canyon Creek Trail	Canyon Creek Dr to Lions Park	Construct 8 ft hike and bike trail	62.58	22	24	\$720,000	2023	No	P	
S40-01	N/A	Salado Creek Shared Use Path - Royal St	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 bicyclists and pedestrians	62.42	23	25	\$368,959	TBD	No	ARZ, H, ES	
T45-05	N/A	Hickory Rd Sidewalk	Midway Dr to Aspen Trail	Construct 6 ft sidewalk with crosswalks	61.43	24	26	\$500,000	TBD	No	P	
B45-06	N/A	Central Ave Sidewalk & Traffic Signals	Main St (SH 317) to Pearl St	Upgrade to a 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 Dr to Ave I	Construct Class 2, buffered on-street bike lane	N/A	N/A	N/A	\$500,000	N/A	No	H	Unscored/Unfunded List
N40-11	N/A	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail bordering 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 Dr to Ave I	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	Chaparrat Rd @ Rosewood Dr to USACE Property	Construct shared use path for bicyclists and pedestrians	N/A	N/A	N/A	\$1,300,000	N/A	No	EJ, ARZ	

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	

GROUPED PROJECTS

Short Range Funded (2019-2028)			
KTMPO ID	Project Name	Description	Funding
G01-PE	Preventative Projects	Various Locations	Grouped CSJ Placeholder 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	Grouped CSJ Placeholder 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 were selected for funding.

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 identification purposes.

Environmental Considerations	
Symbol	
EJ	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 TRENDS model as approved on March . Short range funding is estimated funding for FY2019-2028 and Long Range Funding is estimated funding for FY2029-2045

⁵Project is a combination between C35-02a and C35-02b. Project C35-02b was the top prioritized livability project.

⁶Project H40-03 Chaparral Rd original score, project ranking, and prioritized list order was 60.51, 25 and 30 respectively.

⁷KTMPO 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 notated in the Regional Multimodal Plan as approved by TPPB on October 24, 2018. After assigning bonus points,

⁸Note: KTMPO received a total of 27 livability projects with an estimated total cost of \$34,939,442. 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 (C35-02b, T40-13, N40-04, B45-01, and B45-05). Bonus points were proposed to projects B45-03 and B45-05

MTP Amendment Dates

July 17, 2019*	April 15, 2020
September 18, 2019*	September 16, 2020
October 23, 2019	
February 19, 2020*	

* Administrative Amendments



2045 Metropolitan Transportation Plan Project Listing

MTP LET PROJECTS THAT ARE STILL ACTIVE

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
H15-02b	2304-02-036 2304-02-040	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design	N/A	N/A	N/A	\$8,800,000	2016	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 FM 3423 (Indian Trail)	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	Knights Way 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	FY18-20 Category 2: \$74,000,000
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	
W40-03	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
W35-12	0185-01-030	US 190 (Rogers Relief Route)	2.0 mi S of FM 436 in Heidenheimer to Milam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2020	Yes	H	FY19 Category 4 Funds: \$62,800,000
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	FY15-17 Category 7 Funds: \$15,530,684
K30-02	0909-36-156	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median and an off-system bridge	38	4	6	\$7,965,049	2018	No	EJ, ARZ	
N40-01	2057-01-009	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle and 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 Rd	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2018	Yes	N/A	FY18-20 Category 7 Funds: \$10,206,956
K40-27 ¹	0836-02-073	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 (Stan Schlueter)	42.68	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 E	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 (FM 1741)	Marlandwood Rd to Canyon Creek Rd	Installation of 6 ft sidewalks on both sides of FM 1741	94.35	1	1	\$500,000	2019	Yes	N/A	
C40-05	3128-01-013 3131-01-007	FM 116 & 3046 Sidewalks	Business 190 to Dennis St	Construct ADA compliant sidewalks and bike lanes	77.88	5	4	\$975,000	2020	Yes	H, P	
C40-04c	0909-39-133	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd	Construct shared use path for bicycle and pedestrian use	70.32	11	6	\$170,000	2020	No	EJ, H	
S40-04a	2136-01-020	Main St Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, and striping for bicycles	81.01	3	7	\$1,616,956	2019	No	H, ARZ, ES	
A45-01	0909-36-170	HCTD Fleet Replacement Project	Hill Country Transit, Killeen UZA-Two, Temple UZA-One	Purchase Buses to Provide Transportation	N/A	N/A	N/A	\$1,145,000	2019	N/A	N/A	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000
C40-04a	0909-39-131	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 mi S Martin Luther King Jr. Blvd	Construction of sidewalks for bicycle and pedestrian use	72.78	8	9	\$850,000	2020	No	EJ, H	
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	EJ, ARZ	FY15-17 Category 9 Funds: \$800,000
C40-04b	0909-39-132	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr	Construct sidewalks for bicycle and pedestrian use	70.87	9	10	\$680,000	2020	No	EJ, H	FY18-20 Category 9 Funds: \$680,000
B40-04	0909-36-157	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd 0.25 mi. south of Crusader Way to Tiger Dr 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	2019	No	N/A	FY15 Statewide TAP Funds: \$6,118,899
K40-21a	0909-36-152	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclists	N/A	N/A	N/A	\$3,448,284	2018	No	EJ, ARZ	

Appendix

KTMPO Public Participation Plan (PPP)



Public Participation Plan (PPP)

Approved by the
Transportation Planning Policy Board
on _____, 2020

Prepared By:
Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, TX 76513

TABLE OF CONTENTS

SECTION 2 - FAST ACT	6
SECTION 3 - INTRODUCTION	7
The Region	7
Table 3.1- KTMPO Membership:	7
Map 3.1- KTMPO Boundary:.....	9
Public Participation Plan.....	10
Planning Documents	11
Program Adoption, Amendments, and Administrative Modification	11
Meeting Regulations.....	12
SECTION 4 - PUBLIC INVOLVEMENT.....	14
Public Forums.....	14
Table 4.1- Planning Documents and Comment Periods:	15
Public Meetings	16
Table 4.2- Public Meetings:.....	16
Public Comment Period.....	17
Response to Public Comment.....	17
SECTION 5 - COMMUNICATIONS STRATEGY	18
Media	18
Notification Database	18
Internet.....	18
Public Access to Plans	19
Requests for Information	20
Civic/Group Presentations.....	20
Effectiveness of Public Involvement.....	20
SECTION 6- ENVIRONMENTAL JUSTICE AND TITLE VI.....	21
Map 6.1- Environmental Justice Areas: Selected Census Tracts:	23
APPENDIX A – CODE OF FEDERAL REGULATIONS	26
APPENDIX B – FACT SHEETS	28
APPENDIX C – PUBLIC COMMENT FORM	34
APPENDIX D – REGIONAL AGENCIES AND STAKEHOLDERS.....	36
APPENDIX E – GLOSSARY OF PLANNING TERMS	37
APPENDIX F – ENVIRONMENTAL JUSTICE	38
Demographics and Methodology	38

Community of Comparison..... 38

 Table F-1- General Demographics in KTMPO Area' 38

Low- Income Calculations 39

 Map F-1- Environmental Justice Areas: Low Income: 40

..... 40

Minority Calculations 41

 Map F-2- Environmental Justice Areas: Minority: 42

Hispanic and Latino Calculations 43

 Map F-3- Environmental Justice Areas: Hispanic or Latino: 44

Environmental Justice Areas 45

 Map F-4- Environmental Justice Areas: 46

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SECTION 1 - APPROVAL

The Killeen-Temple Metropolitan Planning Organization (KTMPPO) Public Participation Plan (PPP) is reviewed and updated every 3 years and evaluated for effectiveness through objective measures and subjective observations. Amendments may occur before each 3-year update. The PPP was reviewed and updated or amended in years 2007, 2008, 2011, 2014 and 2017 to reflect KTMPPO's status as a Transportation Management Area (TMA), expanded outreach efforts, inclusion of Title VI and Environmental Justice activities, updated demographic data, and to become compliant with new requirements of federal regulations to include:

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

Staff has reviewed the plan and current legislation and updated the plan accordingly. Proposed revisions reflect updated contact information, expanded goals, revised requirement for public involvement, updated demographic data and EJ thresholds, and updated regional agencies and stakeholders.

Two public forums for the proposed update to the PPP were conducted on [REDACTED], and a 45-day public comment period was completed on [REDACTED]. The updated PPP and comments received were presented and approved on [REDACTED] by the KTMPPO Transportation Planning Policy Board (TPPB) at an official meeting.

SECTION 2 - FAST ACT

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

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

SECTION 3 - INTRODUCTION

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

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

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

The Region

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

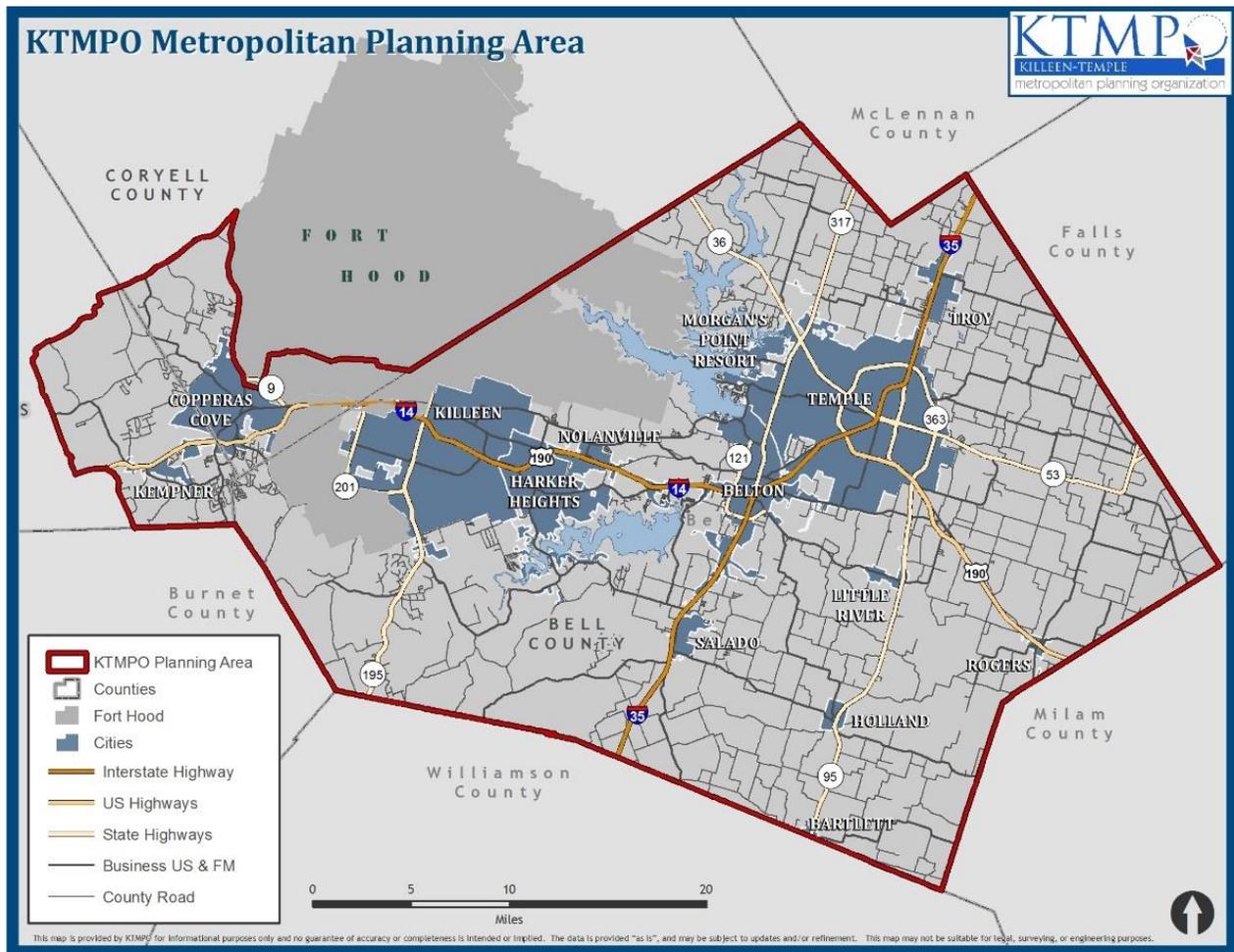
Table 3.1- KTMPO Membership:

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

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

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Map 3.1- KTMO Boundary:



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

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

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

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

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

Public Participation Plan

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

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

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

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

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

Planning Documents

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

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

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

See Appendix E for a Glossary of Planning Terms.

Program Adoption, Amendments, and Administrative Modification

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

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

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

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

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

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

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

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

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

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

All Planning Documents: Minor changes include:

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

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

Meeting Regulations

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

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

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

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

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SECTION 4 - PUBLIC INVOLVEMENT

Public Forums

Public forums will be held prior to program adoption and major amendments, as defined in the previous section. Public forums will be scheduled in a manner that makes them accessible to the community. Virtual public forums may be held during times where physical forums are not recommended, however, if an individual is unable to make public comment using a virtual platform, printed materials and a lockbox for comments will be made available in the foyer of the KTMPO offices.

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

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

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

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

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

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

Table 4.1- Planning Documents and Comment Periods:

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

Public Meetings

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

The TAC will hold a public meeting generally on the first Wednesday of each month. The TPPB will hold a public meeting generally on the third Wednesday of each month. If no agenda items are proposed for a specific meeting date, the dates may be adjusted as long as the TAC and TPPB meets a minimum of four times a year. Additional meetings may be scheduled as necessary. Virtual meetings may be held during times where physical meetings are not recommended, however, if an individual is unable to make public comment using a virtual platform, printed materials and a lockbox for comments will be made available in the foyer of the KTMPO offices.

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

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

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

Table 4.2- Public Meetings:

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

Transportation Planning Policy Board	Generally third Wednesday of every month, as needed. Minimum of four meetings per year.	
Public Information	Frequency	Remarks
Technical Assistance	Provided daily	Answering comments and requests is a continuous process and KTMPO will strive to keep the public as informed as possible on transportation related issues in the region. Relevant information, such as links to news articles, surveys or other transportation planning resources available at www.ktmpo.org

Public Comment Period

To solicit public opinion, a public comment period shall be held prior to program adoption or amendments of KTMPO documents. The public comment period will be scheduled immediately after TPPB approves initiation of the public comment period. Comments may be collected online by completing a Comment Form at www.ktmpo.org. Comments may also be collected on Comment Forms available during the public forums, public meetings, and at KTMPO offices. Virtual meetings or virtual public forums may be held during times where physical meetings or forums are not recommended, however, if an individual is unable to make public comment using a virtual platform, printed materials and a lockbox for comments will be made available in the foyer of the KTMPO offices. Notification of the public comment period will be the same as previously mentioned for public forums and public meetings. General public comments are also encouraged by the public outside of public comment periods. A copy of the KTMPO Comment Form is included in Appendix C.

Response to Public Comment

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

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

SECTION 5 - COMMUNICATIONS STRATEGY

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

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

Media

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

Notification Database

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

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

Internet

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

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

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

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

Public Involvement Outlets

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

KTMPO Documents

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

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

Public Access to Plans

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

Public notice will be placed in local newspapers announcing public review periods along with KTMPO's website for the public to access draft reports and plans. All persons and organizations in the notification database will be advised that the draft document is available for public comment.

Requests for Information

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

Civic/Group Presentations

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

Effectiveness of Public Involvement

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

Quantitative data to be collected may include:

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

Subjective observations may encompass:

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

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

SECTION 6- ENVIRONMENTAL JUSTICE AND TITLE VI

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

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

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

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

Environmental Justice Communities of Concern:

- Census tracts ranked above the eighty-fifth percentile of the regional income index (Family Poverty, Household Poverty, Median Income).³
- Census tracts with fifty percent or more of the population identifies as minority (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).³
- Census tracts with thirty-five percent or more persons of Hispanic or Latino descent.³

Outreach methods may include:

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

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

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

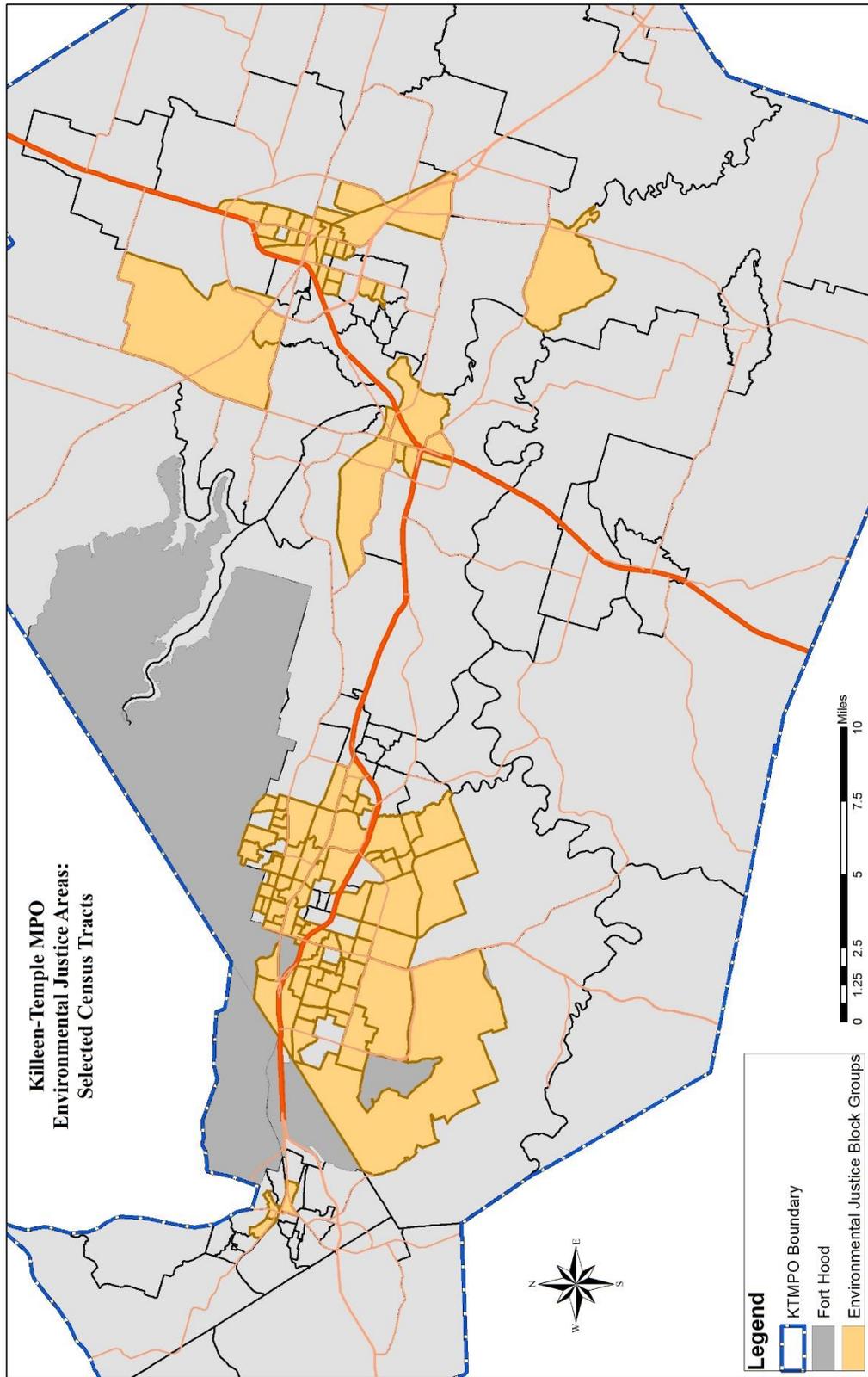
³ 2018 American Community Survey 5-year estimates

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

See Appendix F for Demographic Analysis and methodology.

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Map 6.1- Environmental Justice Areas: Selected Census Tracts:



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APPENDIX

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APPENDIX A – CODE OF FEDERAL REGULATIONS

Code of Federal Regulations

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

§450.316 Interested parties, participation, and consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]

Metropolitan Planning Organization



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

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

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KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION

Summary Sheet

WHERE IS KTMPPO LOCATED?

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

Killeen- Temple Metropolitan Planning Organization
2180 North Main Street
Belton, Texas 76513

The mailing address is: P.O. Box 729

WHAT DOES KTMPPO DO?

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

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

WHO IS INVOLVED IN THE PLANNING PROCESS?

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

WHEN ARE MEETINGS HELD?

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

HOW DO I SCHEDULE A PRESENTATION?

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

Hoja de Resumen

LA MISIÓN

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

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

Personal de la KTMPO

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¿DÓNDE ESTÁ UBICADA LA KTMPO?

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

Organización de Planificación Metropolitana Killeen-Temple

2180 North Main Street
Belton, Texas 76513

Dirección postal: P.O. Box 729

¿QUÉ HACE LA KTMPO?

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

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

¿QUIÉNES PARTICIPAN EN EL PROCESO DE PLANIFICACIÓN?

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

¿CUÁNDO SE CELEBRAN LAS REUNIONES?

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

¿CÓMO PROGRAMAR UNA PRESENTACIÓN?

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

Metropolitan Transportation Plan Summary Sheet

THE 25 YEAR TRANSPORTATION PLAN

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

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THE SHORT RANGE PLAN

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

THE LONG RANGE AND REGIONALLY SIGNIFICANT UNFUNDED PLAN

The projects that are listed in the long range plan are intended to meet the needs of travel within the region that can reasonably expect funding through the year 2045. Both the short and long range plan are fiscally constrained based on previous funding trends. Projects without a foreseeable funding source are listed in the Regionally Significant Unfunded List of the MTP.

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

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KILLEEN-TEMPLE
METROPOLITAN
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ORGANIZATION

Plan de Transporte Metropolitano Hoja de Resumen

PLAN DE TRANSPORTE DE 25 AÑOS

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

PLAN A CORTO PLAZO

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

PLAN A LARGO PLAZO Y EL PLAN REGIONAL SIN FONDOS

Los proyectos en la lista del Plan a Largo Plazo son aquellos que ayudarán a la vialidad en la región y para los cuales se anticipa habrá fondos hasta el año 2045. Tanto los Planes a Corto Plazo como aquellos a Largo Plazo están sujetos a las tendencias de financiamiento previas. Los proyectos que no tienen una fuente de financiamiento segura se clasifican en la lista del MTP como Proyectos Regionales Necesarios Sin Fondos.

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

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KILLEEN-TEMPLE
METROPOLITAN PLANNING
ORGANIZATION

Summary Sheet

THE FOUR-YEAR WORK PROGRAM

The Transportation Improvement Program (TIP) is the work plan which must be developed at both the metropolitan and state levels. Before proceeding to construction or implementation a project must be listed in the TIP. The TIP identifies those projects that the MPO agrees should either be implemented or constructed within the next 4 fiscal years and is designed to program projects which are identified as top priorities within the KTMPo Mobility 2045 Metropolitan Transportation Plan. The TIP is updated on a yearly basis by the metropolitan planning organization, in cooperation with Texas Department of Transportation, and transit operators.

PROJECT SELECTION

The projects in the TIP have been selected from the Texas Department of Transportation's ten-year planning list. The planning list is expected to include only those projects officially adopted by the local MPO (in Central Texas, KTMPo) and included in the long-range planning document, *Mobility 2045*. Projects are moved forward in the TIP on a year to year basis in the following ways:

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

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KILLEEN-TEMPLE
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Hoja de Resumen

PLAN DE TRABAJO DE CUATRO AÑOS

El Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) es el plan de trabajo que debe desarrollarse a los niveles metropolitano y estatal. Antes de construir o implementar un proyecto, éste tiene que estar incluido en la lista del TIP por la Organización de Planificación Metropolitana. El TIP identifica aquellos proyectos para los cuales concuerda la MPO con que deben o implementarse o construirse dentro de un período fiscal de 4 años, y ha sido diseñado para programar los proyectos de acuerdo al plan de Movilidad 2045 de la KTMPO. La Organización de Planificación de Transporte, en colaboración con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y los operarios de transporte, actualiza la lista del TIP cada año.

SELECCIÓN DE PROYECTOS

Los proyectos en el Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) se seleccionan de la lista de los proyectos que el Departamento de Transporte de Texas (TxDOT) planea implementar en un período de diez años. La lista deberá incluir únicamente aquellos proyectos que ha aprobado oficialmente la MPO local (en el caso del región central de Texas, KTMPO) y que se incluyen en el plan Movilidad 2045, el documento de planeación a largo plazo. Los proyectos avanzan en la lista del TIP cada año de la siguiente manera:

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

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APPENDIX C – PUBLIC COMMENT FORM

PUBLIC COMMENT FORM



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

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

Comments:
(MORE ROOM ON BACK)



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

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

Formulario de Comentario Público



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

Nombre: _____
Título: _____
Empresa: _____
***Dirección:** _____
(O la intersección mas cercana) _____
Telefono: _____
E-mail: _____

Comentarios:
(más espacio en la parte posterior)



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

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APPENDIX D – REGIONAL AGENCIES AND STAKEHOLDERS

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

APPENDIX E – GLOSSARY OF PLANNING TERMS

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

APPENDIX F – ENVIRONMENTAL JUSTICE

Demographics and Methodology

The Environmental Justice Communities of Concern (EJCOC) in the KTMPO area have been identified using data from the 2010 Decennial Census and updated with new numbers from the 2015 and 2018 American Community Surveys.

- Census Block Groups ranked above the 85th Percentile of the regional income index (Family Poverty, Household Poverty, Median Income).⁵
- Census Block Groups with 50% or more of the population identifies as minority of one or more race (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).⁵
- Census Block Groups with 35% or more persons of Hispanic or Latino descent.⁵

Community of Comparison

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

Table F-1- General Demographics in KTMPO Area^{4,5}

	Total Population		Percent of Total		Median Household Income	
	Old	New	Old	New	Old	New
KTMPO region	384,852	400,580	100%	100%	\$48,442	\$54,184
Race						
White	252,622	258,537	65.6%	64.5%	50,747	54,267
Black or African-American	79,170	89,082	20.5%	22.2%	48,731	50,659
Asian	10,816	11,559	2.8%	2.9%	55,193	56,305
Native American / Alaska Native	3,292	2,983	0.8%	0.7%	44,850	-
Hawaiian Native or Pacific Islander	3,276	3,055	0.8%	0.8%	48,812	-
Two or more races	19,366	22,532	5.0%	5.6%	50,066	54,560
Some other race	16,310	12,832	4.2%	3.2%	47,424	49,102
Ethnicity						
Hispanic	85,601	94,166	22.2%	23.5%	42,471	46,842

⁴ 2015 American Community Survey 5-year estimates

⁵ 2018 American Community Survey 5-year estimates

Low- Income Calculations

Low Income areas were identified by creating an Income Index. This index compared family poverty, household poverty, and median income from the 2018 American Community Survey 5-year estimates. Median Income for each Block Group was compared against county median income. For poverty, Block Groups were assessed by the percentage of families and households determined to be below the poverty threshold by the U.S. Census.

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

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

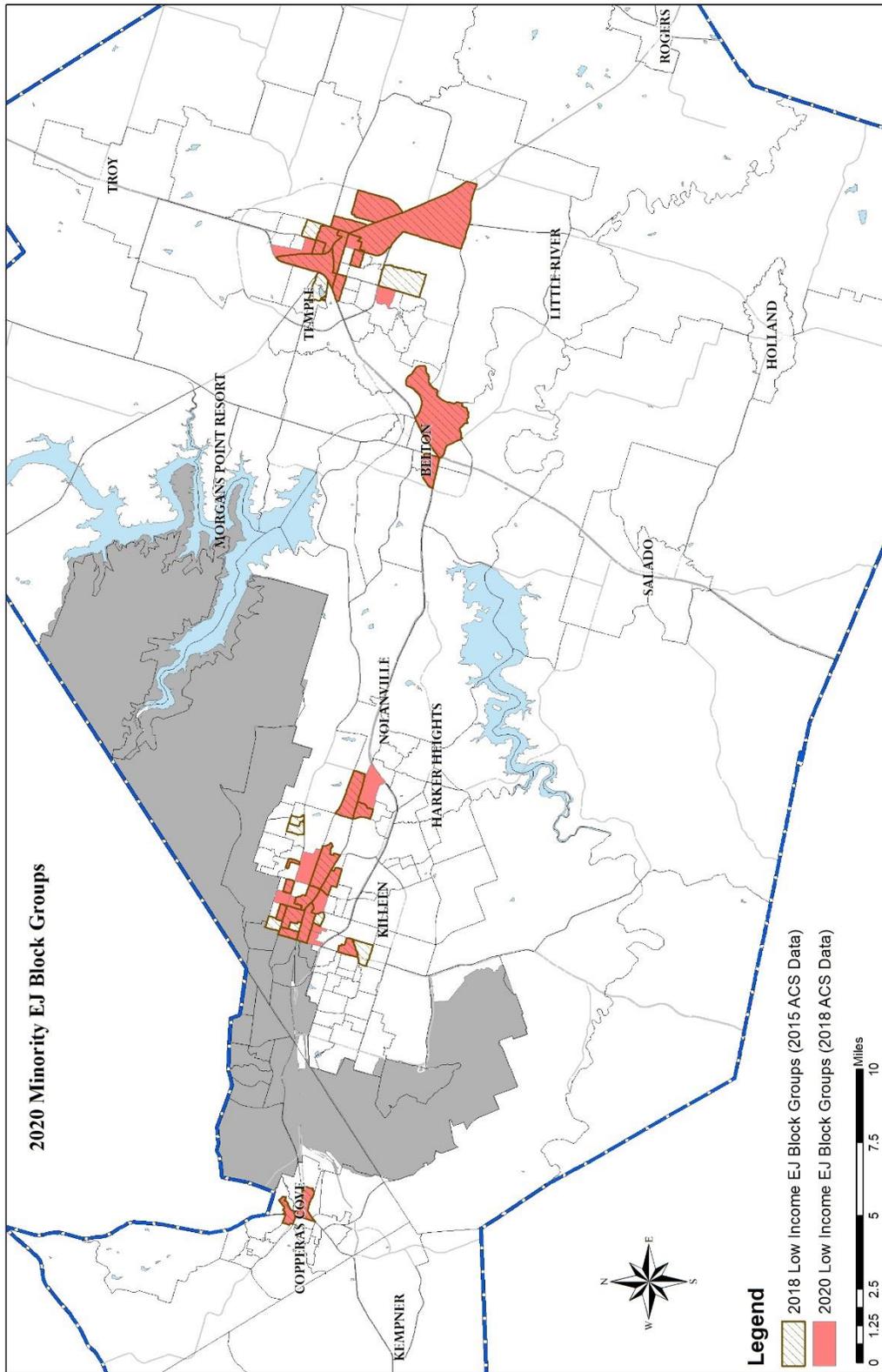
For Median Income, the median income for that Block Group was compared to the county-wide median income. This resulted in a positive number where the median income was above the county median, and a negative number if the local income was below the county median income. The difference was sorted so that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

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

KTMPO has determined that keeping the threshold at the 85th percentile is the most appropriate course of action. There is minimal change in selected block group from the 2015 update. Additionally, keeping the same threshold will allow for historical analysis of trends which will provide KTMPO with better information to inform the planning process in the future.

See maps on following pages.

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



Minority Calculations

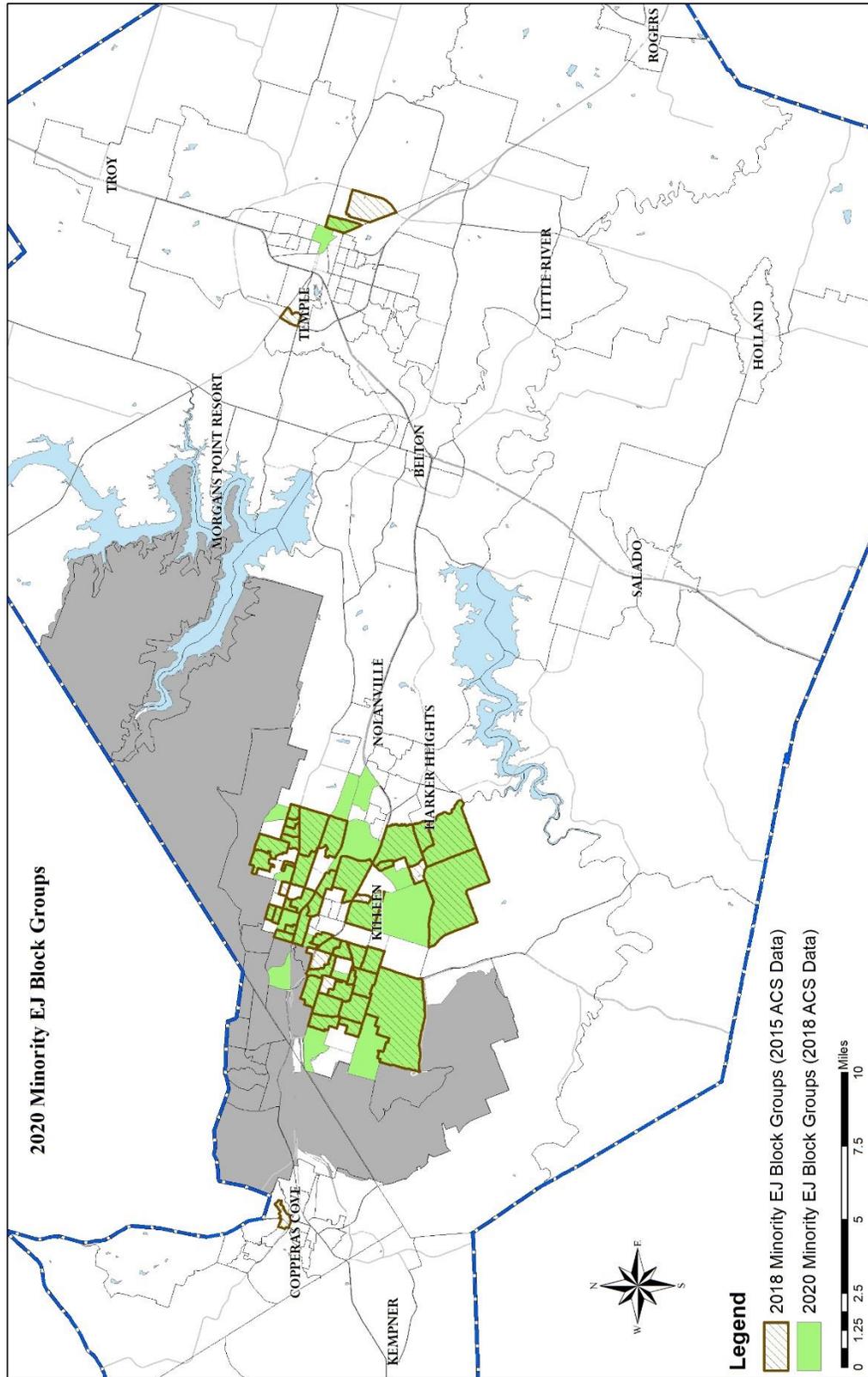
Block Groups were assessed for percentage the residents who identified as minority of one or more races. Past plans used a threshold of 50% minority at the Census tract level. We evaluated the Block Group percentages above and below 50% to determine if this threshold should change. Selecting Block Groups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

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

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

See maps on following pages.

Map F-2- Environmental Justice Areas: Minority:



Hispanic and Latino Calculations

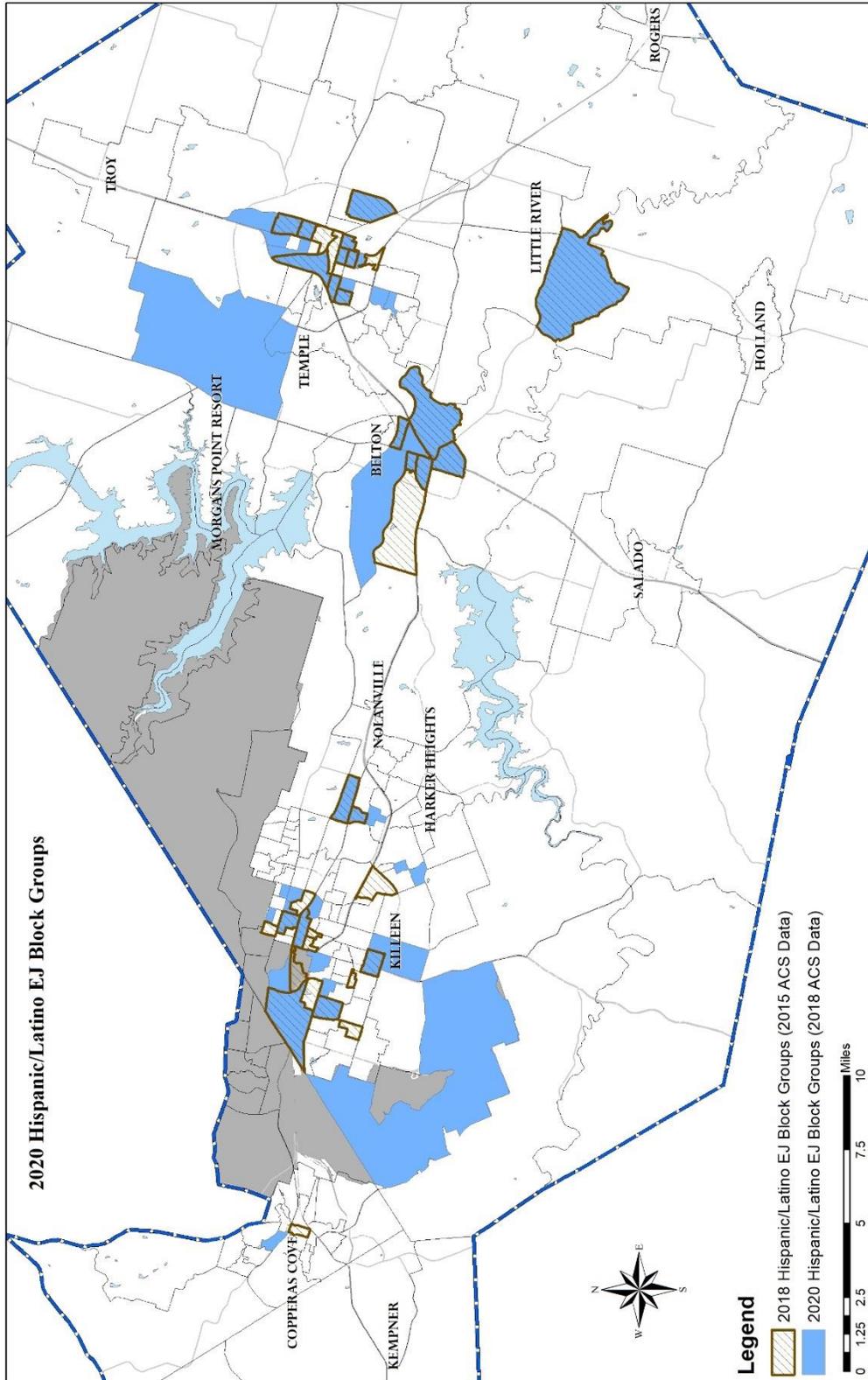
KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore, included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino.

Hispanic / Latino areas were identified by comparing percentage of residents in each Block Group who identified as Hispanic or Latino, of any race. We examined the percentages for natural breaks in the data and observed jumps at 12.8%, 21.4%, 32.2%, and 47.8%. The maximum value was 78.3%. The previous plan selected Census Tracts with a percentage over 35%. That threshold still appears to be valid based on minimal change in the overall data since 2015. Keeping the same threshold for another cycle will also allow future analysis of historical trends in the KTMPO region, which could prove useful for future planning decisions.

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

See maps on the following pages:

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



Environmental Justice Areas

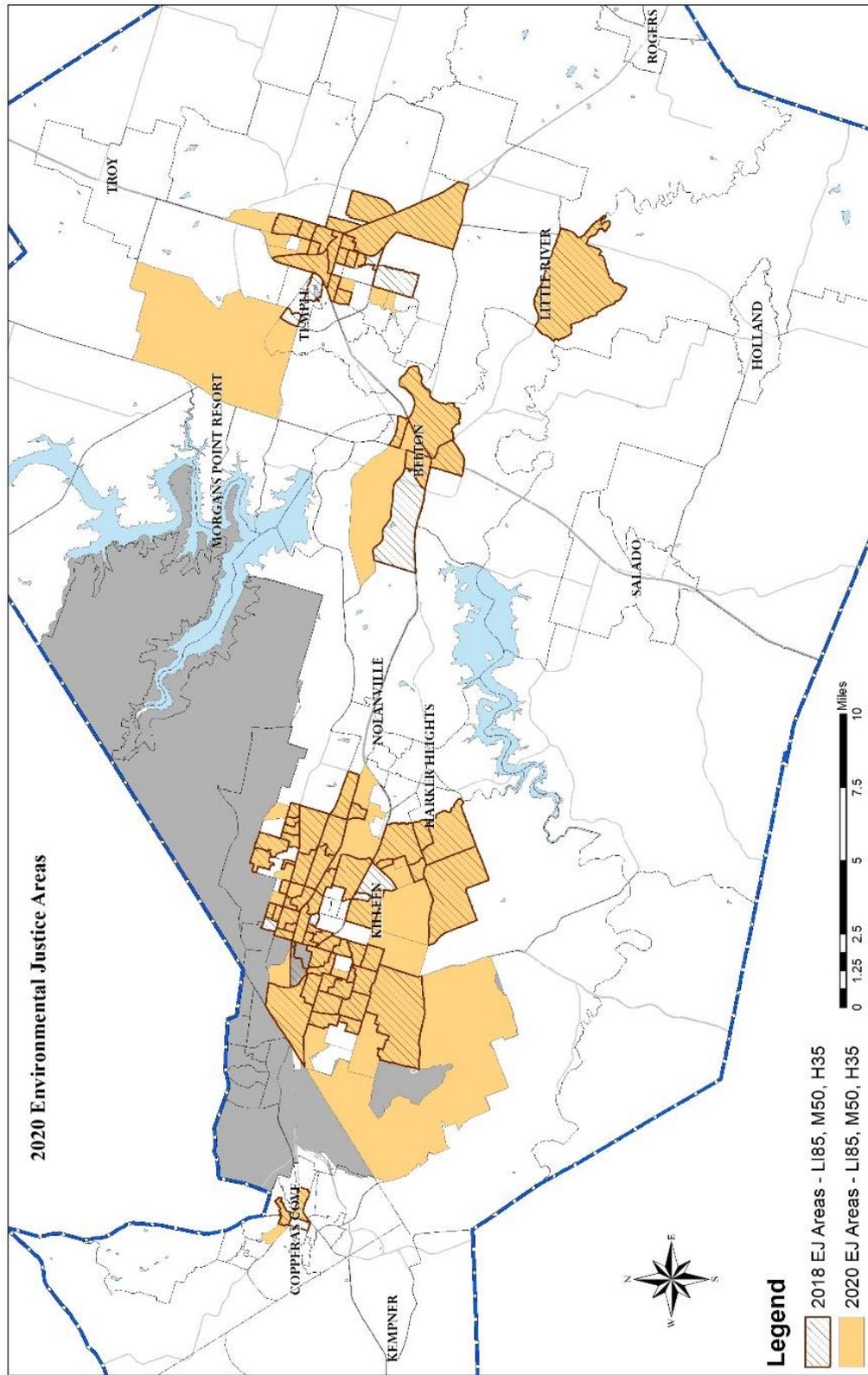
To generate an overall map of potential Environmental Justice Areas, the Block Groups identified for Low-Income, Minority and Hispanic populations were combined. A Block Group only needs to be identified in one of the categories to be selected; it does not have to meet all three criteria.

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

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

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Map F-4- Environmental Justice Areas:



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Title VI Plan



Title VI Plan

Approved by the
Transportation Planning Policy Board
on _____

Prepared By:
Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, TX 76513

DRAFT

Contents

Section 1: Title VI Plan Approval	4
Section 2: Description of Organization and Service Provided	5
Section 3: Policy Statement	6
Section 4: Authorities	7
Section 5: Organization and Staffing - General	9
Section 6: Title VI Coordinator Responsibilities	10
Section 7: Program Administration - General	11
A. Complaints	11
B. Training Program.....	11
C. Public Dissemination.....	11
D. Remedial Action.....	11
E. Limited English Proficiency (LEP)	12
F. Public Participation Plan (PPP)	12
G. Environmental Justice (EJ)	12
H. Outreach Summary.....	13
Section 8: Education and Training	15
A. Staff Development.....	15
B. Operational Guidelines	15
C. Title VI Responsibilities	15
Section 9: Consultant Contracts Coordination	16
A. Consultant Contracts	16
B. Consultant Selection Process	16
C. Title VI Responsibilities	16
Section 10: Minority Representation	17
Section 11: Providing Assistance to and Monitoring Subrecipients	18
ADDENDUM 1: Nondiscrimination Complaint Procedures and Form	19
ADDENDUM 2: KTMPO Record of Title VI Investigations, Complaints, and Lawsuits	28
ADDENDUM 3: KTMPO Title VI Notice to Public	29
ADDENDUM 4: KTMPO Organization Chart	31
ADDENDUM 5: Limited English Proficiency Plan	32
ADDENDUM 6: Public Participation Plan	44



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

Wednesday, _____
9:30 AM

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

Policy Board Voting Members Present

Policy Board Non-Voting Members Present

Others Present

Meeting Minutes

Section 2: Description of Organization and Service Provided

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is responsible for establishing a comprehensive transportation planning process for the greater area around Killeen and Temple. The MPO is comprised of a Transportation Planning Policy Board and a Technical Advisory Committee whose members are community and county elected officials and/or are appointed by those officials.

The KTMPO boundary covers all of Bell County, parts of Coryell and Lampasas counties, portions of Fort Hood and encompasses 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 Central Texas Council of Governments (CTCOG) is the fiscal agent for KTMPO. CTCOG covers a seven-county region which includes the MPO planning area.

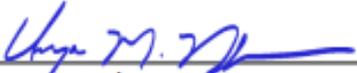
Hill Country Transit District (HCTD) operates the only regional public transportation system for this area. HCTD provides rural service to the seven CTCOG counties and also to Llano and Mason counties. In addition to the rural service, HCTD operates two urban divisions—the Temple Urban Division which includes the cities of Temple and Belton, and the Killeen Division which includes the cities of Killeen, Copperas Cove and Harker Heights. Service in the urban divisions includes fixed route and complementary para-transit service.

Section 3: Policy Statement

The Killeen-Temple Metropolitan Planning Organization (KTMPPO), as a recipient of Federal Financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, assures that no person shall, on the grounds of race, color, sex, religion, handicap/disability, age, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. KTMPPO further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

In the event KTMPPO distributes federal aid funds to another entity or contractor, KTMPPO will include Title VI language in all written agreements and will monitor for compliance.

KTMPPO's Director is responsible for initiating and monitoring Title VI activities, preparing required reports, and other KTMPPO responsibilities as required by 23 CFR 200 (Title VI Program and Related Statutes) and 49 CFR 21 (Nondiscrimination in Federally-Assisted Programs of the Department of Transportation).



Uryan Nelson
KTMPPO Director

August 26, 2020

Date



Section 4: Authorities

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (please refer to 49 CFR 21).

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the term "programs or activities" to include all programs or activities of Federal Aid recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted (Public Law 100-259 [S. 557] March 22, 1988).

KTMPO's Title VI practices and reviews are governed by a wide range of requirements, including federal laws, regulations, and executive orders which include, but are not limited to the following:

Title VI of the Civil Rights Act of 1964 is a federal law that protects individuals, groups and organizations from discrimination on the basis of race, color or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach, reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

42 USC Section 2000d, Prohibits discrimination in federally assisted programs on the basis of race, color, or national origin.

The 1970 Uniform Act (42 USC 4601) prohibits unfair and inequitable treatment of persons displaced or whose property will be acquired as a result of federally assisted programs or activities.

The Age Discrimination Act of 1975 (42 USC, Section 6101-6107) prohibits discrimination based on age.

Americans with Disabilities Act of 1990, as amended, (42USC 12101 et seq.), prohibits discrimination on the basis of disability.

23 USC 109(h), National Environmental Policy Act of 1969, Implementation.

Section 162(a) of the Federal-Aid Highway Act of 1973 (23 USC, Section 324) prohibits discrimination based on sex (gender).

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a disability.

The Civil Rights Restoration Act of 1987, P.L. 100-209 further clarified the intent of Title VI to include all programs and activities of entities whether those programs and activities are federally funded or not.

23 CFR Part 200, the Federal Highway Administration's Title VI Program Implementation and Review Procedures.

23 CFR Part 450, Metropolitan Planning Organization (MPO) Regulations.

28 CFR Part 50.3, US Dept. of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.

49 CFR Part 21, the U.S. Department of Transportation's Implementing Regulations of Title VI of the Civil Rights Act of 1964.

USDOT Order 1050.2, Standard DOT Title VI Assurances.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, addresses disproportionate adverse environmental, social and economic impacts that may exist in communities, specifically minority and low-income populations.

Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, addresses access to services for persons whose primary language is not English and who have limited ability to read, write, speak or understand English.

Executive Order 12250, *Leadership and coordination of Nondiscrimination Laws*, addresses consistent and effective implementation of various laws prohibiting discriminatory practices in Federal programs and programs receiving Federal financial assistance.

Central Texas Council of Governments (CTCOG) Procurement Policy, addresses rules and regulations for acquiring goods and services.

Section 5: Organization and Staffing - General

The Director of KTMPO is responsible for ensuring the implementation of KTMPO Title VI program. The Title VI Coordinator (hereafter referred to as Coordinator), on behalf of the KTMPO Director, is responsible for oversight of the Title VI program. The day-to-day administration of the program lies with the Title VI Coordinator under the direct supervision of the KTMPO Director.

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Section 6: Title VI Coordinator Responsibilities

The Title VI Coordinator with assistance from program liaisons is assigned the responsibility for implementing, monitoring, and ensuring KTMPO's compliance with Title VI regulations. Title VI responsibilities are as follows:

1. Process the disposition of Title VI complaints received by KTMPO.
2. Collect statistical data (race, color, sex, and national origin) of participants in, and beneficiaries of KTMPO programs, i.e. citizens and affected communities.
3. Review Environmental Impact Statements prepared by KTMPO for Title VI and Environmental Justice compliance.
4. Conduct Title VI review of program areas (planning, education and training, environmental affairs and contracting).
5. Conduct Title VI review of consultant contractors and recipients of federal funds directly distributed by KTMPO.
6. Review internal policies and, where applicable, include Title VI and related requirements.
7. Make available training for KTMPO employees on Title VI and related statutes for KTMPO programs.
8. Prepare a yearly report of Title VI accomplishments for the past year.
9. Prepare Title VI information for dissemination to the general public and, where necessary and appropriate, in languages other than English.
10. Conduct approval reviews of KTMPO programs and applicants for compliance with Title VI requirements, i.e. persons seeking contracts with KTMPO.
11. Identify, investigate, and eliminate discrimination when found to exist in connection with KTMPO programs.
12. Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary, all within a period not to exceed 90 days.

Section 7: Program Administration - General

The KTMPO Director will be responsible for ensuring the implementation of the KTMPO Title VI program. The Coordinator will assist in the overall administration of the Title VI program, plan and assurances. KTMPO Program Liaisons will assist the Coordinator in the day-to-day administration of the program.

A. Complaints

If any individual believes they or any other program beneficiaries have been the object of an unequal treatment or discrimination as to the receipts of benefits and/or services, or on the grounds of age, race, color, national origin, sex, disability, or religion they may exercise their right to file a complaint with KTMPO. Every effort will be made to resolve complaints informally at the agency, subrecipient, and contractor's level. A record of Title VI investigations, complaints, and lawsuits is provided in Addendum 2.

B. Training Program

KTMPO will assist the Texas Department of Transportation (TxDOT) in the distribution of information on available training programs regarding Title VI and related statutes to KTMPO employees. Training is available to all KTMPO employees as related to their job descriptions.

C. Public Dissemination

KTMPO will disseminate Title VI Program information to KTMPO employees, subrecipients, and contractors, as well as the general public as necessary for KTMPO programs. Public Dissemination will include posting of public statements in public areas of the agency's office, the electronic posting of public statements on the agency's web site, inclusion of Title VI language in contracts, and distribution of Title VI information sheets/brochures as appropriate.

D. Remedial Action

KTMPO will actively pursue the prevention of any Title VI deficiencies or violations and will take the necessary steps to ensure compliance with program administrative requirements. If irregularities occur in the administration of the federal and/or state funds, corrective action will be taken to resolve Title VI issues. When conducting Title VI reviews on subrecipients, KTMPO will reduce to writing remedial action agreed to be necessary, all within a period not to exceed 90 days.

KTMPO will seek the cooperation of the subrecipient in correcting any deficiencies found during the review. KTMPO will also provide the technical assistance and guidance needed to aid the subrecipient to comply voluntarily. Subrecipients placed in a deficiency status

will be given a reasonable time, not to exceed 90 days after receipt of the deficiency letter, to voluntarily correct deficiencies.

If a subrecipient fails or refuses to voluntarily comply with requirements within the time frame allotted, the Coordinator will submit to the KTMPO Director two copies of the case file and a recommendation that the subrecipient be found in noncompliance.

A follow-up review will be conducted within 180 days of the initial review to ensure that the subrecipient has complied with the Title VI Program requirements in correcting deficiencies previously identified. If the subrecipient refuses to comply, KTMPO may, with TxDOT and FHWA's concurrence, initiate sanctions per 49 CFR 21.

TxDOT will be notified of any complaint filed involving Title VI issues, as well as its resolution.

E. Limited English Proficiency (LEP)

KTMPO will make every effort to provide services to individuals with Limited English Proficiency (LEP), either through translation or interpreter, available prior to scheduled meetings, such as public hearings or project meetings.

When a need has been identified by KTMPO or KTMPO receives a request, KTMPO shall make every effort to provide services requested in a timely manner. KTMPO will pay for the translation of vital documents and interpreter services.

Hill Country Transit District's (HCTD) 2017 LEP Plan using the Four Factor Analysis process was adopted by KTMPO in conjunction with this Title VI Plan. The HCTD service area includes the KTMPO Planning Area. KTMPO will coordinate with HCTD for periodic updates as needed to determine which languages need assistance and what activities can be done to provide reasonable access. See Addendum 5 for the HCTD LEP Plan and the KTMPO LEP Certification.

F. Public Participation Plan (PPP)

The KTMPO PPP details how the MPO notifies the public regarding the development of transportation plans and improvement programs, solicits their comments, and addresses their comments in the final documents. Additionally, the PPP details how KTMPO notifies the public regarding public hearings and public meetings, collects comments at these meetings, and addresses these comments. The KTMPO PPP is provided as Addendum 6.

G. Environmental Justice (EJ)

KTMPO's Public Participation Plan includes an Environmental Justice component that incorporates basic EJ principles, demographic analysis, and methodology discussion to

identify EJ areas within the KTMPO boundary. The PPP also includes outreach methods to individuals in the identified EJ areas.

H. Outreach Summary

From 2014 – 2016, Hill Country Transit District (HCTD) staff performed outreach by participating, coordinating presentations, and networking at a number of local area events. During that time, HCTD consciously increased its outreach efforts. As a result, individuals and agencies provided information about transportation service needs for the area. HCTD continues its strong efforts for outreach, networking, and community involvement.

HCTD also ensures that information about its service is actively distributed throughout the community. This distribution is achieved by HCTD staff attendance at community events, through HCTD Travel Training program, via a website that details The HOP's services, through fare media and route maps that are provided to locations throughout the area.

Special Event Highlights

Food for Families food drive, City of Temple Christmas Parade, City of Copperas Cove Christmas Parade, City of Killeen Christmas Parade, Killeen Independent School District Career Day, City of Belton Independence Day Parade, City of Killeen Planning Meetings, CTCOG Planners' Round Table, KTMPO Bus Tour, Developmental District of Central Texas Meetings, Copperas Cove Rotary Club, Copperas Cove Fire Department, National Night Out, Come Walk in My Shoes, Earth Day, Student Success Fair, Welcome to the Real World, Temple College Open House, Just Do It for the Health of It, Senior Market Day, Senior Expo Fair, Job Fairs, Sunglasses for School Children, Community in Unity, NAACP, KISD Transition Meeting, New Bus Unveiling, Charles Borromeo Church, Temple Medical Education District Planning, Cedar Crest Hospital, Children's Day Event, Belton Goodwill Learning Center, VFW Ladies Auxiliary Luncheon, Hiring Our Heroes, Killeen Daily Herald, Wounded Warrior Resource Fair, Rusty Awards, Horseshoe Bay Business Alliance, Central Texas 4C, Gatesville Senior Expo, Killeen Lions Club, Senior Market Day, BPAC, West MLK Jr. Avenue Extension Project. HCTD Quarterly Drivers Meeting.

Fare Media Distribution Highlights

City of Harker Heights, Killeen United Way, City of Temple, Temple Visitors Center, City of Belton Utility Billing Department.

Route Map Distribution Highlights

Aegis Communications Group, Adult Services, Amtrak Visitors Center, Attorney General's Office, Bell County Chamber of Commerce, Bell County Juvenile Services, Central Texas College, Central County Services (Killeen), Central Texas Workforce (Belton), Central TX Council of Government, Central TX Workforce Downtown Temple, City of Temple, Copper Mountain Library, Copperas Cove Chamber of Commerce, Copperas Cove City Hall, Copperas Cove Library, Harker Heights City Hall, Harker Heights Goodwill, Killeen Help

Center, Killeen Airport, Killeen Chamber of Commerce, Killeen City Hall, Killeen Convention Center, Killeen Downtown Library, Metroplex Hospital Information Desk, Baylor Scott and White Social Work, Santa Fe Depot, Temple Chamber of Commerce, Temple College, Temple High School, Temple Public Library, Temple VA Central Texas Veterans Health Care, Texas A&M Central Campus, Texas Work Force Commission (Killeen), United Way (Killeen), University of Mary Hardin Baylor, U.S. Department of Veterans Affairs HUD-VASH, Belton Utility Administration Building.

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Section 8: Education and Training

A. Staff Development

TxDOT will provide information on training opportunities as they become available for KTMPO staff and subrecipients, including training provided by the National Highway Institute (NHI). KTMPO staff may also explore external training opportunities as they become available.

B. Operational Guidelines

Training is available to all KTMPO employees.

C. Title VI Responsibilities

Assist TxDOT in the distribution of information on training programs regarding Title VI and related statutes.

Ensure equal access to, and participation in, applicable NHI courses for qualified KTMPO employees.

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Section 9: Consultant Contracts Coordination

A. Consultant Contracts

The KTMPO Director is responsible for leading the process for consultant selection, negotiation, and the administration of consultant contracts.

B. Consultant Selection Process

The KTMPO operates under its internal contract procedures and follows all relevant federal and state laws.

C. Title VI Responsibilities

- Ensure opportunities exist for Disadvantaged Business Enterprises (DBE).
- Ensure that all federally funded consultant contracts administered by the KTMPO have the appropriate Title VI provisions included.
- Review directives and procedures to ensure Title VI compliance.
- Maintain necessary data and documentation required for completion of the KTMPO's Title VI Update Annual Report.
- Ensure that all solicitations for bid/Request for Proposals include the required U.S. DOT paragraph for non-discrimination.

Section 10: Minority Representation

To encourage participation on its boards, committees and councils, KTMPO will seek to identify community leaders and organizations associated with minority or traditionally underserved populations inviting them into the process, encouraging their participation, and placing them on email notification contact lists.

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Section 11: Providing Assistance to and Monitoring Subrecipients

KTMPO does not provide funding to subrecipients.

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ADDENDUM 1: Nondiscrimination Complaint Procedures and Form

Nondiscrimination Complaint Procedures and Form for Federally Assisted Programs or Activities

Si necesita información en otro idioma, comuníquese con el Coordinador del título VI en.

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by KTMPO as to subrecipients, consultants, and contractors. Intimidation or retaliation of any kind is prohibited by law. The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Coordinator may be utilized for resolution.

NOTE: If information is needed in another language, contact the Title VI Coordinator at 254-770-2200.

Procedures

1. Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with KTMPO's Title VI Coordinator at the following address. The complaint must be filed within 180 calendar days of the complainant learning of the incident.

Killeen-Temple Metropolitan Planning Organization
Attn: Title VI Coordinator
2180 N. Main Street
Belton, TX 76513
Fax: (254) 770-2360
Email: KTMPO@ctcog.org

2. Once the complaint is received, KTMPO will review it to determine if our office has jurisdiction. In cases where the complaint is against one of KTMPO's subrecipients of federal funds, KTMPO will assume jurisdiction and will investigate and adjudicate the case. (A copy of each Title VI complaint received will be forwarded to TxDOT Title VI Coordinator within ten (10) calendar days of receipt.) The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.
3. The complaint will receive a case number and will then be logged in the KTMPO's records identifying its basis and the race, color, national origin, and gender of the complainant.
4. In cases where KTMPO assumes the investigation of the complaint, KTMPO will provide the respondent with the opportunity to respond to the allegations in writing. The

respondent will have 15 calendar days to furnish KTMPO his/her response to the allegations.

5. Within 60 calendar days of receipt of the complaint, KTMPO's Investigator* will prepare an investigative report for the KTMPO Director's review. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.

* This may be one of KTMPO's Title VI Liaisons, KTMPO's Title VI Coordinator, the Title VI Specialist for a subrecipient of federal funds, the TxDOT Title VI Coordinator or the TxDOT Title VI Liaison in the Waco or Brownwood Districts.

6. The investigative report and its findings will be sent to KTMPO's Legal Counsel for review.
7. Any comment(s) or recommendation(s) from KTMPO's Legal Counsel will be reviewed by KTMPO's Investigator. The Investigator will discuss the report and recommendations with the KTMPO Director. The report will be modified as needed and made final for its release.
8. Once KTMPO's investigative report becomes final, the parties will be properly notified of the outcome and appeal rights.
9. KTMPO's investigative report and a copy of the complaint will be forwarded to TxDOT's Office of Civil Rights within 60 calendar days of the receipt of the complaint. The Office of Civil Rights will share the report with FHWA Texas Division Office as part of its Annual Title VI Update and Accomplishment Report. External discrimination complaints filed under Title VI with the subrecipient in which the subrecipient or its lower tier subrecipient is named as the respondent must be forwarded to TxDOT for investigation within 10 calendar days.
10. If the complainant is not satisfied with the results of the investigation, s/he shall be advised of their rights to appeal KTMPO's determination to the TxDOT Office of Civil Rights. If a complainant is still not satisfied, the next right of appeal is to FHWA Texas Division Office; FTA Region 6, Fort Worth; United States Department of Transportation (USDOT); or the United States Department of Justice (USDOJ). Appeals must be filed within 180 days after KTMPO's final resolution. Unless new facts not previously considered come to light, reconsideration of KTMPO's determination will not be available.
11. KTMPO will serve as an appeal forum to a complainant that is not satisfied with the outcome of an investigation conducted by one of its subrecipients. KTMPO will analyze the facts of the case and will issue its conclusion to the appellant within 60 days of the receipt of the appeal.
12. To receive additional information on general KTMPO discrimination obligations and the KTMPO complaint procedures, contact the Title VI Coordinator at 254-770-2200.



OFFICE USE ONLY
 Date received: ____/____/20____
 Logged by: _____

TITLE VI DISCRIMINATION COMPLAINT FORM

Person (s) alleging discrimination:		
NAME		
STREET ADDRESS		
CITY	STATE	ZIP CODE
DAYTIME TELEPHONE	E-MAIL ADDRESS	
Person alleging discrimination, if different from above:		
NAME		
STREET ADDRESS		
CITY	STATE	ZIP CODE
DAYTIME TELEPHONE	E-MAIL ADDRESS	
RELATIONSHIP TO THE PERSON(S) ALLEGING DISCRIMINATION		
KTMPO staff member(s), board member(s), consultant(s) or program(s) that allegedly discriminated:		
NAME	PROGRAM	
NAME	PROGRAM	
NAME	PROGRAM	
DATE ALLEGED DISCRIMINATION BEGAN	DATE OF LAST INCIDENT	

Basis of Alleged Discrimination

A complaint must be filed within 180 calendar days of the date the complainant learned of the alleged discrimination. If your complaint is in regard to either alleged discrimination in the delivery of services or in the treatment of you (or the person(s) alleging discrimination) by associates or programs of the Killeen-Temple Metropolitan Planning Organization, please indicate below what you believe to be the basis of the alleged discrimination.

Example: If you believe that you were discriminated against because you are Native American, circle the word "Race" and write "Native American" in the space provided.

- Race: _____
- Color: _____
- Sex: _____
- Religion: _____
- Disability: _____
- Age: _____
- National Origin: _____

Procedimientos para quejas por discriminación y formulario para programas y actividades asistidos por el gobierno federal

Estos procedimientos cubren todas las quejas presentadas bajo el Título VI de la Ley de Derechos Civiles de 1964, la Sección 504 de la Ley de Rehabilitación de 1973, la Ley de Restauración de Derechos Civiles de 1987 y la Ley de estadounidenses con discapacidades de 1990, relacionadas con cualquier programa o actividad administrada por KTMPO en cuanto a subbeneficiarios, consultores y contratistas. La ley prohíbe la intimidación o represalia de cualquier tipo. Los procedimientos no niegan el derecho del demandante a presentar quejas formales con otras agencias estatales o federales, ni a buscar un abogado privado para reclamos que aleguen discriminación. Se hará todo lo posible para obtener una resolución temprana de las quejas al nivel más bajo posible. La opción de reunión (es) de mediación informal entre las partes afectadas y el Coordinador del Título VI puede utilizarse para la resolución.

NOTA: Si necesita información en otro idioma, comuníquese con el Coordinador del Título VI al 254-770-2200.

Procedimiento

1. Cualquier persona, grupo de personas o entidad que crea que ha sido objeto de discriminación prohibida por las disposiciones de no discriminación del Título VI puede presentar una queja por escrito al Coordinador del Título VI del KTMPO a la siguiente dirección. La queja debe presentarse dentro de los 180 días calendario a partir de la fecha en que el demandante se entera del incidente.

Organización de planificación metropolitana de Killeen-Temple
A la atención de: Coordinador del Título VI
2180 N. Main Street
Belton, TX 76513
Fax: (254) 770-2360
Correo electrónico: KTMPO@KTMPO.org

2. Una vez que se reciba la queja, el KTMPO la revisará para determinar si nuestra oficina tiene jurisdicción. En los casos en que la queja es contra uno de los subreceptores de fondos federales del KTMPO, el KTMPO asumirá la jurisdicción e investigará y adjudicará el caso. (Se enviará una copia de cada reclamo del Título VI al Coordinador de Transporte Público de TxDOT dentro de los diez (10) días calendario posteriores a la recepción). El demandante recibirá una carta de acuse de recibo informándole si nuestra oficina investigará la queja.
3. La queja recibirá un número de caso y luego se registrará en los registros del KTMPO identificando su base y la raza, el color, el origen nacional y el género del denunciante.

4. En los casos en que el KTMPO asuma la investigación de la queja, el KTMPO brindará al demandado la oportunidad de responder a los alegatos por escrito. El demandado tendrá 15 días calendario para proporcionar al KTMPO su respuesta a las alegaciones.
5. Dentro de los 60 días calendario posteriores a la recepción de la queja, el Investigador * del KTMPO preparará un informe de investigación para la revisión del Director Ejecutivo del KTMPO. El informe incluirá una descripción narrativa del incidente, identificación de las personas entrevistadas, hallazgos y recomendaciones para la disposición.

* Esta puede ser una de las coordinadoras del Título VI de KTMPO, Coordinador del Título VI del KTMPO, el Especialista del Título VI para un subbeneficiarios de fondos federales, el Coordinador del Título VI de la División de Transporte Público de TxDOT o el Enlace del Título VI de TxDOT en los Distritos de Waco o Brownwood.

6. El informe de investigación y sus conclusiones se enviarán al Asesor Jurídico del KTMPO para su revisión.
7. Cualquier comentario (s) o recomendación (es) del Asesor Legal del KTMPO será revisado por el Investigador del KTMPO. El Investigador discutirá el informe y las recomendaciones con el Director Ejecutivo del KTMPO. El informe se modificará según sea necesario y se hará definitivo para su lanzamiento.
8. Una vez que el informe de investigación del KTMPO sea definitivo, las partes serán debidamente notificadas del resultado y los derechos de apelación.
9. El informe de investigación del KTMPO y una copia de la queja se enviarán a la Oficina de Derechos Civiles de TxDOT dentro de los 60 días calendario posteriores a la recepción de la queja. La Oficina de Derechos Civiles compartirá el informe con la Oficina de la División FHWA de Texas como parte de su Actualización anual del Título VI y el Informe de logros. Las quejas de discriminación externa presentadas en virtud del Título VI con el receptor intermedio en el que el subreceptor o su receptor intermedio de nivel inferior se nombra como el demandado se deben remitir a TxDOT para su investigación dentro de los 10 días calendario.
10. Si el demandante no está satisfecho con los resultados de la investigación, se le informará de sus derechos para apelar la determinación del KTMPO a la Oficina de Derechos Civiles de TxDOT. Si el demandante aún no está satisfecho, el próximo derecho de apelación es para la Oficina de la División de Texas de FHWA; TLC Región 6, Fort Worth; Departamento de Transporte de los Estados Unidos (USDOT); o el Departamento de Justicia de los Estados Unidos (USDOJ). Las apelaciones se deben presentar dentro de los 180 días posteriores a la resolución final del KTMPO. A menos que surjan nuevos hechos que no se hayan considerado previamente, la reconsideración de la determinación del KTMPO no estará disponible.

11. KTMPO servirá como un foro de apelación para un demandante que no está satisfecho con el resultado de una investigación realizada por uno de sus subbeneficiarios. KTMPO analizará los hechos del caso y emitirá su conclusión al apelante dentro de los 60 días posteriores a la recepción de la apelación.
12. Para recibir información adicional sobre las obligaciones generales de discriminación del KTMPO y los procedimientos de quejas del KTMPO, comuníquese con el Coordinador del Título VI al 254-770-2200.

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Título VI Formulario de Queja de Discriminación

Persona (s) que alega discriminación:		
NOMBRE		
DIRECCIÓN		
CIUDAD	ESTADO	CÓDIGO POSTAL
TELFÓNICO DIURNO	DIRECCIÓN DE CORREO ELECTRÓNICO	
Persona (s) que alega discriminación, si es diferente de arriba:		
NOMBRE		
DIRECCIÓN		
CIUDAD	ESTADO	CÓDIGO POSTAL
TELFÓNICO DIURNO	DIRECCIÓN DE CORREO ELECTRÓNICO	
RELATIONSHIP TO THE PERSON(S) ALLEGING DISCRIMINATION		
Miembros del personal del CTCOG, miembros de la junta, asesores o programa (s) que presuntamente discriminaron:		
NOMBRE	PROGRAMA	
NOMBRE	PROGRAMA	
NOMBRE	PROGRAMA	
FECHA EN QUE EMPIEZÓ LA ALEGADA DISCRIMINACIÓN	FECHA DEL ÚLTIMO INCIDENTE	

Base de presunta discriminación

Una queja debe presentarse dentro de los 180 días calendario a partir de la fecha en que el demandante se enteró de la supuesta discriminación. Si su queja es con respecto a una presunta discriminación en la prestación de servicios o en el tratamiento de usted (o la persona (s) que alega discriminación) por asociados o programas del Organización de planificación metropolitana de Killeen-Temple, indique a continuación lo que usted cree ser la base de la supuesta discriminación.

Ejemplo: Si crees que fuiste discriminado porque eres nativo americano, encierra en un círculo la palabra "Raza" y escribe "Nativo americano" en el espacio provisto.

- Raza: _____
- Color: _____
- Sexo: _____
- Religión: _____
- Discapacidad: _____
- Edad: _____
- Origen nacional: _____

ADDENDUM 2: KTMPO Record of Title VI Investigations, Complaints, and Lawsuits

**Killeen-Temple Metropolitan Planning Organization
Record of Title VI Investigations, Complaints, and Lawsuits**

Killeen-Temple Metropolitan Planning Organization (KTMPO) has not had any allegations of discrimination on the basis of race, color, sex, religion, disability, age, or national origin, and is not involved in any active investigations, complaints, or lawsuits naming KTMPO.

	Date	Summary	Status	Action Taken
Investigations				
1.				
2.				
Complaints				
1.				
2.				
Lawsuits				
1.				
2.				

NOTE: There have been no complaints filed within the last three years.

ADDENDUM 3: KTMPO Title VI Notice to Public

KTMPO Title VI Notice to Public

Notifying the Public of Rights Under Title VI

Killeen-Temple Metropolitan Planning Organization (KTMPO)

- ✓ KTMPO operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with KTMPO.
- ✓ For more information on KTMPO's civil rights program, the procedures to file a complaint, or to file a complaint contact 254-770-2200; email hotline@ctcog.org or KTMPO@CTCOG.org; or visit our administrative office at 2180 N. Main Street, Belton, TX 76513. For more information, visit www.KTMPO.org.
- ✓ A complaint may also be filed directly with the:

Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, or

Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ If information is needed in another language, contact the Title VI Coordinator at 254-770-2200.

KTMPO's Notice to the Public is posted in the following locations: *(check all boxes for Required)*

Required:

- Agency website: www.KTMPO.org
- Public areas of the agency's office
- Reception desk
- Meeting rooms
- Notice at stations or stops and or inside transit vehicles

KTMPO Notificar al público de los derechos bajo título VI

Notificar al público de los derechos bajo título VI

Organización de planificación metropolitana de Killeen-Temple (KTMPO)

- ✓ KTMPO opera sus programas y servicios sin importar raza, color y origen nacional según el título VI de la ley de derechos civiles. Cualquier persona que cree que él o ella ha sido agraviado por cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con KTMPO.
- ✓ Para más información sobre el programa los derechos civiles de KTMPO, los procedimientos para presentar una queja, o al archivo de una queja 254-770-2200 contacto; Hotline@ctcog.org o KTMPO@CTCOG.org ; o visite nuestra oficina administrativa en 2180 N. Main Street, Belton, TX 76513. Para obtener más información, visite www.KTMPO.org.
- ✓ También puede presentar una queja directamente con la:

Departamento de Transportación de Texas, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, o

Administración Federal de Transito, oficina de derechos civiles, atención: título de Coordinador del programa VI, edificio este, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ Si necesita información en otro idioma, comuníquese con el Coordinador del título VI en el 254-770-2200.

Aviso de KTMPO a la opinión pública es colocado en los siguientes lugares: (*Marque todas las casillas para*)

Obligatorio:

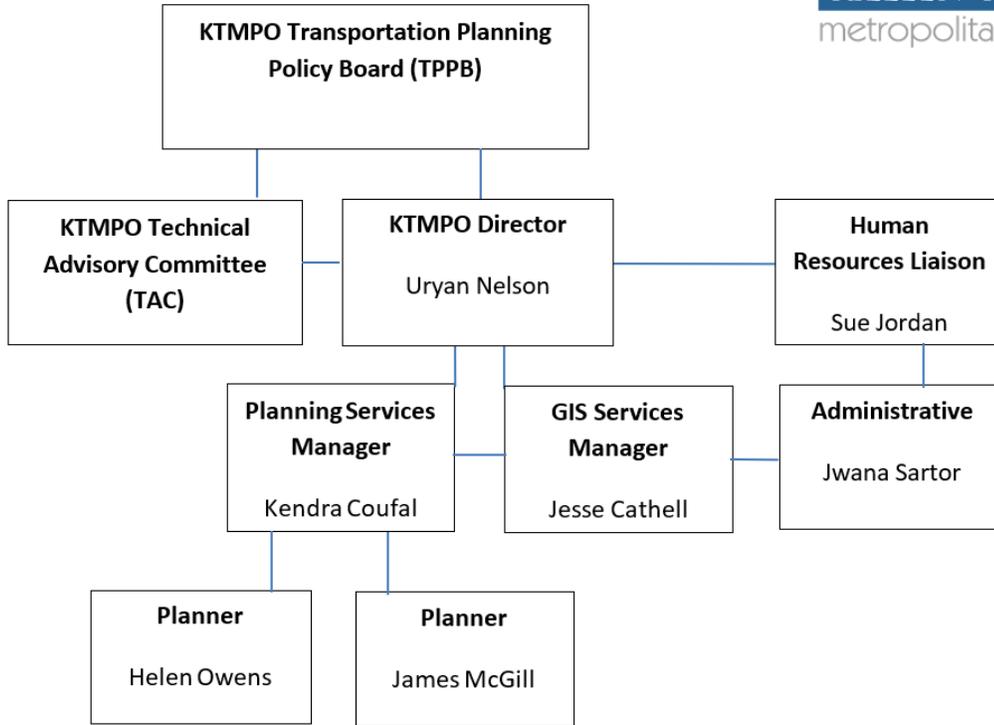
- Página Web: www.KTMPO.org
- Zonas comunes de la oficina de la Agencia
- Escritorio de recepción
- Salas de reuniones
- Aviso en las estaciones o paradas y o dentro de vehículos de transporte

ADDENDUM 4: KTMPO Organization Chart

Killeen-Temple Metropolitan Planning Organization



***Organization Chart**



**Limited English Proficiency Plan and
System-Wide Service Standards/Policies
Excerpt from HCTD 2017 Title VI Plan**

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Limited English Proficiency (LEP) Certification

Executive Order 13166, titled “Improving Access to Services for Persons with Limited English Proficiency”, indicates that differing treatment based upon a person’s inability to speak, read, write or understands English is a type of national origin discrimination. It directs each federal agency to publish guidance for its’ respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds, including transit providers and Lead Agencies which receive federal assistance through the Texas Department of Transportation (TxDOT).

The Limited English Proficiency Plan prepared by Hill Country Transit District (HCTD) addresses responsibilities as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et se, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

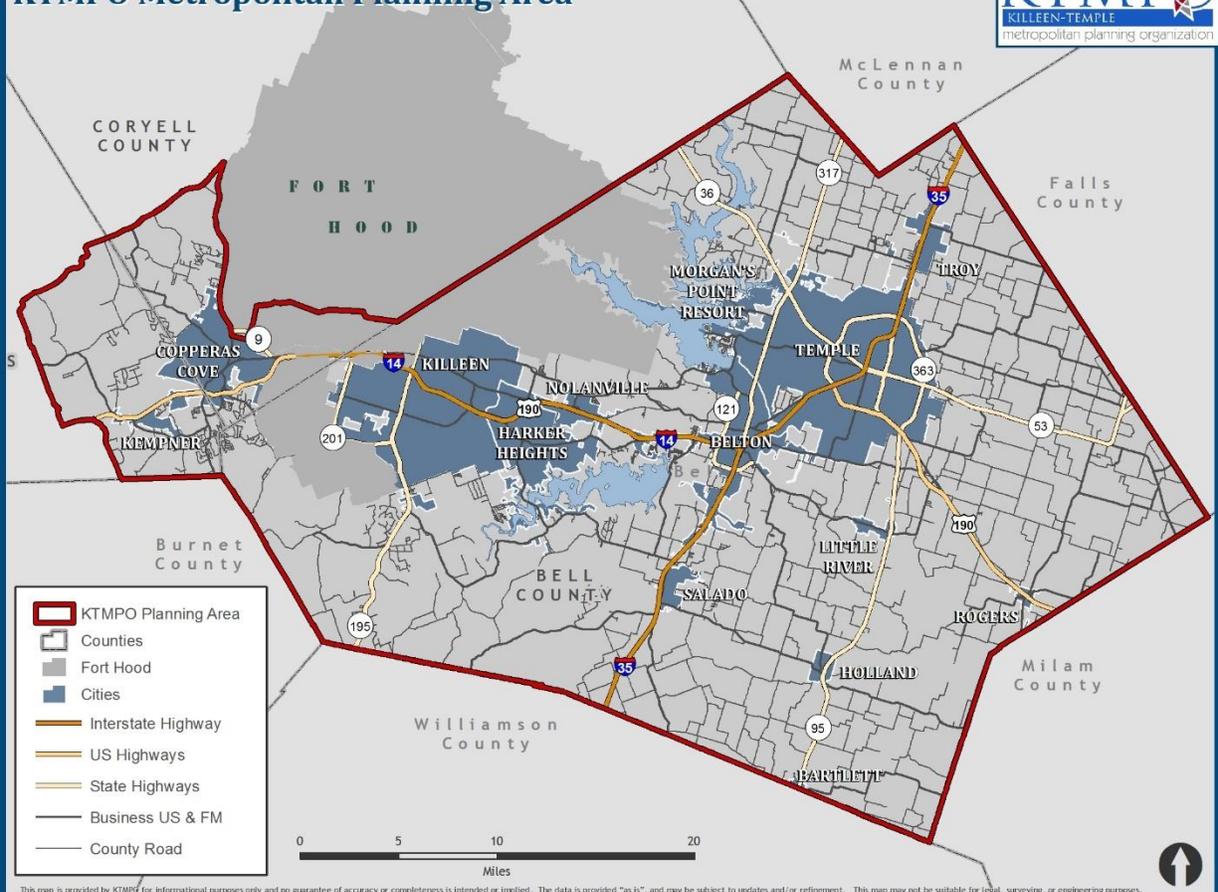
The undersigned, known as Killeen-Temple Metropolitan Planning Organization (KTMPO) hereby certifies that it has adopted the HCTD LEP Plan and will take responsible steps to carry out said Plan to all areas served by KTMPO*, ensure meaningful access to the benefits, services, information and activities for individuals who are Limited English Proficient (LEP). The undersigned has agreed to work together formally with HCTD to coordinate activities and prevent violations of the law, including regulations applicable to this entity or its officers or employees and that the LEP program satisfies the requirements of Executive Order 13166.

KTMPO Chair

Date

*Areas Served: Bell County and the urbanized portions of Lampasas and Coryell Counties. See attached map of KTMPO planning area.

KTMPPO Metropolitan Planning Area



This map is provided by KTMPPO for informational purposes only and no guarantee of accuracy or completeness is intended or implied. The data is provided "as is", and may be subject to updates and/or refinement. This map may not be suitable for legal, surveying, or engineering purposes.

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Title VI Program Policy

Includes Limited English Proficiency (LEP) Plan

HILL COUNTRY TRANSIT DISTRICT

July 2017

Hill Country Transit District

Limited English Proficiency (LEP) Plan

Hill Country Transit District (HCTD) has developed its Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, HCTD used the four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.
2. The frequency with which LEP persons come into contact with HCTD programs, activities or services.
3. The nature and importance of the program, activity, or service provided by HCTD to the LEP population.
4. The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.

Meaningful Access: Four-Factor Analysis

1. **The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.**

HCTD provides services in nine Texas counties (covering approximately 9,000 square miles). HCTD staff reviewed the 2010 U.S. Census Report and compiled the following statistics to identify the number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD:

It was determined that 59,731 persons in the combined service areas (16.4%) speak a language other than English. Of those persons, 18,567 (5.1%) speak English less than “very well”. Of those persons with limited English proficiency, 13,698 (3.77%) Spanish speaking persons speak English less than “very well”. There were 1,926 (0.53%) persons of other Indo-European languages who spoke English less than “very well”, and 2,773 (0.76%) of Asian and Pacific Islanders who spoke English less than “very well”.

2. **The frequency with which LEP persons come into contact with HCTD programs, activities or services.**

HCTD reviewed the frequency with which staff and drivers have, or could have, contact with LEP persons. This includes documenting phone inquiries, surveying vehicle operators, and office visits. To date, the most frequent contact between LEP persons is with bus drivers, dispatchers, schedulers, and front office staff. HCTD is staffed with Spanish, German and Italian translators to assist LEP persons with translation in these languages.

3. **The nature and importance of the program, activity, or service provided by HCTD to the LEP population.**

There is no large geographic concentration of any type of LEP individuals in the HCTD service areas. Over 83% of the population in the service areas speaks English only. Although there is 17% of the population in the service areas that speak a language other than English, only 5.1% of this population speaks English less than “very well”. Because HCTD provides services to persons over nine counties, it is most likely that the fixed route system and the paratransit system will both encounter LEP individuals.

4. **The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.**

HCTD has assessed its available resources that could be used for providing LEP assistance, which of its documents would be the most valuable to be translated if the need should arise, and taking an inventory of available organizations that could be partnered with for outreach and translation efforts. HCTD maintains access to a language line to facilitate communication with LEP persons. There is a fee to use this service, but the use of it has been very rare so the cost has been minimal. HCTD will also provide an interpreter to LEP persons if a request for language assistance is made, or it is evident that such assistance is needed.

Language Assistance

A person who does not speak English as their primary language and who has a limited ability to read, write, speak or understand English may be a limited English proficient person and may be entitled to language assistance with respect to HCTD programs and activities. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language. HCTD will determine when interpretation and/or translation are needed and are reasonable.

How HCTD staff may identify an LEP person who needs language assistance:

- Examine records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed in the future.
- Have Language Identification (“I Speak”) Flashcards available at the customer service desk and easily accessible to drivers, supervisors, dispatchers, and schedulers as needed.
- Periodically interview bus drivers, dispatchers, schedulers and other front-line staff on their experience concerning any contacts with LEP persons during the previous year.

Language Assistance Measures

There are several language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which HCTD staff may respond to LEP persons, whether in person, by telephone, or in writing.

- HCTD will provide an interpreter to an LEP person if they request language assistance or it is evident that such assistance is needed.
- If an LEP person asks for language assistance and HCTD determines that language assistance is necessary to provide meaningful access, reasonable efforts will be made to provide free language assistance.
- When an interpreter is needed, in person or on the telephone, staff will attempt to determine what language is required and then make available interpretation services for the LEP person.
- Bilingual HCTD staff will provide language services to LEP persons upon request and if available. HCTD will take reasonable steps to ensure that staff provides interpretative services at a level of fluency, comprehension and confidentiality appropriate to the specific nature, type, and purpose of information at issue.
- An LEP person may use an informal interpreter of their choosing and at their own expense, either in place of or as a supplement to the language assistance offered by HCTD. Informal interpreters may include family members, friends, legal guardians, service representatives, or advocates of the LEP person.
- HCTD will periodically assess client needs for language assistance based on requests for interpreters and/or translation, as well as the literacy skills of the clients.

Staff Training

The following training will be provided to HCTD staff:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services offered to the public.
- Use of the Language Identification (“I Speak”) Flashcards.
- Documentation of language assistance requests.
- How to handle a potential Title VI / LEP complaint.

Any and all contractors or subcontractors performing work for HCTD will be required to follow the Title VI/LEP guidelines.

Translation of Documents

HCTD weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in documents and other relevant factors, at this time it is an unnecessary burden to have any documents translated.

Due to the very small local LEP population, HCTD does not have a formal outreach procedure in place, as of 2016. Translation resources have been identified and are limited in this region. However, when and if the need arises for LEP outreach, HCTD will consider the following options:

- When staff prepares a document or schedules a meeting for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in alternative language based on the known LEP population.
- Bus schedules, maps and other transit publications will be made available in an alternative language when and if a specific and concentrated LEP population is identified and requests are made.

Monitoring

Monitoring and Updating the LEP Plan. HCTD will update the LEP as required. At a minimum, the plan will be reviewed and updated when data from the upcoming U.S. Census is made available, or when it is clear that higher concentrations of LEP individuals are present in the HCTD service area. Updates will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether HCTD's financial resources are sufficient to fund language assistance resources needed.
- Determine whether HCTD fully complies with the goals of this LEP plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

Dissemination of the HCTD LEP Plan

HCTD's Title VI Policy and LEP Plan are made available on the company's website at www.takethehop.com. Any person or agency may request a copy of the LEP plan via telephone, fax, mail, or in person and shall be provided a copy of the plan at no cost. LEP individuals may request a copy of the plan in alternative languages which will be provided, if feasible.

Questions concerning the LEP Plan may be submitted to Hill Country Transit District at:

Hill Country Transit District
4515 W. U.S. Hwy. 190
Belton, TX 76513
Phone: (254) 933-3700
Fax: (254) 933-3724
www.takethehop.com

Hill Country Transit District

System-Wide Service Standards

Chapter IV of FTA Circular 4702.1B provides that all transit providers who operate fixed route service, as shown in the Table in Section 1, must “Set system-wide standards and policies” that “only apply to fixed route services”. Because The HOP, operated by Hill Country Transit District (HCTD), does not “operate 50 or more fixed route vehicles in peak service”, HCTD is not required to “Collect and report data”, to “Evaluate service and fare equity changes”, or to “Monitor transit service”.

Vehicle Load Standards

Hill Country Transit District utilizes four different vehicles for our fixed-route operations. In tracking the number of passengers that are carried, it has been found that our average passengers per hour is 14.4 while our peak is 35. This results in all of our passengers being able to be seated except during our peak times.

Average Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Load Factor
30' Transmark	14.4	0	14.4	0.4
32' EZ-Rider	14.4	0	14.4	0.4
34' NABI	14.4	0	14.4	0.4
32' Trolley	14.4	0	14.4	0.4
35' EZ-Rider	14.4	0	14.4	0.3

Peak Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Factor
30' Transmark	26	9	35	1.3
32' EZ-Rider	26	9	35	1.3
34' NABI	26	9	35	1.3
32' Trolley	26	9	35	1.3
35' EZ-Rider	35	0	35	1.0

HCTD considers a vehicle overloaded if the load factor exceeds 1.5 where one third of our passengers are standing.

Vehicle Headway Standards

Vehicle Headway Standards:

During the week, Hill Country Transit District fixed-route vehicles run every hour for most stops. The only exception to this is the Temple-Killeen Connector route which makes a full cycle every two hours. On Saturdays, two of our weekday routes combine to become the Route 2/5 and runs once every two hours while the other six routes run once every hour.

WEEKDAY ROUTES	Periods of Operation
Urban Routes	60
Temple-Killeen Connector	120

SATURDAY ROUTES	Periods of Operation
Urban Routes	60
Route 2/5	120

**Periods of Operation are expressed in terms of minutes.*

On-Time Performance Standards

On-time performance for fixed route service is considered as not leaving a time point ahead of schedule and not arriving at a time point more than five minutes late. HCTD's on-time performance objective is 95% or greater, whereby at least 95% of trips on any given run during any given calendar month are on-time, and whereby at least 95% of all runs system-wide within any given calendar month are on-time.

Service Availability Standards

HCTD complies with the following standards regarding distance between bus stops:

- In high population density areas (such as neighborhoods and apartment complexes) and small business areas (such as strip malls and small business centers), the walking distance between bus stops is 750 to 900 feet, which places stops 1,500 to 1,800 feet apart.
- In medium population density areas (such as thoroughfares with limited side street residential areas) the walking distance between bus stops is 900 to 1,300 feet, which places stops 1,800 to 2,600 feet apart.

- In low population areas (such as thoroughfares with no side street access, great distances between side streets, etc.) the walking distance between bus stops is 1,500 to 2,500 feet, with approximately 3,000 feet between stops.

Vehicle Assignment Policy

Hill Country Transit District ensures that vehicles are assigned to drivers and routes the evening before service. HCTD's vehicle assignment is based on a couple of different factors. The first and most major factor in assigning a vehicle to a route is how narrow the streets are on a particular route. For these routes, a bus must be assigned that doesn't have too wide of a turning radius. The next factor considered is the mileage of a vehicle. The newer vehicles are assigned to higher-mileage routes whenever possible. Finally, vehicle assignments are rotated out based on maintenance needs.

Transit Amenities Policy

Installation of transit amenities along bus routes are based on the number of passenger boardings at stops and stations along those routes. System maps are provided at the Belton Operations Facility and at various organizations located throughout the service area (i.e., workforce centers, free clinics, city halls, service organizations, etc...). Trash cans are installed by HCTD according to perceived need.

New benches and shelters paid for by HCTD are located according to a number of factors including, but not limited to:

- Average daily boardings at the stop
- Prevalence of disabled passengers
- Presence or absence of amenities in the nearby area (i.e., shelter, trash cans, lighting, seating, etc.)
- Cost for additional curb, gutter, street, or sidewalk improvements
- Financial assistance from local jurisdictions, business improvement districts, etc.
- Minimum ridership of daily boardings for shelters
- Title VI compliance goals

**Public Participation Plan
(With Environmental Justice Component)**

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Limited English Proficiency (LEP) Plan

Title VI Program Policy

Includes Limited English Proficiency (LEP) Plan

HILL COUNTRY TRANSIT DISTRICT

July 2017

Hill Country Transit District

Limited English Proficiency (LEP) Plan

Hill Country Transit District (HCTD) has developed its Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, HCTD used the four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.
2. The frequency with which LEP persons come into contact with HCTD programs, activities or services.
3. The nature and importance of the program, activity, or service provided by HCTD to the LEP population.
4. The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.

Meaningful Access: Four-Factor Analysis

1. **The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.**

HCTD provides services in nine Texas counties (covering approximately 9,000 square miles). HCTD staff reviewed the 2010 U.S. Census Report and compiled the following statistics to identify the number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD:

It was determined that 59,731 persons in the combined service areas (16.4%) speak a language other than English. Of those persons, 18,567 (5.1%) speak English less than “very well”. Of those persons with limited English proficiency, 13,698 (3.77%) Spanish speaking persons speak English less than “very well”. There were 1,926 (0.53%) persons of other Indo-European languages who spoke English less than “very well”, and 2,773 (0.76%) of Asian and Pacific Islanders who spoke English less than “very well”.

2. **The frequency with which LEP persons come into contact with HCTD programs, activities or services.**

HCTD reviewed the frequency with which staff and drivers have, or could have, contact with LEP persons. This includes documenting phone inquiries, surveying vehicle operators, and office visits. To date, the most frequent contact between LEP persons is with bus drivers, dispatchers, schedulers, and front office staff. HCTD is staffed with Spanish, German and Italian translators to assist LEP persons with translation in these languages.

3. **The nature and importance of the program, activity, or service provided by HCTD to the LEP population.**

There is no large geographic concentration of any type of LEP individuals in the HCTD service areas. Over 83% of the population in the service areas speaks English only. Although there is 17% of the population in the service areas that speak a language other than English, only 5.1% of this population speaks English less than “very well”. Because HCTD provides services to persons over nine counties, it is most likely that the fixed route system and the paratransit system will both encounter LEP individuals.

4. **The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.**

HCTD has assessed its available resources that could be used for providing LEP assistance, which of its documents would be the most valuable to be translated if the need should arise, and taking an inventory of available organizations that could be partnered with for outreach and translation efforts. HCTD maintains access to a language line to facilitate communication with LEP persons. There is a fee to use this service, but the use of it has been very rare so the cost has been minimal. HCTD will also provide an interpreter to LEP persons if a request for language assistance is made, or it is evident that such assistance is needed.

Language Assistance

A person who does not speak English as their primary language and who has a limited ability to read, write, speak or understand English may be a limited English proficient person and may be entitled to language assistance with respect to HCTD programs and activities. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language. HCTD will determine when interpretation and/or translation are needed and are reasonable.

How HCTD staff may identify an LEP person who needs language assistance:

- Examine records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed in the future.
- Have Language Identification (“I Speak”) Flashcards available at the customer service desk and easily accessible to drivers, supervisors, dispatchers, and schedulers as needed.
- Periodically interview bus drivers, dispatchers, schedulers and other front-line staff on their experience concerning any contacts with LEP persons during the previous year.

Language Assistance Measures

There are several language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which HCTD staff may respond to LEP persons, whether in person, by telephone, or in writing.

- HCTD will provide an interpreter to an LEP person if they request language assistance or it is evident that such assistance is needed.
- If an LEP person asks for language assistance and HCTD determines that language assistance is necessary to provide meaningful access, reasonable efforts will be made to provide free language assistance.
- When an interpreter is needed, in person or on the telephone, staff will attempt to determine what language is required and then make available interpretation services for the LEP person.
- Bilingual HCTD staff will provide language services to LEP persons upon request and if available. HCTD will take reasonable steps to ensure that staff provides interpretative services at a level of fluency, comprehension and confidentiality appropriate to the specific nature, type, and purpose of information at issue.
- An LEP person may use an informal interpreter of their choosing and at their own expense, either in place of or as a supplement to the language assistance offered by HCTD. Informal interpreters may include family members, friends, legal guardians, service representatives, or advocates of the LEP person.
- HCTD will periodically assess client needs for language assistance based on requests for interpreters and/or translation, as well as the literacy skills of the clients.

Staff Training

The following training will be provided to HCTD staff:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services offered to the public.
- Use of the Language Identification (“I Speak”) Flashcards.
- Documentation of language assistance requests.
- How to handle a potential Title VI / LEP complaint.

Any and all contractors or subcontractors performing work for HCTD will be required to follow the Title VI/LEP guidelines.

Translation of Documents

HCTD weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in documents and other relevant factors, at this time it is an unnecessary burden to have any documents translated.

Due to the very small local LEP population, HCTD does not have a formal outreach procedure in place, as of 2016. Translation resources have been identified and are limited in this region. However, when and if the need arises for LEP outreach, HCTD will consider the following options:

- When staff prepares a document or schedules a meeting for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in alternative language based on the known LEP population.
- Bus schedules, maps and other transit publications will be made available in an alternative language when and if a specific and concentrated LEP population is identified and requests are made.

Monitoring

Monitoring and Updating the LEP Plan. HCTD will update the LEP as required. At a minimum, the plan will be reviewed and updated when data from the upcoming U.S. Census is made available, or when it is clear that higher concentrations of LEP individuals are present in the HCTD service area. Updates will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether HCTD's financial resources are sufficient to fund language assistance resources needed.
- Determine whether HCTD fully complies with the goals of this LEP plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

Dissemination of the HCTD LEP Plan

HCTD's Title VI Policy and LEP Plan are made available on the company's website at www.takethehop.com. Any person or agency may request a copy of the LEP plan via telephone, fax, mail, or in person and shall be provided a copy of the plan at no cost. LEP individuals may request a copy of the plan in alternative languages which will be provided, if feasible.

Questions concerning the LEP Plan may be submitted to Hill Country Transit District at:

Hill Country Transit District
4515 W. U.S. Hwy. 190
Belton, TX 76513
Phone: (254) 933-3700
Fax: (254) 933-3724
www.takethehop.com

Hill Country Transit District

System-Wide Service Standards

Chapter IV of FTA Circular 4702.1B provides that all transit providers who operate fixed route service, as shown in the Table in Section 1, must “Set system-wide standards and policies” that “only apply to fixed route services”. Because The HOP, operated by Hill Country Transit District (HCTD), does not “operate 50 or more fixed route vehicles in peak service”, HCTD is not required to “Collect and report data”, to “Evaluate service and fare equity changes”, or to “Monitor transit service”.

Vehicle Load Standards

Hill Country Transit District utilizes four different vehicles for our fixed-route operations. In tracking the number of passengers that are carried, it has been found that our average passengers per hour is 14.4 while our peak is 35. This results in all of our passengers being able to be seated except during our peak times.

Average Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Load Factor
30' Transmark	14.4	0	14.4	0.4
32' EZ-Rider	14.4	0	14.4	0.4
34' NABI	14.4	0	14.4	0.4
32' Trolley	14.4	0	14.4	0.4
35' EZ-Rider	14.4	0	14.4	0.3

Peak Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Factor
30' Transmark	26	9	35	1.3
32' EZ-Rider	26	9	35	1.3
34' NABI	26	9	35	1.3
32' Trolley	26	9	35	1.3
35' EZ-Rider	35	0	35	1.0

HCTD considers a vehicle overloaded if the load factor exceeds 1.5 where one third of our passengers are standing.

Vehicle Headway Standards

Vehicle Headway Standards:

During the week, Hill Country Transit District fixed-route vehicles run every hour for most stops. The only exception to this is the Temple-Killeen Connector route which makes a full cycle every two hours. On Saturdays, two of our weekday routes combine to become the Route 2/5 and runs once every two hours while the other six routes run once every hour.

WEEKDAY ROUTES	Periods of Operation
Urban Routes	60
Temple-Killeen Connector	120

SATURDAY ROUTES	Periods of Operation
Urban Routes	60
Route 2/5	120

**Periods of Operation are expressed in terms of minutes.*

On-Time Performance Standards

On-time performance for fixed route service is considered as not leaving a time point ahead of schedule and not arriving at a time point more than five minutes late. HCTD's on-time performance objective is 95% or greater, whereby at least 95% of trips on any given run during any given calendar month are on-time, and whereby at least 95% of all runs system-wide within any given calendar month are on-time.

Service Availability Standards

HCTD complies with the following standards regarding distance between bus stops:

- In high population density areas (such as neighborhoods and apartment complexes) and small business areas (such as strip malls and small business centers), the walking distance between bus stops is 750 to 900 feet, which places stops 1,500 to 1,800 feet apart.
- In medium population density areas (such as thoroughfares with limited side street residential areas) the walking distance between bus stops is 900 to 1,300 feet, which places stops 1,800 to 2,600 feet apart.

- In low population areas (such as thoroughfares with no side street access, great distances between side streets, etc.) the walking distance between bus stops is 1,500 to 2,500 feet, with approximately 3,000 feet between stops.

Vehicle Assignment Policy

Hill Country Transit District ensures that vehicles are assigned to drivers and routes the evening before service. HCTD's vehicle assignment is based on a couple of different factors. The first and most major factor in assigning a vehicle to a route is how narrow the streets are on a particular route. For these routes, a bus must be assigned that doesn't have too wide of a turning radius. The next factor considered is the mileage of a vehicle. The newer vehicles are assigned to higher-mileage routes whenever possible. Finally, vehicle assignments are rotated out based on maintenance needs.

Transit Amenities Policy

Installation of transit amenities along bus routes are based on the number of passenger boardings at stops and stations along those routes. System maps are provided at the Belton Operations Facility and at various organizations located throughout the service area (i.e., workforce centers, free clinics, city halls, service organizations, etc...). Trash cans are installed by HCTD according to perceived need.

New benches and shelters paid for by HCTD are located according to a number of factors including, but not limited to:

- Average daily boardings at the stop
- Prevalence of disabled passengers
- Presence or absence of amenities in the nearby area (i.e., shelter, trash cans, lighting, seating, etc.)
- Cost for additional curb, gutter, street, or sidewalk improvements
- Financial assistance from local jurisdictions, business improvement districts, etc.
- Minimum ridership of daily boardings for shelters
- Title VI compliance goals

ADDENDUM 6: Public Participation Plan

**Public Participation Plan
(With Environmental Justice Component)**

End of Appendix

End of Packet