



# **Transportation Planning Policy Board**

**February 19, 2020  
9:30 a.m.**

# Agenda



**Killeen-Temple Metropolitan Planning Organization  
Transportation Planning Policy Board (TPPB)  
Wednesday, February 19, 2020  
Central Texas Council of Governments Building  
2180 North Main Street, Belton, Texas 76513**

**Regular Meeting: 9:30 A.M.  
AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: Advisory Committees; Air Quality; Administrative Amendments.
4. **Action Item:** Regarding approval of minutes from the January 15, 2020 meeting.
5. **Discussion Item:** Update on Category 2 projects for TxDOT's 2021 Unified Transportation Plan (UTP).
6. **Discussion Item:** Review of Draft FY21-24 Transportation Improvement Program (TIP).
7. **Discussion and Action Item:** Approve of Resolution No. 2020-02 regarding Safety Performance Measures.
8. **Discussion and Action Item:** Approve Resolution No. 2020-03 regarding Transit Asset Management/State of Good Repair Performance Measures.
9. **Discussion and Action Item:** Approve Unified Planning Work Program (UPWP) Amendment regarding Task 1, Subtask 1.4, and Task 3, Subtask 3.1.
10. **Discussion Item:** Grant Opportunities.
11. **Discussion Item:** Regarding public input received through January 2020.
12. Member comments.
13. Adjourn.

**Workshop - To Follow Regular Scheduled Meeting if Needed  
AGENDA**

1. Call to order.
2. Discussion on any of the following topics (if needed):
  - a. Current or past KTMPPO documents and plans to include Unified Planning Work Program, Transportation Improvement Program, By-Laws, Public Participation Plan, Regional Thoroughfare/Bicycle Pedestrian Plan, Metropolitan Transportation Plan, Congestion Management Process, Annual Performance Expenditure Report, Annual Project Listing, Texas Urban Mobility Plan, Unified Transportation Plan, Federal Certification Process;
  - b. Past or Future KTMPPO Meeting processes or happenings;
  - c. KTMPPO Current, Past or Future MPO Boundary Studies;
  - d. KTMPPO Past or Future Annual Meetings;
  - e. Current, Past or Future KTMPPO Budgets and funding conditions;
  - f. Rural Planning Organizations and/or Regional Mobility Authorities;
  - g. Special Funding for Projects;
  - h. Legislative Changes;
  - i. Status of MPO Projects;
  - j. Staff, TxDOT, Consultant, Guest presentations relating to transportation;
  - k. Meetings pertaining to any transportation related items/topics.
3. Adjourn.

# **Item 3:**

## **Staff Update**

**Staff Update: Upcoming Meetings**

Listed below are the upcoming meetings for January through March.

- February 19, 2020 – Central Texas Regional Transportation Advisory Group
- March 4, 2020 – Technical Advisory Committee
- March 10, 2020 – Bike and Pedestrian Advisory Committee
- March 18, 2020 – Transportation Planning Policy Board
- April 1, 2020 – Technical Advisory Committee
- April 15, 2020 – Transportation Planning Policy Board
- April 21, 2020 – Planners Roundtable

All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas.

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

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**Administrative Admendments to the 2045 MTP and FY19-22 TIP**

**KTMPO ID: W35-07**

**Administrative Amendment: TIP**

- KTMPO project W35-07, NW Loop 363, was selected for funding at the December 12, 2018 TPPB meeting. The original CSJ for this project was 0320-06-901, which is no longer correct. The new CSJ is 0320-06-008. An administrative TIP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: W45-01**

**Administrative Amendment: MTP and TIP**

- KTMPO project W45-01, I-14 ATMS, was selected for funding at the December 12, 2018 TPPB meeting. The original let date for this project was 2022. KTMPO has since received a new let date. The updated let date is 2020. An administrative MTP and TIP amendment is sufficient to accommodate this change since it is only regarding the let date.

**KTMPO ID: T40-07a**

**Administrative Amendment: MTP and TIP**

- KTMPO project T40-07a, Temple's Outer Loop West Phase I, was selected for funding at the December 12, 2018 TPPB meeting. The original limits in the TIP and MTP were 522 ft South of Jupiter Dr to 454 ft South of Dove Meadows Blvd. The language describing these limits is no longer correct, although the limits themselves are not changing. The updated project limits are 522 ft South of Jupiter to 20 ft North of Riverside Trail. An administrative MTP and TIP amendment is sufficient to accommodate these changes since only the language describing the limits is being changed.
- The original CSJ for this project was 0909-36-903, which is no longer correct. The new CSJ is 0909-36-168. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: N40-04**

**Administrative Amendment: MTP and TIP**

- KTMPO project N40-04, Nolanville City Park Connectivity, was selected for funding at the December 12, 2018 TPPB meeting. The original CSJ for this project was 0909-36-901, which is no longer correct. The new CSJ is 0909-36-167. An

administrative MTP and TIP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: A45-01**

**Administrative Amendment: MTP**

- KTMPO project A45-01, HCTD Fleet Replacement Project, was selected for funding at the December 12, 2018 TPPB meeting. The original CSJ for this project was 0909-36-905, which is no longer correct. The new CSJ is 0909-36-170. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: W30-17**

**Administrative Amendment: MTP**

- KTMPO project W30-17, FM 93 Phase 1 and 2, was scored during the reprioritization of the MTP in December 2018. The original let date for the project was 2023. KTMPO has since received a new let date. The updated let date is 2025/2026. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.

**KTMPO ID: T15-06k**

**Administrative Amendment: MTP**

- KTMPO project T15-06k, IH 35, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is now 2029. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.
- This project was also originally not given a CSJ number. KTMPO has now received a CSJ for the project. The CSJ is 0015-14-109. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: C35-02ab**

**Administrative Amendment: MTP**

- KTMPO project C35-02ab, FM 116 Railroad Underpass, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a CSJ number. KTMPO has now received a CSJ for this project. The CSJ is 0724-01-055. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: W25-02**

**Administrative Amendment: MTP**

- KTMPO project W25-02, SH 36, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is 2026. An administrative MTP amendment is sufficient to accommodate these changes since it is only regarding the let date.
- This project was also originally not given a CSJ number. KTMPO has now received a CSJ for the project. The CSJ is 0184-02-055. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: W35-04**

**Administrative Amendment: MTP**

- KTMPO project W35-04, FM 439, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is now 2027. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.

**KTMPO ID: H45-03**

**Administrative Amendment: MTP**

- KTMPO project H45-03, FM 3481 (Stillhouse Lake Rd) Phase 1, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is 2026/2027. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.
- This project was also originally not given a CSJ number. KTMPO has now received a CSJ for the project. The CSJ is 0184-02-055. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMPO ID: W30-23**

**Administrative Amendment: MTP**

- KTMPO project W30-23, US190/Loop 363, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is 2025. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.



- This project was also originally not given a CSJ number. KTMPO has now received a CSJ for the project. The CSJ is 0184-04-051. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding a CSJ number.

**KTMP ID: S40-03**

**Administrative Amendment: MTP**

- KTMPO project S40-03, Salado West Village Road Capacity and Enhancement Project, was scored during the reprioritization of the MTP in December 2018. This project was originally not given a let date. KTMPO has since received a let date for this project. The let date is 2028. An administrative MTP amendment is sufficient to accommodate this change since it is only regarding the let date.

**KTMP ID: W35-01**

**Administrative Amendment: MTP and TIP**

- KTMPO project W35-01, US 190 Bypass, was scored during the reprioritization of the MTP in December 2018. The current limits in the MTP are E of Copperas Cove to 0.5 mi. W of Lampasas County Line. The current limits in the TIP are US 190 W of FM 2657 to Coryell County Line. The language describing these limits is no longer correct, although the limits themselves are not changing. The updated project limits are Lampasas County Line to US 190 W of Clarke Rd. An administrative MTP and TIP amendment is sufficient to accommodate these changes since only the language describing the limits is being changed.

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

## **Item 4:**

# **Meeting Minutes**



**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPPO)  
TRANSPORTATION PLANNING POLICY BOARD (TPPB)**

Wednesday, January 15, 2020

9:30 AM

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

**Policy Board Voting Members Present**

Chair Mayor Tim Davis – City of Temple	Mayor Pro Tem Jim Kilpatrick – City of Killeen
Councilwoman Susan Long—City of Temple	Councilmember Butch Menking – City of Killeen
Mayor Marion Grayson—City of Belton	Commissioner Bobby Whitson for Judge David
Mayor Bradi Diaz—City of Copperas Cove	Blackburn – Bell County
Mayor Jose Segarra – City of Killeen	Stan Swiatek – TxDOT Waco District
Mayor Spencer Smith – City of Harker Heights	Carole Warlick—Hill Country Transit District

**Policy Board Non-Voting Members Present**

Justin Morgan – FHWA Texas Division

**Others Present**

Ryan Haverlah —City of Copperas Cove	Dallas Teston – TxDOT SIB
Sam Listi – City of Belton	Liz Bullock – TxDOT Waco District
Cheryl Maxwell – City of Belton	Victor Goebel – TxDOT Waco District
Jason Deckman – City of Temple	Erika Kunkel – TxDOT Waco District
Danielle Singh – City of Killeen	Uryan Nelson – KTMPO
Brigida Gonzalez – TxDOT MPO Coordinator	Kendra Coufal – KTMPO
Christi Bonham – TxDOT Waco District	Sydnee Steelman – KTMPO
Keith Sledd -- HOTDA	James McGill – KTMPO
	Helen Owens – KTMPO

**Meeting Minutes:**

- 1. Call to Order:** Mayor Tim Davis called the meeting to order at 9:33 a.m.
- 2. Opportunity for Public Comment:** No comments were made by the public.
- 3. Staff Update:** Advisory Committees; Air Quality.

Sydnee Steelman informed the Board about upcoming KTMPO meetings. Air Quality readings for the month of December were 55 ppb in Killeen and 55 ppb in Temple.

- 4. Action Item:** Approve minutes from December 18, 2019 meeting.

**Mayor Jose Segarra made a motion to approve the December 18, 2019 meeting minutes, seconded by Ryan Haverlah; the motion passed unanimously.**

**5. Discussion and Action Item:** Approval of KTMPO's request to TxDOT for a Transportation Feasibility Study of FM 2271 – Lake to Lake Road.

Uryan Nelson informed the group about KTMPO's request, on behalf of Belton, for a Feasibility Study of FM 2271-Lake to Lake Road. Sam Listi, City Manager of Belton gave a presentation informing the group of the project's history and recent discussions with TxDOT and the Army Corp of Engineers about expanding the scope of analysis to include Temple and Morgan's Point Resort. Mr. Listi stated that the feasibility study with an expanded scope is needed to officially determine a corridor alignment for the project.

**Mayor Spencer Smith made a motion to approve KTMPO's request to TxDOT for a Feasibility Study of FM 2271 – Lake to Lake Road, seconded by Councilmember Butch Menking; the motion passed unanimously.**

**6. Discussion Item:** Texas State Infrastructure Bank (SIB) Program.

Dallas Teston of TxDOT gave the board a presentation on the State Infrastructure Bank Program. Mr. Teston stated that the program offers low cost loans to entities for a number of different kinds of transportation related projects.

**7. Discussion Item:** Notice of Funding Opportunity regarding USDOT Safety Data Analysis Tool.

Kendra Coufal announced that the USDOT issued a notice of funding opportunity regarding the Safety Data Analysis Tool. This tool will be used to build upon and enhance current roadway safety efforts related to data, analysis, and policymaking. Ms. Coufal stated that approximately \$300,000 will be available in funding and the KTMPO would like to be involved in the opportunity.

**8. Discussion Item:** Review of the Draft FY21-24 Transportation Improvement Program (TIP).

Kendra Coufal informed TAC that a draft FY21-24 TIP is available for review on the KTMPO website. She also shared the FY21-24 TIP update timeline with the group.

**9. Discussion Item:** Resolution No. 2020-02 regarding Safety Performance Measures.

Kendra Coufal informed the TAC that the annual performance measures targets will be voted on during the month of February. She stated that KTMPO plans to readopt the State's targets regarding safety.

**10. Discussion Item:** Resolution No. 2020-03 regarding Transit Asset Management/State of Good Repair Performance Measures.

Kendra Coufal stated that KTMPO has been working with the Hill Country Transit District on their Transit Asset Management Plan. She stated that as with the Safety Performance Measures, the Transit/State of Good Repair PM targets will also be readopted in February.

**11. Discussion Item:** Public input received through December 31, 2019.

Public input received through December 31, 2019 was presented to the TPPB. No input was received during the designated period.

**12. Member Comments:**

None.

**13. Adjourn:** The meeting adjourned at 10:02 a.m.

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

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Mayor Tim Davis, Chair

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Uryan Nelson, KTMPO Director

**Item 5:**

**Category 2 Projects for  
TxDOT's 2021 Unified  
Transportation Plan (UTP)**

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**Update on TxDOT's 2021 Unified Transportation Plan (UTP)**

The Texas Transportation Commission and TxDOT use the Unified Transportation Program (UTP) as TxDOT's 10-year plan to guide transportation project development. The UTP is developed annually and is approved by the Texas Transportation Commission prior to August 31. The UTP authorizes projects for construction, development and planning activities, and includes projects involving highways along with planning and project selection processes for state funding in modal areas of aviation, rail, public transportation, and state and coastal waterways.

TxDOT will provide a brief update on the development of the State's 2021 Unified Transportation Plan (UTP).

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

KTMPO Projects for TxDOT's 2021 Unified Transportation Plan (UTP)							2020 UTP Cat 2 (KTPMO)	\$ 227,380,000.00	\$ 227,380,000.00
							Carryover/ Adjustments	\$ (2,470,000.00)	\$ (2,470,000.00)
							Adjusted 10yr Cat 2 Funding Target	\$ 224,910,000.00	\$ 224,910,000.00
KTMPO ID	Project Name	Project Limits	Project Description	Project Score	Project Rank	Priority	Comments	Current UTP	Proposed UTP
W40-05	US 190	FM 2410 in W Belton to IH-35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	In the TIP	\$ 35,000,000.00	\$ 35,000,000.00
C30-03b	Business US 190 Phase 1	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction	81	4	4	In the TIP	\$ 10,000,000.00	\$ 10,000,000.00
W40-04a (1	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	14	5	In the TIP	\$ 28,000,000.00	\$ 28,000,000.00
W35-07	NW Loop 363	Lucius McCelvey Dr to Industrial Blvd	Construct interchange and expand 2 to 4 lanes with frontage roads	72	3	1	In the TIP; PS&E started	\$ 45,000,000.00	\$ 45,000,000.00
W35-01	US 190 Bypass	E of Copperas Cove to 0.5 mi. W of Lampasas County Line	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	In the TIP; PS&E started	\$ 44,000,000.00	\$ 44,000,000.00
W30-17	FM 93 - Phases 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	Not in the TIP	\$ 8,794,843.00	\$ 8,794,843.00
T15-06k	I 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	Not in the TIP; schematic started	\$ 10,000,000.00	Remove from UTP
W45-01	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	In the TIP; PS&E started	\$ 6,200,000.00	Submit as Cat 4
C35-02ab	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	Not feasible; \$13,470,000	\$ 13,470,000.00	Remove from UTP
W25-02	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000		\$ 36,715,000.00
W35-04	FM 439	Roy Reynolds Drive to FM 3219	Widen from 4 to 6 lanes	70.27	6	14	\$11,539,000		\$ 11,539,000.00
H45-03	FM 3481 (Stillhouse Lake Road) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a continuous center turn lane and sidewalks	69.33	7	15	\$6,566,500	\$ 6,566,500.00	\$ 6,566,500.00
W30-23	US 190/Loop 363	Spur 290 to SH 95	Upgrade to 4 lane freeway with continuous frontage roads and grade separation at MLK Blvd	68.36	8	16	schematic started; \$16,784,000		Submit as Cat 4
							Remaining Balance	\$ 17,878,657.00	\$ (705,343.00)

**Item 6:**

**Review of Draft FY21-24 TIP**



### **Development of the FY21-24 Transportation Improvement Program (TIP)**

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 TIP is to be updated every two years with the last update occurring in 2018. The current TIP covers FY19 through FY22.

Projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP) and are chosen based on regional priority and available funding. Using 2020 Unified Transportation Plan (UTP) forecasts, Districts, Divisions, and MPOs prepare TIPs, Financial Summaries, MTPs, and Conformity Analysis. TxDOT and KTMPO have begun the coordination process for these tasks and have included a Draft FY21-24 TIP on the KTMPO website for review. After public involvement has been completed and final revisions are made, the approved FY21-24 TIP will be submitted to TxDOT on June 1, 2020.

A tentative schedule is provided below:

#### **Schedule:**

- January 8, 2020- TAC review of draft FY21-24 TIP; for discussion only;
- January 15, 2020- TPPB review of draft FY21-24 TIP; for discussion only;
- February 12, 2020—TAC review of updated draft FY21-24 TIP; for discussion only;
- **February 19, 2020—TPPB review of updated draft FY21-24 TIP; for discussion only;**
- March 4, 2020—TAC recommends approval of draft FY21-24 TIP and initiates public involvement process;
- March 18, 2020—TPPB approves draft FY21-24 TIP and initiates public involvement process;
- March 21, 2020 - April 19, 2020—30 day public comment period;
  - Date TBD—Two Public Hearings;
- May 6, 2020—TAC recommends approval of FY21-24 TIP;
- May 20, 2020—TPPB approves FY21-24 TIP;
- June 1, 2020—KTMPO submits FY21-24 TIP to TxDOT.

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

**Item 7:**

**Resolution No. 2020-02  
Safety Performance Measures**

**Resolution No. 2020-02 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.

On January 17, 2018, KTMPO Policy Board approved to support the State's safety performance measures. On January 16, 2019 TPPB approved to continue supporting the previously set safety targets.

In preparation for the annual target setting requirements, KTMPO has begun coordination efforts with TxDOT. Established targets from the State's Highway Safety Improvement Plan (HSIP) are included in the meeting packet for review. Similar to previous years, data for our region is limited and the reliability is questionable. Therefore, KTMPO recommends continuing to support the State's performance targets until sufficient data becomes available. The adoption of these performance measures will be captured in a Resolution declaring the State's targets as the safety targets for the region.

A tentative performance measure adoption schedule is provided below:

**Schedule:**

- January 8, 2020- TAC review of recommended performance measures.
- January 15, 2020- TPPB review of recommended performance measures.
- February 12, 2020- TAC recommends approval of performance measures.
- **February 19, 2020- TPPB approves performance measures.**

TAC recommended approval of Resolution No. 2020-02 regarding Safety Performance Measures at their February 12, 2020 meeting.

**Action Needed:** Approve Resolution No. 2020-02 regarding Safety Performance Measures.



## **RESOLUTION NO. 2020-02**

### **A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION ANNUAL ADOPTION OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

**WHEREAS;** The Texas Department of Transportation has established targets for 5 Performance Measures based on five year rolling averages for:

1. Number of Traffic Fatalities;
2. Number of Serious Injuries;
3. Fatalities per 100 million Vehicle Miles Traveled (VMT);
4. Serious Injuries per 100 million VMT, and;
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

**WHEREAS;** the Texas Department of Transportation has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2019, and has adopted identical safety targets as mentioned above and as set forth in the Highway State Strategic Plan (HSSP); and

**NOW, THEREFORE, BE IT RESOLVED** that the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board has agreed to adopt and support the Texas Department of Transportation targets for the five safety performance measures attached herein for 2020.

**BE IT FURTHER RESOLVED** that the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board will plan and program projects that contribute to the accomplishment of said targets.

**PASSED AND ADOPTED** on this 19<sup>th</sup> day of February 2020, at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board (TPPB) meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

**ATTEST:**

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Mayor Tim Davis, KTMP TPPB Chair

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Uryan Nelson, KTMP Director

## FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

**Performance Measures and Target Setting** - TxDOT used a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

### Performance Targets:

#### Target: Total number of traffic fatalities

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

## FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

### Target: Total number of serious injuries

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,533 serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.

### Target: Fatalities per 100 million vehicle miles traveled

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

## FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

### Target: Serious Injuries per 100 million vehicle miles traveled

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.

### Target: Total number of non-motorized fatalities and serious injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,285.0 non-motorized fatalities and serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.

**Item 8:**

**Resolution No. 2020-03**

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



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**Resolution No. 2020-03 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.

KTMPO initially adopted Hill Country Transit District (HCTD) State of Good Repair performance targets and objectives for urban and rural systems as the MPO performance targets for the region on June 21, 2017 as required under Federal Transit Administration's (FTA) Transit Asset Management (TAM) Final Rule.

KTMPO approved to adopt HCTD State of Good Repair performance targets again on January 16, 2019 as required.

In preparation for the annual target setting requirements, KTMPO has begun coordination efforts with HCTD and have included the Transit Asset Management Plan for review in the meeting packet. The adoption of these performance measures will be captured in a Resolution declaring the urban and rural system targets for the region.

A tentative performance measure adoption schedule is provided below:

**Schedule:**

- January 8, 2020- TAC review of recommended performance measures.
- January 15, 2020- TPPB review of recommended performance measures.
- February 12, 2020- TAC recommends approval of performance measures.
- **February 19, 2020- TPPB approves performance measures.**

TAC recommended approval of Resolution No. 2020-03 regarding Transit Asset Management/State of Good Repair Performance Measures at their February 12, 2020 meeting.

**Action Needed:** Approve Resolution No. 2020-03 regarding Transit Asset Management/State of Good Repair Performance Measures.



## RESOLUTION NO. 2020-03

### A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION ANNUAL ADOPTION OF TARGETS FOR FEDERAL TRANSIT ADMINISTRATION TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.

**WHEREAS;** Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. HCTD established State of Good Repair performance targets and objectives for both their urban and rural systems in their Transit Asset Management Plan (TAMP) as required under the Transit Asset Management (TAM) Final Rule by the Federal Transit Administration (FTA).

**WHEREAS;** The TAMP covers all fleet vehicles, as well as other capital assets to include equipment, rolling stock, infrastructure and facilities. All capital assets are inspected and a report is compiled. The report identifies the total number of assets and number that have exceeded their useful life. The performance target is to have less than 5% of the assets within each group exceed their useful life. If the percentage of units exceeding their useful life is more than 5% within a specific group, this is presented to management to focus awareness and is not considered a performance failure unless the total percentage of assets having exceeded their useful life is greater than 5%.

**NOW, THEREFORE, BE IT RESOLVED** that the Killeen-Temple Metropolitan Planning Organization (KTMP) Transportation Planning Policy Board has agreed to adopt HCTD's State of Good Repair urban and rural performance targets identified in the TAMP as the MPO performance targets for the region for 2020.

**WHEREAS;** the KTMP Policy Board authorizes future revisions of HCTD's TAMP to be administratively approved by KTMP and presented to the Technical Advisory Committee and Policy Board.

**BE IT FURTHER RESOLVED** that the KTMP Policy Board will plan and program projects that contribute to the accomplishment of said targets.

**PASSED AND ADOPTED** on this 19th day of February 2020, at a regular meeting of the KTMP Policy Board meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

**ATTEST:**

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Mayor Tim Davis, KTMP TPPB Chair

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Uryan Nelson, KTMP Director

# **Transit Asset Management Plan (TAMP)**

***Annual Report  
2020***

## **INTRODUCTION – TAMP REPORT FOR 2020**

The Transit Asset Management Plan (TAMP) is an important part of the Maintenance Plan for the Hill Country Transit District (HCTD) Urban and Rural fleets, equipment, Urban Operations Facility, and Administrative Facility. The TAMP supports the basic objective of ensuring all equipment is in a state of good repair. A report called State of Good Repair (SOGR) is relied upon for documenting the inspection of the fleets, equipment, and facilities, and each unit is evaluated in accordance with the TAMP requirements.

The SOGR evaluation ensures that each piece of equipment is evaluated to fall into various categories, including the following three categories. In one category, the equipment may fall within the prescribed life but be in need of specific repair to bring the equipment into its expected SOGR. In a second category, the equipment has exceeded its prescribed life based on miles or age, but still be within a state of good repair. In a third category, the equipment has exceeded its prescribed life and has such a poor SOGR rating that it calls for unit replacement. Of course, some equipment is within its prescribed age or miles, and is also in a good state of repair. The defined ratings include excellent, good, adequate/fair, marginal/poor, and poor/bad.

The primary objective and target of the TAMP is to provide a tool whereby such evaluation is completed on a regular, annual basis, and that the data collected is then used to determine appropriate action. For equipment that is within the prescribed life, but in need of repair, the equipment is scheduled for such repair, with repairs properly documented within the HCTD fleet records which use the software program Fleet Pro. For equipment that has exceeded its prescribed life and has such a poor SOGR rating that it calls for replacement, HCTD must consider whether resources are available for purchasing such replacements. If adequate resources are not available, HCTD then must consider whether to pull the equipment from continued service, or to make significant repairs to ensure the equipment can again be considered as being in an acceptable state of good repair.

The following information is presented in detail and in a manner that can be easily referenced to determine appropriate action for each piece of equipment. This approach ensures that all equipment is appropriately evaluated in terms of its state of good repair, and may be subject to specialized repair or possibly replacement. Ideally, if adequate financial resources are available, the TAMP report can be used to schedule the replacement of all equipment that has exceeded its prescribed life and is evaluated in an unacceptable state of repair. In any event, the report can be used to plan specialized repairs and potential replacement.

Information used for the 2020 TAMP report was provided by the following individuals:

1. Darrell Burtner – Director of Urban Operations
2. Tony Austin – Director of Rural Operations
3. Thomas Brewer – Lead Mechanic
4. Justo Andaluz – Rural Fleet Maintenance Coordinator
5. James Wickham – Information & Data Specialist

Decisions regarding an asset's State of Good Repair ratings are made by the individual inspecting the asset. A rating of 1 through 5 is assigned for qualifiers such as Age, Mileage, General Operating Condition, Air Conditioning, Wheelchair/Ramp Condition, Interior Condition, and Exterior Condition. These are averaged to determine the SOGR score. The SOGR score determines the Priority Rating as per the following metric:

1. High priority – SOGR 0.1 - 1.67
2. Mid priority – SOGR 1.68 - 3.34
3. Low priority – SOGR 3.35 - 5.00

Using these ratings and information on the asset's condition, an Action Level of 1 through 3 is assigned to the asset. Action Levels correspond to the following rating.

1. Must replace
2. Evaluate to determine whether to repair or replace
3. Evaluate & make repairs

Utilizing the Priority Rating and the Action Level, a determination is made as to whether to keep the asset in its present condition with continual upkeep (no priority rating), repair the asset, further evaluate the asset, or replace the asset.

HCTD's maintenance strategy is to continue with routine preventative maintenance, repair assets as needed, and periodically evaluate all assets on an annual basis to determine what needs to be replaced. Most asset maintenance and upkeep is enacted by The HOP's maintenance department. Vehicles are replaced when they've exceeded their Useful Life Benchmark, and receive a low Action Level. Assets such as revenue vehicles are disposed of via public auction. New assets are acquired using HCTD's procurement manual, which has been developed to meet, and in ways exceed the standards set for the by the Federal Transit Administration. Specifications during procurement are tailored to the needs of the fleet and the routes (i.e. wheelchair ramp location on Fixed Route buses, and ability to handle less than perfect roads for Rural service.)

Further details regarding the TAMP and the process of evaluating the state of good repair are included within the 'MAINTENANCE PLAN and TRANSIT ASSET MANAGEMENT PLAN (TAMP)' for HCTD urban divisions, revised November, 2016.

# Transit Asset Management Plan

## Asset Summary

The table below shows a summary of HCTD's assets regarding number of assets per category, average age of assets in category, and the average SOGR rating for each category. Further information can be found in the Transit Asset Management Plan and in the State of Good Repair reports for each asset. All vehicles, amenities, and assets are owned by HCTD. A detailed inventory is presented on the pages following this one.

<i>Type</i>	<i># of Assets</i>	<i>Avg. Age</i>	<i>Avg. SOGR Rating</i>
Admin Support Vehicles	0	-	-
Urban Support Vehicles	13	11	2.9
Temple FRS Buses	8	9	3.1
Temple STS Cutaway	23	9	2.9
Temple STS Vans	0	0	0.0
Killeen FRS Buses	16	9	3.1
Killeen STS Cutaway	20	7	3.4
Killeen STS Vans	10	8	2.6
Rural Support	1	12	3.0
Rural DR Cutaway	40	6	4.0
Rural DR Vans	12	10	3.0
Shelters	186	10	3.9
Maintenance Equipment	43	5	3.5
Buildings	6	7	4.8
<b>Total Support Vehicles</b>	<b>14</b>	<b>11</b>	<b>2.9</b>
<b>Total FR Buses</b>	<b>24</b>	<b>9</b>	<b>3.1</b>
<b>Total STS &amp;DR Cutaways</b>	<b>83</b>	<b>7</b>	<b>3.6</b>
<b>Total STS &amp;DR Vans</b>	<b>22</b>	<b>9</b>	<b>2.8</b>
<b>Total</b>	<b>378</b>	<b>9</b>	<b>3.6</b>

## Transit Asset Management Plan

### Five Year Plan Summary

The table below displays how many assets are at the end of their lifecycles. The tables on the following pages display the assets at or nearing the end of their lifecycles with their assigned priority ratings. Further information can be found in the Transit Asset Management Plan and in the State of Good Repair reports for each asset. All vehicles, amenities, and assets are owned by HCTD. A detailed inventory is presented on the pages following this one.

<i>Asset</i>	<i>Before 2020</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>After 2024</i>	<b>Total</b>
Admin Support Vehicles	0	0	0	0	0	0	0	<b>0</b>
Urban Support Vehicles	13	0	0	0	0	0	0	<b>13</b>
Temple STS Vans	0	0	0	0	0	0	0	<b>0</b>
Temple STS Cutaway	18	3	0	0	2	0	0	<b>23</b>
Temple FRS Buses	0	2	0	3	0	0	3	<b>8</b>
Killeen FRS Buses	0	4	0	8	0	0	4	<b>16</b>
Killeen STS Cutaway	12	3	0	0	5	0	0	<b>20</b>
Killeen STS Vans	10	0	0	0	0	0	0	<b>10</b>
Rural Support	1	0	0	0	0	0	0	<b>1</b>
Rural DR Cutaway	22	2	0	10	1	5	0	<b>40</b>
Rural DR Vans	12	0	0	0	0	0	0	<b>12</b>
Shelters	0	0	0	12	0	0	174	<b>186</b>
Maintenance Equipment	11	1	1	12	3	1	14	<b>43</b>
Buildings	0	0	0	0	0	0	6	<b>6</b>
<b>Total</b>	<b>99</b>	<b>15</b>	<b>1</b>	<b>45</b>	<b>11</b>	<b>6</b>	<b>201</b>	<b>378</b>

The tables on the following pages display how many assets are at the end of their lifecycles. The tables on the following pages display the assets at or nearing the end of their lifecycles with their assigned priority ratings. Further information can be found in the Transit Asset Management Plan and in the State of Good Repair reports for each asset. All vehicles, amenities, and assets are owned by HCTD. A detailed inventory is presented on the pages following this one.



### Killeen FRS Buses

Asset	2020	2021	2022	2023	2024
823	X				
824	X				
825	X				
826	X				
827			X		
828			X		
829			X		
830			X		
831			X		
832			X		
833			X		
834			X		
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>

### Killeen STS Cutaways

Asset	2020	2021	2022	2023	2024
721	X				
722	X				
724	X				
726	X				
728	X				
730	X				
732	X				
733	X				
734	X				
735	X				
736	X				
737	X				
739	X				
740	X				
741	X				
742				X	
743				X	
744				X	
745				X	
746				X	
<b>TOTAL</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>

### Killeen STS Vans

<i>Asset</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>
251	X				
252	X				
253	X				
257	X				
258	X				
259	X				
261	X				
262	X				
263	X				
264	X				
<b>TOTAL</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Temple FRS Buses

<i>Asset</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>
904	X				
905	X				
906			X		
907			X		
908			X		
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>

## Temple STS Cutaways

Asset	2020	2021	2022	2023	2024
238	X				
242	X				
243	X				
244	X				
245	X				
246	X				
247	X				
249	X				
250	X				
L135	X				
L137	X				
L138	X				
L139	X				
L141	X				
L148	X				
254	X				
255	X				
256	X				
265	X				
266	X				
267	X				
268				X	
269				X	
<b>TOTAL</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

## Urban Support Fleet

Asset	2020	2021	2022	2023	2024
1	X				
2	X				
3	X				
4	X				
5	X				
6	X				
7	X				
9	X				
206	X				
240	X				
X10	X				
X11	X				
X12	X				
<b>TOTAL</b>	<b>13</b>				

## Rural Support

Asset	2020	2021	2022	2023	2024
008	X				

## Rural DR Cutaway

Asset	2020	2021	2022	2023	2024
R117	X				
R118	X				
R119	X				
R121	X				
R122	X				
L608	X				
L149	X				
L150	X				
L151	X				
L609	X				
L610	X				
L611	X				
L612	X				
R123	X				
R124	X				
L152	X				
L153	X				
L154	X				
L155	X				
L156	X				
L157	X				
L158	X				
L159	X				
L160	X				
L161			X		
L162			X		
L163			X		
L164			X		
L165			X		
L166			X		
L169			X		
L170			X		
L171				X	
L172					X
L173					X
L174					X
L175					X
L176					X
<b>TOTAL</b>	<b>24</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>5</b>

Rural DR Vans					
Asset	2020	2021	2022	2023	2024
204	X				
207	X				
209	X				
210	X				
211	X				
412	X				
413	X				
414	X				
415	X				
M301	X				
M304	X				
M306	X				
<b>TOTAL</b>	<b>12</b>				

### Passenger Amenities (Shelters & Benches)

Asset	2020	2021	2022	2023	2024
1			X		
2			X		
7			X		
10			X		
13			X		
14			X		
15			X		
16			X		
17			X		
19			X		
20			X		
23			X		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>

### Buildings

Asset	2020	2021	2022	2023	2024
<i>All buildings within lifecycles for next five years</i>					
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Maintenance Equipment

Asset	2020	2021	2022	2023	2024
01 - Air Compressor	X				
GC1	X				
FL1	X				
Robinair 1	X				
MIG -Welder 210	X				
08 - Utility Trailer	X				
Pressure Wash	X				
STEAM CLEANER	X				
Bus Wash Bay	X				
Fuel Island	X				
07 - Mobile Column Lift	X				
4ECW6	X				
Weed Eater		X			
Generac			X		
Heater Forced Air 1			X		
Heater Forced Air 2			X		
Plasma Cutter			X		

Polar Cool 1			X		
Polar Cool 2			X		
Porta Cool 1			X		
Porta Cool 2			X		
Porta Cool 3			X		
Porta Cool 4			X		
Porta Cool 5			X		
Rotary			X		
Charger				X	
Drill Press				X	
Evaporative Cooler				X	
Fuel Tank					X
<b>TOTAL</b>	<b>12</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>1</b>



# Transit Asset Management Plan

## Useful Life Benchmark

The table below displays how many assets are at the end of their lifecycles. The tables on the following pages display the assets at or nearing the end of their lifecycles with their assigned priority ratings. Further information can be found in the Transit Asset Management Plan and in the State of Good Repair reports for each asset. All vehicles, amenities, and assets are owned by HCTD. A detailed inventory is presented on the pages following this one. FTA defines the ULB as the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA. For this report, the FTA 'cheat sheet' at <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA%20TAM%20ULB%20Cheat%20Sheet%202016-10-26.pdf> was used to determine the ULB.

				Percentage of Assets that have exceeded their ULB	
Asset Category		Total # of Assets	# of Assets that exceed their ULB	ULB	
Urban Vehicle Type	Admin Support Vehicles	0	0	0.0%	
	Urban Support Vehicles	13	9	69.2%	
	Temple FRS Buses	8	0	0.0%	
	Temple STS Cutaway	23	15	65.2%	
	Temple STS Vans	0	0	0.0%	
	Killeen FRS Buses	16	0	0.0%	
	Killeen STS Cutaway	20	5	25.0%	
	Killeen STS Vans	10	3	30.0%	
	<b>Urban Fleet</b>	<b>90</b>	<b>32</b>	<b>35.6%</b>	
Rural Vehicle	Rural Support	1	1	100.0%	
	Rural DR Cutaway	40	5	12.5%	
	Rural DR Vans	12	10	83.3%	
	<b>Rural Fleet</b>	<b>53</b>	<b>16</b>	<b>30.2%</b>	
<b>Total Rolling Stock</b>		<b>143</b>	<b>48</b>	<b>33.6%</b>	<b>=&lt; 30%</b>
<b>Total Maintenance Equipment</b>		<b>43</b>	<b>11</b>	<b>25.6%</b>	<b>=&lt; 30%</b>
<b>Total Buildings</b>		<b>6</b>	<b>0</b>	<b>0.0%</b>	<b>=&lt; 0%</b>

Categorical  
Target

## Transit Asset Management Plan Inventory Instructions

This report is to be completed by HCTD's maintenance department and lists information on the SOGR (State of Good Repair) reports for each piece of equipment required for The HOP's operations. Utilizing this report, the status of all equipment can be evaluated and a five-year plan can be generated for repair and replacement. All assets are to be entered into the report with each tab corresponding to the following categories:

<b><i>Fleet</i></b>	Vehicles (buses and support vehicles)
<b><i>Amenities</i></b>	Passenger amenities (shelters)
<b><i>Equipment</i></b>	Equipment for operations (forklift, bus wash, fuel tanks)
<b><i>Buildings</i></b>	HCTD Buildings (each building at the Belton site, San Saba office)

The life cycle years and life cycle mileage are determined by the specifications set forth by the asset's manufacturer. The manufacture year is the year in which the asset was manufactured and placed into operation. The current mileage is the mileage of the asset as of the date the SOGR was completed where applicable. The 'SOGR' column is for entering the score (1-5) as determined by the SOGR report. The replacement due year is determined by adding the life cycle to the manufacture year. The replacement due mileage is determined by subtracting the current mileage from the life cycle mileage. The description is for small descriptors of the asset (designated division, etc.) The Priority Rating is a scale from one to three rating the priority of the asset in terms of priority of item replacement. The priority ratings are as follows:

### Priority rating

- 1** *Hig priority - exceeded life; SOGR 0.1 - 1.67*
- 2** *Mid priority - exceeded life, SOGR 1.68 - 3.34*
- 3** *Low priority - exceeded life, SOGR 3.35 - 5.00*

The action level is an evaluation of the recommended action of an asset based on the following levels:

### Action level

- 1** *Must replace*
- 2** *Evaluate - determine whether to repair or replace*
- 3** *Evaluate & make repairs*

After completion of this report, each page will need to be printed and signed at the bottom of the page by the Fleet Manager. Afterward, this report will need to be turned in to the Urban Director.

**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 1 of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR SCORE*	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
1	4	100,000	2007	198,563	2.60	2011	-98,563	2015	TAURUS SE 3.0L V6	Belton Support			
2	4	100,000	2007	208,310	2.60	2011	-108,310	2015	TAURUS SE 3.0L V6	Belton Support			
3	4	100,000	2007	193,696	2.40	2011	-93,696	2015	TAURUS SE 3.0L V6	Belton Support			
4	4	100,000	2007	186,510	2.20	2011	-86,510	2015	TAURUS SE 3.0L V6	Belton Support			
5	4	100,000	2007	157,149	2.60	2011	-57,149	2015	TAURUS SE3.0L V6	Belton Support			
6	4	100,000	2009	70,007	4.00	2013	29,993	2017	EDGE SEL	Belton Support			
7	4	100,000	2008	104,591	2.60	2012	-4,591	2016	F250 SUPER DUTY XLT 5.4	Belton Support			
9	5	150,000	2013	174,053	2.80	2018	-24,053	2021	EXPRESS 2500 SWB	Belton Support			
206	4	100,000	2007	224,126	2.60	2011	-124,126	2015	CARAVAN	Belton Support			
240	4	100,000	2007	265,027	3.00	2011	-165,027	2015	CARAVAN	Belton Support			
X10	4	100,000	2014	92,576	3.80	2018	7,424	2022	SIENNA LE	Belton Support			
X11	4	100,000	2014	134,036	3.20	2018	-34,036	2022	SIENNA LE	Belton Support			
X12	4	100,000	2014	114,013	3.80	2018	-14,013	2022	SIENNA LE	Belton Support			

\*State of Good Repair (SOGR): Reflects Federal Transit Administration (FTA) score for every individual asset as documented in the current SOGR Inspection Reports

**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 2of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR SCORE*	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
823	12	500,000	2008	289,830	2.50	2020	210,170	2022	OPTIMA	Killeen - FRS			
824	12	500,000	2008	167,402	2.17	2020	332,598	2022	OPTIMA	Killeen - FRS			
825	12	500,000	2008	219,971	3.00	2020	280,029	2022	OPTIMA	Killeen - FRS			
826	12	500,000	2008	245,400	2.00	2020	254,600	2022	OPTIMA	Killeen - FRS			
827	12	500,000	2010	246,455	1.67	2022	253,545	2024	EZ RIDER	Killeen - FRS			
828	12	500,000	2010	324,969	3.17	2022	175,031	2024	EZ RIDER	Killeen - FRS			
829	12	500,000	2010	333,401	3.17	2022	166,599	2024	EZ RIDER	Killeen - FRS			
830	12	500,000	2010	385,475	3.33	2022	114,525	2024	EZ RIDER	Killeen - FRS			
831	12	500,000	2010	375,550	3.00	2022	124,450	2024	EZ RIDER	Killeen - FRS			
832	12	500,000	2010	380,481	3.17	2022	119,519	2024	EZ RIDER	Killeen - FRS			
833	12	500,000	2010	357,937	2.50	2022	142,063	2024	EZ RIDER	Killeen - FRS			
834	12	500,000	2010	337,430	3.17	2022	162,570	2024	EZ RIDER	Killeen - FRS			
835	12	500,000	2015	187,275	3.50	2027	312,725	2029	EZ RIDER	Killeen - FRS			
836	12	500,000	2018	85,658	4.17	2030	414,342	2032	EZ RIDER	Killeen - FRS			
837	12	500,000	2018	111,577	4.17	2030	388,423	2032	EZ RIDER	Killeen - FRS			
838	12	500,000	2018	77,557	4.17	2030	422,443	2032	EZ RIDER	Killeen - FRS			

\*State of Good Repair (SOGR): Reflects Federal Transit Administration (FTA) score for every individual asset as documented in the current SOGR Inspection Reports

**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 3 of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR SCORE*	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
721	5	150,000	2009	358,229	2.67	2014	-208,229	2019	FORD E-450 DIESEL 6.0L	Killeen - STS			
722	5	150,000	2009	321,707	2.00	2014	-171,707	2019	FORD E-450 DIESEL 6.0L	Killeen - STS			
724	5	150,000	2009	323,648	2.50	2014	-173,648	2019	FORD E-450 DIESEL 6.0L	Killeen - STS			
726	5	150,000	2009	323,370	2.83	2014	-173,370	2019	FORD E-450 DIESEL 6.0L	Killeen - STS			
728	5	150,000	2009	377,118	2.50	2014	-227,118	2019	FORD E-450 DIESEL 6.0L	Killeen - STS			
730	5	150,000	2011	287,578	2.67	2016	-137,578	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
732	5	150,000	2011	272,670	2.67	2016	-122,670	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
733	5	150,000	2011	271,411	2.67	2016	-121,411	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
734	5	150,000	2011	250,164	2.67	2016	-100,164	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
735	5	150,000	2011	275,758	2.67	2016	-125,758	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
736	5	150,000	2011	258,746	2.67	2016	-108,746	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
737	5	150,000	2011	259,838	2.50	2016	-109,838	2021	CHEVROLET EXPRESS 4500	Killeen - STS			
739	5	150,000	2015	176,816	4.00	2020	-26,816	2025	CHEVROLET EXPRESS 4502	Killeen - STS			
740	5	150,000	2015	169,435	3.67	2020	-19,435	2025	CHEVROLET EXPRESS 4503	Killeen - STS			
741	5	150,000	2015	177,752	3.50	2020	-27,752	2025	CHEVROLET EXPRESS 4504	Killeen - STS			
742	5	150,000	2018	45,049	5.00	2023	104,951	2028	CHEVROLET EXPRESS 4505	Killeen - STS			
743	5	150,000	2018	38,121	5.00	2023	111,879	2028	CHEVROLET EXPRESS 4506	Killeen - STS			
744	5	150,000	2018	40,568	5.00	2023	109,432	2028	CHEVROLET EXPRESS 4507	Killeen - STS			
745	5	150,000	2018	43,016	5.00	2023	106,984	2028	CHEVROLET EXPRESS 4508	Killeen - STS			
746	5	150,000	2018	39,431	5.00	2023	110,569	2028	CHEVROLET EXPRESS 4509	Killeen - STS			

\*State of Good Repair (SOGR): Reflects Federal Transit Administration (FTA) score for every individual asset as documented in the current SOGR Inspection Reports

**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 4 of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
251	4	100,000	2009	308,742	2.60	2013	-208,742	2017	SIENNA LE	Killeen - Van			
252	4	100,000	2009	267,432	2.60	2013	-167,432	2017	SIENNA LE	Killeen - Van			
253	4	100,000	2009	240,283	2.60	2013	-140,283	2017	SIENNA LE	Killeen - Van			
257	4	100,000	2012	159,595	3.20	2016	-59,595	2020	GRAND CARAVAN	Killeen - Van			
258	4	100,000	2012	155,362	1.60	2016	-55,362	2020	GRAND CARAVAN	Killeen - Van			
259	4	100,000	2013	152,744	3.00	2017	-52,744	2021	GRAND CARAVAN	Killeen - Van			
261	4	100,000	2013	161,023	3.20	2017	-61,023	2021	GRAND CARAVAN	Killeen - Van			
262	4	100,000	2013	164,292	1.60	2017	-64,292	2021	GRAND CARAVAN	Killeen - Van			
263	4	100,000	2013	184,190	2.60	2017	-84,190	2021	GRAND CARAVAN	Killeen - Van			
264	4	100,000	2014	159,260	3.40	2018	-59,260	2022	GRAND CARAVAN	Killeen - Van			

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**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 5 of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
904	12	500,000	2008	156,348	1.67	2020	343,652	2022	OPUS	Temple - FRS			
905	12	500,000	2008	165,718	2.17	2020	334,282	2022	OPTIMA	Temple - FRS			
906	12	500,000	2010	240,350	3.33	2022	259,650	2024	EZ RIDER	Temple - FRS			
907	12	500,000	2010	274,505	3.00	2022	225,495	2024	EZ RIDER	Temple - FRS			
908	12	500,000	2010	279,405	3.00	2022	220,595	2024	EZ RIDER	Temple - FRS			
909	12	500,000	2015	137,619	4.00	2027	362,381	2029	EZ RIDER	Temple - FRS			
910	12	500,000	2015	162,213	3.83	2027	337,787	2029	EZ RIDER	Temple - FRS			
911	12	500,000	2015	117,739	4.00	2027	382,261	2029	EZ RIDER	Temple - FRS			

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**URBAN FLEET 2020 data for Five Year Replacement Plan**

Page 6 of 6

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
238	5	150,000	2006	306,043	2.33	2011	-156,043	2016	FORD E-450 DIESEL 6.0L	Temple - STS			
242	5	150,000	2008	283,933	2.83	2013	-133,933	2018	FORD E-450	Temple - STS			
243	5	150,000	2009	289,655	2.50	2014	-139,655	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
244	5	150,000	2009	252,611	2.67	2014	-102,611	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
245	5	150,000	2009	247,566	2.60	2014	-97,566	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
246	5	150,000	2009	237,123	2.50	2014	-87,123	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
247	5	150,000	2009	241,166	2.50	2014	-91,166	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
249	5	150,000	2009	252,917	2.17	2014	-102,917	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
250	5	150,000	2009	299,496	2.50	2014	-149,496	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L135	5	150,000	2009	242,546	2.33	2014	-92,546	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L137	5	150,000	2009	220,983	2.67	2014	-70,983	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L138	5	150,000	2009	230,302	2.83	2014	-80,302	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L139	5	150,000	2009	255,936	2.67	2014	-105,936	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L141	5	150,000	2009	207,171	2.50	2014	-57,171	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
L148	5	150,000	2009	229,578	2.67	2014	-79,578	2019	FORD E-450 DIESEL 6.0L	Temple - STS			
254	5	150,000	2010	211,086	2.67	2015	-61,086	2020	FORD E 450	Temple - STS			
255	5	150,000	2011	295,081	2.83	2016	-145,081	2021	EXPRESS 4500	Temple - STS			
256	5	150,000	2013	218,851	3.00	2018	-68,851	2023	ENC AEROTECH	Temple - STS			
265	5	150,000	2015	154,445	3.67	2020	-4,445	2025	FORD E-450 DIESEL 6.0L	Temple - STS			
266	5	150,000	2015	159,317	3.67	2020	-9,317	2025	FORD E-450 DIESEL 6.0L	Temple - STS			
267	5	150,000	2015	150,700	3.67	2020	-700	2025	FORD E-450 DIESEL 6.0L	Temple - STS			
268	5	150,000	2018	27,199	4.83	2023	122,801	2028	FORD E-450 DIESEL 6.0L	Temple - STS			
269	5	150,000	2018	35,001	5.00	2023	114,999	2028	FORD E-450 DIESEL 6.0L	Temple - STS			

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**Priority rating**

- 1 High priority - exceeded life; SOGR 0.1 - 1.67
- 2 Mid priority - exceeded life, SOGR 1.68 - 3.34
- 3 Low priority - exceeded life, SOGR 3.35 - 5.00

**Action level**

- 1 Must replace
- 2 Evaluate - determine whether to repair or replace
- 3 Evaluate & make repairs

Director of Urban Operations Signature

Date



**RURAL FLEET 2020 data for Five Year Replacement Plan**

Page 1 of 1

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR SCORE*	REPLMCT DUE YR	REPLMCT DUE MI	ULB DATE	DESCRIPTION	DIVISION	PRIORITY RATING	ACTION LEVEL	COMMENTS
008	4	100,000	2008	120,850	3.00	2012	-20,850	2,016	F250 SUPER DUTY XLT 5.4	Belton Support	2	2	
204	4	100,000	2007	303,593	2.80	2011	-203,593	2,015	GRAND CARAVAN	Lampasas	2	2	
207	4	100,000	2007	332,911	2.20	2011	-232,911	2,015	GRAND CARAVAN	Llano	2	2	
209	4	100,000	2009	193,811	2.60	2013	-93,811	2,017	TOYOTA SIENNA LE	Hico	2	2	
210	4	100,000	2009	236,979	2.60	2013	-136,979	2,017	TOYOTA SIENNA LE	San Saba	2	2	
211	4	100,000	2009	298,191	2.80	2013	-198,191	2,017	TOYOTA SIENNA LE	Kingsland	2	2	
412	4	100,000	2009	114,941	3.40	2013	-14,941	2,019	E-350 ECONOLINE	Cameron	3	3	
413	4	100,000	2009	147,107	2.60	2013	-47,107	2,019	E-350 ECONOLINE	Goldthwaite	2	2	
414	4	100,000	2009	21,072	2.60	2013	78,928	2,019	E-350 ECONOLINE	Gatesville	2	2	
415	4	100,000	2009	102,998	3.40	2013	-2,998	2,019	E-350 ECONOLINE	San Saba	3	3	
L149	5	150,000	2011	179,733	2.67	2016	-29,733	2,021	EXPRESS 4500	Cameron	2	2	
L150	5	150,000	2011	132,699	3.50	2016	17,301	2,021	EXPRESS 4500	Goldthwaite	3	3	
L151	5	150,000	2011	122,095	3.83	2016	27,905	2,021	EXPRESS 4500	San Saba	3	3	
L152	5	150,000	2013	133,297	4.00	2018	16,703	2,023	ENC AEROTECH	Gatesville	3	3	
L153	5	150,000	2013	86,093	3.83	2018	63,907	2,023	ENC AEROTECH	Lampasas	3	3	
L154	5	150,000	2013	118,045	3.83	2018	31,955	2,023	CHEVROLET BUS	Llano	3	3	
L155	5	150,000	2013	162,225	3.67	2018	-12,225	2,023	CHEVROLET BUS	Rockdale	3	3	
L156	5	150,000	2013	131,111	3.83	2018	18,889	2,023	CHEVROLET BUS	Cameron	3	3	
L157	5	150,000	2014	56,714	4.17	2019	93,286	2,024	CHEVROLET BUS	Cameron	3	3	
L158	5	150,000	2014	67,823	4.17	2019	82,177	2,024	CHEVROLET BUS	Cameron	3	3	
L159	5	150,000	2015	32,736	4.17	2020	117,264	2,025	CHEVROLET BUS	Goldthwaite			
L160	5	150,000	2015	27,552	4.17	2020	122,448	2,025	CHEVROLET BUS	San Saba			
L161	5	150,000	2017	91,653	4.67	2022	58,347	2,027	E-450 DIESEL	Rockdale			
L162	5	150,000	2017	31,615	5.00	2022	118,385	2,027	E-450 DIESEL	Rockdale			
L163	5	150,000	2017	41,411	5.00	2022	108,589	2,027	E-450 DIESEL	Goldthwaite			
L164	5	150,000	2017	27,693	5.00	2022	122,307	2,027	E-450 DIESEL	Mason			
L165	5	150,000	2017	35,482	5.00	2022	114,518	2,027	E-450 DIESEL	Gatesville			
L166	5	150,000	2017	44,780	5.00	2022	105,220	2,027	E-450 DIESEL	Gatesville			
L167	5	150,000	2017	47,298	4.83	2022	102,702	2,027	E-450 DIESEL	Lampasas			
L168	5	150,000	2017	64,971	5.00	2022	85,029	2,027	E-450 DIESEL	Llano			
L169	5	150,000	2017	26,351	5.00	2022	123,649	2,027	E-450 DIESEL	Hamilton			
L170	5	150,000	2017	52,945	5.00	2022	97,055	2,027	E-450 DIESEL	Kingsland			
L171	5	150,000	2018	17,519	5.00	2023	132,481	2,028	E-450 DIESEL	Kingsland			
L172	5	150,000	2019	1,636	5.00	2024	148,364	2,029	E-450 DIESEL	Cameron			
L173	5	150,000	2019	1,375	5.00	2024	148,625	2,029	E-450 DIESEL	Cameron			
L174	5	150,000	2019	1,415	5.00	2024	148,585	2,029	E-450 DIESEL	Gatesville			
L175	5	150,000	2019	1,337	5.00	2024	148,663	2,029	E-450 DIESEL	Lampasas			
L176	5	150,000	2019	2,248	5.00	2024	147,752	2,029	E-450 DIESEL	Rockdale			
L608	5	150,000	2010	110,898	3.50	2015	39,102	2,020	E-450 DIESEL	Cameron	3	3	
L609	5	150,000	2011	88,401	3.67	2016	61,599	2,021	DURAMAX 6.6 LTR	Lampasas	3	3	
L610	5	150,000	2011	121,115	3.17	2016	28,885	2,021	DURAMAX 6.6 LTR	Cameron	2	2	
L611	5	150,000	2011	151,220	2.83	2016	-1,220	2,021	DURAMAX 6.6 LTR	Rockdale	2	2	
L612	5	150,000	2011	109,263	3.17	2016	40,737	2,021	DURAMAX 6.6 LTR	Llano	2	2	
M301	4	100,000	2013	98,324	3.80	2017	1,676	2,021	GRAND CARAVAN	Cameron	3	3	
M304	4	100,000	2013	167,864	2.80	2017	-67,864	2,021	GRAND CARAVAN	Goldthwaite	2	2	
M306	4	100,000	2014	80,733	3.80	2018	19,267	2,022	TOYOTA SIENNA LE	Rockdale	3	3	
R117	5	150,000	2007	318,999	2.67	2012	-188,999	2,017	UPLANDER	Gatesville	2	2	
R118	5	150,000	2007	202,123	2.33	2012	-52,123	2,017	UPLANDER	Rockdale	2	2	
R119	5	150,000	2007	202,153	2.67	2012	-52,153	2,017	UPLANDER	Cameron	2	2	
R121	5	150,000	2008	202,427	2.83	2013	-52,427	2,018	UPLANDER	Hico	2	2	
R122	5	150,000	2008	320,638	2.67	2013	-170,638	2,018	UPLANDER	Lampasas	2	2	
R123	5	150,000	2012	184,455	2.83	2017	-34,455	2,022	GRAND CARAVAN	Hamilton	2	2	
R124	5	150,000	2012	171,129	3.17	2017	-21,129	2,022	GRAND CARAVAN	Lampasas	2	2	

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**Priority rating**

- 1 High priority - exceeded life; SOGR 0.1 - 1.67
- 2 Mid priority - exceeded life; SOGR 1.68 - 3.34
- 3 Low priority - exceeded life; SOGR 3.35 - 5.00

**Action level**

- 1 Must replace
- 2 Evaluate - determine whether to repair or replace
- 3 Evaluate & make repairs

Director of Urban Operations Signature

Date

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**Action level**

- 1 *Must replace*
- 2 *Evaluate - determine whether to repair or replace*
- 3 *Evaluate & make repairs*

**Equipment**
**2020 data for Five Year Replacement Plan**

UNIT #	LIFE CYCLE YEARS	LIFE CYCLE MILES	MAN'F YR	CURRENT MILES	SOGR SCORE*	REPLMCT DUE YR	REPLMCT DUE MI	DESCRIPTION	PRIORITY RATING	ACTION LEVEL	COMMENTS
01 - Air Compressor	5		1994		2	1999	0	UK Temple Shop Air Compressor	2	2	
GC1	1		2007		3	2008	0	Precedent Electric Golf Cart	2	2	
FL1	5		2006		3	2011	0	Hyster Forklift	2	2	
Robinair 1	2		2009		3	2011	0	Robinair 34288 A/C Service Machine	2	2	
MIG -Welder 210	2		2010		4	2012	0	Thermal Arc			
08 - Utility Trailer	5		2010		4	2015	0	Utility Trailer			
Pressure Wash	2		2013		3	2015	0	Alkota 42000	2	2	
STEAM CLEANER	2		2013		3.5	2015		STEAM CLEANER - ALKODA 240	3	3	
Bus Wash Bay	5		2013		1	2018	0	Bus Wash	1	1	Wash equipment
Fuel Island	5		2013		3.5	2018	0	Fuel Island	3	3	Pump equipment
07 - Mobile Column Lift	10		2009		3	2019	0	Maha Mobile Lift	2	2	
4ECW6	5		2015		4	2020		4ECW6 - 2015 LIFT PLATFORM LIFT			
Weed Eater	3		2018		4	2021		VT36 - 2017 ATEQ MYERS 360 TPMS tool			
Generac	10		2012		4	2022	0	Generac Generator			
Heater Forced Air 1	5		2017		3	2022		Heater Forced Air 1 - Mr Heater MH175KTR	2	2	
Heater Forced Air 2	5		2017		3	2022		Heater Forced Air 2 - Mr Heater MH175KTR	2	2	
Plasma Cutter	5		2017		5	2022		Victor SL40 Plasma Cutter			
Polar Cool 1	5		2017		4	2022		Polar Cool 1 - Polar Cool 16" 3 speed			
Polar Cool 2	5		2017		4	2022		Polar Cool 2 - Polar Cool 16" 3 speed			
Porta Cool 1	5		2017		4	2022		Porta Cool 1 - Porta Cool 16" 3 speed			
Porta Cool 2	5		2017		4	2022		Porta Cool 2 - Porta Cool 16" 3 speed			
Porta Cool 3	5		2017		4	2022		Porta Cool 3 - 2017 Porta Cool Cyclone			
Porta Cool 4	5		2017		4	2022		Porta Cool 4			
Porta Cool 5	5		2017		4	2022		Porta Cool 5			
Rotary	10		2012		3.5	2022	0	Rotary 4000HDL	3	3	
Charger	5		2018		5	2023		NAPA 85-7000 Charger			
Drill Press	5		2018		5	2023		JET 15" 6-speed floor drill press			
Evaporative Cooler	5		2018		3	2023		Evaporative Cooler 1 LG	2	2	
Fuel Tank	20		2004		3	2024	0	Diesel Fuel Tank	2	2	Needs to be Painted
ROBINAIR A/C VAC PUMP	10		2015		4	2025		ROBINAIR A/C VAC PUMP - 2015 ROBINAIR 15			
ROBINAIR 2 2016	10		2016		3	2026		ROBINAIR 2 2016 - 2016 ROBINAIR 17800B	2	2	
Ice Machine BLDG B	10		2017		4	2027		Ice Machine BLDG B			
Ice Machine BLDG C	10		2017		4	2027		Ice Machine BLDG C			
BHOP Security	15		2013		3	2028		Belton Security System	2	2	
BHOP Yard and Perimeter	15		2013		3	2028	0	Belton Yard	2	2	Fence related
Robinair 3	10		2018		4	2028		Robinair 34288NI			
AIR/MANUAL 10 TON JACK	15		2016		4	2031		AIR/MANUAL 10 TON JACK - 2016 BLUE POINT			
Eye Wash Station 5 Gal	15		2017		1	2032		Eye Wash Station 5 Gal	1	1	
Eye Wash Station 5 Gal-2	15		2017		1	2032		Eye Wash Station 5 Gal-2	1	1	
Eye Wash Wall Bus Wash	15		2017		4	2032		Eye Wash Wall Bus Wash			
Eye Wash Wall Parts RM	15		2017		4	2032		Eye Wash Wall Parts RM			
Eye Wash Wall Shop	15		2017		4	2032		Eye Wash Wall Shop			
Refrigerant Scale	100		2015		4	2115					

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**Priority rating**

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- 2 Mid priority - exceeded life; SOGR 1.68 - 3.34
- 3 Low priority - exceeded life; SOGR 3.35 - 5.00

**Action level**

- 1 Must replace
- 2 Evaluate - determine whether to repair or replace
- 3 Evaluate & make repairs

Director of Urban Operations Signature

Date

## BUILDINGS *2020 data for Five Year Replacement Plan*

UNIT #	LIFE CYCLE YEARS	OCCUPANCY YEAR	SOGR SCORE*	REPLMCT DUE YR	DESCRIPTION	PRIORITY RATING	ACTION LEVEL	COMMENTS
BLDG A	25	2013	5	2038	Admin Bldg			
BLDG B	25	2013	5	2038	Shop			
BLDG C	25	2013	4	2038	Ready Room			
Vehicle Washing Structure	25	2013	5	2038				
Vehcile Fueling Structure	25	2013	5	2038				
San Saba Facility	20	2013	5	2033	Head Office			

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- 1 Hig priority - exceeded life; SOGR 0.1 - 1.67
- 2 Mid priority - exceeded life, SOGR 1.68 - 3.34
- 3 Low priority - exceeded life, SOGR 3.35 - 5.00

### Action level

- 1 Must replace
- 2 Evaluate - determine whether to repair or replace
- 3 Evaluate & make repairs

---

Director of Urban Operations Signature

Date

## Transit Asset Management Plan Inventory Instructions

This report is to be completed by HCTD's maintenance department and lists information on the SOGR (State of Good Repair) reports for each piece of equipment required for The HOP's operations. Utilizing this report, the status of all equipment can be evaluated and a five-year plan can be generated for repair and replacement. All assets are to be entered into the report with each tab corresponding to the following categories:

<b><i>Fleet</i></b>	Vehicles (buses and support vehicles)
<b><i>Amenities</i></b>	Passenger amenities (shelters)
<b><i>Equipment</i></b>	Equipment for operations (forklift, bus wash, fuel tanks)
<b><i>Buildings</i></b>	HCTD Buildings (each building at the Belton site, San Saba office)

The life cycle years and life cycle mileage are determined by the specifications set forth by the asset's manufacturer. The manufacture year is the year in which the asset was manufactured and placed into operation. The current mileage is the mileage of the asset as of the date the SOGR was completed where applicable. The 'SOGR' column is for entering the score (1-5) as determined by the SOGR report. The replacement due year is determined by adding the life cycle to the manufacture year. The replacement due mileage is determined by subtracting the current mileage from the life cycle mileage. The description is for small descriptors of the asset (designated division, etc.) The Priority Rating is a scale from one to three rating the priority of the asset in terms of priority of item replacement. The priority ratings are as follows:

### Priority rating

- 1** *Hig priority - exceeded life; SOGR 0.1 - 1.67*
- 2** *Mid priority - exceeded life, SOGR 1.68 - 3.34*
- 3** *Low priority - exceeded life, SOGR 3.35 - 5.00*

The action level is an evaluation of the recommended action of an asset based on the following levels:

### Action level

- 1** *Must replace*
- 2** *Evaluate - determine whether to repair or replace*
- 3** *Evaluate & make repairs*

After completion of this report, each page will need to be printed and signed at the bottom of the page by the Fleet Manager. Afterward, this report will need to be turned in to the Urban Director.

## **Item 9:**

# **Recommend Unified Work Program (UPWP) Amendments**

---

**Amendment to the FY20-21 Unified Planning Work Program (UPWP)**

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

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

Language was added to Subtask 1.4 to read:

**1.4 Equipment**

Equipment needs for the KTMP may include software and automation maintenance services in order to meet the local transportation planning needs. The automation needs for the KTMP 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. **KTMP will offer insights on and monitor user performance of regional trails through CenTex Trails application, created and supported by the BPAC Committee.** KTMP staff will obtain all necessary approvals prior to all purchases over \$5,000. KTMP understands acquisition costs do not only apply to a single item.

As a result, the budget for Subtask 1.4, Task 1.0 and Summary Budget Table shows an overall increase by \$19,000 which accounts for \$7,000 for Swagit video streaming and \$12,000 for CenTex Trails application between FY20 and FY21. Budget revisions are shown in red on the following tables.

Language was removed under Task 3.1:

**~~3.1 Committee and Board Support~~**

**~~MPO staff will continue to conduct Bike and Pedestrian Advisory Committee, Freight Advisory Committee, and Planner Roundtable.~~**

The language under Subtask 3.1 was duplicate language from Subtask 1.1 and not necessary for Task 3. The budget table was not affected by this change as it did not include a line item for Committee and Board Support.

The remaining Subtasks 3.2, 3.3, 3.4, and 3.5 were renumbered starting at 3.1.

TAC recommended approval of the proposed FY20-21 UPWP amendments at their February 12, 2020 meeting.

**Action Needed:** Approve proposed FY20-21 UPWP amendments.

**Task 1.0 - FY20/21**

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

**Task 1.0 - FY20/21**

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
<b>1.1 ADMINISTRATION</b>	KTMPPO	\$381,731	\$381,731	\$0	\$0	\$0	\$0	\$763,462
<b>1.2 TRAINING</b>	KTMPPO	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$7,000
<b>1.3 TRAVEL</b>	KTMPPO	\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$14,000
<b>1.4 EQUIPMENT</b>	KTMPPO	<del>\$8,000</del> \$17,500	<del>\$8,000</del> \$17,500	\$0	\$0	\$0	\$0	<del>\$16,000</del> \$35,000
<b>1.5 OPERATING COST</b>	KTMPPO	\$85,117	\$85,117	\$0	\$0	\$0	\$0	\$170,233
<b>Total</b>		<del>\$485,348</del> \$494,848	<del>\$485,348</del> \$494,848	\$0	\$0	\$0	\$0	<del>\$970,695</del> \$989,695



### UPWP BUDGET SUMMARY FY20/21

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

### UPWP BUDGET SUMMARY FY20/21

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY20	FY21	FY20	FY21	FY20	FY21	
1. Administration-Management	KTMPPO	<del>\$485,348</del> \$494,848	<del>\$485,348</del> \$494,848	\$0	\$0	\$0	\$0	<del>\$970,695</del> \$989,695
2. Data Development and Maintenance	KTMPPO	\$40,148	\$40,148	\$0	\$0	\$0	\$0	\$80,296
3. Short Range Planning	KTMPPO & HCTD	\$57,911	\$57,911	\$21,906	\$21,906	\$29,444	\$29,444	\$218,522
4. Metropolitan Transportation Plan	KTMPPO	\$167,052	\$167,052	\$0	\$0	\$0	\$0	\$334,104
5. Special Studies	KTMPPO	\$399,000	\$302,500	\$0	\$0	\$0	\$0	\$701,500
<b>Total</b>		<del>\$1,149,459</del> \$1,158,959	<del>\$1,052,959</del> \$1,062,959	<b>\$21,906</b>	<b>\$21,906</b>	<b>\$29,444</b>	<b>\$29,444</b>	<del>\$2,305,117</del> \$2,324,117

# **Item 10:**

## **Grant Opportunities**

### Grant Opportunities

- **INFRA Grants: Deadline is February 25, 2020**

The Nationally Significant Freight and Highway Projects (INFRA) program provides Federal financial assistance to highway and freight projects of national or regional significance. The Department is focusing the competition on transportation infrastructure projects that support four key objectives:

- 1) Supporting economic vitality at the national and regional level;
- 2) Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- 3) Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing;
- 4) Holding grant recipients accountable for their performance

Award minimum: \$5,000,000

Award maximum: \$815,400,000

<https://www.grants.gov/web/grants/search-grants.html>

- **FY20 High Priority-Commercial Motor Vehicle Grant Program (HP-CMV):**

**Deadline February 21, 2020**

Department of Transportation:

As the lead government agency responsible for the regulation and safety oversight of commercial motor vehicles (CMV), FMCSA may award HP-CMV funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses. Funding is available for the support of enforcement projects that improve safety and compliance with FMCSA's regulations for projects that are national in scope, raise public awareness and education, demonstrate new technologies, and reduce the number/rate of CMV crashes.

Award minimum: \$0

Award maximum \$2,000,000

<file:///ct-rcms/PlanningMyDocs/james.mcgill/Downloads/attachment.pdf>

- **Low or No Emissions Program (Low-No Program):**

**Deadline March 17, 2020**

Federal Transit Administration:

The main purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to State and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

Estimated Funding Available: \$130,000,000

No minimum or maximum funding limits

<https://www.grants.gov/web/grants/search-grants.html>

- **Grants for Buses and Bus Facilities Program:**

**Deadline March 30, 2020**

Federal Transit Administration:

The purpose of this grant is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Estimated Funding Available: \$454,600,000

Award Match: 80/20 (may exceed for certain projects)

No minimum or maximum funding limits

<https://www.transit.dot.gov/funding/applying/notices-funding/grants-buses-and-bus-facilities-fy2020-notice-funding>

- **Texas Volkswagen Environmental Mitigation Program:**

**Deadline first come first served**

Texas Commission on Environmental Quality (TCEQ):

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

Estimated Funding Available: \$33,000,000

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

**Websites:**

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

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

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

### **Texas Emissions Reduction Plan (TERP) Grant Programs**

#### **What is the Texas Emission Reduction Plan (TERP)?**

- Provides grants to reduce nitrogen oxides (NO<sub>x</sub>) emissions from mobile sources
- Supports programs to encourage the use of alternative fuels for transportation in Texas
- Helps to keep the air in Texas clean

#### **How does TERP reduce NO<sub>x</sub> emissions from Mobile Sources?**

Provides financial incentives for the **early retirement** of heavy-duty vehicles and equipment, particularly those with large diesel engines, that have been operating in Texas.

- Retired vehicles and equipment are rendered permanently inoperable.
- Retired vehicles and equipment are replaced with newer, cleaner models.
- Grantees commit to operating newer, cleaner models in designated areas of Texas.

#### **TERP and the State Implementation Plan (SIP)**

Since 2001, emissions reductions from the TERP have been included in certain SIP revisions to help demonstrate attainment and progress toward attainment of the NAAQS under the FCAA. TERP programs continue to support attainment demonstrations in SIP revisions as additional measures called "*Weight of Evidence*," which includes activities that are expected to further reduce ozone levels in the nonattainment areas.

**TERP Program Descriptions:**

- The **Emissions Reduction Incentive Grants (ERIG)** program offers grants to upgrade or replace on-road vehicles, non-road equipment, stationary equipment, marine vessels, locomotives, on-vehicle electrification and idle reduction infrastructure, and rail relocation and improvement projects, which must result in a reduction of emissions of nitrogen oxides (NO<sub>x</sub>) of at least 25%.
- The **Rebate Grants** program is a simplified first-come, first-served grant program to upgrade or replace **diesel** heavy-duty vehicles and/or non-road equipment.
- The **Texas Natural Gas Vehicle Grants Program (TNGVGP)** provides grants to replace or repower existing diesel or gasoline vehicles with natural gas vehicles and engines.
- The purpose of the **Seaport and Rail Yard Areas Emissions Reduction (SPRY)** program is to provide financial incentives for the replacement of older drayage trucks and equipment operating at eligible seaports and Class I rail yards in areas of Texas designated as nonattainment under the Federal Clean Air Act.
- The **Texas Clean Fleet Program (TCFP)** provides grants to owners of at least 75 vehicles in Texas to replace a minimum of 10 diesel vehicles with new alternative-fuel or hybrid vehicles. Alternative fuels include: natural gas, propane, hydrogen, methanol (85% by volume) and electricity.
- The **Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP)** provides rebates for the purchase of light-duty vehicles operating on natural gas, propane, or electricity.
- The **Texas Clean School Bus (TCSB)** program provides grants to replace or retrofit older school buses to reduce emissions of particulate matter in diesel exhaust and throughout the state.
- The **Alternative Fueling Facilities Program (AFFF)** provides grants for the construction or expansion of facilities to store, compress, or dispense alternative fuels. Alternative fuels eligible for funding under this program include biodiesel, hydrogen, methanol, natural gas, propane, and/or electricity.
- The **New Technology Implementation Grant (NTIG)** program provides grants to offset the incremental cost of emissions reductions of pollutants from facilities and other stationary sources in Texas.
- The **Port Authority Studies and Pilot Programs (PASPP)** provides grants to port authorities in Texas' nonattainment areas for incentives to encourage cargo movement that reduces NO<sub>x</sub> emissions and particulate matter (PM).
- The **Governmental Alternative Fuel Fleet Grant Program (GAFF)** will provide grants to assist governmental entities and political subdivisions in purchasing or leasing new motor vehicles that operate primarily on CNG, LNG, LPG, hydrogen fuel cells, or electricity.

<b>Program Name</b>	<b>Area</b>	<b>FY20-21 Funding Allocation</b>	<b>First-Come, First- Served or Competitive</b>
Emissions Reduction Incentive Grants (ERIG)	Nonattainment areas	\$50.3M	Competitive
Rebate Grants	Nonattainment areas	\$10M	First-Come, First-Served
Texas Natural Gas Vehicle Grants Program (TNGVGP)	Clean Transportation Zone	\$15.4M	First-Come, First-Served
Seaport and Rail Yard Areas Emissions Reduction (SPRY) program	Eligible counties only	\$9.2M	First-Come, First-Served
Texas Clean Fleet Program (TCFP)	Clean Transportation Zone	\$7.7M	Competitive
Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP)	State Wide	\$7.7M	First-Come, First-Served
Texas Clean School Bus (TCSB)	State Wide	\$6.2M	First-Come, First-Served
Alternative Fueling Facilities Program (AFFP)	Clean Transportation Zone	\$12M	Competitive
New Technology Implementation Grant (NTIG)	State Wide	\$4.6M	Competitive
Port Authorities Studies and Pilot Programs	Nonattainment areas	\$1M	Competitive
Governmental Alternative Fuel Fleet Grant Program	State Wide	\$6M	TBD

For more information on the grant programs including opening and closing dates, workshop dates

and times, please call 1-800-919-8377 (TERP) or visit [www.terpgrants.org](http://www.terpgrants.org).

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

# **Item 11:**

## **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 January 2020 is included in meeting packet.

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

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# 2045 MTP Project Listing



## 2045 Metropolitan Transportation Plan Project Listing

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

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

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	2017	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-02	0231-03-143	US 190	1.0 mi W of FM 2410 to 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: \$84,000,000
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median, bike lane and sidewalk on south side of project, and convert the north outside lane to a shared vehicle and bicycle lane to retain three travel lanes in each direction	81.00	4	4	\$10,000,000	2020	Yes	EJ	
W40-05	0231-04-060	US 190	FM 2410 in W Belton to IH-35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EJ	
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from 2 to 4 lane divided roadway with raised median	56.45	14	5	\$28,000,000	2021	Yes	EJ, H, P	FY21-22 Category 2: \$127,350,000
W35-07	0320-06-008	NW Loop 363	Lucius McCelvey Dr to Industrial Blvd	Construct interchange and expand 2 to 4 lanes with frontage roads	72.00	3	1	\$45,000,000	2021	Yes	H	
W35-01	0231-19-003	US 190 Bypass	Lampasas County Line to US 190 W of Clarke Rd.	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H,	
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2020	Yes	EJ, L, H	

### COMBINED CATEGORY 2 AND CATEGORY 7 FUNDS

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
W40-03	0231-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EJ	FY18-20 Category 2 Funds (\$2,100,000) and Category 7 Funds (\$1,900,000): \$4,000,000

### CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY)

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
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	2019	Yes	H	FY19 Category 4 Funds: \$62,800,000

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

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
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	2017	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: \$11,976,956
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	
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	Construct shared use path for bicycle and pedestrian use	92.00	2	2	\$1,300,000	2019	Yes	EJ, H	
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	2019	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	2018	No	H, ARZ, ES	
A40-15	0909-36-162	Fleet Replacement Project	Killeen UZA	Purchase Buses	N/A	N/A	N/A	\$1,615,000	2018	N/A	N/A	FY21-22 Category 7 Funds: 13,002,000
T40-07a	0909-36-138	Temple Outer Loop West-Phase I	522 ft S of Jupiter Dr to 20 ft N of Riverside Trail	Widen from 2 to 4 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	
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	2021	N/A	N/A	

COMBINED CATEGORY 7 AND MPO CATEGORY 9 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
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

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

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

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
B40-04	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	2018	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	2017	No	EJ, ARZ	
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH-35 northbound frontage road and Confederate Park Drive.	N/A	N/A	N/A	\$1,790,570	2020	No	EJ, P	FY17 TASA Funds: \$1,790,570

GROUPED PROJECTS						
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	FY2017-2020 TIP	FY2019-2022 TIP
G01-PE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	\$12,579,008	\$0
G03-MT	Various CSJs	Maintenance Projects	Various Locations	Various Descriptions	\$37,602,002	\$20,009,216
G04-BR	Various CSJs	Bridge Projects	Various Locations	Various Descriptions	\$3,125,284	\$1,400,000
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	\$497,599	\$2,690,079

Proposed Roadway, Transportation Choices/Livability,Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS <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</sup>
W30-17	1835-01-026	FM 93 Phase 1 and 2	SH 317 to Wheat Rd	Widen from 2 to 4 lane roadway with a bike lane and 6 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	Short Range Funding: \$46,096,645
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No	—	
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	Long Range Funding: \$378,524,579
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	
S40-03	N/A	Salado West Village Road Capacity and Enhancement Project	Thomas Arnold Rd to IH-35	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	—	
T15-06k	0015-14-109	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	2029	Yes	EJ, H	
C35-02ab <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	
W25-02	0184-02-055	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	2026	No	P	
W35-04	N/A	FM 439	Roy Reynolds Drive to FM 3219	Widen from 4 to 6 lanes	70.27	6	14	\$11,539,000	2027	No	EJ	
H45-03	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	Spur 290 to SH 95	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 Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen roadway from 2 to 4 lanes with a continuous center turn lane, sidewalks and bicycle lanes	60.84	23	29	\$7,000,000	TBD	No	EJ	
H30-01	N/A	Business US 190 (Veterans Memorial Blvd)	N Roy Reynolds to US 190/IH-14	Reduce roadway profile, install curb and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (Stan Schlueter Loop)	Upgrade interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	

T45-16	N/A	S 1st Street Extension	Loop 363/US 190 to Blackland Rd	Constuct arterial thoroughfare with street trees, sidewalks and bike lanes.	58.49	30	33	\$10,830,000	2020	No	—	Regionally Significant Unfunded List
K25-04	N/A	SH 195 Overpass	At Business 190	Construct grade separation over Business 190 and BNSF RR	58.35	31	34	\$20,000,000	TBD	Yes	EJ	
B40-11	N/A	FM 2271 (Lake to Lake Road)	FM 1670 to FM 2271	Construct 4 lane roadway with 10 ft wide trail	57.74	32	35	\$49,700,000	TBD	No	EJ, H, P	
T45-15	N/A	Temple Outer Loop - East	IH-35 N to FM 93 at Business 190	Construct a 4 lane divided roadway with a curb and gutter; includes hike and bike trail and dedicated bike lanes to incorporate multimodal transportation	57.34	33	36	\$74,000,000	2023	No	EJ	
B40-07	N/A	Connell St	US 190/IH-14 to Loop 121	Widen from 2 to 4 lanes with center turn lane and 5 ft wide sidewalks	56.64	34	37	\$5,244,000	TBD	No	EJ	
W35-09	N/A	FM 93	SH 95 to SH 36	Widen from 2 to 4 lanes, provide for a raised median	56.37	35	38	\$5,245,000	TBD	Yes	EJ	
K40-26	N/A	Cunningham Rd	US 190/IH-14 to Little Nolan Rd	Construct and widen from 2 to 4 lane road with shoulder, median turn lane, bike and pedestrian facilities	56.27	36	39	\$7,817,350	TBD	No	EJ	
K40-03	N/A	FM 3470 Extension	SH 201 (Clear Creek Rd) to US 190 Bypass	Construct 4 lane FM Road with continuous turn lane and shoulders	56.17	37	40	\$15,000,000	TBD	No	H	
H45-02	N/A	E FM 2410 (E Knights Way) Phase 2	Warriors Path to Rummel Rd	Widen from 2 to 4 lanes with a continous turn lane with a curb, gutter and sidewalks	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	
C45-01	N/A	Fort Hood Access Ramps	SH 9 @ Tank Destroyer Blvd	Construct access ramps from SH 9 to Tank Destroyer Blvd	N/A	N/A	N/A	N/A	N/A	Yes	—	



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</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	Short Range Funding: \$5,099,965
D40-02	N/A	North Waco Rd (Old 81) - Sidewalk	West Main St to West Big Elm	Construct 10' wide bicycle and pedestrian facility	69.02	11	5	\$1,700,000	2027	No	—	
K45-01	N/A	Heritage Oaks Hike & Bike Trail Segment 2	Siltstone Dr to Fawn Dr	Construct shared use path for bicyclists and pedestrians	58.57	26	6	\$1,200,000	2020	No	EJ	
S40-02	N/A	Salado Creek Off-Road Trail: Pace Park	Pace Park along Pace Park Rd	Construct 10 ft wide trail	57.44	27	7	\$199,965	TBD	No	ARZ, ES, P	
B45-01	N/A	Belton's Georgetown Rails to Trails	E Ave B to Leon River Bridge	Construct 10 ft wide shared use path to connect KTMPO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EJ, H	Long Range Funding: \$26,937,064
T45-02	N/A	Downtown Sidewalks - 1st and 3rd St	Mayborn Civic Center to Ave F	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	75.42	4	9	\$2,720,000	TBD	Yes	EJ, P, H	
B45-02	N/A	6th Ave Sidewalk & Shared Use Path	Main St (SH 317) to IH 35 Frontage Rd	Construct 6 ft wide sidewalk on north side of 6th Ave, 10 ft wide SUP on the south side and relocate utilities underground.	73.44	5	10	\$6,000,000	TBD	Yes	EJ, L	
B45-05	N/A	Commerce/Industrial Shared Use Path	Sparta Rd to Main St (SH 317)	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd; provide curb and gutter along Commerce St	72.15	8	11	\$1,233,333	TBD	No	H	
B40-12	N/A	Belton Hike and Bike Trail Extension Southwest	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10 ft wide hike and bike trail	71.08	9	12	\$3,252,480	TBD	No	EJ, H, P	
T45-03	N/A	E Central Sidewalks	MLK Dr to N. 22nd St	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping.	69.29	10	13	\$600,000	TBD	No	EJ, P	
B45-04	N/A	Beal St Sidewalk	E 24th Ave to E 6th St	Construct 5 ft sidewalk on east side from E. 24th Ave to Downing St, construct 5 ft sidewalk on both sides from E 13th Ave to Railroad Track, and construct 5 ft sidewalk on west side from Railroad Track to E. 6th Ave with bicycle signage along entire project	69	12	14	\$282,500	TBD	No	EJ, P	
T45-08	N/A	West Adams Sidewalks	Olaf Dr to IH 35	Construct 6 ft wide sidewalk	68.71	13	15	\$950,000	TBD	Yes	EJ	
T45-06	N/A	South Pea Ridge Greenbelt Trail	W Adams Ave (FM 2305) to Poison Oak Rd	Construct 8 ft wide trail along linear park east of S Pea Ridge Rd and through Von Rosenberg Park	66.57	14	16	\$1,680,000	2023	No	P	
T40-25	N/A	Bird Creek Interceptor Trail	N side of Lions Community Park to Midway Dr (near Bonham Middle School)	Construct 8 ft wide trail	66.43	15	17	\$375,000	TBD	No	P	
B45-07	N/A	Avenue H Sidewalk/Rd Improvements	Main St (SH 317) to Saunders St	Construct 5' wide sidewalk on north side of Ave H with Bicycle Signage and reconstruct roadway and widen to 2 lanes from Connell St. to Saunders St.	66	16	18	\$429,167	TBD	No	EJ	
T45-09	N/A	Apache Dr Sidewalks	W Adams Ave (FM 2305) to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	65.84	17	19	\$325,000	2023	No	EJ	
T45-07	N/A	Temple Lake Park Connection	FM 2271 to Temple Lake Park	Construct 8 ft wide hike and bike trail	64.56	18	20	\$2,640,000	2023	No	P	
T25-05	N/A	FM 2271 Trail	FM 2305 to Miller Spring Park	Construct 8 ft wide trail	63.88	19	21	\$950,000	TBD	Yes	H, P	
T45-04	N/A	Friars Creek Trail	Friars Creek Trail Terminus to S 1st St Future Extension	Construct 10 ft wide hike and bike trail to extend and connect to existing trail sections	63.85	20	22	\$500,000	2023	No	—	
N40-05	N/A	FM 439 Spur Connectivity	Main St to North Dr	Construct 10 ft wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	63.71	21	23	\$967,500	TBD	No	—	
T45-01	N/A	Canyon Creek Trail	Canyon Creek Dr to Lions Park	Construct 8 ft hike and bike trail	62.58	22	24	\$720,000	2023	No	P	
S40-01	N/A	Salado Creek Shared Use Path - Royal St	Main St at College Hill Dr to 0.09 mi N of Royal St on Center Circle	Construct alternate transportation route consisting of shared-use path for bicyclists and pedestrians	62.42	23	25	\$368,959	TBD	No	ARZ, H, ES	
T45-05	N/A	Hickory Rd Sidewalk	Midway Dr to Aspen Trail	Construct 6 ft sidewalk with crosswalks	61.43	24	26	\$500,000	TBD	No	P	
B45-06	N/A	Central Ave Sidewalk & Traffic Signals	Main St (SH 317) to Pearl St	Upgrade to a 5 ft wide sidewalk on north side of Central Ave and install pedestrian crossing infrastructure at intersection of Main St (SH 317) to Pearl St.	59.29	25	27	\$403,125	TBD	No	—	
N40-09	N/A	Pleasant Hill Rd	Lonesome Oak Dr to Ave I	Construct Class 2, buffered on-street bike lane	N/A	N/A	N/A	\$500,000	N/A	No	H	Unscored/Unfunded List
N40-11	N/A	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail bordering Nolan Creek	N/A	N/A	N/A	N/A	N/A	No	H	
N40-12	N/A	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School	Add Class 2 Bike Lanes on system	N/A	N/A	N/A	N/A	N/A	No	—	
N40-13	N/A	Wild Wood Trail	Lonesome Oak Dr to Ave I	Construct an 8 ft wide multi use trail	N/A	N/A	N/A	\$400,000	N/A	No	—	
S40-04b <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. Project 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\*  
September 18, 2019\*  
October 23, 2019

\* Administrative Amendments

End of Packet