



# **Technical Advisory Committee**

**June 2, 2021  
9:30 a.m.**

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# Agenda



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

Wednesday, June 2, 2021

**Electronic Meeting: 9:30 A.M.**

**Please join meeting from your computer, tablet or smartphone.**

<https://global.gotomeeting.com/join/507407653>

**You can also dial in using your phone.**

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**AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: Regarding (pgs. 6-8)
  - a) Advisory Committees;
  - b) 2045 MTP Reprioritization;
  - c) Administrative Amendments:
    - i. W45-01, I-14 Advanced Traffic Management System;
    - ii. T40-07a, Temple Outer Loop West, Phase I; and
    - iii. T35-36a, S 1<sup>st</sup> Street/Spur 290 Improvements, Veterans Memorial Blvd Phase II.
  - d) Air Quality.
4. **Action Item:** Regarding approval of minutes from the May 5, 2021 meeting (pgs. 10-14).
5. **Discussion Item:** Regarding Draft FY22-23 Unified Planning Work Program (UPWP) (pgs. 16-50).
6. **Discussion and Action Item:** Regarding FY21-24 and FY25-31 Category 2, 7, and 9 funding allocations for the 2045 Metropolitan Transportation Plan (MTP) Reprioritization (pgs. 52-62).
7. **Discussion and Action Item:** Regarding recommendation to initiate public involvement for amendments to the FY21-24 TIP and 2045 MTP for (pgs. 64-68):
  - a) Reprioritized project listing with FY21-24 and FY25-31 Category 2, 7, and 9 funding allocations:
  - b) Inclusion of Performance Measures adopted at the December and March Policy Board meetings.
8. **Discussion Item:** Regarding public input received through May 2021 (pgs. 70-72).
9. Member comments.
10. Adjourn.

# **Item 3:**

## **Staff Update**

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**Staff Update**

a) Listed below are the upcoming KTMPO meetings:

- June 16, 2021 – Transportation Planning Policy Board (electronic)
- June 22, 2021 – Bicycle Pedestrian Advisory Committee (electronic)
- July 7, 2021 – Technical Advisory Committee
- July 21, 2021 – Transportation Planning Policy Board
- August 4, 2021 – Technical Advisory Committee

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

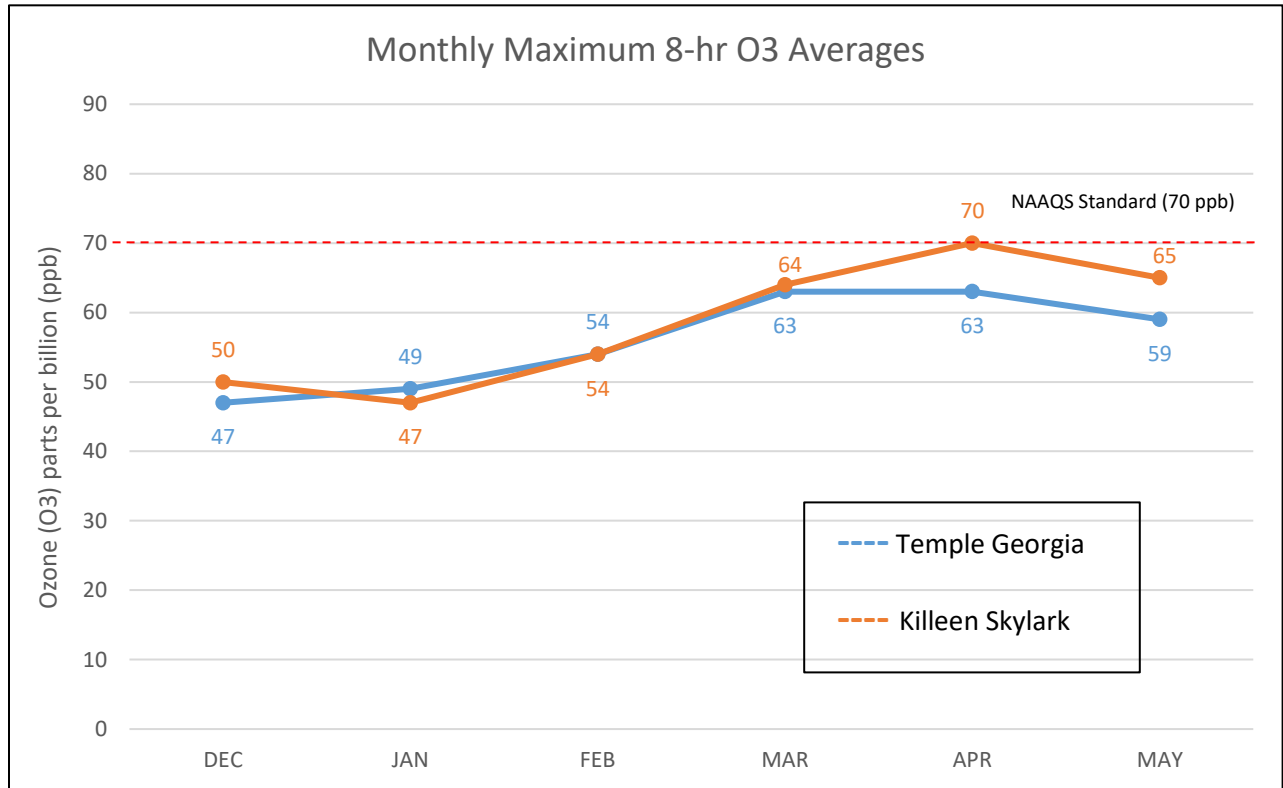
b) 2045 MTP Reprioritization

- An updated schedule is included on the following page.

c) Administrative Amendments to the 2045 MTP

- IH-14 Advanced Traffic Management System project (W45-01) – The project's funding source was changed from Cat 4 (District Discretionary) to Cat 8 (Safety). An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a funding category.
- Temple Outer Loop West - Phase I (T40-07a) – The project was selected and submitted by Congressman John Carter, 31<sup>st</sup> District of Texas, for the FY22 Community Project Funding (CPF) earmark spending, which may result in a funding change and inclusion into the TIP. KTMPO is continuing to monitor the situation and will provide updates as we hear of them.
- S 1<sup>st</sup> Street/Spur 290 Improvements, Veterans Memorial Blvd Phase II (T35-36a) – The project was selected and submitted by Congressman John Carter, 31<sup>st</sup> District of Texas, for the FY22 Community Project Funding (CPF) earmark spending, which may result in a funding change and inclusion into the TIP. KTMPO is continuing to monitor the situation and will provide updates as we hear of them.

d) Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on Jan. 5 2021)
	2018	2019	2020	
Temple	69	63	64	65
Killeen	72	67	63	67

**Action Needed:** No action needed; for discussion only.

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# **Item 4:**

## **Meeting Minutes**



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

Wednesday, May 5, 2021  
9:30 AM

**Electronic Meeting**

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

**Technical Advisory Committee Voting Members**

Bobby Lewis – City of Copperas Cove	Judge Roger Miller – Coryell County
Jason Deckman – City of Temple	Bryan Neaves – Bell County Engineer
Kristina Ramirez – City of Harker Heights	Victor Goebel – TxDOT Waco District
Bob van Til – City of Belton	Derek Czapnik for Darrell Burtner – Hill Country Transit District

**Additional Attendees**

Ryan Haverlah – City of Copperas Cove	Brigida Gonzalez – TxDOT TPP
Kara Escajeda – City of Nolanville	Michael Love – Fort Hood
Tony McIlwain – City of Killeen	Charlie Sullivan – CDM Smith
Don Ferguson – Village of Salado	Janet Sheguit – MRB Group
Brenton Lane – TxDOT Waco District	Aaron Tuley - Halff
Christi Bonham – TxDOT Waco District	Uryan Nelson – KTMPPO
Erika Kunkel – TxDOT Waco District	Kendra Coufal – KTMPPO
Allen Duncan – TxDOT Waco District	James McGill – KTMPPO
Stephen Kasberg – TxDOT Bell County Engineer	

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; 2045 MTP Reprioritization; Apportionment of Highway Infrastructure Program and Public Transit Funds; Air Quality.

Uryan Nelson informed the TAC of upcoming board and advisory committee meetings through July. Mr. Nelson stated that staff anticipates the meeting from to shift by the end of the schedule. Mr. Nelson

informed the TAC that an updated MTP schedule was included in the packet and new developments with additional transit funding availability. Air quality readings for the month of March were 63 parts per billion (ppb) at the Temple station and 70 ppb at the Killeen station.

**4. Action Item:** Approve minutes from the April 7, 2021 meeting.

**Robert Lewis made a motion to approve the March 7, 2021 meeting minutes, seconded by Judge Roger Miller; the motion passed unanimously.**

**5. Discussion and Action Item:** Regarding recommendation of approval to allocate funding for FY21 Special Studies in the FY22-23 UPWP.

Uryan Nelson informed the group that after the April Policy Board meeting staff discussed the timeline for Special Studies and decided they were going to start close to the next fiscal year. Mr. Nelson requested that the TAC recommend moving the studies into the FY22-23 UPWP so that the funding will not be split over separate fiscal years. Jason Deckman asked if that would require an amendment to the UPWP. Kendra Coufal stated that it would not because funds had only been recommended for funding and not actually programmed yet.

**Jason Deckman made a motion to recommend approval to allocate funding for the FY21 Special Studies in the FY22-23 UPWP, seconded by Jason Deckman; the motion passed unanimously.**

**6. Discussion and Action Item:** Regarding the awarding of bonus points and resulting project rankings from the April 2021 TAC meeting.

Kendra Coufal summarized the discussion on bonus points at the previous TAC meeting and recommendation to give 3 points each to projects C45-02 and T45-18. Ms. Coufal stated that following the meeting staff received several requests to revisit the topic to further clarify the criteria for bonus points. Uryan Nelson stated that staff brought back this discussion to clarify that these projects meet the criteria to merit bonus points. The floor opened for discussion.

Ryan Haverlah shared that he is not convinced that bonus points should have been awarded to either project. Mr. Haverlah stated that proper documentation was not provided by either entity for bonus points and either no points should be awarded, or every entity should be offered the opportunity to submit proper documentation for bonus points. Kara Escajeda agreed and added that a narrative justifying the need for points should be submitted beforehand. Jason Deckman shared that the T45-18 project was important to the City from a safety standpoint. Mr. Deckman stated that he also wants everyone to buy into the process and if it does not seem fair, then he is willing to back out if the group decides that. Mr. Nelson stated that Ms. Escajeda brought up a valid argument that written reasons for why bonus points are merited should be submitted prior to the awarding of points. Ms. Escajeda clarified that if bonus points are going to be awarded there needs to be a process and information needs to be distributed to the TAC for review prior to the meeting, especially since many of the projects are close in score and 3 bonus points is a lot. Bryan Neaves agreed and stated that he does not care for bonus points because we have an already developed project scoring process and people put in a lot of time to create strong projects that can just be swept aside if bonus points are awarded. Mr. Nelson said that is the type of discussion on this topic needed so staff can know how the TAC wants to proceed with this bonus points issue.

**Robert Lewis made a motion to remove the bonus points added to projects T45-18 and C45-02, seconded by Kristina Ramirez; the motion passed unanimously.**

**Kristina Ramirez made a motion to approve the final project rankings for the Reprioritization of the 2045 MTP, seconded by Jason Deckman; the motion passed unanimously.**

**7. Discussion and Action Item:** Regarding approval of prioritized project rankings for the 2045 MTP Reprioritization.

Kendra Coufal stated that with the newly ranked projects there is one final step of prioritizing the rankings if that is deemed necessary. Ms. Coufal informed the TAC that they have the opportunity to develop a prioritized list that will be used when determining the funding of projects. Ms. Coufal stated that this may be the same as the approved project list or may include additional adjustments. Ms. Coufal shared that in the past the TAC had adjusted the order to move everyone's #1 priority project to the top of the list. The floor opened for discussion.

Bob van Til asked for clarification on why this step is taken. Ms. Coufal further explained that this step is to allow projects to be given priority over other projects for any reason other than the project scoring criteria if the TAC agrees. Ms. Coufal also stated that this step can help the region's smaller cities whose projects may not have the criteria to score well be given a boost on their most important project, so they are not left on the bottom every time. Jason Deckman asked to see the Livability project list with the #1 projects at the top because that was discussed with BPAC as an option. Mr. Deckman clarified that all of the #1 projects are ranked in their original order at the top. Mr. van Til commented that it seems like this step of moving all the #1 projects up just throws out the entire project scoring process out. Mr. van Til shared with the group that he thinks this conversation needs to happen when the funding for projects is identified and not now by arbitrarily moving projects up and throwing out the ranking process. Ms. Coufal agreed Mr. van Til that KTMPO wants to assist entities with as many channels of funding as possible, but that in respect to Categories 2, 7, & 9 these are the guaranteed channels of funding that the MPO can allocate through. Victor Goebel suggested in future cycles, entities be allowed to a certain amount of bonus points to be allocated to their top project. Mr. Deckman also suggested increasing the weightings for local priority during the next scoring round. Ryan Haverlah agreed and shared that the reason this step was taken last time is because the scoring process did not appease anyone during that round of ranking. Mr. van Til shared that it's hard to see the impact without dollar amounts present.

**Robert Lewis made a motion to use the local priority ranking list as the final prioritized project list, seconded by Kristina Ramirez; the motion passed with 3 nays.**

**8. Discussion Item:** Regarding Categories 2, 7, and 9 funding allocations for the 2045 MTP Reprioritization.

Kendra Coufal explained to the TAC how the MPO receives funding and the estimated funding amounts from the UTP. Ms. Coufal stated that funding scenarios would be developed by staff in the coming weeks based on the prioritized list approved by TAC. Ms. Coufal explained the assumptions for these funding scenarios and an example of scenarios from the 2018 Reprioritization.

**9. Discussion Item:** Regarding the Final Report for the Regional Freight Transportation and Parking Study.

James McGill notified the group that CDM Smith had completed the Final Report for the Regional Freight Parking Study they had been conducting over the past 9 months. Mr. McGill shared that the Final Report has been posted on the website and can be viewed there.

**10. Public input received through April 2021.**

Public input received through April 2021 was presented to the TAC. One new comment from a resident in Harker Heights was submitted by email regarding Warriors Path.

**11. Member Comments:**

Jason Deckman stated that the first public meeting for Temple's Mobility Master Plan will be held online on Wednesday, May 19<sup>th</sup>. Victor Goebel stated that the first public meeting for the FM 2271 Extension Feasibility Study was going live at 5pm on May 5<sup>th</sup>.

**12. Adjourn:** The meeting adjourned at 10:24 a.m.

These meeting minutes were approved by TAC at their \_\_\_\_\_ meeting.

\_\_\_\_\_  
Uryan Nelson, KTMPO Director

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**Item 5:**

**Draft FY22-23 Unified Planning  
Work Program (UPWP)**

**Draft FY22-23 Unified Planning Work Program (UPWP)**

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

Staff is in the process of updating this plan for FY22-23, a draft copy of the UPWP is attached.

**Tentative Schedule:**

- June 2, 2021 – TAC review of Draft FY22-23 UPWP.
- June 4, 2021 – KTMPO submits UPWP to TxDOT for review.
- June 16, 2021 – TPPB review of Draft FY22-23 UPWP.
- July 7, 2021 – TAC recommends approval of final FY22-23 UPWP.
- July 21, 2021 – TPPB approves of final FY22-23 UPWP.
- August 1, 2021 – KTMPO submits final FY22-23 UPWP to TxDOT.

**Action Needed:** No action needed; for discussion only.



**FISCAL YEARS (FYs) 2022-2023**

**UNIFIED PLANNING WORK PROGRAM**

**KILLEEN - TEMPLE METROPOLITAN PLANNING  
ORGANIZATION**

Approved by Transportation Planning  
Policy Board:

July 21, 2021

\_\_\_\_\_

Amended by Transportation Planning  
Policy Board:

\_\_\_\_\_

\_\_\_\_\_

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

## TABLE OF CONTENTS

CONTENT	PAGE
Introduction	
Purpose of the Unified Planning Work Program	4
Definition of the KTMPO Planning Area	6
Organization	6
Private Sector Involvement	7
Planning Issues and Emphasis	7
Work Elements	
1.0 Administration/Management	8
2.0 Data Development and Maintenance	12
3.0 Short Range Planning	15
4.0 Metropolitan Transportation Plan	19
5.0 Special Studies	22
Budget Summary	25
Amendments	26
Appendices	
A: Transportation Planning Policy Board and Technical Advisory Committee Membership	27
B: Metropolitan Area Boundary Map	30
C: Debarment Certification	31
D: Lobbying Certification	32
E: Certification of Compliance	33
F: Certification of Internal Ethics & Compliance Program	34

## INTRODUCTION

### **PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM:**

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMO) planning process for FYs 2022-2023. The activities are required to implement the provisions of 23 USC 134 and 49 USC 5303 and are conducted in accordance with 23 CFR 420, 23 CFR 450, and FTA Circular C8100. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple urbanized area.

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

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020; reauthorized for fiscal year 2021). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

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

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

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

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

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

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

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

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

- |   |                                      |
|---|--------------------------------------|
| •.... Airports/Railroads  | • ....Local Chamber of Commerce      |
| •.... Bureau of Land Management Forest Service (US Department of Agriculture) | • ....Local City Government          |
|   | • ....Local Educational Institutions |

- .... 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 Planning & Zoning Commissions
- .... Local Transportation agencies
- .... National Marine Fisheries
- .... Public Libraries
- .... State Representatives
- .... Tribal Nations
- .... Texas Commission on Environmental Quality (TCEQ)
- .... Texas Historical Commission
- .... Texas Parks and Wildlife
- .... U.S. Army Corps of Engineers
- .... U.S. Border Patrol
- .... U.S. Department of Transportation
- .... U.S. Environmental Protection Agency
- .... U.S. Fish and Wildlife Services
- .... U.S. Geological Survey

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

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

#### **DEFINITION OF THE KTMPO PLANNING AREA:**

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

#### **ORGANIZATION:**

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

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

**PRIVATE SECTOR INVOLVEMENT:**

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

**PLANNING ISSUES AND EMPHASIS:**

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

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

## **TASK 1.0 ADMINISTRATION / MANAGEMENT**

### **A. OBJECTIVE:**

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

### **B. EXPECTED PRODUCTS:**

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

### **C. PREVIOUS WORK:**

1. Prepared the FYs 2019-2020 Annual Performance and Expenditure Reports, FYs 2019-2020 Annual Project Listings, and the FYs 2020-2021 UPWP and administrative amendments.
2. Conducted TPPB and TAC meetings; facilitated Bicycle/Pedestrian Advisory Committee (BPAC) and Freight Advisory Committee (FAC) meetings and or workshops; hosted bi-monthly Planner Roundtable meetings when possible to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary. These regularly scheduled meetings are ongoing, when possible.
3. Attended various community events such as Ft. Hood Earth Day, Gatesville ISD Earth Day, and Leadership Central Texas and served as representative on Central Texas Regional Transportation Advisory Group to promote awareness of transportation-related topics (i.e. air quality, transportation options, etc.). Attending events, promotional efforts and serving as committee representative when possible is ongoing.
4. Maintained a management structure that accomplishes the planning objectives set forth. Maintenance of structure is ongoing.
5. Staff members attended various workshops and conferences sponsored by TxDOT, FHWA, FTA, National Highway Institute (NHI). Topics included freight movement, planning and environmental linkages, local government planning, project evaluation trainings, public involvement, resiliency, performance measure compliance and others. Conferences included the American Planning Association annual meeting, Association of Metropolitan Planning Organizations, TxDOT Transportation Forum, TxDOT Transportation Planning Conference, and others.
6. Staff also participated in free FHWA/TxDOT sponsored webinars as available on a wide range of planning topics to include Census Data, Environmental Justice, and Title VI, performance measures, public engagement, freight and mobility planning. Attending meetings, trainings, and conferences is ongoing.
7. Maintained demographic data and used in evaluating and selecting projects with regard to Environmental Justice (EJ) areas; location and impact of a project with regard to EJ areas was considered. Data collection for EJ areas is ongoing.
8. Provided administrative support to all MPO entities and members as requested to include data, maps, information, and presentations. Efforts of administrative support are ongoing.

9. Provided the public with up-to-date transportation related information via email and KTMPO website updates to include: social media, presentations, KTMPO meeting materials, transportation related news from all partners, current KTMPO transportation planning documents, transportation planning information handouts and quarterly newsletters when possible. Public awareness of transportation related information is ongoing.
10. Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
11. Worked with the TPPB/TAC on revised project scoring criteria, issued project call for MTP reprioritization resulting in the competitive selection of projects and reprioritized project listing.

#### **D. SUBTASKS:**

##### **1.1. General Administration**

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

Committee and Board Support: MPO staff will provide administrative support for the TAC, TPPB, Bicycle/Pedestrian Advisory Committee (BPAC), Freight Advisory Committee (FAC), and Planner Roundtable.

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

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

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

UPWP: MPO staff will coordinate with the TPPB to assess the status of the MPO and the needs of members and plan a budget for the next two-year scope of work. MPO staff will review and amend the UPWP in FYs 22 & 23 as needed and will develop the next two-year UPWP in 2023.

### 1.2. Training

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

### 1.3. Travel

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

### 1.4. Equipment

Equipment needs for the KTMPO may include software and automation maintenance services in order to meet the local transportation planning needs. The automation needs for the KTMPO may include, but are not limited to the following: IT infrastructure, Swagit video streaming, GPS units, congestion monitoring data and equipment, data collection devices, servers, computers, peripherals, furniture, and general office equipment. KTMPO will offer insights on and monitor user performance of regional trails through CenTex Trails application, created and supported by the BPAC Committee.

Equipment Purchases– KTMPO understands acquisition costs do not only apply to a single item. *§200.2 Acquisition cost includes the net invoice price of the equipment, including the cost of any modifications, attachments, accessories, or auxiliary apparatus necessary to make it usable for the purpose for which it is acquired.* If equipment would, in combination, function as a unit and total costs would exceed \$5,000, KTMPO staff will obtain all necessary approvals prior to purchase.

### 1.5. Operating Costs

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

## FUNDING SUMMARY

Task 1.0 - FY22/23								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
1.1 ADMINISTRATION	KTMPPO	\$ 330,927	\$330,927	\$0	\$0	\$0	\$0	\$661,854
1.2 TRAINING	KTMPPO	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$7,000
1.3 TRAVEL	KTMPPO	\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$14,000
1.4 EQUIPMENT	KTMPPO	\$27,500	\$17,500	\$0	\$0	\$0	\$0	\$45,000
1.5 OPERATING COST	KTMPPO	\$71,197	\$71,197	\$0	\$0	\$0	\$0	\$142,394
<b>Total</b>		\$440,124	\$430,124	\$0	\$0	\$0	\$0	\$870,248

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE**

### **A. OBJECTIVE:**

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

### **B. EXPECTED PRODUCTS:**

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

### **C. PREVIOUS WORK:**

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

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

### **D. SUBTASKS:**

#### **2.1. Database Maintenance**

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

#### **2.2. GIS Development**

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

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

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

## FUNDING SUMMARY

Task 2.0 - FY22/23								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
2.1 DATABASE MAINTENANCE	KTMO	\$10,578	\$10,578	\$0	\$0	\$0	\$0	\$21,156
2.2 GIS DEVELOPMENT	KTMO	\$10,578	\$10,578	\$0	\$0	\$0	\$0	\$21,156
<b>Total</b>		\$21,156	\$21,156	\$0	\$0	\$0	\$0	\$42,313

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

### **TASK 3.0 SHORT RANGE PLANNING**

#### **A. OBJECTIVE:**

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

#### **B. EXPECTED PRODUCTS:**

1. Revised TIP to program highway, transit, bicycle, and pedestrian projects that are ready to be implemented or constructed.
2. Public awareness of the transportation planning process.
3. MPO support system of the multi-county regional public transportation service plan through the attending of meetings and providing technical assistance support within the MPA.
4. Compliance with federal and state requirements for short range planning including any needed changes to the next TIP iteration.
5. Coordination with TPPB/TAC on selection of projects and allocation of funding as funding becomes available.
6. Monitored review of 2021-2024 TIP.
7. Development of the Draft FY 2023-2026 TIP.

#### **C. PREVIOUS WORK:**

1. Development of the FYs 2021-2024 TIP.
2. Revisions to the FYs 2019-2022 TIP
3. Coordination and hosting of the Central Texas Regional Transportation Advisory Group (CTRTAG) responsible for updating the Regionally Coordinated Transportation Plan (RCTP).
4. Coordination and hosting of the "Planners Roundtable" for regional planning professionals.
5. Coordination and hosting of the Development District of Central Texas (DDCT) quarterly meetings to discuss economic development issues/needs in the area.
6. Conducted TPPB and TAC meetings; facilitated Bike/Pedestrian Advisory and Freight Advisory Committee (FAC) meetings and or workshops when possible; hosted bi-monthly Planner Roundtable meetings when possible to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary. These regularly scheduled meetings are ongoing, when possible.

#### **D. SUBTASKS:**

##### **3.1. Transportation Improvement Program**

MPO Staff will monitor and revise the FYs 2021-2024 TIP and develop FYs 2023-2026 TIP. Staff will coordinate this effort by meeting with local and TxDOT officials, organizing meetings, adhering to the KTMPO PPP, and publishing any TIP amendments. MPO staff will ensure that each agency reviews the information within the TIP to maintain the most accurate document possible. MPO staff will evaluate the TIP on the condition and performance of the transportation system in achieving performance targets to address the anticipated effect of the TIP and investment priorities for achieving the performance targets as identified in the MTP.

##### **3.2. Regional Planning Project**

KTMPO will participate in regionally coordinated transportation planning to support the public transportation/human services plan required by HB 3588, enacted by the 78<sup>th</sup> Legislature in 2003, amending Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled

*“Statewide Coordination of Public Transportation”*; Executive Order 13330 (*Human Service Transportation Coordination*) signed on February 26, 2004, and SAFETEA-LU signed on August 10, 2005, both by former President George W. Bush; and adopt any subsequent changes as the legislature deems appropriate.

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

### 3.3. Hill Country Transit District – Temple UZA – Planning

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

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

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

### 3.4. Hill Country Transit District – Killeen UZA – Planning

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

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

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

- Other allowable activities directly related to refining and expanding current fixed route and complementary ADA paratransit services.

## FUNDING SUMMARY

### Task 3.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
3.1 TIP	KTMO	\$33,140	\$33,140	\$0	\$0	\$0	\$0	\$66,280
3.2 REGIONAL PLANNING	KTMO	\$6,955	\$6,955	\$0	\$0	\$0	\$0	\$13,910
3.3 HCTD TEMPLE UZA PLANNING	HCTD	\$0	\$0	\$6,499	\$6,499	\$12,070	\$12,070	\$37,138
3.4 HCTD KILLEEN UZA PLANNING	HCTD	\$0	\$0	\$15,407	\$15,407	\$17,374	\$17,374	\$65,562
Total		\$40,095	\$40,095	\$21,906	\$21,906	\$29,444	\$29,444	\$182,890

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 4.0 METROPOLITAN TRANSPORTATION PLAN**

### **A. OBJECTIVE:**

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

### **B. EXPECTED PRODUCTS:**

1. KTMPO will monitor and implement the MTP designed to meet the objectives and needs of its members. Continued implementation of key planning elements of the MTP may include and are not limited to: local Advisory Groups, updated prioritization of projects utilizing an updated TDM, updated planning and environmental linkages elements in each project, and updates as needed to the CMP.
2. KTMPO will comply with House Bill (HB) 20, passed by the Texas Legislature in 2015, and coordinate with TxDOT district representatives to develop a 10-Year Plan utilizing the current TIP and the next 6 years of projects based upon project prioritization, readiness and funding availability.
3. KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed

### **C. PREVIOUS WORK:**

1. Staff continued to implement the 2045 MTP.
2. Staff continued to implement the Regional Multimodal Plan and update the TDM as needed.
3. Staff adhered to federally required performance measure implementation timeline with adoption of performance measure targets for the region and inclusion into planning documents.
4. Staff conducted an update of the 2045 MTP to include revised scoring criteria, call for projects, scoring process and reprioritization of project listing.
5. Staff utilized a consultant to use the 2015 Travel Demand Model to determine level of service for each of the MTP roadway projects submitted during the call for projects.  
Staff utilized a consultant to assist in further development and implementation of the CMP, to include the identify and use data sources to update the CMP and monitor system performance, calculate congestion performance, and re-prioritize CMP Segments.
6. During FY20-21, staff regularly reviewed information for the ozone monitors in Killeen and Temple and posted air quality information on the KTMPO website and newsletters, and presented updated ozone readings at various MPO meetings.

### **D. SUBTASKS:**

#### **4.1 Mobility 2045 Metropolitan Transportation Plan Implementation**

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

Planning and Environmental Linkages: KTMPO will promote planning and environmental linkages by attending relevant workshops and providing information to the TAC/TPPB membership. MPO staff will coordinate with appropriate TxDOT staff to implement and support measures including development of purpose and need statements when projects are submitted

and coordination with other agencies to identify environmental issues. The MPO will consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including: a) tourism; and b) natural disaster risk reduction. The MPO will incorporate two new planning factors: a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; b) enhance travel and tourism. The MPO will include consideration of intercity busses.

KTMPO will continue to comply with House Bill (HB) 20 and coordinate with TxDOT district representatives to develop a 10-Year Plan utilizing the current TIP and the next 6 years of projects based upon project prioritization, readiness and funding availability.

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

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

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

#### 4.2 Congestion Management Process (Internal)

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

## FUNDING SUMMARY

Task 4.0 - FY22/23								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
4.1 MTP 2045 IMPLEMENTATION	KTMO	\$111,233	\$111,233	\$0	\$0	\$0	\$0	\$222,466
4.2 CONGESTION MANAGEMENT PROCESS (INTERNAL)	KTMO	\$4,700	\$4,700	\$0	\$0	\$0	\$0	\$9,400
<b>Total</b>		\$115,933	\$115,933	\$0	\$0	\$0	\$0	\$231,866

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 5.0 SPECIAL STUDIES**

### **A. OBJECTIVE:**

To provide a format for the inclusion of a variety of topics necessary to complete the goals and objectives set forth in the MTP and other unique transportation topics which demand special attention and are beyond the scope of the other regularly-programmed activities and tasks. This task includes subtasks that may not be worked on continuously or that may not be completed in two years. Several study needs that could have an impact on regional planning have been discussed with the KTMPO partners. Funds have been reserved for miscellaneous studies. The TAC and TPPB will determine which studies to fund during FY22 and 23.

### **B. EXPECTED PRODUCTS:**

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

### **C. PREVIOUS WORK:**

1. KTMPO staff utilized a consultant to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction.
2. KTMPO Staff utilized a consultant to update the CMP and run the TDM to evaluate and prioritize projects for inclusion in the MTP project listing and assign objective scores.
3. During FYs 20-21, KTMPO staff continued researching requirements for performance-based planning and programming and participated in FHWA webinars. Scoring criteria was evaluated for the inclusion of elements of HB20 and proposed rules/guidelines provided by FHWA.
4. Staff utilized consultants to complete the following special studies Future Growth Scenario, Evaluation of 2045 MTP Projects, Fast Act Performance Measure Study, Asset Vulnerability & Resiliency Study, Evaluation/Impact of Completed MTP Projects, Freight Transportation and Parking Study, and Environmental Justice Analysis Study.

### **D. SUBTASKS:**

- 5.1 Travel Demand Model  
KTMPO may use consultants as needed to further enhance and develop the model and assist in running the TDM to evaluate projects.
- 5.2 Congestion Management Process  
KTMPO may use consultants as needed to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction, and updating the CMP as needed.
- 5.3 I-35 Freight Corridor Study  
KTMPO may use consultants as needed to explore design guidelines for parking, signage, setbacks, etc. for future truck parking sites along the I-35 Corridor.
- 5.4 Regional Bridge Height Study  
KTMPO may use consultants as needed to explore existing and future bridge design heights in the KTMPO region for adequate flow of freight transport.
- 5.5 Bike Share Feasibility Study  
KTMPO may use consultants as needed to measure the public demand for and cost of developing a regional bike share system

5.6 Public Involvement Study

KTMPPO may use consultants as needed to review KTMPO's Public Involvement strategy and provide recommendations for how to increase public involvement in MPO initiatives

5.7 Trail Utilization Study

KTMPPO may use consultants as needed to measure the utilization of regional trails.

5.8 Signalization Study

KTMPPO may use consultants as needed to identify the effects of traffic signal timing in the KTMPO region and assess what steps might be taken to reduce congestion through traffic signal synchronization.

5.9-5.14 Special Studies

KTMPPO may use consultants as needed to conduct special studies to provide information that has a direct impact to the regional transportation plan and enhance continuous, cooperative, and comprehensive planning. Special studies will provide for consideration and implementation of projects, strategies, and services that will address planning factors of the FAST Act and support national transportation planning goals.

## FUNDING SUMMARY

Task 5.0 - FY22/23								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
5.1 TRAVEL DEMAND MODEL	KTMP	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
5.2 CONGESTION MANAGEMENT PROCESS	KTMP	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$50,000
5.3 I-35 Freight Corridor Study	KTMP	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
5.4 Regional Bridge Height Study	KTMP	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
5.5 Bike Share Feasibility Study	KTMP	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
5.6 Public Involvement Study	KTMP	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
5.7 Trail Utilization Study	KTMP	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
5.8 Signalization Study	KTMP	\$20,000	\$0	\$0				
5.9 Special Study	KTMP	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$300,000
5.10 Special Study	KTMP	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
5.11 Special Study	KTMP	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
5.12 Special Study	KTMP	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
5.13 Special Study	KTMP	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
5.14 Special Study	KTMP	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
Total		\$370,000	\$400,000	\$0	\$0	\$0	\$0	\$575,000

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## FUNDING SUMMARY

UPWP BUDGET SUMMARY FY22/23								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
1. ADMINISTRATION - MANAGEMENT	KTMO	\$440,124	\$430,124	\$0	\$0	\$0	\$0	\$870,248
2. DATA DEVELOPMENT AND MAINTENANCE	KTMO	\$21,156	\$21,156	\$0	\$0	\$0	\$0	\$42,313
3. SHORT RANGE PLANNING	KTMO & HCTD	\$40,095	\$40,095	\$21,906	\$21,906	\$29,444	\$29,444	\$182,890
4. METROPOLITAN TRANSPORTATION PLAN	KTMO	\$115,933	\$115,933	\$0	\$0	\$0	\$0	\$231,866
5. SPECIAL STUDIES	KTMO	\$370,000	\$400,000	\$0	\$0	\$0	\$0	\$770,000
Total		\$987,308	\$1,007,308	\$21,906	\$21,906	\$29,444	\$29,444	\$2,097,316

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

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

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

**Combined Transportation Planning Funds** \$1,339,486  
 (FHWA PL-112: \$1,339,486; FTA 5303: \$0) based on  
 FY19 & FY20 allocations.

**Estimated Unexpended Carryover** \$ 1,261,245  
 FY21 Carryover

**TOTAL TPF** \$2,600,731

## **AMENDMENTS**

To be documented.

## **APPENDIX A**



### **POLICY BOARD**

#### **Chairman:**

##### **Mayor Jose Segarra**

City of Killeen

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Killeen, Texas 76540

[mayor@killeentexas.gov](mailto:mayor@killeentexas.gov)

Phone: (254) 290-0548

Alternate: Kent Cagle, Danielle Singh

#### **Vice Chairman:**

##### **Mayor Bradi Diaz**

City of Copperas Cove

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Copperas Cove, TX 76522

Phone: (254) 547-4221

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Alternate: Ryan Haverlah, Dan Yancey, Bobby Lewis

##### **Mayor Tim Davis**

City of Temple

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Alternate: Brynn Myers, Lynn Barrett, Brian Chandler, Jason Deckman, Erin Smith, David Olson

##### **Councilmember Susan Long**

City of Temple

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/ chell, Kristina Ramirez

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Alternate:

## **APPENDIX A**



## **POLICY BOARD**

### **Commissioner Mark Rainwater**

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## APPENDIX A



### TECHNICAL ADVISORY COMMITTEE

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Lane

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#### NON VOTING MEMBERS

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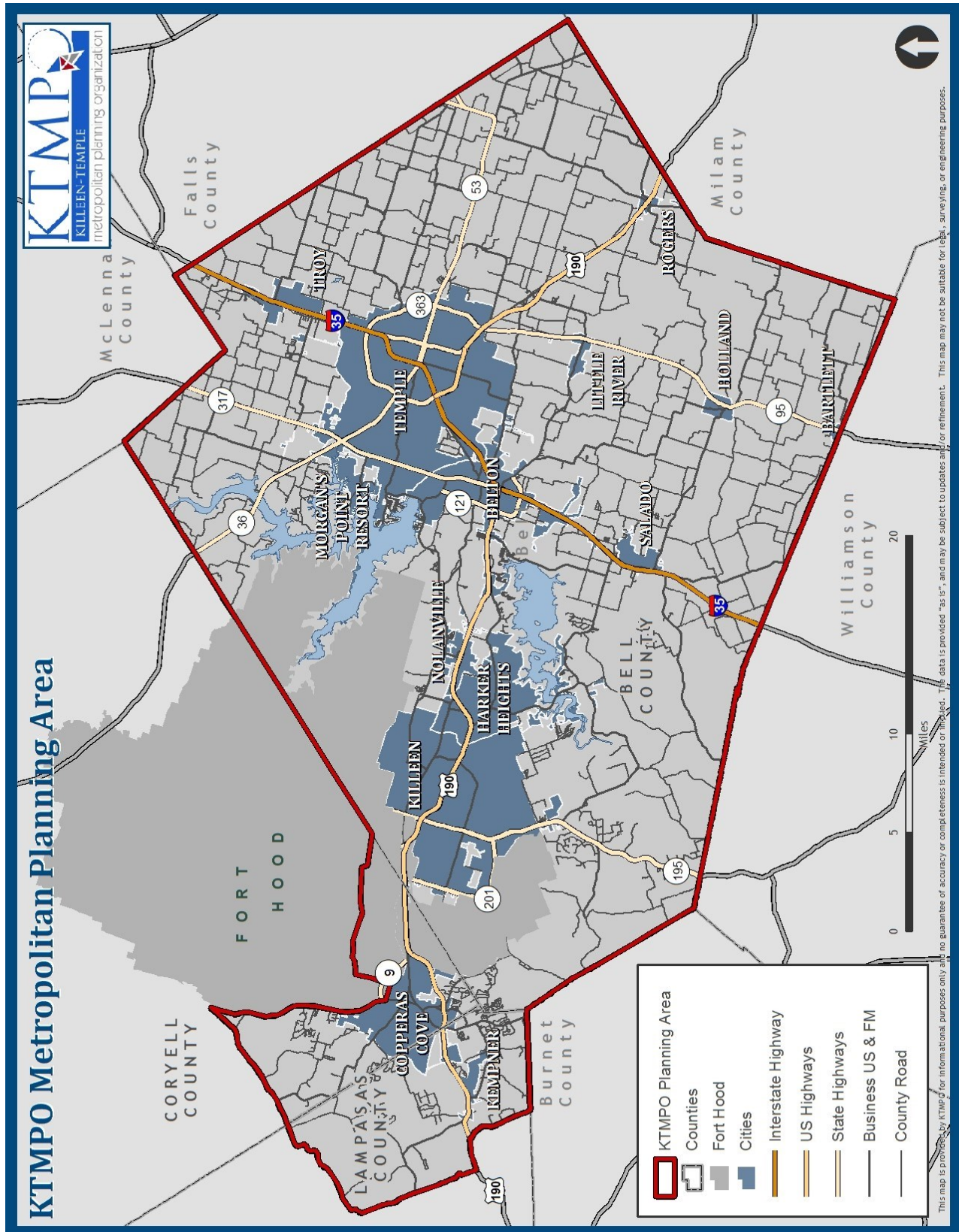
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## APPENDIX B



**APPENDIX C**

**DEBARMENT CERTIFICATION  
(Negotiated Contracts)**

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

*\*federal, state or local*

\_\_\_\_\_  
Signature – Mayor Jose Segarra, Chairman  
KTMO Transportation Planning Policy Board

\_\_\_\_\_  
Date

**APPENDIX D**

**LOBBYING CERTIFICATION**

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

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

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

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

---

**Signature – Mayor Jose Segarra, Chairman**  
KTMO Transportation Planning Policy Board

---

Date

**APPENDIX E**

**CERTIFICATION OF COMPLIANCE**

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

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

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

Attest:

Signature - Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

Name

Date

Title

**APPENDIX F**

**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

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

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

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

Attest:

Signature - Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

**Item 6:**

**Funding Allocations for 2045**

**MTP Reprioritization**

**FY21-24 and FY25-31 Category 2, 7 and 9 Funding Allocations**

KTMPO anticipates receiving funding through:

- Category 2 (metropolitan corridors),
- Category 7 (metropolitan mobility), and
- Category 9 (transportation alternatives)

It is possible KTMPO may also receive funds through Category 4 (statewide connectivity), but those projects are selected by TxDOT.

Estimated amounts per category are provided below based on figures in TxDOT's 2021 and 2022 United Transportation Program (UTP).

Projects allocated for FY21-24 will be placed in the current Transportation Improvement Program (TIP). Projects placed the out-years of FY25-31 will act as placeholder projects and are not guaranteed to be funded during the next TIP cycle (FY23-26 TIP).

	2021 UTP	2022 UTP										
Funding	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total (mill)
Cat 2 (mill)	\$9.96	\$22.53	\$19.79	\$19.99	\$14.29	\$24.74	\$22.47	\$20.21	\$21.20	\$20.38	\$19.30	\$214.86
Cat 7 (mill)	\$5.76	\$8.53	\$6.48	\$6.43	\$6.50	\$6.57	\$6.25	\$6.28	\$6.35	\$6.43	\$6.54	\$72.12
Cat 9 (mill)	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$0.394	\$4.334

**Available Funds (FY21-24 - Current TIP - 10% Transit Allocations):**

Cat 2 = \$31.47M; Cat 7 = \$10.71M; Cat 9 = \$1.04M

Inflation rates per year for all categories and Local match rates for Cat 7 & 9 are reflected in Programmed Amounts in Funding Scenarios.

**Funding Scenarios:**

Staff has prepared funding scenarios based upon the figures shown in the table above. Staff utilized the prioritized list of ranked projects and distributed the anticipated funds for Categories 2, 7, and 9 to maximize the number of projects funded while remaining mindful of the stated priority number and project readiness. Six scenarios are attached. Summaries are included on the following pages.

**All Scenarios:**

- Assume Category 7 set-aside of 10% for transit bus replacement projects;
- Assume Category 2 match rate of 80% federal/20% state; or 100% state;
- Assume Category 7 match rate of 80% federal/20% local (approved by TPPB);
- Assume Category 9 match rate of 80% federal/20% local;
- Skip project T15-06k (I-35 from US 190 to SL 363) based on project cost, skip project W30-23 (US 190 from FM 1741 to FM 436) because it will be funded with Cat 4 dollars.
- Skip project B45-12 because TxDOT is already performing that work.
- Fund in project rank order based on project readiness and funding availability.

**Scenario A1: Roadway Heavy**

- 21 projects funded:
  - 15 roadway projects (3 in TIP) and
  - 6 livability projects (2 in TIP).
- Belton, Copperas Cove, Harker Heights, Troy, and Salado do not have a project added to the TIP. Belton and Copperas Cove already have existing projects listed in the TIP.
- Similar to Scenario A2 except projects K30-13a and N40-05 are in the TIP instead of N40-03, D45-01, S45-01, and H15-01.
- Similar to Scenario B2 except project K30-13a is in the TIP instead of B45-02.
- Similar to Scenario C1 except project T40-13a is in the TIP instead of S45-03 and B45-05.

**Scenario A2: Roadway Heavy**

- 22 projects funded:
  - 15 roadway projects (6 in TIP) and
  - 7 livability projects (1 in TIP).
- Belton, Copperas Cove, and Killeen do not have a project added to the TIP. Belton and Copperas Cove already have existing projects listed in the TIP.
- Similar to Scenario A1 except projects N40-03, D45-01, S45-01, and H15-01 are in the TIP instead of K30-13a and N40-05.
- Similar to Scenario C2 except project H15-01 is in the TIP instead of K45-03, N40-05, S45-03, B45-05, and B45-07.

**Scenario B1: Livability Heavy**

- 28 projects funded:
  - 13 roadway projects (2 in TIP) and
  - 15 livability projects (8 in TIP).
- Copperas Cove, Harker Heights, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario B2 except projects K45-03, S45-03, B45-05, K45-04, T40-13b, and B45-04 are in the TIP instead of B45-02.
- Similar to Scenario C1 except projects K45-03, T40-13a, K45-04, T40-13b, and B45-04 are in the TIP instead of K30-13a.

**Scenario B2: Livability Heavy**

- 19 projects funded:
  - 11 roadway projects (2 in TIP) and
  - 8 livability projects (3 in TIP).
- Copperas Cove, Harker Heights, Killeen, Salado, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario A1 except project B45-02 is in the TIP instead of K30-13a.
- Similar to Scenario B1 except project B45-02 is in the TIP instead of K45-03, S45-03, B45-05, K45-04, T40-13b, and B45-04.

**Scenario C1: Cat 7 Even Project # Split**

- 22 projects funded:
  - 12 roadway projects (3 in TIP) and
  - 10 livability projects (3 in TIP).
- Copperas Cove, Harker Heights, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario A1 except projects S45-03 and B45-05 are in the TIP instead of T40-13a.
- Similar to Scenario B1 except project K30-13a is in the TIP instead of K45-03, T40-13a, K45-04, T40-13b, and B45-04.

**Scenario C2: Cat 7 Even Money Split**

- 24 projects funded:
  - 14 roadway projects (5 in TIP) and
  - 10 livability projects (6 in TIP).
- Copperas Cove and Harker Heights do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario A2 except projects K45-03, N40-05, S45-03, B45-05, and B45-07 are included the TIP instead of H15-01.

Several other scenarios are possible and may be discussed.

**Action Needed:** Discussion and approval of FY21-24 and FY25-31 Category 2, 7, and 9 funding allocations for the 2045 Metropolitan Transportation Plan (MTP) Reprioritization.

		Scenario A1: Roadway Heavy (Chaparral Rd)							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767	
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233			
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0			
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767			
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Let Date	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements		
Roadway (15)	TIP (3)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 In divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$36.95M from Cat 4 funding	
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State		
		K30-13a	1	Chaparral Rd Phase 1	KISD to E Trimmier Rd	Widen from 2 In to 4 In, 8' bike In 5' sidewalk or SUP both sides	\$11,960,000	7	\$9,568,000	2023	\$142,591,000	\$46,061,956	\$3,794,767	80% Federal/ 20% Local		Funding estimate from TxC (CSJ 0909-36-175) w/ 4% inflation
	Long Range (12)	W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	\$13,593,000 unfunded	
		C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 In direct connector	\$1,960,000	2	\$1,960,000	2025	\$119,351,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State		
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State		
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 4 In 10' SUP	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State		
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 In to 4 In divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State		
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 In, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2026	\$0	\$46,061,956	\$3,794,767	80% Federal/ 20% State		
		T40-07b	4	Outer Loop West Phase 2	Riverside Trail to IH-35 Frontage Rd	Widen and new construction 4 In, trail	\$28,000,000	7	\$22,400,000	2025	\$0	\$23,661,956	\$3,794,767	80% Federal/ 20% Local		
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	\$1,924,841	7	\$1,539,873	2022	\$0	\$22,122,083	\$3,794,767	80% Federal/ 20% Local		
		D45-01	7	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Rehabilitate and widen to 2 In + CTL, 12' shared use path	\$3,200,000	7	\$2,560,000	2022	\$0	\$19,562,083	\$3,794,767	80% Federal/ 20% Local		
		H30-05	8	Warrior's Path upgrade	E FM 2410 to Old Nolanville Rd	Add left turn lane, 10' shared use path, 6' sidewalk	\$10,248,784	7	\$8,199,027	2025	\$0	\$11,363,056	\$3,794,767	80% Federal/ 20% Local		
		S45-01	9	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pavement rehabilitation	\$1,125,824	7	\$900,659	2025	\$0	\$10,462,397	\$3,794,767	80% Federal/ 20% Local		
		C45-04	10	W Avenue B Phase 1	N 1st St to Courtney Ln	Widen to consistent 4 CLT, 11' SUP, 6' sidewalk	\$8,340,800	7	\$6,672,640	2025	\$0	\$3,789,757	\$3,794,767	80% Federal/ 20% Local		
Livability (6)	TIP (2)	T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7,9	\$1,600,000	2022	\$0	\$3,647,801	\$3,336,723	80% Federal/ 20% Local	\$1,141,956 from Cat 7 \$458,044 from Cat 9	
		N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$705,317	9	\$564,254	2022	\$0	\$3,647,801	\$2,772,469	80% Federal/ 20% Local		
	Long Range (4)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	7	\$2,688,000	2025	\$0	\$959,801	\$1,340,270	80% Federal/ 20% Local	\$442,182 from Cat 7 \$623,418 from Cat 9	
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$647,024	7	\$517,619	2025	\$0	\$442,182	\$1,340,270	80% Federal/ 20% Local		
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd	\$1,332,000	7.9	\$1,065,600	2025	\$0	\$0	\$716,852	80% Federal/ 20% Local		
		B45-04	11	Beal Street Sidewalk	E 24th Ave to Downing St	Construct 5' sidewalk on east side from E. 24th Ave to Downing St, construct 5' sidewalk on both sides	\$644,000	9	\$515,200	2025	\$0	\$0	\$201,652	80% Federal/ 20% Local		

Notes:

- 21 projects funded; 5 projects in TIP; Cat 7 expended on Roadway first and Livability second.
- Belton, Copperas Cove, Harker Heights, Troy, and Salado do not have a project added to the TIP. Belton and Copperas Cove already have existing projects listed in the TIP.
- Similar to Scenario A2 except projects K30-13a and N40-05 are in the TIP instead of projects N40-03, D45-01, S45-01, and H15-01.
- Similar to Scenario B2 except project K30-13a is in the TIP instead of project B45-02.
- Similar to Scenario C1 except project T40-13a is in the TIP instead of projects S45-03 and B45-05.

		Scenario A2: Roadway Heavy							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233		
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0		
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767		
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Let Date	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements	
Roadway (15)	TIP (6)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 ln divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$36.95M from Cat 4 funding
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	\$1,924,841	7	\$1,539,873	2022	\$142,591,000	\$54,090,083	\$3,794,767	80% Federal/ 20% Local	
		D45-01	7	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Rehabilitate and widen to 2 ln + CTL, 12' shared use path	\$3,200,000	7	\$2,560,000	2022	\$142,591,000	\$51,530,083	\$3,794,767	80% Federal/ 20% Local	
		S45-01	9	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pavement rehabilitation	\$1,005,200	7	\$804,160	2022	\$142,591,000	\$50,725,923	\$3,794,767	80% Federal/ 20% Local	
		H15-01	23	FM 3423 (Indian Trail Dr)	IH-14 to BUS US 190 (VMB)	Add center turn lane, 6' sidewalk both sides	\$6,336,252	7	\$5,069,002	2024	\$142,591,000	\$45,656,922	\$3,794,767	80% Federal/ 20% Local	
	Long Range (9)	W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$45,656,922	\$3,794,767	80% Federal/ 20% State	\$13,593,000 unfunded  Funding estimate from TxC (CSJ 0909-36-175) w/ 12% inflation
		C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 ln direct connector	\$1,960,000	2	\$1,960,000	2025	\$119,351,000	\$45,656,922	\$3,794,767	80% Federal/ 20% State	
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$45,656,922	\$3,794,767	80% Federal/ 20% State	
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 2 ln, 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$45,656,922	\$3,794,767	80% Federal/ 20% State	
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 ln to 4 ln divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$45,656,922	\$3,794,767	80% Federal/ 20% State	
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 ln, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2028	\$0	\$45,656,922	\$3,794,767	80% Federal/ 20% State	
		K30-13a	1	Chaparral Rd Phase 1	SH 195 to E Trimmier Rd	Widen from 2 ln to 4 ln, 8' bike ln 5' sidewalk or SUP both sides	\$12,880,000	7	\$10,304,000	2025	\$0	\$35,352,922	\$3,794,767	80% Federal/ 20% Local	
		T40-07b	4	Outer Loop West Phase 2	Riverside Trail to IH-35 Frontage Rd	Widen and new construction 4 ln, trail	\$28,000,000	7	\$22,400,000	2025	\$0	\$12,952,922	\$3,794,767	80% Federal/ 20% Local	
		H30-05	8	Warrior's Path upgrade	E FM 2410 to Old Nolanville Rd	Add left turn lane, 10' shared use path, 6' sidewalk	\$10,248,784	7	\$8,199,027	2025	\$0	\$4,753,894	\$3,794,767	80% Federal/ 20% Local	
Livability (7)	TIP (1)	T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7,9	\$1,600,000	2022	\$0	\$4,016,972	\$2,931,689	80% Federal/ 20% Local	\$736,922 from Cat 7 \$863,078 from Cat 9
	Long Range (6)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	7	\$2,688,000	2025	\$0	\$1,328,972	\$2,931,689	80% Federal/ 20% Local	
		N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$789,978	7	\$631,982	2025	\$0	\$696,990	\$2,931,689	80% Federal/ 20% Local	
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$647,024	7	\$517,619	2025	\$0	\$179,371	\$2,414,070	80% Federal/ 20% Local	
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd	\$1,381,333	7,9	\$1,105,066	2025	\$0	\$0	\$1,488,375	80% Federal/ 20% Local	
		B45-07	10	Avenue H Sidewalk/Road Improvements	Saunders St to S Pearl St than north to W Ave D	Construct 5' sidewalk on north side of Ave H, reconstruct roadway and widen to 2 lanes with curb and gutter	\$1,232,000	9	\$985,600	2025	\$0	\$0	\$502,775	80% Federal/ 20% Local	
		B45-06	15	Central Avenue Sidewalk	Main St (SH 317) to Pearl St	Replace sidewalk along W. Central Ave with 5' wide ADA compliant sidewalk on north side of Central Ave	\$476,000	9	\$380,800	2025	\$0	\$0	\$121,975	80% Federal/ 20% Local	

Notes:

- 22 projects funded; 7 projects in TIP; Cat 7 expended on Roadway first and Livability second.
- Belton, Copperas Cove, and Killeen do not have a project added to the TIP. Belton and Copperas Cove already have existing projects listed in the TIP.
- Similar to Scenario A1 except projects N40-03, D45-01, S45-01, and H15-01 are in the TIP instead of projects K30-13a and N40-05.
- Similar to Scenario C2 except project H15-01 is in the TIP instead of projects K45-03, N40-05, S45-03, B45-05, and B45-07.

		Scenario B1: Livability Heavy							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233		
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0		
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767		
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Estimated Let Date	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements	
Roadway (13)	TIP (2)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 In divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$36.95M from Cat 4 funding
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
	Long Range (11)	C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 In direct connector	\$1,960,000	2	\$1,960,000	2025	\$119,351,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 4 In, 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 In to 4 In divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 In, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2026	\$0	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$13,593,000 unfunded
		K30-13a	1	Chaparral Rd Phase 1	SH 195 to E Trimmier Rd	Widen from 2 In to 4 In, 8' bike In 5' sidewalk or SUP both sides	\$12,880,000	7	\$10,304,000	2025	\$0	\$45,325,956	\$3,794,767	80% Federal/ 20% Local	Funding estimate from TxC (CSJ 0909-36-175) w/ 12% inflation
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	\$2,155,822	7	\$1,724,658	2025	\$0	\$43,601,298	\$3,794,767	80% Federal/ 20% Local	
		D45-01	7	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Widen to 2 CLT, 12' shared use path	\$3,584,000	7	\$2,867,200	2025	\$0	\$40,734,098	\$3,794,767	80% Federal/ 20% Local	
		H30-05	8	Warrior's Path upgrade	E FM 2410 to Old Nolanville Rd	Add left turn lane, 10' shared use path, 6' sidewalk	\$10,248,784	7	\$8,199,027	2025	\$0	\$32,535,071	\$3,794,767	80% Federal/ 20% Local	
		S45-01	9	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pavement rehabilitation	\$1,125,824	7	\$900,659	2025	\$0	\$31,634,412	\$3,794,767	80% Federal/ 20% Local	
Livability (15)	TIP (8)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,240,000	7	\$2,592,000	2024	\$0	\$29,042,412	\$3,794,767	80% Federal/ 20% Local	
		T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7	\$1,600,000	2022	\$0	\$27,442,412	\$3,794,767	80% Federal/ 20% Local	
		N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$705,337	7	\$564,270	2022	\$0	\$26,878,142	\$3,794,767	80% Federal/ 20% Local	
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$577,700	7	\$462,160	2022	\$0	\$26,415,982	\$3,794,767	80% Federal/ 20% Local	
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide SUP on east side of Commerce St and north side of Industrial Park Rd	\$1,332,000	7	\$1,065,600	2024	\$0	\$25,350,382	\$3,794,767	80% Federal/ 20% Local	
		K45-04	8	Veterans Memorial Blvd	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,240,000	7	\$2,592,000	2024	\$0	\$22,758,382	\$3,794,767	80% Federal/ 20% Local	
		T40-13b	9	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 ft wide hike/bike trail	\$2,514,240	7,9	\$2,011,392	2024	\$0	\$20,924,456	\$3,617,301	80% Federal/ 20% Local	\$1,833,926 from Cat 7 \$177,466 from Cat 9
		B45-04	11	Beal Street Sidewalk	E 24th Ave to Downing St	Construct 5' sidewalk on east side from E. 24th Ave to Downing St, construct 5' sidewalk on both sides	\$621,000	9	\$496,800	2024	\$0	\$20,924,456	\$3,120,501	80% Federal/ 20% Local	
	Long Range (7)	B45-02	2	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 6' sidewalk on north side of 6th Avenue and 10' SUP on south side	\$12,320,000	7	\$9,856,000	2026	\$0	\$11,068,456	\$3,120,501	80% Federal/ 20% Local	
		K45-02	6	Killeen-Ft Hood Regional Trail	W Elms Rd @ Robinett Rd to Clear Creek Rd (SH 201)	Construct a 10'-12' wide concrete sidewalk/trail.	\$8,400,000	7	\$6,720,000	2028	\$0	\$4,348,456	\$3,120,501	80% Federal/ 20% Local	
		B45-07	10	Avenue H Sidewalk/Road Improvements	Saunders St to S Pearl St than north to W Ave D	Construct 5' sidewalk on north side of Ave H, reconstruct roadway and widen to 2 lanes with curb and gutter	\$1,232,000	7	\$985,600	2024	\$0	\$3,362,856	\$3,120,501	80% Federal/ 20% Local	
		T45-02	12	Downtown Sidewalks - 1st and 3rd Street	Mayborn Civic Center to Ave A	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	\$3,046,400	7	\$2,437,120	2027	\$0	\$925,736	\$3,120,501	80% Federal/ 20% Local	
		B45-01	13	Belton's Georgetown Rails to Trails SUP	E Ave B to Leon River Bridge	Construct 10 ft. wide SUP to connect KTMPO projects B40-05 and T40-13	\$2,352,000	7,9	\$1,881,600	2027	\$0	\$0	\$2,164,637	80% Federal/ 20% Local	\$925,736 from Cat 7 \$955,864 from Cat 9
		N40-11	14	Nolan Creek Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail boarding Nolan Creek	\$1,961,152	9	\$1,568,922	2027	\$0	\$0	\$595,715	80% Federal/ 20% Local	
		B45-06	15	Central Avenue Sidewalk	Main St (SH 317) to Pearl St	Replace sidewalk along W. Central Ave with 5' wide ADA compliant sidewalk on north side of Central Ave	\$476,000	9	\$380,800	2027	\$0	\$0	\$214,915	80% Federal/ 20% Local	

Notes:

- 28 projects funded; 10 projects in TIP; Cat 7 expended on Livability first and then Roadway.
- Copperas Cove, Harker Heights, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario B2 except projects K45-03, S45-03, B45-05, K45-04, T40-13b, and B45-04 are in the TIP instead of project B45-02.
- Similar to Scenario C1 except projects K45-03, T40-13a, K45-04, T40-13b, and B45-04 are in the TIP instead of project K30-13a.

		Scenario B2: Livability Heavy (E 6th Ave)							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233		
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0		
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767		
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Estimated Let Date	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements	\$36.95M from Cat 4 funding
Roadway (11)	TIP (2)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 ln divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
	Long Range (9)	W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 ln direct connector	\$1,960,000	2	\$1,960,000	2025	\$119,351,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 4 ln 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 ln to 4 ln divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 ln, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2026	\$0	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$13,593,000 unfunded  Funding estimate from TxC (CSJ 0909-36-175) w/ 12% inflation
		K30-13a	1	Chaparral Rd Phase 1	SH 195 to E Trimmier Rd	Widen from 2 ln to 4 ln, 8' bike ln 5' sidewalk or SUP both sides	\$12,880,000	7	\$10,304,000	2025	\$0	\$45,325,956	\$3,794,767	80% Federal/ 20% Local	
		T40-07b	4	Outer Loop West Phase 2	Riverside Trail to IH-35 Frontage Rd	Widen and new construction 4 ln, trail	\$28,000,000	7	\$22,400,000	2025	\$0	\$22,925,956	\$3,794,767	80% Federal/ 20% Local	
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, SUP	\$2,155,822	7	\$1,724,658	2027	\$0	\$21,201,298	\$3,794,767	80% Federal/ 20% Local	
Livability (8)	TIP (3)	B45-02	2	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 6' sidewalk on north side of 6th Avenue and 10' SUP on south side	\$11,880,000	7	\$9,504,000	2024	\$0	\$11,697,298	\$3,794,767	80% Federal/ 20% Local	\$1,205,956 from Cat 7 \$394,044 from Cat 9
		T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7,9	\$1,600,000	2022	\$0	\$10,491,342	\$3,400,723	80% Federal/ 20% Local	
		N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$705,337	9	\$564,270	2021	\$0	\$10,491,342	\$2,836,453	80% Federal/ 20% Local	
	Long Range (5)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	7	\$2,688,000	2025	\$0	\$7,803,342	\$2,836,453	80% Federal/ 20% Local	\$565,723 from Cat 7 \$539,343 from Cat 9
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$647,024	7	\$517,619	2025	\$0	\$7,285,723	\$2,836,453	80% Federal/ 20% Local	
		K45-02	6	Killeen-Ft Hood Regional Trail	W Elms Rd @ Robinett Rd to Clear Creek Rd (SH 201)	Construct a 10'-12' wide concrete sidewalk/trail.	\$8,400,000	7	\$6,720,000	2028	\$0	\$565,723	\$2,836,453	80% Federal/ 20% Local	
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide SUP on east side of Commerce St and north side of Industrial Park Rd	\$1,381,333	7,9	\$1,105,066	2025	\$0	\$0	\$2,297,110	80% Federal/ 20% Local	
		T40-13b	9	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 ft wide hike/bike trail	\$2,607,360	9	\$2,085,888	2025	\$0	\$0	\$211,222	80% Federal/ 20% Local	

Notes:

- 19 projects funded; 5 projets in TIP; Cat 7 expended on Livability first and then Roadway.
- Copperas Cove, Harker Heights, Killeen, Salado, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario A1 except project B45-02 is in the TIP instead of project K30-13a.
- Similar to Scenario B1 except project B45-02 is in the TIP instead of projects K45-03, S45-03, B45-05, K45-04, T40-13b, and B45-04.

		Scenario C1: Roadway & Livability Even (Cat 7 Project #)							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233		
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0		
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767		
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Let Year	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements	
Roadway (12)	TIP (3)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 ln divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$36.95M from Cat 4 funding
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		K30-13a	1	Chaparral Rd Phase 1	SH 195 to E Trimmier Rd	Widen from 2 ln to 4 ln, 8' bike ln 5' sidewalk or SUP both sides	\$11,960,000	7	\$9,568,000	2023	\$142,591,000	\$46,061,956	\$3,794,767	80% Federal/ 20% Local	
	Long Range (9)	W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 ln direct connector	\$1,960,000	2	\$1,960,000	2026	\$119,351,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 4 ln 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 ln to 4 ln divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 ln, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2026	\$0	\$46,061,956	\$3,794,767	80% Federal/ 20% State	
		T40-07b	4	Outer Loop West Phase 2	Riverside Trail to IH-35 Frontage Rd	Widen and new construction 4 ln, trail	\$28,000,000	7	\$22,400,000	2025	\$0	\$23,661,956	\$3,794,767	80% Federal/ 20% Local	
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	\$2,155,822	7	\$1,724,658	2025	\$0	\$21,937,298	\$3,794,767	80% Federal/ 20% Local	
		D45-01	7	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Rehabilitate and widen to 2 ln + CTL, 12' shared use path	\$3,584,000	7	\$2,867,200	2025	\$0	\$19,070,098	\$3,794,767	80% Federal/ 20% Local	\$13,593,000 unfunded
Livability (10)	TIP (3)	N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$705,337	7	\$564,270	2022	\$0	\$18,505,829	\$3,794,767	80% Federal/ 20% Local	\$24,833 from Cat 7 \$1,040,767 from Cat 9
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$577,700	7	\$462,160	2022	\$0	\$18,043,669	\$3,794,767	80% Federal/ 20% Local	
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd	\$1,332,000	7,9	\$1,065,600	2024	\$0	\$18,018,836	\$2,754,000	80% Federal/ 20% Local	
	Long Range (7)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	7	\$2,688,000	2025	\$0	\$15,330,836	\$2,754,000	80% Federal/ 20% Local	
		B45-02	2	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 6' sidewalk on north side of 6th Avenue and 10' SUP on south side	\$12,320,000	7	\$9,856,000	2026	\$0	\$5,474,836	\$2,754,000	80% Federal/ 20% Local	
		T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7	\$1,600,000	2025	\$0	\$3,874,836	\$2,754,000	80% Federal/ 20% Local	
		K45-04	8	Veterans Memorial Blvd	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	7	\$2,688,000	2027	\$0	\$1,186,836	\$2,754,000	80% Federal/ 20% Local	
		T40-13b	9	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 ft wide hike/bike trail	\$2,607,360	7,9	\$2,085,888	2028	\$0	\$0	\$1,854,948	80% Federal/ 20% Local	
		B45-07	10	Avenue H Sidewalk/Road Improvements	Saunders St to S Pearl St than north to W Ave D	Construct 5' sidewalk on north side of Ave H, reconstruct roadway and widen to 2 lanes with curb and gutter	\$1,232,000	9	\$985,600	2028	\$0	\$0	\$869,348	80% Federal/ 20% Local	
		B45-04	11	Beal Street Sidewalk	E 24th Ave to Downing St	Construct 5' sidewalk on east side from E. 24th Ave to Downing St, construct 5' sidewalk on both sides	\$644,000	9	\$515,200	2029	\$0	\$0	\$354,148	80% Federal/ 20% Local	

Notes:

- 22 projects funded; 6 projets in TIP; Cat 7 expended to fund similar amount of projects in TIP between Livability and Roadway.
- Copperas Cove, Harker Heights, and Troy do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.
- Similar to Scenario A1 except projects S45-03 and B45-05 are in the TIP instead of project T40-13a.
- Similar to Scenario B1 except project K30-13a is in the TIP instead of projects K45-03, T40-13a, K45-04, T40-13b, and B45-04.

		Scenario C2: Roadway & Livability Even (Cat 7 Dollars)							Beginning Balance		\$214,860,000	\$72,120,000	\$4,334,000		FY21-24 TIP Unallocated Cat 2 - \$31,470,000 Cat 7 - \$10,709,956 Cat 9 - \$1,040,767
									Current TIP Allocations		\$40,800,000	\$13,770,044	\$539,233		
									Cat 7 10% Transit Reservation		\$0	\$2,720,000	\$0		
									Available Balance		\$174,060,000	\$55,629,956	\$3,794,767		
		MPO ID	Priority Rank	Project Name	Project Limits	Project Description	Estimated Cost	Funding Category	Programmed Amount	Let Year	Remaining Category 2	Remaining Category 7	Remaining Category 9	Match Requirements	
Roadway (14)	TIP (5)	W35-01	3	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen to 4 In divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	\$36.95M from Cat 4 funding
		T45-18	25	SH 95 Turn Lanes	Barnhard Rd to 3,200 ft S of Barnhard Rd	Add turn lanes on west side	\$1,219,000	2	\$1,219,000	2022	\$142,591,000	\$55,629,956	\$3,794,767	80% Federal/ 20% State	
		N40-03	5	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	\$1,924,841	7	\$1,539,873	2022	\$142,591,000	\$54,090,083	\$3,794,767	80% Federal/ 20% Local	
		D45-01	7	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Rehabilitate and widen to 2 In + CTL, 12' shared use path	\$3,200,000	7	\$2,560,000	2022	\$142,591,000	\$51,530,083	\$3,794,767	80% Federal/ 20% Local	
		S45-01	9	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pavement rehabilitation	\$1,005,200	7	\$804,160	2022	\$142,591,000	\$50,725,923	\$3,794,767	80% Federal/ 20% Local	
	Long Range (9)	W40-04a2	2	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$21,280,000	2	\$21,280,000	2026	\$121,311,000	\$50,725,923	\$3,794,767	80% Federal/ 20% State	\$13,593,000 unfunded  Funding estimate from TxC (CSJ 0909-36-175) w/ 12% inflation
		C45-02	6	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 In direct connector	\$1,960,000	2	\$1,960,000	2026	\$119,351,000	\$50,725,923	\$3,794,767	80% Federal/ 20% State	
		W40-04b	12	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 In to 4 In with raised median, 10' SUP, 6' sidewalk	\$10,080,000	2	\$10,080,000	2029	\$109,271,000	\$50,725,923	\$3,794,767	80% Federal/ 20% State	
		B40-11	13	FM 2271	FM 1670 to FM 439	New construction 4 In 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$50,725,923	\$3,794,767	80% Federal/ 20% State	
		W30-17	16	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 In to 4 In divided, shared use path	\$16,800,000	2	\$16,800,000	2027	\$36,807,000	\$50,725,923	\$3,794,767	80% Federal/ 20% State	
		W35-07	20	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 In, intersections @ Lucius McCelvey & Industrial	\$50,400,000	2	\$36,807,000	2026	\$0	\$50,725,923	\$3,794,767	80% Federal/ 20% State	
		K30-13a	1	Chaparral Rd Phase 1	SH 195 to FM 3481	Widen from 2 In to 4 In, 8' bike In 5' sidewalk or SUP both sides	\$12,880,000	7	\$10,304,000	2025	\$0	\$40,421,923	\$3,794,767	80% Federal/ 20% Local	
		H30-05	8	Warrior's Path upgrade	E FM 2410 to Old Nolanville Rd	Add left turn lane, 10' shared use path, 6' sidewalk	\$10,248,784	7	\$8,199,027	2025	\$0	\$32,222,896	\$3,794,767	80% Federal/ 20% Local	
		C45-04	10	W Avenue B Phase 1	N 1st St to Courtney Ln	Widen to consistent 4 CLT, 11' shared use path, 6' sidewalk	\$8,982,400	7	\$7,185,920	2026	\$0	\$25,036,976	\$3,794,767	80% Federal/ 20% Local	
Livability (10)	TIP (6)	K45-03	1	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,240,000	7	\$2,592,000	2024	\$0	\$22,444,976	\$3,794,767	80% Federal/ 20% Local	\$1,049,654 from Cat 7 \$15,946 from Cat 9
		T40-13a	3	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	\$2,000,000	7	\$1,600,000	2022	\$0	\$20,844,976	\$3,794,767	80% Federal/ 20% Local	
		N40-05	4	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	\$705,337	7	\$564,270	2022	\$0	\$20,280,706	\$3,794,767	80% Federal/ 20% Local	
		S45-03	5	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	\$577,700	7	\$462,160	2022	\$0	\$19,818,546	\$3,794,767	80% Federal/ 20% Local	
		B45-05	7	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide SUP on east side of Commerce St and north side of Industrial Park Rd	\$1,332,000	7,9	\$1,065,600	2024	\$0	\$18,768,892	\$3,778,821	80% Federal/ 20% Local	
		B45-07	10	Avenue H Sidewalk/Road Improvements	Saunders St to S Pearl St than north to W Ave D	Construct 5' sidewalk on north side of Ave H, reconstruct roadway and widen to 2 lanes with curb and gutter	\$1,188,000	9	\$950,400	2024	\$0	\$18,768,892	\$2,828,421	80% Federal/ 20% Local	
	Long Range (4)	B45-02	2	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 6' sidewalk on north side of 6th Avenue and 10' SUP on south side	\$12,320,000	7	\$9,856,000	2026	\$0	\$8,912,892	\$2,828,421	80% Federal/ 20% Local	\$1,945,467 from Cat 7 \$140,421 from Cat 9
		K45-02	6	Killeen-Ft Hood Regional Trail	W Elms Rd @ Robinett Rd to Clear Creek Rd (SH 201)	Construct a 10'-12' wide concrete sidewalk/trail.	\$8,400,000	7	\$6,720,000	2028	\$0	\$2,192,892	\$2,828,421	80% Federal/ 20% Local	
		K45-04	8	Veterans Memorial Blvd	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	\$3,360,000	9	\$2,688,000	2025	\$0	\$2,192,892	\$140,421	80% Federal/ 20% Local	
		T40-13b	10	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 ft wide hike/bike trail	\$2,607,360	7,9	\$2,085,888	2029	\$0	\$247,425	\$0	80% Federal/ 20% Local	

Notes:  
- 24 projects funded; 11 projects in TIP; Cat 7 funds split as evenly as possible in TIP between Livability and Roadway.  
- Copperas Cove and Harker Heights do not have a project added to the TIP. Copperas Cove already has an existing project listed in the TIP.  
- Similar to Scenario A2 except projects K45-03, N40-05, S45-03, B45-05, and B45-07 are included the TIP instead of project H15-01.

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## **Item 7:**

### **Initiate Public Involvement**

**a) MTP Project Listing &  
Funding Allocations**

**b) Performance Measures  
Language**

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**Amendments to the FY21-24 TIP and 2045 MTP**

**MTP Background**

The Metropolitan Transportation Plan (MTP) is the 25-year long range planning document for KTMP. The 2045 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 Transportation Improvement Program (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 FY21 through FY24. 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 and FY21-24 TIP**

Amendments are needed to the MTP and TIP to:

- a) Reprioritize the Project Listing with FY21-24 and FY25-31 Category 2, 7, and 9 funding allocations;
- b) Add language for performance measure renewal regarding:
  - Safety (PM1);
  - Pavement and Bridge Condition (PM2);
  - System Performance (PM3);
  - Transit Asset Management/State of Good Repair (PM5); and
  - Public Transit Agency Safety Plan (PTASP).

**Action Needed:** Recommend initiation of public involvement for amendments to the FY21-24 TIP and 2045 MTP regarding:

- a) Reprioritized project listing with FY21-24 and FY25-31 Category 2, 7, and 9 funding allocations
- b) Inclusion of Performance Measures adopted at the December and March Policy Board meetings

## **REGIONAL PERFORMANCE TARGETS**

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

### **Safety Performance Measures:**

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

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

In 2021, TxDOT revised their safety targets. Of note, significant changes from previous TxDOT targets involving fatalities and fatality rate - a significant drop for these metrics in 2021 from previous years. This is a result of the Transportation Commission adopting a vision zero target of no fatalities by the year 2050. The 2021 reduction is a straight-line projection of that trend beginning in 2020. As a result, MPO's that previously chose to support TxDOT targets, should consider whether the vision zero target for fatalities and fatality rate makes sense for their respective regions. TxDOT Target's that did not change were all of the other metrics: serious injuries, serious injury rate and non-motorized fatalities + serious injuries. Those targets still identify an increase for 2021. MPOs across the state have begun and will continue to have conversations with policymakers and other stakeholders regarding safety metrics, what needs to happen to accomplish vision zero targets, and who else needs to be at the table.

**In January 2018, TPPB approved and has continued on an annual basis to approve supporting the State's safety performance measures.** KTMPO Policy Board will continue the adoption of safety targets on an annual basis as required by the federal planning Rule.

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

- Work with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the MPO planning area; Coordinate with the state and include in the Metropolitan Transportation Plan (MTP) the safety performance measures and targets for all public roads in the metropolitan area;
- Integrate into the planning process the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the Highway Safety Implementation Plan (HSIP);

- Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets;
- Use data to identify areas that have shown a concentration of accidents and continue to use crash rates as one of our scoring criteria to select projects that support the statewide goals;
- Use this information as part of our public outreach efforts to educate drivers about ways they can drive more safely and reduce accidents.

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

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

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

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

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

On November 14, 2018, the TPPB approved the adoption of the State's performance measure targets set for 2022 regarding Infrastructure and Pavement/Bridge Condition. **In October of 2020, the State published a mid-performance progress report adjusting the 2022 four-year targets regarding Infrastructure and Pavement/Bridge Condition. On December 16, 2020, the TPPB approved the State's updated targets. Additional information regarding these targets and other federally required performance measures can be found at [this website](#). TxDOT's October 2020 progress report can be read [here](#).**

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

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

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

On November 14, 2018, the TPPB approved the adoption of the State's performance measure targets for 2022 regarding System Performance/Freight/CMAQ. The State's goal is to "work with MPO's to keep system delay and reliability within the target set as proportion to population growth." **In October of 2020, the State published a mid-performance progress report adjusting the 2022 four-year targets regarding System Performance/Freight/CMAQ. On December 16, 2020, the TPPB approved the State's updated targets. Additional information regarding these targets and other federally required performance measures can be found at [this website](#). TxDOT's October 2020 progress report can be read [here](#).**

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

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

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

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

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

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

## **Public Transportation Agency Safety Plan (PTASP) Performance Measures:**

The Public Transportation Agency Safety Plan (PTASP) Rule, found in 49 CFR 673, requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. As required by the December 30, 2020 statutory deadline, HCTD adopted their Public Transportation Agency Safety Plan including regional safety performance targets. On December 16, 2020, TPPB approved supporting and adopting the safety performance targets in HCTD's PTASP as the performance targets for the MPO region. KTMPO's Policy Board will continue the adoption of Hill Country's PTASP safety performance targets on an annual basis as required by the federal planning Rule.

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

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

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

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

# **Item 8:**

## **Public Input**

**Public Input Received**

KTMP 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 the previous month is included in meeting packet.

**Action Needed:** No action needed; for discussion only.



## KTMP Public Comments

FY21

Date	Name	Means of Public Comment	Public Comment	Date Comment Was Presented to TAC	Public Comment Topic	Jurisdiction
12/22/2020	Sam Listi	Public Hearing	The 13th Avenue project is important to the community and is fully endorsed by the City Council. Some changes have been made to the specifics of the project, but the overall integrity is maintained. The project will provide great continuity in the city's overall sidewalk/trail system and will increase access from the center part of town to the expanding Heritage Park.	1/13/2021	Roadway	Belton
12/22/2020	Bob van Til	Public Hearing	Encouraged adoption of the project and recommended that the revised project be included in the updated TIP.	1/13/2021	Roadway	Belton
12/22/2020	Angellia Points	Public Hearing	Spoke in favor of the project. Proposed project scope is to reconstruct the sidewalk on the south side of the street as needed to be compliant with ADA. We are planning to install ADA compliant ramps on the south side at each street crossing as well as a crosswalk to Park Lane. The project would also connect two TxDOT roadways, Main Street (SH 317) and Waco Road (FM 817). The project would also add striping for bike lanes. Believes project provides much needed connectivity for Belton.	1/13/2021	Roadway	Belton
5/4/2021	Shauan Anduze via Kara Escajeda	Email	Shared that the increase of traffic and homes on Warriors Path it's becoming more dangerous for walking and cycling. Requested sidewalks be put in place for these activities and for safety.	5/5/2021	Roadway/Sidewalks	Harker Heights

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# **Grant Opportunities**

- **FY2021 Transportation Demonstration Program:**

**Deadline: June 25, 2021**

Department of Transportation (DOT):

The goal the Transportation Demonstration Program is to expand intermodal and multimodal freight and cargo transportation infrastructure, including airport development. Projects may augment existing assets to strengthen the infrastructure connections or eliminate barriers and fill gaps that exist with current programs.

More information about the program can be found at the below website.

Estimated Funding Available: \$100,000,000

Award Floor: \$1,000,000

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=331732>

- **FY2021 RAISE Grants:**

**Deadline: July 12, 2021**

Department of Transportation (DOT):

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants are a continuation of the BUILD and TIGER program. This highly competitive discretionary funding will be evaluated based on criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. The Department will also prioritize projects that can demonstrate improvements to racial inequality, reduce impacts on climate change, and create good paying jobs. DOT will be hosting a series of webinars during the application process to provide technical assistance.

Estimated Funding Available: \$1,000,000,000

Award Ceiling: \$25,000,000

Award Floor: \$1,000,000 (rural) / \$5,000,000 (urban)

<https://www.transportation.gov/RAISEgrants>

- **Coronavirus Economic relief for Transportation Services (CERTS)**

**Deadline: 4 weeks after application released through online portal.**

U.S. Department of the Treasury (USDOT):

The CERTS program was authorized by the 2021 Consolidated Appropriations Act to provide grants to eligible motorcoach, school bus, passenger vessel, and pilotage companies that have experienced annual revenue losses of 25 percent or more as a direct or indirect result of COVID-19. The priority use of grant funds must be for payroll costs, though grants may be used for operating expenses and the repayment of debt accrued to maintain payroll.

Estimated Funding Available: \$2,000,000,000

Award Ceiling:

Award Floor:

<https://home.treasury.gov/policy-issues/coronavirus/assistance-for-american-industry/coronavirus-economic-relief-for-transportation-services>

- **Texas Volkswagen Environmental Mitigation Program:**

**Deadline first come first served**

Texas Commission on Environmental Quality (TCEQ):

Funding is now available to purchase and install Level 2 charging equipment for light duty zero emission vehicles (electric vehicles). The purpose of this grant is to reduce Texans exposure to pollutants emitted along with NO<sub>x</sub> emissions from older vehicles and equipment. More information can be found at the below website.

Estimated Funding Available: \$10,400,000

<https://www.tceq.texas.gov/agency/trust/>

**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>

TERP: <https://www.tceq.texas.gov/airquality/terp>

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## Commonly Used Transportation Related Acronyms and Terms

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

A comprehensive listing with definitions is available under Transportation Planning Resources at [www.ktmpo.org](http://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 (2020-2030) Projects with Allocated Funding as of October 2020 and Listed in the Transportation Improvement Program (TIP)

## MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding
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	Allocation: \$40,800,000 4-year UTP Fiscal Constraint: \$68,585,914
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 URBAN CONNECTIVITY)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding
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	Allocation: \$6,200,000 4-year UTP Fiscal Constraint: Waco District: \$59,730,508 Brownwood District: \$0

## CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	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	Allocation: \$13,770,044 4-year UTP Fiscal Constraint: \$23,549,569
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)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding
B45-03	0909-36-169	13th Avenue Sidewalk Improvements	Main St (SH 317) to Waco Rd (FM 817)	Construct ADA compliant ramps, sidewalks, and crosswalks and add striping for a bik lane on the south side of the roadway	72.16	7	4	\$539,233	2023	No	P	Allocation: \$539,233 4-year UTP Fiscal Constraint: \$1,576,040

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

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	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	\$1,582,363	2021	No	EJ, P	Allocation: \$1,582,363 Fiscal Constraint: n/a

## STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding
D45-02	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	Allocation: \$277,571 Fiscal Constraint: n/a

Other Projects												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	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 (Cat 3) Allocation: \$5,015,690 Fiscal Constraint: n/a
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	\$420,000	2021	Yes	EJ	Cat 10 Allocation: \$420,000 Fiscal Constrain: n/a
GROUPED PROJECTS												4 Year Total TIP Allocation: \$68,604,901 *Excludes grouped projects, matches current TIP financial summary
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	FY2019-2022 TIP	FY2021-2024 TIP						10 Year Total UTP Fiscal Constraint: \$254,490,702
G01-PE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	\$0	\$0						MTP 10 Year Short Range Fiscal Constraint: \$49,500,000
G03-MT	Various CSJs	Maintenance Projects	Various Locations	Various Descriptions	\$20,009,216	\$16,146,611						MTP Long Range Fiscal Constraint: \$405,700,000
G04-BR	Various CSJs	Bridge Projects	Various Locations	Various Descriptions	\$1,400,000	\$10,590,000						
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	\$2,690,079	\$14,418,916						

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS <sup>7</sup>												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding <sup>4 9</sup>
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	Categories 2, 7 Years 5-10 Short Range Allocations: \$186,833,795 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: -\$4,647,994 *Available = UTP constraint - TIP allocations - Short Range Cat 2, 7, 9 allocations
W35-01	0231-19-003 0231-01-003 0231-02-067	US 190 Bypass	0.6 mi W of FM 2657 to 0.15 mi 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	
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	—	
W25-02	0184-02-056	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	
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	Categories 2, 7, 11 Years 11-25 Long Range Allocations: \$361,767,429 MTP Long Range Fiscal Constraint: \$364,100,000 Available: \$2,322,571
C35-02ab <sup>5</sup>	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	
W35-04	0836-03-069	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	3409-01-007	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a continous 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	FM 1741 to FM 436	Upgrade to 4 lane freeway with continous 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 continous 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 Cemetary 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	
T45-16	N/A	S 1st Street Extension	Loop 363/US 190 to Blackland Rd	Constuct 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	Regionally Significant Unfunded List: \$444,606,989
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	Trimmier 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 continous 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	

H40-03 <sup>6</sup>	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 PROJECTS <sup>8</sup>												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding <sup>4 9</sup>
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	Category 9: Years 5-10 Short Range Allocations: \$3,700,000 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: -\$299,133
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	Category 9 Funding: Years 11-25 Long Range Allocations: \$28,337,029 MTP Long Range Fiscal Constraint: \$41,600,000 Available: \$13,262,971
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 KTMPO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EJ, H	
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 <sup>1</sup>	N/A	Main St Sidewalks Phase 2	College Hill Dr to Salado Plaza Dr	Main St improvements to include pavement widening, bike paths, drainage improvements.	N/A	N/A	N/A	\$2,223,044	N/A	No	H, ARZ, ES	
K40-21b	N/A	Heritage Oaks Hike & Bike Trail Segment 5	Chaparral Rd @ 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 <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	Funding <sup>4</sup>
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:

<sup>1</sup>Project score, project ranking and prioritized list is based on the scoring criteria at the time those projects were selected for funding.

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

<sup>3</sup>Environmental 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.

Environemntal 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

<sup>4</sup>Fiscal 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

<sup>5</sup>Project is a combination between C35-02a and C35-02b. Projecct C35-02b was the top prioritized livability project.

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

<sup>7</sup>KTMPO 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, each submitting entities' top roadway project was moved to the top of the list. The order was based on the total number of points for those top roadway projects. All remaining projects were ranked based on total project score. Other changes to the ranked list included swapping projects N40-03 and H30-05 and moving project H40-03 to the unfunded list since K30-13 overlaps with this project. Each change was discussed and agreed to during the 11/28/2018 TAC meeting. Prioritize list is not the order of funding and allocation of funds is based on various factors such as but not limited to project ranking, project readiness, funding availability and project need. During discussion, it was decided that project T15-06k will retain its rank, however, this project will be skipped if this project is a candidate for funds.

<sup>8</sup>Note: KTMPO recieved 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 from the City of Belton based on fatalities that occurred in 2018 along these routes. Crash rates were calculated based on data from 2013-2017. Project B45-03 recieved four bonus points as discussed by TAC at the November 28, 2018 meeting. Project B45-05 would've recieved bonus points to accomodate the fatality along this route, however, this project was given the maximum number of bonus points since this project was a BPAC priority route. After bonus points were assigned each submitting entities top livability project was moved to the top of the list. Each submitting entites top priority livability project was ranked based on total score. Prioritize list is not the order of funding and allocation of funds is based on various factors such as but not limited to project ranking, project readiness, funding availability, and project need.

MTP Amendment Dates	
July 17, 2019*	April 15, 2020
September 18, 2019*	September 16, 2020
October 23, 2019	January 13, 2021
February 19, 2020*	

\* Administrative Amendments

<sup>9</sup>Funding/Fiscal Constraint Notes (Cat 2, 7, 9, 11):

Short Range funding amounts (0-10 years) come from the latest TxDOT Unified Transportation Plan (UTP). Long Range funding amounts (10-15 years) are determined by outputs from the TRENDS model (see note <sup>4</sup>)

How projects in the list are funded:

White - Projects in the TIP are listed first, their total estimated cost is deducted from the total UTP fiscal constraint.

Green - The remaining UTP funding is then allocated to the next highest ranked projects from both the Roadway and Livability tracks until the funding cap is reached. Green colored projects are projected to receive funding within the first 10 years of the planning period.

Blue - Projects following the Short Range funding section are allocated funds from the estimated Long Range MTP funding from highest ranking on down until the funding cap is reached. Blue projects are projected to receive funding during the last 15 years of the planning period.

Orange - When all estimated funding sources have been exhaustesd, any remaining projects are listed from high to low in the Regionally Significant Unfunded list. Orange projects are NOT projected to receive funding during the planning period

Yellow - Projects that are unscored are listed at the bottom of each section and have no estimated timetable for receiving funding.

Note on Roadway vs Livability Tracks:

Projects in the Livability Track are allocated funding from the latest Category 9 funding estimates only.

Porjects in the Roadway Track are allocated funding from the latest Category 2 and Category 7 estimates.

Current UTP Estimates by Category (2021-2030):	Current MTP Estimates by Category (2030-2045):
Category 2 - \$189,232,733	Category 2 - \$115,800,000
Category 7 - \$61,317,869	Category 7 - \$216,900,000
Category 9 - \$3,940,100	Category 9 - \$41,600,000
	Cateogry 11 - \$31,400,000

\*Note - funding for projects in this list is not guranteed unless the project is listed in the TIP, all other project funding is subject to change



## 2045 Metropolitan Transportation Plan Project Listing

### MTP LET PROJECTS THAT ARE STILL ACTIVE

KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score <sup>1</sup>	Project Ranking <sup>1</sup>	Prioritized List <sup>1</sup>	Estimated Cost	Estimated Let Date	CMP Network <sup>2</sup>	Environmental Considerations <sup>3</sup>	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	
K40-27 <sup>1</sup>	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	FY18-20 Category 7 Funds: \$10,206,956
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	
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	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000
K40-23	0909-36-160	Heritage Oaks Hike and Bike Trail, Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	23	1	1	\$800,000	2018	No	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	

**End of Packet**