



Bicycle/Pedestrian Advisory Committee Meeting

**December 7, 2021
9:30 a.m.**

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Agenda



**Killeen-Temple Metropolitan Planning Organization
Bicycle Pedestrian Advisory Committee (BPAC)**

Tuesday, December 7, 2021

Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Hybrid Meeting: 9:30 A.M.

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

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Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update (pgs. 6-14):
 - a) KTMPO Meetings;
 - b) New Approved KTMPO Funding Scenario;
 - c) Federal & State Updates;
 - d) Air Quality.
4. **Action Item:** Regarding approval of minutes from the August 24, 2021 meeting (pgs. 16-18).
5. **Discussion and Action Item:** Regarding Update to BPAC Bylaws (pgs. 20-42).
6. **Discussion and Action Item:** Regarding nomination of new BPAC Member (pgs. 44-46).
7. **Discussion Item:** Regarding update on the Trail Highlight Series project (pg. 48).
8. **Discussion Item:** Regarding ATG presentation on the Regional Bike Share Feasibility Study (pgs. 50-58).
9. **Discussion Item:** Regarding TxDOT TA Call for Projects Update (pgs. 60-66).
10. **Discussion Item:** Regarding TxDOT Active Transportation Plan Inventory Tool (pg. 68).
11. **Discussion Item:** Regarding Local Update on Bicycle and Pedestrian Activities (pg. 70).
12. Member comments.
13. Next Meeting: February 8, 2022 at 9:30 a.m.
14. Adjourn.

Item 3: Staff Update

Staff Update

a) Listed below are the upcoming KTMPPO meetings:

- December 15, 2021 – Transportation Planning Policy Board Meeting (electronic)
- January 5, 2022 – Technical Advisory Committee Meeting (electronic)
- January 19, 2022 – Transportation Planning Policy Board Meeting (electronic)
- February 2, 2022 – Technical Advisory Committee Meeting
- February 8, 2022 – Bicycle Pedestrian Advisory Committee Meeting
- February 16, 2022 – Transportation Planning Policy Board Meeting
- March 2, 2022 – Technical Advisory Committee Meeting

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) Additional CRRSAA Funds and Revised Funding Scenario

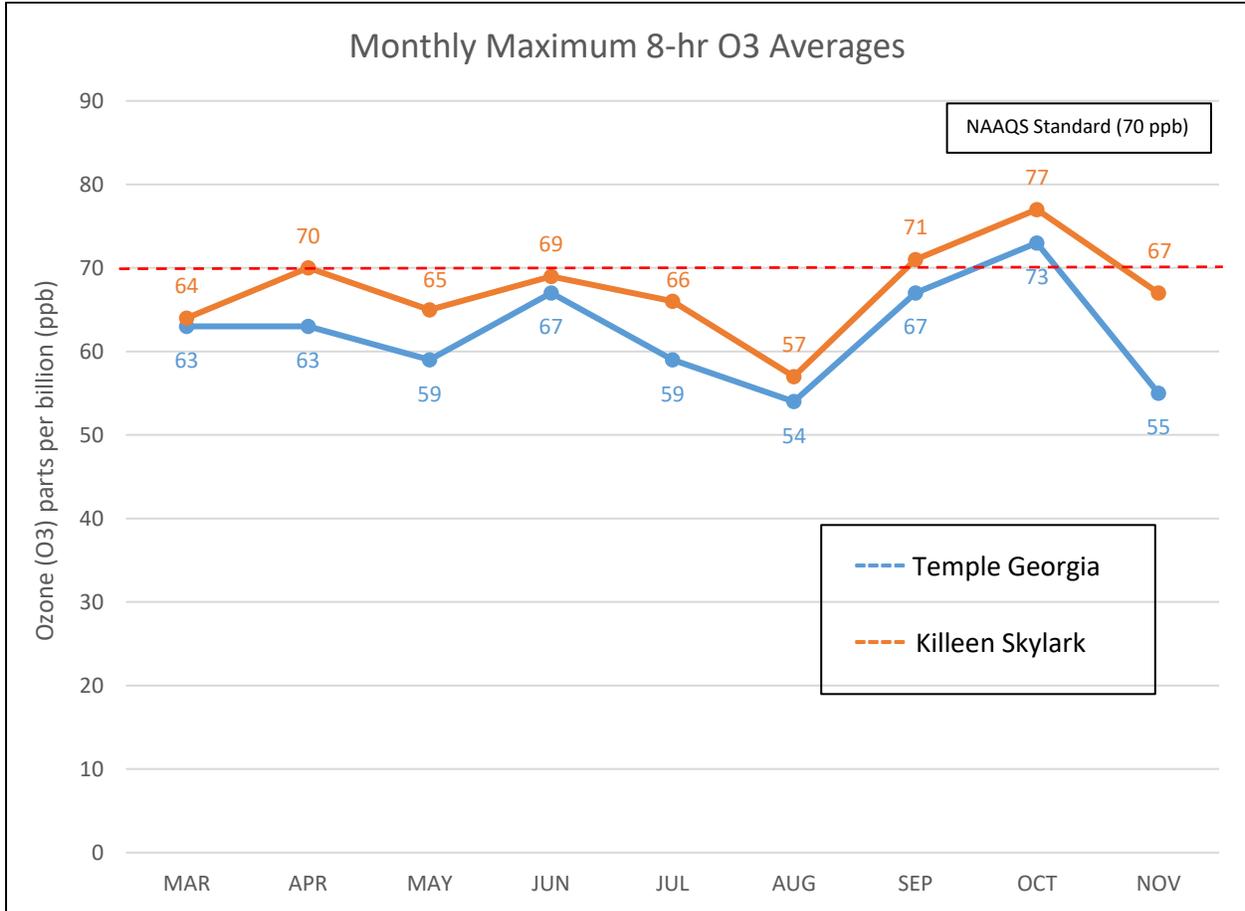
- The Coronavirus Response and Relief Appropriations Act (CRRSAA) provided KTMPPO an additional \$2,162,115 in Category 7 funds.
- In November, the Policy Board approved a revised funding scenario for the that included adding the Williams Road Sidewalk project into the TIP and additional funds for the Georgetown Railroad Trail and Rancier Ave Sidewalk projects.

c) Federal & State Updates

- Passage of IIJA on November 15, 2021 – summary sheet in packet
- US Bicycling Trends 2021 Update from Streetlight ([Link](#))
- New NHTSA Report - Road fatalities spiked in the first half of 2021 ([Link](#)).
- 2022 Texas Trails and Active Transportation (TTAT) Conference
 - Virtual only conference on April 27-29, 2022
 - Early bird pricing is \$250 + fee ([Registration Link](#))
- Report Evaluating Active Transport Benefits and Costs ([Link](#))

- American Trails – Trail Accessibility Hub ([Link](#))
- TxDOT Bicycle & Pedestrian Advisory Committee ([Presentation Link](#))
 - Finished effort on providing official design guidance for bikeways
 - Started a new Pedestrian & Bicycle Safety Subcommittee
- Texas Recreational Trails Program Grant Opportunity
 - Opened November 1 and closes February 1, 2022.
 - For more information and guidance, check out: [Recreation Grants Online Resources](#)

d) Air Quality



Compliance with EPA Ozone Standard:				3-year average (Calculated on Oct. 9 2021)
4th Highest Annual Value				
2019	2020	2021		
Temple	63	64	67	65
Killeen	67	63	70	67

Scenario D2: Whole Projects + Williams Rd.								Beginning Balance	\$214,860,000	\$74,282,115	\$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	\$57,792,071	\$3,794,767		

Additional \$2,162,115 from CRRSAA funds

Roadway (15)

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
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 In divided highway	\$67,200,000	2	\$30,250,000	2023	\$143,810,000	\$57,792,071	\$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	\$57,792,071	\$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	\$56,252,198	\$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	\$53,692,198	\$3,794,767	80% Federal/ 20% Local
H30-05b	8	Warrior's Path Phase 2	Pontotoc Trace to FM 2410	Add left turn lane, 10' shared use path, 6' sidewalk	\$3,581,020	7	\$2,864,816	2022	\$142,591,000	\$50,827,382	\$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	\$50,023,222	\$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	\$50,023,222	\$3,794,767	80% Federal/ 20% State
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	\$50,023,222	\$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	\$50,023,222	\$3,794,767	80% Federal/ 20% State
B40-11	13	FM 2271	FM 1670 to FM 439	New construction 2 In, 10' shared use path	\$55,664,000	2	\$55,664,000	2029	\$53,607,000	\$50,023,222	\$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	\$50,023,222	\$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	2028	\$0	\$50,023,222	\$3,794,767	80% Federal/ 20% State
K30-13a	1	Chaparral Rd Phase 1	SH 195 to E Trimmer 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	\$39,719,222	\$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 In, trail	\$28,000,000	7	\$22,400,000	2025	\$0	\$17,319,222	\$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	2025	\$0	\$10,133,302	\$3,794,767	80% Federal/ 20% Local

\$36.95M from Cat 4 funding

Estimate from Harker Heights

Increased \$480,000 from original approval, includes traffic signal. Programmed amount increase \$384,000

Livability (7)

TIP (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.	\$3,240,000	7	\$2,592,000	2024	\$0	\$7,541,302	\$3,794,767	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	2024	\$0	\$7,023,683	\$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	7,9	\$1,600,000	2022	\$0	\$5,900,180	\$3,318,270	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	2022	\$0	\$5,900,180	\$2,754,000	80% Federal/ 20% Local
Long Range (3)												
B45-02	2	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 5' sidewalks on both sides, relocate dry utilities underground, and other utilities outside of pavement	\$12,320,000	7	\$3,880,292	2022	\$0	\$2,019,888	\$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	7,9	\$2,688,000	2025	\$0	\$0	\$2,085,888	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	\$0	80% Federal/ 20% Local

Reduced \$242,046 for S45-01

\$975,153 from Cat 7
\$476,497 from Cat 9
Reduced \$148,350 to fund S45-01

\$242,046 added back with new Cat 7 dollars

\$148,350 added back with new Cat 7 dollars
\$1,123,503 from Cat 7 now

Project taking funds from B45-05, B45-07, and B45-04 - shortfall of \$113,293

Adds remaining \$870,100 from additional Cat 7 funds + S45-03 long range funds \$517,619 for total \$1,387,719

Notes:
 - 22 projects funded; 9 projects in TIP; Cat 7 expended on Roadway first and Livability second.
 - Belton and Copperas Cove do not have a project added to the TIP. Belton and Copperas Cove already have existing projects listed in the TIP.
 - Temple and Killeen agreed to take approximately 9.3% less for projects K45-01 and T40-13a to help fund S45-01.
 - Belton agreed to substitute project B45-02 for projects B45-05, B45-7, and B45-04 (programmed amounts minus the \$113,293 short in approved scenario. Their project moves to the top of the long range funding list due to it being the number 2 livability project.

CRRSAA notes:
 - \$2,162,115 additional Cat 7 dollars available
 - Project H30-05b funded at original requested amount of \$3,581,020 (\$480,000 total increase/\$384,000 programmed increase)
 - K45-01 cost reduction restored (\$242,046 programmed amount increase)
 - T40-13a cost reduction restored (\$148,350 programmed amount increase)
 - Project S45-03, Williams Rd Sidewalks moved into TIP (\$517,619 programmed amount increase)
 - Remaining \$870,100 additional Cat 7 funds + S45-03 Long Range funds of \$517,619 for a total of \$1,387,719 added to B45-02 long range project



The Bipartisan Infrastructure Law Will Deliver for Texas

President Biden and Vice President Harris’s Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Texas is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Texas.** For decades, infrastructure in Texas has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Texas a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Texas residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Texas there are 818 bridges and over 19,441 miles of highway in poor condition. Since 2011, commute times have increased by 11.4% in Texas, and on average, each driver pays \$709 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Texas would expect to receive approximately \$27.4 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 26.4% more than the State’s Federal-aid highway formula funding under current law (1). Texas can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Texas can also expect to receive approximately \$641 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$729 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America’s Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Texas will receive approximately \$153 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Texas will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance “vision zero” plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Texas can expect to receive approximately \$247.1 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 63% increase in funding compared to FAST Act levels (4). Texas will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified. Texas also includes communities that will be eligible to apply for grants to community owned utilities to support the repair or replacement of leaky and unsafe cast iron and bare steel natural gas distribution pipelines, some of which are over 100 years old.

Improve healthy, sustainable transportation options for millions of Americans. Texans who take public transportation spend an extra 80.8% of their time commuting and non-White households are 2.7 times more likely to commute via public transportation. 12% of transit vehicles in the state are past useful life. **Based on formula funding alone, Texas would expect to receive about \$3.4 billion over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 32% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Texas would expect to receive about \$408 million over five years to support the expansion of an EV charging network in the state (6). Texas will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Texas will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Texas would receive approximately \$1.2 billion for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA’s Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Texas, such recommended projects include the Expo Center Bus Rapid Transit and Pleasant Valley Bus Rapid Transit in Austin.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.

- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026.” This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*

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Item 4: Meeting Minutes



**KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO)
Bicycle and Pedestrian Advisory Committee (BPAC)**

Tuesday, August 24, 2021
9:30 AM

Electronic Meeting

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

Voting Members Present

Chair Kara Escajeda – City of Nolanville	Yvonne Spell – City of Harker Heights
Vice Chair Jason Deckman—City of Temple	Erika Kunkel – TxDOT Waco District
Heather Buller – City of Killeen	Gene Roberts – Fort Hood

Others Present

James McGill – KTMPO

Meeting Minutes

1. Call to Order: Jason Deckman called the meeting to order at 9:36 a.m.

2. Public Comment: No comments were made from the public.

3. Staff Update: KTMPO Meetings; Federal & State Updates; Air Quality

James McGill notified the group of upcoming KTMPO meetings through October and shared some notable bicycle and pedestrian related updates from the federal and state levels. Air quality for the month of July was 59 parts per billion (ppb) at the Temple station and 66 ppb at the Killeen station.

4. Action Item: Regarding approval of minutes from the April 27, 2021 meeting.

Heather Buller made a motion to approve the April 27, 2021 meeting minutes, seconded by Gene Roberts; the motion passed unanimously.

5. Discussion and Item: Regarding BPAC Bylaws Update.

James McGill informed the group that staff had recently reviewed the BPAC Bylaws and found that they did not match the parent KTMPO Bylaws. Mr. McGill stated that staff had proposed some revisions to the bylaws to reorganize the document and change language were necessary to match the KTMPO Bylaws. Mr. McGill stated that all of the changes would be brought back for approval at the next BPAC meeting

except for the revisions regarding officer terms and term limits since the BPAC would be holding elections later in the meeting.

Gene Roberts made a motion to approve the revisions to the Bylaws regarding officer term lengths and term limits, seconded by Heather Buller; the motion passed unanimously.

6. Discussion and Action Item: Regarding FY2022 BPAC Chair and Vice Chair election.

James McGill provided an update to the group that the FY21 elections had been missed and that it was time for the committee to elect a new Chair and Vice Chair. Mr. McGill commended Kara Escajeda for her service as chair of the BPAC for the past several years. The group discussed who would be willing to lead the group and decided to nominate Jason Deckman of Temple for the Chair position and Matt Bates from Belton for the Vice Chair.

Heather Buller made a motion to nominate Jason Deckman for BPAC Chair and Matt Bates for BPAC Vice Chair, seconded by Gene Roberts; the motion passed unanimously.

7. Discussion Item: Regarding 2045 MTP Reprioritization Update.

James McGill informed the committee that the 2045 MTP Reprioritization has been completed and that a summary of the TAC and Policy Board decision making process was included in the packet for review. Mr. McGill stated that the Policy Board approved 8 new projects to be added to the TIP and that 3 Bike/Ped projects were added from the Livability Track. Jason Deckman shared some additional information about the process of selecting and funding KTMPO projects.

8. Discussion Item: Regarding Local Update on Bicycle and Pedestrian Activities:

James McGill shared upcoming local bicycle and pedestrian events with the group. Jason Deckman shared two additional Temple events, the 9/11 Stair Climb and Rucks on Main, that were not included in James' list.

9. Discussion Item: Regarding the Trail of the Month Highlight Series.

James McGill updated the committee on the Trail of the Month Highlight Series and asked the Committee if they were still interested in pursuing this effort. Several members stated that they would like to continue with the Trail of the Month Highlight effort and shared ideas for how the information might be distributed potentially via the KTMPO website. Kara Escajeda suggested hiring a videographer to promote the trails if there was available budget. Jason Deckman recommended that members be more proactive in passing materials on to KTMPO staff for posting on the website.

10. Discussion Item: Regarding a Regional Shared Micromobility Program.

James McGill stated that at the June Policy Board meeting a couple Policy Board members shared concerns with micromobility companies moving into the KTMPO region and requested that KTMPO staff/BPAC develop a regional policy guiding the introduction of these companies. Kara Escajeda stated that this had been discussed in the past and KTMPO already had a regional policy. Several BPAC members shared their thoughts on scooter entering companies in the region.

11. Discussion Item: Regarding central location for promoting regional events.

James McGill stated that at the last BPAC meeting Kara Escajeda had mentioned having a central location for promoting regional events now that the CenTex App had been discontinued. Mr. McGill shared some platforms he had found already and BPAC members discussed ideas for how to do this including utilizing the KTMPO website and dedicating a new page to this.

12. Member Comments.

No member comments.

13. Next Meeting: October 26, 2021 at 9:30 a.m.

14. Adjourned: The meeting adjourned at 10:43 a.m.

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

Jason Deckman, BPAC Chair

James McGill, Regional Planner

Item 5: BPAC Bylaws Update

BPAC Bylaws Update

During a recent review of the BPAC Bylaws staff discovered that they have a different organization structure than the parent KTMPPO Bylaws. Staff is suggesting several revisions to the BPAC Bylaws to reflect consistency with the KTMPPO Bylaws where possible.

At the last BPAC meeting, staff presented the proposed revisions to the Committee for review. The Committee made one revision at the meeting to change the term limits for BPAC officers from 2 years to 1 year.

The rest of the proposed revisions are included in your packet along with a clean copy of the proposed BPAC Bylaws and the KTMPPO Bylaws. Changes highlighted in green are staff proposed, those in yellow are to match the language and formatting of the parent bylaws.

Action Needed: Approve proposed BPAC Bylaw Revisions.



Killeen-Temple Metropolitan Planning Organization

Bicycle and Pedestrian Advisory Committee

By-Laws

ARTICLE I

Name

The name of this committee shall be the Bicycle and Pedestrian Advisory Committee, also referred to as BPAC.

Purpose

The Bicycle and Pedestrian Advisory Committee, hereafter referred to as BPAC, is established by the Killeen-Temple Metropolitan Planning Organization (KTMPO) Transportation Planning Policy Board (TPPB) with the purpose of improving the bicycle and walking mobility within the Killeen-Temple region.

BPAC shall advise the KTMPO in the consideration of bicycle and pedestrian travel facilities, bicycle and pedestrian policies, and promote non-motorized modes of travel.

BPAC Responsibilities

BPAC's functions include, but are not limited to, the following:

- Identify and evaluate existing bike/pedestrian facilities;
- Identify needed bike/pedestrian facilities and policies;
- Assist in developing criteria for prioritizing proposed facilities and/or improvements;
- Promote non-motorized travel modes;
- Identify and recommend potential programs, policies, and strategies for non-motorized travel;
- Assist KTMPO in developing performance measures for evaluating progress in achieving their goals;
- Provide feedback on street design standards;
- Promote Incorporation of bike/pedestrian facilities into other modes of transportation.

- Promote a regional system of bicycle and pedestrian facilities.

Membership

The voting membership of the BPAC shall be limited to 20 members representing bicycle and pedestrian interests and be representative of the area within the KTMPO boundary, which includes all of Bell County and portions of Coryell and Lampasas Counties (see attached map). Equal representation of both bicycle and pedestrian interest is desired. Voting members may be individual stakeholders or may represent stakeholder organizations to include, but not limited to, the following:

- Cities within the KTMPO Region: Belton, Copperas Cove, Harker Heights, Killeen, Temple, Bartlett, Holland, Kempner, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, and Troy;
- Counties within the KTMPO Region: Bell County, Coryell County, and Lampasas County;
- Fort Hood;
- Hill Country Transit District (HCTD);
- TxDOT Waco and Brownwood Districts;
- Citizen Representatives for Bicycling Interest;
- Citizen Representatives for Pedestrian Interest.

Membership shall be limited to one (1) voting member from a specific group or organization. Voting members may, in writing, appoint an alternate to vote in their stead and be counted for quorum purposes.

Nomination Process

The nomination process for BPAC membership will be as follow:

- The initial voting members shall be appointed in writing by entities represented on the KTMPO TPPB.
- Other stakeholder organizations desiring a voting position on BPAC may submit a written request to the chairperson or KTMPO staff member identifying the individual proposed to represent their organization's bike or pedestrian interests on BPAC.
- Individual stakeholders desiring a voting position on BPAC may submit a written request to the chairperson or KTMPO staff member identifying their transportation interest on BPAC.
- The voting BPAC members will consider each nomination; approval of nomination requires a majority vote with a quorum present.

Terms

Voting members shall serve a two-year term with an opportunity to be reappointed when term is expired. Terms will run from June 1 to May 31, however, voting members may be approved at any time. Initial voting members' terms will expire May 2018. Reappointment will follow the same nomination process outlined above.

Ex-Officio Members

Ex-officio members shall act as a guide to BPAC. Ex-officio membership may be requested in writing and approved by the Advisory Committee. Ex-officio members do not hold any voting rights.

Non-Discriminatory

There shall be no discrimination in any respect in selection of members or any activity of BPAC due to race, color, sex, religion, handicap/disability, age, or national origin.

Meetings

A. Frequency

The BPAC shall meet quarterly or more frequently as needed.

B. Meetings Notices

KTMPO staff will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each BPAC member in writing and to the general public in accordance with the provisions of the Texas Open Meetings Act. The BPAC members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the Open Meetings Act.

C. Meeting Facilities

It will be the responsibility of KTMPO staff to make arrangements for the meeting place.

D. Date and Time of Meetings

It will be the responsibility of KTMPO staff to poll the BPAC membership to select a date and time for the meeting that will be convenient for the majority of members.

E. Minutes

KTMPO staff shall record and maintain attendance records and minutes of BPAC meetings.

F. Video/Teleconferencing

Any committee member may telephone or videoconference into meetings and are considered “present” and are counted toward the making of a quorum. They may also discuss and vote on any item so brought before the committee.

G. Attendance

Failure to attend **three (3)** consecutive meetings of the committee physically or via videoconference, without notice or the attendance of a proxy, shall constitute a resignation from the BPAC.

Quorum

Thirty three (33%) of the membership, will constitute a quorum.

ARTICLE II

Officers

A. Chairperson

The Chairperson shall be chosen by a majority vote of the members present at the election with a quorum established. The Chairperson shall perform the duties usually assigned to the office, such as; preside at all BPAC meetings; conduct business according to the Bylaws and Robert’s Rules of Order, Revised Version; appoint Committee members; and perform other appropriate duties.

B. Vice Chairperson

The Vice Chairperson shall be chosen by a majority vote of the members present at the election with a quorum established. In the absence of, or in the case of the inability of the Chairperson to act, it shall be the duty of the Vice Chairperson to perform all the duties of the Chairperson.

In the absence of both the Chairperson and Vice Chairperson, the BPAC members shall designate a member to preside in their absence during the meeting.

Secretarial Functions

The secretarial function shall be performed by a KTMPO staff member. The staff member shall keep the minutes of all BPAC meetings and shall perform such other duties as may be needed by the BPAC.

Term of Office

Both the Chairperson and the Vice Chairperson shall serve one (1) year terms, and may not succeed themselves in those offices more than once. The term of office shall run from October 1st of the year of election through September 30th of the following year.

ARTICLE III

Amendments

These bylaws may be amended by a majority vote of the BPAC membership present at a BPAC meeting, provided that official notice of the proposed amendment is included in the agenda packets in advance of the scheduled meeting and a quorum is established.

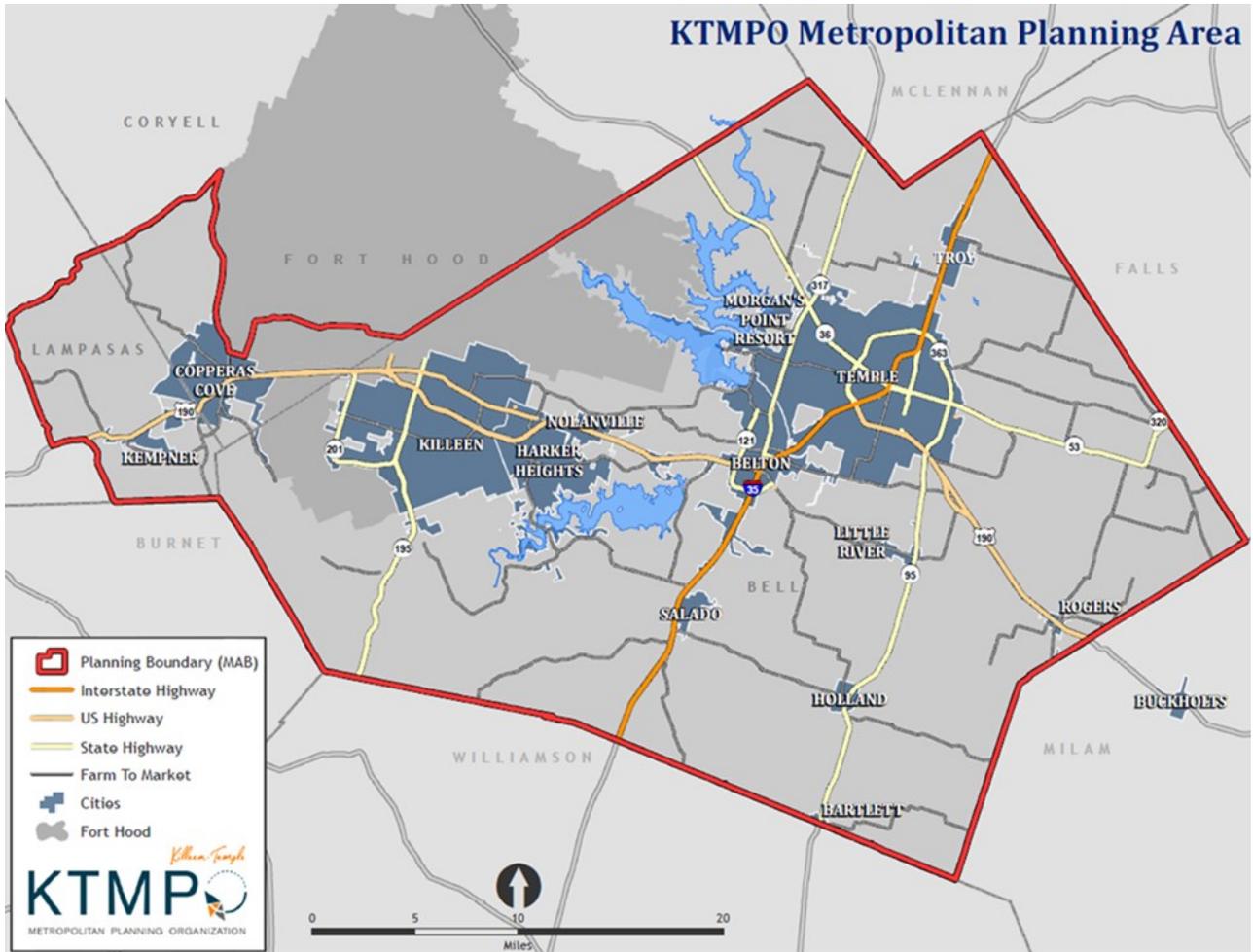
APPROVAL

These Bylaws were approved by a majority vote of the voting members of the Bicycle Pedestrian Advisory Committee with a quorum present on _____.

BPAC Chairperson

KTMPO Staff

KTMP0 Metropolitan Planning Area





Killeen-Temple Metropolitan Planning Organization

Bicycle and Pedestrian Advisory Committee

By-Laws

ARTICLE I

Name

The name of this committee shall be the Bicycle and Pedestrian Advisory Committee, also referred to as BPAC.

Purpose

The Bicycle and Pedestrian Advisory Committee, hereafter referred to as BPAC, is established by the Killeen-Temple Metropolitan Planning Organization (KTMPO) Transportation Planning Policy Board (TPPB) with the purpose of improving the bicycle and walking mobility within the Killeen-Temple region.

BPAC shall advise the KTMPO in the consideration of bicycle and pedestrian travel facilities, **bicycle** and pedestrian policies, and promote non-motorized modes of travel.

BPAC Responsibilities

BPAC's functions include, but are not limited to, the following:

- Identify and evaluate existing bike/pedestrian facilities;
- Identify needed bike/pedestrian facilities and policies;
- Assist in developing criteria for prioritizing proposed facilities and/or improvements;
- Promote non-motorized travel modes;
- Identify and recommend potential programs, policies, and strategies for non-motorized travel;
- Assist KTMPO in developing performance measures for evaluating progress in achieving their goals;
- Provide feedback on street design standards;
- Promote Incorporation of bike/pedestrian facilities into other modes of transportation.

- Promote a regional system of bicycle and pedestrian facilities.

Membership

The **voting membership of the** BPAC shall be limited to 20 members representing bicycle and pedestrian interests and be representative of the area within the KTMPO boundary, which includes all of Bell County and portions of Coryell and Lampasas Counties (see attached map). Equal representation of both bicycle and pedestrian interest is desired. Voting members may be individual stakeholders or may represent stakeholder organizations to include, but not limited to, the following:

- Cities within the KTMPO Region: Belton, Copperas Cove, Harker Heights, Killeen, Temple, Bartlett, Holland, Kempner, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, and Troy;
- **Counties within the KTMPO Region**: Bell County, Coryell County, and Lampasas County;
- Fort Hood;
- Hill Country Transit District (HCTD);
- TxDOT Waco and Brownwood Districts;
- Citizen Representatives for Bicycling Interest;
- Citizen Representatives for Pedestrian Interest.

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Nomination Process

The nomination process for BPAC membership will be as follow:

- The initial voting members shall be appointed in writing by entities represented on the KTMPO TPPB.
- Other stakeholder organizations desiring a voting position on BPAC may submit a written request to the chairperson **or KTMPO staff member** identifying the individual proposed to represent their organization's bike or pedestrian interests on BPAC.
- Individual stakeholders desiring a voting position on BPAC may submit a written request to the chairperson **or KTMPO staff member** identifying their transportation interest on BPAC.
- The voting BPAC members will consider each nomination; approval of nomination requires a majority vote with a quorum present.

Terms

Voting members shall serve a two-year term with an opportunity to be reappointed when term is expired. Terms will run from June 1 to May 31, however, voting members may be approved at any time. Initial voting members' terms will expire May 2018. Reappointment will follow the same nomination process outlined above.

Ex-Officio Members

Ex-officio members shall act as a guide to BPAC. Ex-officio membership may be requested in writing and approved by the Advisory Committee. Ex-officio members do not hold any voting rights.

Non-Discriminatory

There shall be no discrimination in any respect in selection of members or any activity of BPAC due to race, color, sex, religion, handicap/disability, age, or national origin.

Meetings

A. Frequency

The BPAC shall meet quarterly or more frequently as needed.

B. Meetings Notices

KTMPPO staff will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each BPAC member in writing and to the general public in accordance with the provisions of the Texas Open Meetings Act. The BPAC members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the Open Meetings Act.

C. Meeting Facilities

It will be the responsibility of KTMPPO staff to make arrangements for the meeting place.

D. Date and Time of Meetings

It will be the responsibility of KTMPPO staff to poll the BPAC membership to select a date and time for the meeting that will be convenient for the majority of members.

E. Minutes

KTMPPO staff shall record and maintain attendance records and minutes of BPAC meetings.

F. Video/Teleconferencing

Any committee member may telephone or videoconference into meetings and are considered “present” and are counted toward the making of a quorum. They may also discuss and vote on any item so brought before the committee.

G. Attendance

Failure to attend **three (3)** consecutive meetings **of the committee** physically or **via video**conference, **without notice or the attendance of a proxy**, shall constitute a resignation from the BPAC.

Quorum

Thirty three (33%) of the membership, will constitute a quorum.

ARTICLE II

Officers

A. Chairperson

The Chairperson shall be chosen by a majority vote of the members **present at the election** with a quorum **established**. The Chairperson shall perform the duties usually assigned to the office, such as; preside at all BPAC meetings; conduct business according to the Bylaws and Robert’s Rules of Order, Revised Version; appoint Committee members; and perform other appropriate duties.

B. Vice Chairperson

The Vice Chairperson shall be chosen by a majority vote of the members **present at the election** with a quorum **established**. In the absence of, or in the case of the inability of the Chairperson to act, it shall be the duty of the Vice Chairperson to perform all the duties of the Chairperson.

In the absence of both the Chairperson and Vice Chairperson, the BPAC members shall designate a member to preside in their absence during the meeting.

Secretarial Functions

The secretarial function shall be performed by a KTMPO staff member. The staff member shall keep the minutes of all BPAC meetings and shall perform such other duties as may be needed by the BPAC.

Term of Office

Both the Chairperson and the Vice Chairperson shall serve one (1) year terms, and may not succeed themselves in those offices more than once. The term of office shall run from October 1st of the year of election through September 30th of the following year.

ARTICLE III

Amendments

These bylaws may be amended by a majority vote of the BPAC membership present at a BPAC meeting, provided that official notice of the proposed amendment is included in the agenda packets in advance of the scheduled meeting and a quorum is established.

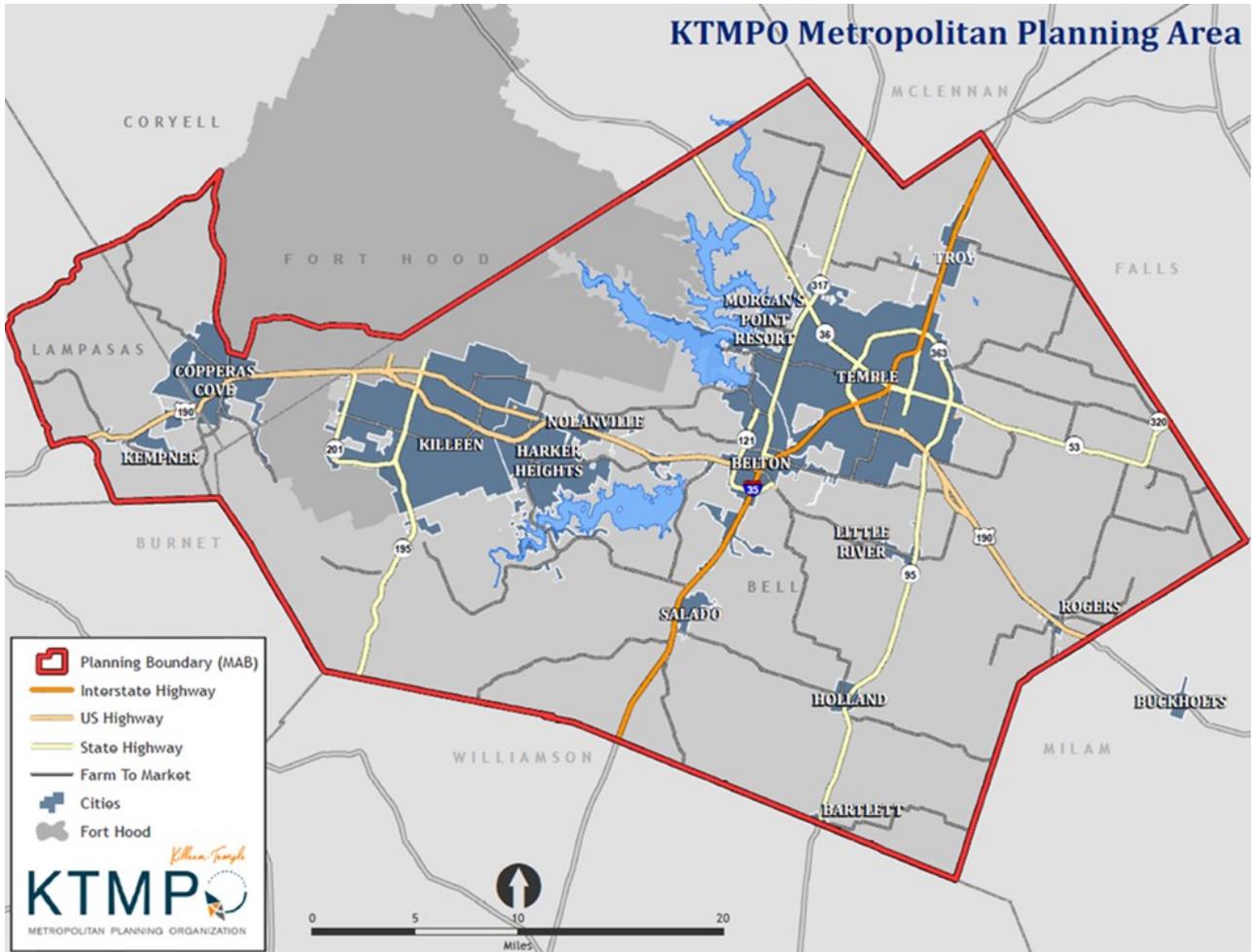
APPROVAL

These Bylaws were approved by a majority vote of the voting members of the Bicycle Pedestrian Advisory Committee with a quorum present on _____.

BPAC Chairperson

KTMPO Staff

KTMP0 Metropolitan Planning Area





**Killeen-Temple
Metropolitan Planning Organization**

**Official By-Laws
of the
Transportation Planning Policy Board
(TPPB)**

*Designated Metropolitan Planning
Organization for Central Texas*

LATEST REVISION: March 18, 2020

**Transportation Planning Policy Board
Killeen-Temple Metropolitan Planning Organization**

Articles of Organization

WHEREAS, the Federal Aid Highway Act of 1962 required a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities of each urban area of more than 50,000 population in order to qualify transportation projects for federal aid; and

WHEREAS, in the Killeen-Temple area the transportation study process was established by agreement among the local governments and the State of Texas for the purpose of developing suitable transportation plans, with the prospectus for the Killeen-Temple Urban Transportation Study (FY 1982-1986) establishing the organization and composition of the Transportation Planning Committee; now called the Transportation Planning Policy Board (TPPB): and

WHEREAS, the Metropolitan Planning Organization shall work for the designated area; and

WHEREAS, the main functions of the Transportation Planning Policy Board shall be to provide policy guidance to the transportation planning process; approve the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP) and the Unified Planning Work Program (UPWP); and promote the implementation of the TIP and UPWP.

Now, THEREFORE, the members of this committee do hereby agree to the purposes stated in these articles of organization and do associate themselves for those purposes.

Name

The name of this committee shall be the Transportation Planning Policy Board for the Killeen-Temple Metropolitan Planning Organization (KTMPO).

ARTICLE I

Purpose

The Transportation Planning Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the Killeen-Temple metropolitan planning area. See Appendix A.

Code of Ethics

The KTMPO shall adopt an Ethics Policy applicable to both KTMPO committees and employees representing the KTMPO. As stated in Texas Transportation Code, Title 7, Section 472.034, each new employee or official representing the KTMPO shall receive a copy of the Ethics Policy no later than the third business day after the date the person begins employment or the person qualifies for office. KTMPO staff shall keep a record of the Ethics Policy distribution method.

Membership

Transportation Planning Policy Board

The voting membership of the Transportation Planning Policy Board will consist of one representative for each city with a population between 10,000 and 40,000, two representatives for cities with populations between 40,000 and 75,000 and three representatives for cities with populations over 75,000 based on population counts from the most recent census; two representatives for Bell County, one to represent the KTMPO metropolitan planning area boundary prior to the June 17, 2009 expansion and one to represent the KTMPO metropolitan planning area boundary post June 17, 2009 expansion; one representative each for the counties of Coryell and Lampasas; one representative each for TxDOT Waco District and TxDOT Brownwood District, and one representative for Hill Country Transit District. All cities within the KTMPO metropolitan planning area with a population under 10,000 shall be represented by their county or County Commissioners Court appointee. See Appendix A.

Based upon 2010 Census results, the composition of the Transportation Planning Policy Board (TPPB) voting membership will be as follows:

a) Killeen	3 members
b) Temple	2 members
c) Copperas Cove	1 member
d) Belton	1 member
e) Harker Heights	1 member
f) Bell County	2 members
g) Coryell County	1 member
h) Lampasas County	1 member
i) Texas Dept. of Transportation (Waco District)	1 member
j) Texas Dept. of Transportation (Brownwood District)	1 member
k) Hill Country Transit District	1 member

Title 23, U.S.C. Section 134(d) (2) outlined the membership goal stating that Transportation Planning Policy Boards shall consist of elected officials. Therefore, member entities shall appoint elected officials to the Transportation Planning Policy Board. In the event an elected official is unseated from their elected status, their term on the Transportation Planning Policy Board will end at the next Annual Meeting. All Transportation Planning Policy Board members are appointed and may be removed by their Governing Body at any time. Additionally, if a Transportation Planning Policy Board member will be unable to attend a meeting, that member may, in writing, appoint a voting proxy to vote in his stead and be counted for quorum purposes.

Each of the following agencies or offices shall be represented by one (1) non-voting member and they shall be referred to as ex-officio members.

- a) Fort Hood Military Base
- b) State Senators, State Representatives, and US Representatives serving the KTMPO area.
- c) Federal Highway Administration
- d) Federal Transit Administration
- e) Texas Air Control Board
- f) Federal Aviation Administration
- g) Airport Managers-Killeen and Temple
- h) Central Texas Council of Governments
- i) Others, as may be appropriate

The smaller cities within the study area (presently Nolanville, Troy, Little River/Academy, Kempner, Village of Salado, Bartlett, Holland, Rogers, and Morgan’s Point Resort) shall be represented by their County Transportation Planning Policy Board member. However, they will be encouraged to attend all meetings and to participate in deliberations.

Individuals serving on this Policy Board shall be designated in writing by the following:

- County Members County Commissioners Court
- TxDOT Districts Waco and Brownwood District Engineers
- City Members Mayor, City Council or Manager as designated by the Governing Body
- Transit Member Hill Country Transit District Board of Directors
- Fort Hood Member Ill Corps Commander or his/her designee

Technical Advisory Committee

There shall be a Technical Advisory Committee formed, whose purpose will be to review technical issues and develop preferred technical alternatives for Policy Board action. The membership of this committee is as follows:

The following entities shall have one voting seat on the Technical Advisory Committee: Killeen, Temple, Copperas Cove, Belton, Harker Heights, Bell County, Coryell County, Lampasas County, Hill Country Transit District, TxDOT-Waco District, and TxDOT-Brownwood District.

The following entities shall have one non-voting seat on the Technical Advisory Committee: Nolanville, Troy, Little River/Academy, Morgan's Point Resort, Village of Salado, Kempner, Bartlett, Holland, Rogers, Fort Hood, Federal Highways Administration, Federal Transit Administration, and KTMPO Staff. TxDOT may appoint up to two non-voting members.

Individuals serving on this Technical Advisory Committee shall be designated in writing by the following:

- County Members County Commissioner's Court
- TxDOT Districts Waco and Brownwood District Engineers
- City Members Mayor, City Council or Manager as designated by the Governing Body
- Transit Member Hill Country Transit District Board of Directors
- Fort Hood Member III Corp Commander or his/her designee

Alternates will be allowed to vote in the place of the member they are representing provided they are designated in writing prior to the start of any Technical Committee Meeting.

Other Sub-committees may be established by the Transportation Planning Policy Board chairman as deemed necessary, including specifying the membership and duration of each. Transportation Planning Policy Board members and Technical Advisory Committee members may be designated for sub-committee membership.

Meetings

A. Frequency

Meetings will be called on a schedule to be determined by a majority vote of the members as necessary, with at least four public meetings per year. The Annual Meeting will normally be held no later than September 30th of each year.

B. Method of Calling Meetings

1. The chairperson may call meetings.
2. Any five (5) members may request that a meeting be called by written request to the Chairperson.

C. Meeting Notices

The MPO Director or his/her designee will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each Transportation Planning Policy Board member in writing and to the general public in accordance with the provisions of the Texas Open Meeting Law. The Transportation Planning Policy Board members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the open meeting act.

D. Meeting Facilities

It will be the responsibility of the KTMPO Director or his/her designee to make arrangements for the meeting place.

E. Date and Time of Meetings

It will be the responsibility of the KTMPO Director or his/her designee to poll the membership to select a date and time for the meeting that would be convenient for the majority of the members, if the date is different than the dates established in the currently approved Public Participation Plan.

F. Minutes

The KTMPO Director or his/her designee shall keep a record of the proceedings of the board. These minutes will be recorded on tape and summarized in writing.

Vote of the Membership

Each member shall have one (1) vote.

A simple majority vote of the quorum will be sufficient to authorize action.

The vote will be open (show of hands or voice).

The KTMPO Director or his/her designee will serve to validate membership credentials.

Quorum

Fifty-one percent (51%) of the membership, with a minimum of representatives from four (4) voting membership entities or agencies, will constitute a quorum.

Special Circumstances

A. In times of a declared disaster or emergency impacting the KTMPO region, the KTMPO Director and CTCOG Director will take action on KTMPO matters which will be ratified by the KTMPO Policy Board following the lifting of the disaster or emergency declaration.

B. In times of a declared disaster or emergency impacting the KTMPO, special called meetings may be held and action taken via conference call with a quorum of fifty-one (51%) of the membership, with a minimum of four (4) membership entities or agencies.

ARTICLE II

Officers

A. Chairperson

The Chairperson shall be chosen by a simple majority vote of the membership present at the election with a quorum established. The Chairperson shall perform the duties usually assigned to the office, such as; preside at all meetings of this committee; be an ex-officio member of any subcommittee formed within this body; and vote as a regular member of the board.

B. Vice Chairperson

The Vice Chairperson shall be chosen by a simple majority vote of the membership present at the election with a quorum established. In the absence of, or in case of the inability of the Chairperson to act, it shall be the duty of the Vice Chairperson to perform all the duties of the Chairperson.

Term of Office

Both the Chairperson and the Vice Chairperson shall serve one (1) year terms and may not succeed themselves in those offices more than once. The term of office shall run from October 1st of the year of election through September 30th of the following year.

Time of Election

The officer election will be held at the Annual Meeting every year.

Special Elections

In the event that the Chairperson is unable to serve, the Vice Chairperson shall assume the office of Chairperson and call a special election at the next regular, special or Annual Meeting to fill the office of Vice Chairperson for the remaining portion of the term. Should the Vice Chairperson be unable to serve, the Chairperson shall call a special election at the next regular, special or Annual Meeting to fill the office of Vice Chairperson for the remaining portion of the term. If both Chairperson and Vice Chairperson are unable to serve, the MPO Director or his/her designee shall call a special election at the next regular, special or Annual Meeting to fill these vacancies for the remaining portion of the term.

ARTICLE III

Amendments

These bylaws may be amended by a two-thirds affirmative vote of the membership present and voting at any regular, special or Annual Meeting of the members, provided that official notice of the proposed amendment is included in the agenda packets in advance of the scheduled meeting and a quorum is established.

APPROVED

These bylaws were approved by a two-thirds affirmative vote of the voting members of the Transportation Planning Policy Board with a quorum present on 3-18-2020

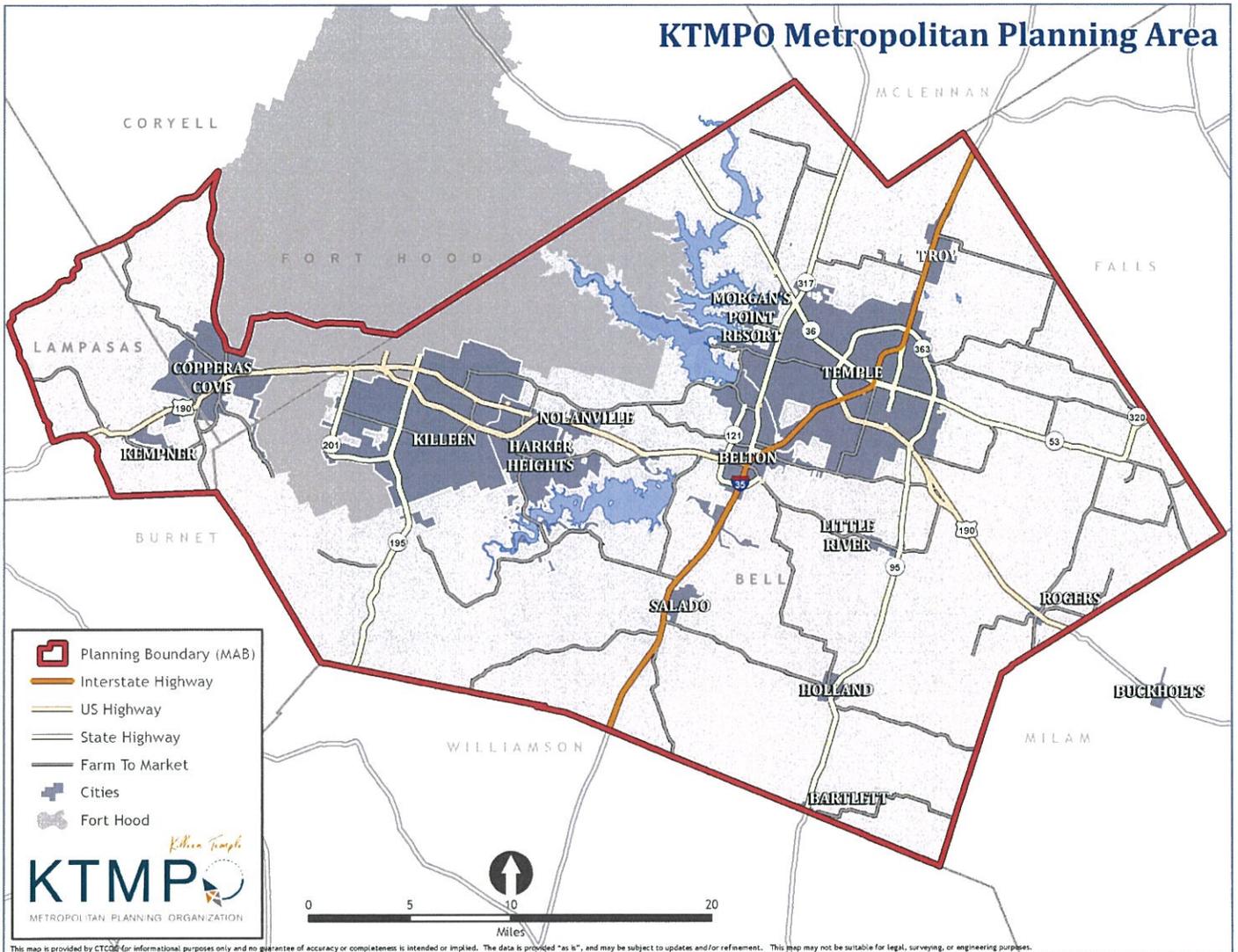


Tim Davis, Chairperson



Uryan Nelson, KTMPO Director

APPENDIX A



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Item 6:
New BPAC Member
Nomination

New BPAC Member

Geary McCabe, Temple resident and owner of Sun Country Cycling, has requested membership on the KTMPPO BPAC. Current member Keller Matthews recommended that Mr. McCabe seek membership on the BPAC.

Per the BPAC Bylaws, a simple majority vote from the current membership is enough to make Mr. McCabe a member.

Action Needed: Approve Nominated BPAC Member.

James McGill

From: G McCabe <geary.mccabe@gmail.com>
Sent: Thursday, December 2, 2021 8:41 AM
Cc: James McGill
Subject: KTMPO's Bicycle Pedestrian Advisory Committee (BPAC)

Good Morning!

Thank you for the consideration to become a member of the KTMPO's BPAC Planning Committee. I have lived in Temple off and have been an active member of the cycling community since 1999. In January 2020 I became the owner of Sun Country Cycling here in Temple and Killeen. After 2 years of being a small business owner I needed to find a way to do more to help the community and after talking with Keller Matthews about the BPAC this Committee sounds like a good start.

Again thank you for your time and consideration. I look forward to hearing from you and if you have any questions please feel free to reach out.

Respectfully,

Geary McCabe
Sun Country Cycling
Business: (254)771-2004
Cell: (254) 447-7793

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Item 7: Trail Highlight Series Update

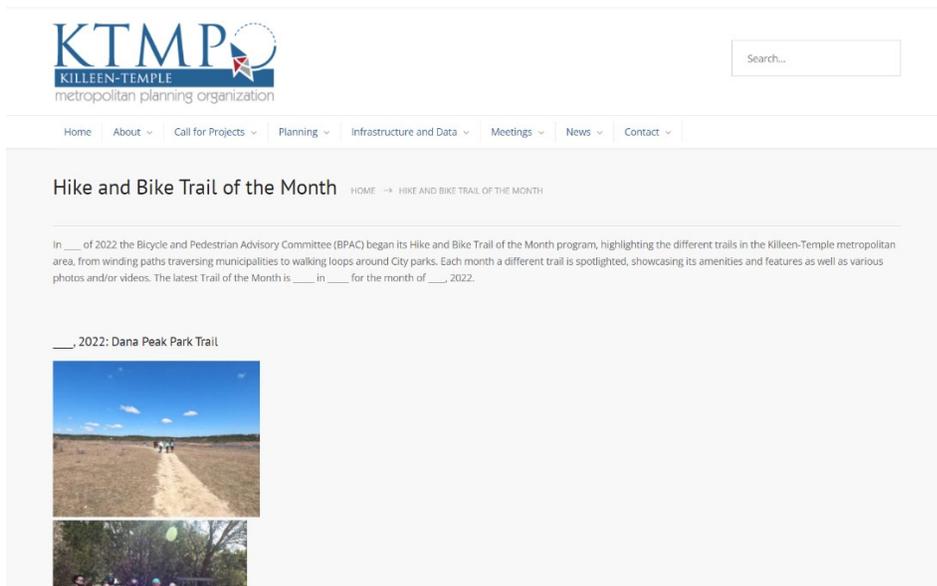
Trail Highlight Series Update

Since 2019 KTMPo has been working with the BPAC on Trail of the Month Highlight series effort as a way to promote regional trails to the public. The now defunct CenTex Trails App provided an avenue for promotion, but ultimately was deemed insufficient for KTMPo's purposes.

Earlier this year, the BPAC suggested that staff use the KTMPo website as a method of promoting these regional facilities. In October staff reached out to the Cities of Belton, Killeen, Harker Heights, Temple, and Copperas Cove for photos and videos of major trails. Staff received media for:

- Dana Peak Park, Harker Heights: Photos, Videos
- Heritage Oak Trail, Killeen: Photos
- Miller Springs Trail, Belton: Photos
- Nolan Creek Hike and Bike Trail, Belton: Photos

Staff has created a draft Hike and Bike Trail Highlight page on the KTMPo website under the Bike & Pedestrian section. We will be discussing the look and feel of the page as well as a plan for staff to proceed with promotion. A screenshot of the page is included below and staff will provide a live look during the meeting.



Action Needed: No action needed; for discussion only.

Item 8:
**Regional Bike Share Feasibility
Study Presentation**

ATG Bike Share Feasibility Study

KTMPPO recently contracted with Alliance Transportation Group (ATG) to conduct a Bike Share Feasibility Study in the region. ATG will present an overview of the project, proposed outcomes, and solicit feedback from the Committee on possible directions to direct the study.

Action Needed: No action needed; for discussion only.

KTMPO Bike Share Study

December 7th, 2021 Stakeholder Meeting



1

Project Team



Jim Harvey
AICP
Project Director



Ben Magallon
AICP
Project Manager



Lee Miller
Transportation
Planner

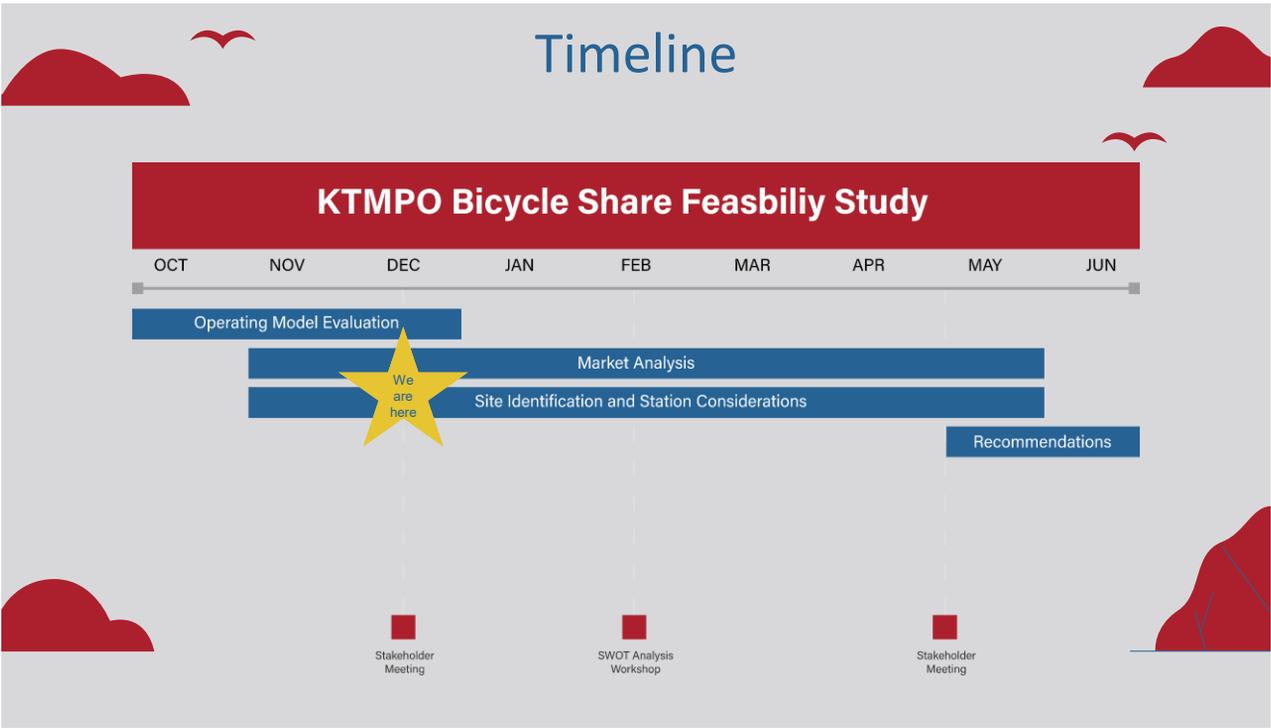


Allie Smith
Transportation
Planner

2



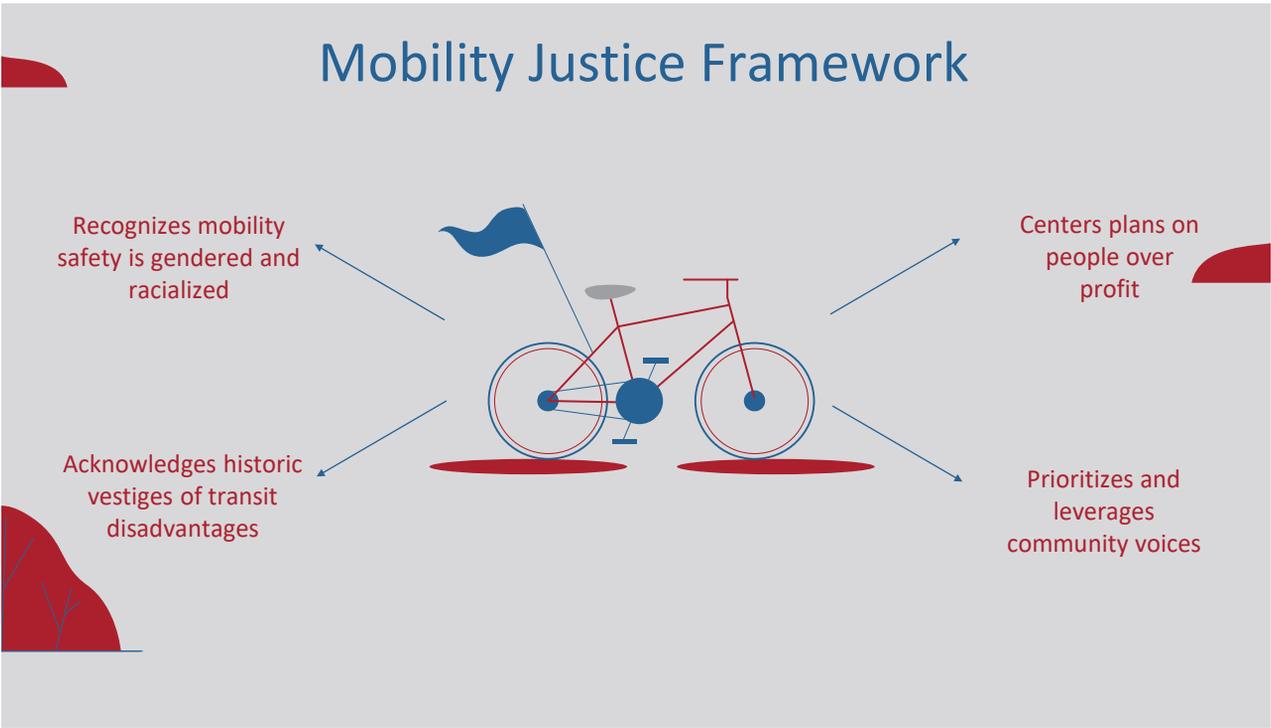
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6

Existing Conditions Analysis



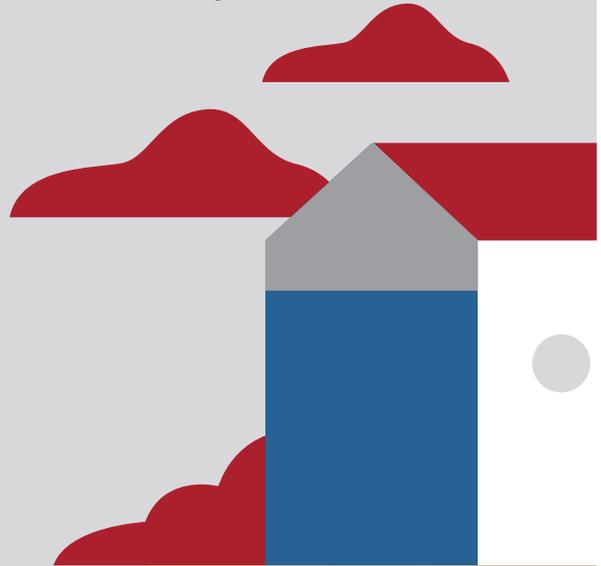
Evaluation of Potential Operating Models

- Business Requirements for Feasibility/Success
- Infrastructure Requirements
- Cost and Funding Models



Market Analysis

- Review and Evaluate Plans and Policies
- Conduct a Market Demand Analysis
- Multimodal Transportation Links
- Identification of Business Sponsor and Community Leaders
- Assessment of Mobility Needs



7

Implementation Schemes



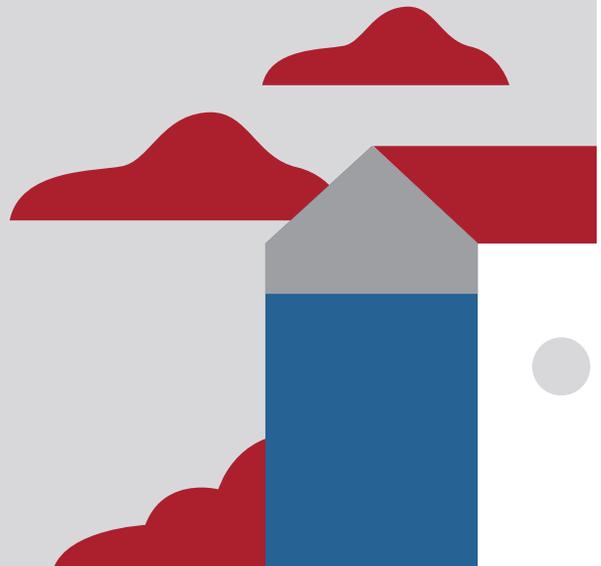
Site Identification and Station Considerations

- Consider Proximity to transit stops and hubs
- Sidewalk and roadway analysis
- Bicycle stress factors
- ROW opportunities and constraints



Recommendations and Planning

- Review of Vendors and Funding
- Integration of micromobility with other transit
- Education and outreach strategies
- Security and maintenance programs
- Policy Recommendations



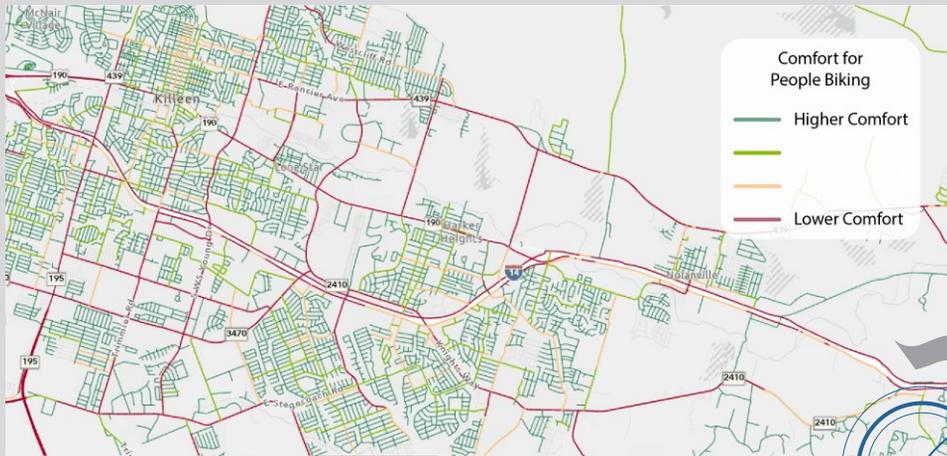
8



Preliminary Analysis

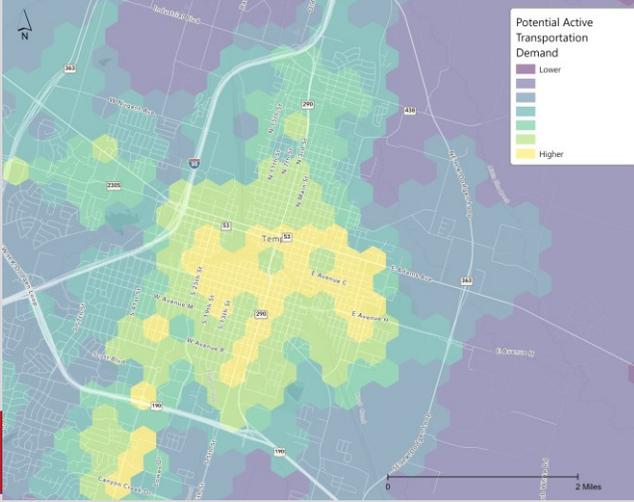
9

Biking Comfort Levels in the MPO



10

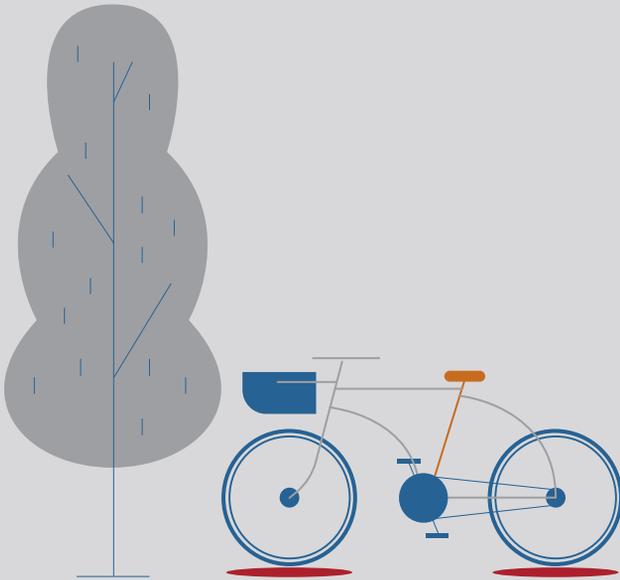
Potential Active Transit Demand



11

3

Group Discussion



12

Feedback Portion

Feel free to put answers in the chat!



- What spaces do you find bicycle friendly?
What spaces do you find dangerous for bicyclists?
- Are there any sites you think we should consider for the placement of electric micromobility stations?
- What other organizations/community groups/businesses should we be engaging in this process?

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Thanks!

Do you have any questions?

bmagallon@emailatg.com



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Item 9:
**TxDOT 2021 TA Call for
Projects Update**

TxDOT 2021 TA Call for Projects Update

On January 15, 2021 TxDOT opened a Transportation Alternatives (TA) Call for Projects. Two entities from the KTMPPO region, Bartlett and Temple submitted projects for consideration. In October, the Texas Transportation Commission approved funding for the Bartlett project, Bartlett Elementary Safe Routes to School (SRTS). The Temple project was not selected for funding.

Action Needed: No action needed; for discussion only.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 2

VARIOUS Districts

The Texas Transportation Commission (commission) desires to award federal funds and transportation development credits (TDC) to support a variety of bicycle and pedestrian infrastructure projects in small urban and nonurban areas of the state. A total of \$55,326,713 in federal funds and up to 6,685,201 TDC are awarded in this minute order.

The Transportation Alternatives Set-Aside (TA) Program is authorized under Section 1190 of Fixing America's Surface Transportation (FAST) Act and codified at 23 U.S.C. §133(h). The commission adopted administrative rules that establish the guidelines under which the TA Program is administered by the Texas Department of Transportation (department), located at Title 43, Texas Administrative Code (TAC), §§11.400 - 11.418. TA funds available for this action are associated with fiscal year 2021 - 2022 federal appropriations, anticipated future distributions of TA funds, and project underruns. An award of \$54,708,907 of federal TA funds is shown in Exhibits A and B.

The Safe Routes to Schools (SRTS) Program was authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and is contained in 23 U.S.C. §402. The commission adopted administrative rules that establish the guidelines under which the SRTS Program is administered by the department located at Title 43, Texas Administrative Code (TAC), §§25.500 - 25.505. Residual SRTS infrastructure funds are associated with past federal appropriations under SAFETEA-LU. An award of \$617,806 in federal SRTS funds is shown in Exhibit A.

This award distributes funds available for projects in nonurban areas, with a population of 5,000 or less, and in small urban areas, with a population of 5,001 to 200,000, located outside Transportation Management Areas. Exhibit A is a list of nonurban projects recommended for funding. Exhibit B is a list of small urban projects recommended for funding.

The commission recognizes that federal legislation requires the state to have a competitive process to allow eligible entities to submit projects for funding. Pursuant to program rules, a Notice of Call for Projects for TA funds was published in the *Texas Register* on January 15, 2021. TA project applications were received by the department on or before June 14, 2021. Projects were evaluated for eligibility, technical standards, and specific selection criteria as set forth in the 2021 TA Program Guide. In accordance with 43 TAC §11.411, the commission will select TA projects for funding based on recommendations from the director of the division responsible for administering the TA Program, the potential benefit of the projects to the state, and their value as enhancements to the surface transportation system.

In making this award, the commission has considered the potential to expand the availability of funding for bicycle and pedestrian infrastructure projects and finds that the award of TDC for eligible program expenditures meets the established program goals set forth in 43 TAC §5.102 to maximize the use of available federal funds, particularly in situations in which federal funds otherwise would be unused because of the inability of local governments to provide the non-federal share.

IT IS THEREFORE ORDERED by the commission that the projects listed in Exhibit A and Exhibit B are hereby selected and designated for funding under the TA and SRTS Programs, pending availability of funds, and that the executive director or the director's designee is authorized to proceed with the award and execution of local agreements, as required by the program rules.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 2 of 2

VARIOUS Districts

IT IS FURTHER ORDERED that for the TA funds applied to the projects listed in Exhibit A and Exhibit B and subsequently verified as eligible for development, the total amount in federal funds must be locally matched by a minimum of 20 percent, unless the project is determined eligible for TDCs. For projects eligible for TDCs, the amount of TA funds awarded represents 100 percent federal funds and no local match is required. Any required local match must be 100 percent in cash.

IT IS FURTHER ORDERED that for residual SRTS funds applied to the project identified in Exhibit A and subsequently verified as eligible for development, the amount of SRTS funds awarded represents 100 percent federal funds and no local match is required.

IT IS FURTHER ORDERED that should additional funding become available, the commission may select additional eligible projects for funding from among those project nominations submitted in the 2021 TA Call for Projects.

Submitted and reviewed by:

Recommended by:

DocuSigned by:
Eric Gleason
C570CB3DE9C24B0

Director, Public Transportation Division

DocuSigned by:
Wanda Williams
0E1B35AE191749E

Executive Director

116126 October 28, 2021

Minute Date
Number Passed⁶²

EXHIBIT A
 AWARD TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) PROGRAM
 AND SAFE ROUTES TO SCHOOL (SRTS) FUNDS
 FOR NONURBAN AREAS (POPULATIONS OF 5,000 OR LESS)

Project Sponsor	Project Name	Primary/ Secondary Facility	Federal Funds Requested	Transportation Development Credits (TDC)
Aledo, City of	FM 1187 - Bailey Ranch	Sidewalks	\$710,198	--
Avery, City of	NETT Shared Use Path Improvements	Shared Use Path	\$2,304,830	Yes
Bartlett, City of	Bartlett Elementary Safe Routes to School	Sidewalks	\$835,054	Yes
Bowie County	State HWY 98 to FM 1840 Shared Use Path	Shared Use Path	\$2,166,204	Yes
Buffalo, City of	Junior High Complex SRTS Connector	Sidewalks	\$1,099,279	Yes
Chambers County	Anahuac Sidewalk and Pedestrian Bridge	Sidewalks	\$1,660,984	Yes
Clarksville, City of	Clarksville Trail	Shared Use Path	\$1,249,920	Yes
Cooper, City of	SW 8th Street Sidewalks	Sidewalks	\$454,338	--
Dripping Springs, City of	Mercer Street	Sidewalks	\$894,583	--
Early, City of	Pedestrian Pathway Connectivity	Sidewalks	\$870,948	Yes
El Paso County	Alamo Alto Segment of Paso Del Norte Trail (Tornillo)	Shared Use Path/Sidewalks	\$2,850,513	Yes
Eldorado, City of	Schools and Neighborhood Connector	Sidewalks	\$1,735,206	Yes
Granger, City of	Granger Streetscape Revitalization	Sidewalks	\$1,269,336	Yes
Hays County	FM 2325 Sidewalk	Sidewalks	\$971,412	--
La Grange, City of	Downtown Crosswalks and Medians	Other Safety Improvements	\$1,124,575	Yes
La Vernia, City of	Vest Street to FM 1346 Sidewalks	Sidewalks	\$742,007	--
Lytle, City of	FM 2790 - School Route	Sidewalks/Shared Use Path	\$1,534,837	--

Mont Belvieu, City of	Walk Me To School 2021	Shared Use Path/Sidewalks	\$1,116,534	--
Red River County	NETT Shared Use Path Improvements	Shared Use Path	\$1,736,498	Yes
Refugio County	2021 Connectivity and Accessibility Project - Scott St/Wilson St	Sidewalks	\$531,461	Yes
South Padre Island, City of	PR 100 Bike Lane Improvements - feasibility study and preliminary engineering	Bike Lanes	\$246,000	Yes
Three Rivers, City of	2021 Connectivity & Accessibility Loop	Sidewalks	\$907,299	--
Van Alstyne, City of	Williams Way to Downtown Park SUP	Shared Use Path	\$1,763,728	--
Waller, City of	Waller-Tomball Rd and Taylor St Sidewalks	Sidewalks	\$1,095,584†	--
Wheeler Economic Development Corp	Wheeler Downtown Main Street Revitalization and Sidewalk Project	Sidewalks	\$601,000	Yes
Woodville, City of	US69 Pedestrian Improvements	Sidewalks	\$295,294	Yes
Total Award TA Funds			\$30,149,816	
Total Award SRTS Funds			\$617,806	

† Project includes residual Safe Routes to School funds up to \$617,806

EXHIBIT B
TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) PROGRAM AWARD
FOR SMALL URBAN AREAS (POPULATIONS OF 5,001 TO 200,000)

Project Sponsor	Project Name	Primary/ Secondary Facility	Federal Funds Requested	Transportation Development Credits (TDC)
Abilene, City of	South 14th Street Walkability Project	Sidewalks	\$1,749,126	--
Amarillo, City of	Barrio Neighborhood SE 10th Avenue Streetscape Improvement Project	Sidewalks	\$1,790,434	--
Athens, City of	SH19 Pedestrian Improvements Segment 1	Sidewalks	\$1,413,185	Yes
College Station, City of	FM 2347 Separated Bike Lanes	Separated Bike Lanes	\$1,209,015	--
El Paso County	Alamo Alto Segment of the Paso Del Norte Trail (Fabens)	Shared Use Path	\$2,799,315	Yes
Hitchcock, City of	Delany Road and Highway 6 Connections	Sidewalks/ Shared Use Path	\$1,970,361	Yes
Kerrville, City of	Hill Country, Wesley & Cully Dr Pedestrian Improvements	Sidewalks	\$1,055,264	--
Kingsville, City of	Interschool & Residential Multimodal Connectivity	Sidewalks/ Shared Use Path/Buffered Bike Lanes	\$1,248,433	Yes
La Marque, City of	Main Street (FM 519) Sidewalk Improvements	Sidewalks	\$2,323,111	Yes
Longview, City of	Mobberly Avenue Complete Street	Buffered Bike Lane/Sidewalks	\$2,884,640	--
Marble Falls, City of	Pecan Valley Sidewalk and Drainage Improvement Project	Sidewalks	\$1,139,648	--
Navasota, City of	Brosig Avenue Pedestrian Improvements	Sidewalks/ Shared Use Path	\$784,245	Yes
Texarkana, City of	Kennedy Lane Bicycle & Pedestrian Improvements	Sidewalks/ Shared Use Path	\$2,310,247	Yes
Waco, City of	Indian Spring Pedestrian Connectivity Improvements	Sidewalks	\$993,357	--
Weatherford, City of	Town Creek Hike and Bike Trail Phase III	Shared Use Path	\$888,710	--
Total Award TA Funds			\$24,559,091	

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Item 10:
**TxDOT Active Transportation
Plan Inventory Tool**

TxDOT Active Transportation Plan Inventory Tool

TxDOT has recently developed an Active Transportation Plan Inventory Tool. The tool is a map-based inventory of plans published by local entities. It serves as a central repository of existing active transportation documents to assist planners and transportation professionals and for viewing by the public.

Local planners are encouraged to submit their own plans to build out the inventory and provide a better resource.

Website link: [TxDOT Active Transportation Plan Inventory](#)

Action Needed: No action needed; for discussion only.

Item 11:
**Local Update on Bicycle and
Pedestrian Activities**

Local Update on Bicycle and Pedestrian Activities

Local updates on bicycle and pedestrian activities is a standing item for staff and BPAC members to discuss and share information regarding recent local and regional Bicycle and Pedestrian events, activities, news, etc.

Below are some recent events that staff are aware of:

- Bikes and Brews @ Barrow Brewing – every Sunday, Tuesday, & Thursday ([Link](#))
- HH Brew & Bacon 5k Mug Run – December 11th in Harker Heights ([Link](#))
- Arches Resolution 5k/10k – January 8th in Temple ([Link](#))
- Polar Bear 5k – January 22nd in Copperas Cove ([Link](#))
- Heart of Texas Southwest FCA Half Marathon & 5k – February 26th in Temple ([Link](#))
- Jeremiah's Ice Spring Leap 10k and Fun Run – March 26th in Temple ([Link](#))

Action Needed: No action needed; for discussion only.

Upcoming Webinars & Grant Opportunities

Upcoming Webinars

Upcoming webinars regarding bicycle and pedestrian transportation are listed below. All of these webinars are free to the public.

- Accessibility, Connectivity, and the Expansion of Recreational Opportunities with the National Digital Trails Project – December 7th ([Link](#))
- Wheels and Legs: Reducing Nonmotorized Trails Conflicts – December 9th ([Link](#))
- Maintaining Pedestrian and Bicyclist Facilities – December 13th ([Link](#))
- Adaptive Mountain Biking – December 16th ([Link](#))
- Leap Not Creep: Accelerating Pedestrian and Bicyclists Safety Improvements – December 14th ([Link](#))
- Trains, Buses, People: An Opinionated Atlas of US and Canadian Transit – January 19th ([Link](#))
- Mobility, Accessibility, and Resiliency of Community-Dwelling Older Adults – January 26th ([Link](#))
- Trail Ambassador Programs: Tips, Tricks, and Best Practices (Part 2 of 2) – January 27th ([Link](#))

Upcoming Conference

Texas Trails and Active Transportation Conference

- Virtually on April 27-29, 2022
- Early Bird Cost: \$250 + fee (ends February 27, 2022)
- Link to register - [TTAT Conference 2022](#)

Grant Opportunities

The Texas Department of Agriculture administers the Community Development Fund, which is the largest fund category in the TxCDBG Program. Funds may be used for public infrastructure, street and drainage improvements, and various other opportunities. More information regarding this grant may be found here:

[https://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\).aspx](https://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG).aspx)

The Texas Parks and Wildlife Department administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. More information regarding this grant may be found here:

<https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>

Texas Recreational Trails Grant

Funds for this grant can be spent on the construction of new trails, improvement of existing trails, to develop trailheads or trail facilities, or to acquire trail corridors.

Deadline: February 1 (annually)

Award Ceiling: \$300,000 (non-motorized projects) or \$600,000 (motorized projects)

Award Floor: \$4,000 (non-motorized projects)

Match: up to 80% of project cost

Local Parks Grant

This grant assists with the acquisition and/or development of public recreation areas and facilities. All grant assisted sites must be dedicated as parkland, be properly maintained, and open to the public.

Deadline: December 4 (annually)

Max Award Amount: \$1.5 million for urban areas, \$750,000 for non-urban areas, and \$150,000 for small community recreation.

Match: up to 50%

BPAC Member Listing



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

Chair Jason Deckman

Temple Senior Planner - Transportation
Phone: (254) 298-5668
2 North Main Street, Temple, TX 76501
Email: jdeckman@templetx.gov
Alternate: Brian Chandler, Kelly Atkinson

Vice Chair Matt Bates

Belton Park and Recreation Director
Phone: (254) 317-0687
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Email: mbates@beltontexas.gov

Kara Escajeda

Nolanville City Manager
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Yvonne Spell

Harker Heights Senior Planner
Phone: (254) 953-5643
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Email: yspell@harkerheights.gov

Heather Buller

Killeen Assistant Director of Recreation Services
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Jeff Stoddard

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Gene Roberts

Ft. Hood
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Pamela Terry

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Carlos Santiago

Fort Hood Riders and Roadkill Cycling Club Representative
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Keller Matthews

BS&W Cycling Club/Citizen Representative
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John Wiist

King of the Mountain Cyclery
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Chad Welch

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Alternate: Mike Anderson

Mike Anderson

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End of Packet