



Transportation Planning Policy Board

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

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board
Wednesday, August 19, 2020**

Electronic Meeting: 9:30 A.M.

Please join meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/539822565>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3412](tel:+18722403412)

Access Code: 539-822-565

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: Advisory Committees; FY2021 Chair and Vice Chair positions; Air Quality (pgs. 5-6).
4. **Action Item:** Regarding approval of minutes from July 15, 2020 meeting (pgs. 8-10).
5. **Discussion and Action Item:** Approve initiation of the public involvement process for amendments to the FY19-22 and FY21-24 Transportation Improvement Programs (TIP) and 2045 Metropolitan Transportation Plan (MTP) regarding (pgs. 12-17)
 - a) W40-04a(1) – Loop 121 Phase 1a
 - b) W35-01 – US 190 Bypass
6. **Discussion Item:** Review of draft KTMPO Public Participation Plan (PPP) (pgs. 19-66).
7. **Discussion Item:** Freight and Truck Parking Study surveys (pgs. 68-79).
8. **Discussion Item:** Regarding public input received through July 2020 (pgs. 81-82).
9. Member comments.
10. Adjourn.

Item 3:

Staff Update

Staff Update: Upcoming Meetings

Listed below are the upcoming KTMPO meetings:

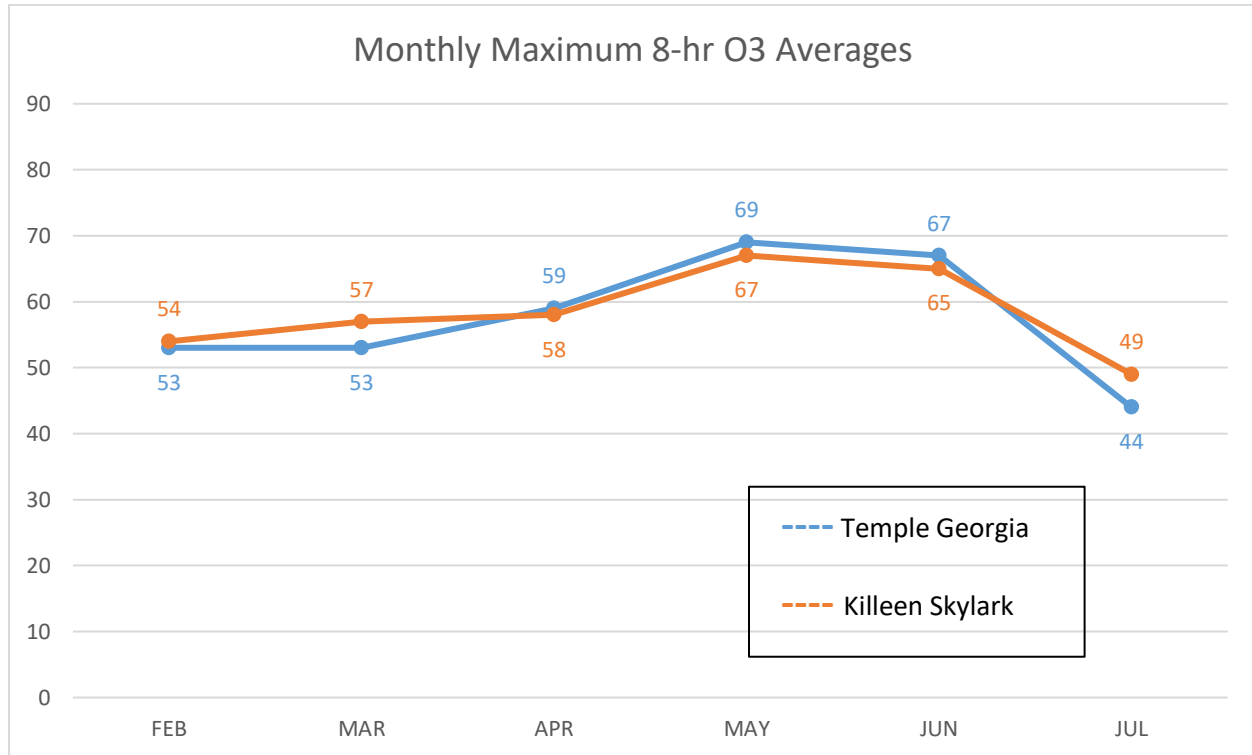
- September 2, 2020 – Technical Advisory Committee
- September 16, 2020 – Transportation Planning Policy Board
- October 7, 2020 – Technical Advisory Committee
- October 21, 2020 – Transportation Planning Policy Board

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

FY2021 Chair and Vice Chair Positions

Policy Board will be electing a new Chair and Vice Chair for FY2021 at the September 16, 2020 meeting. Policy Board voting members interested in serving in these positions are requested to notify KTMPO Director, Uryan Nelson, of your interest in writing.

Air Quality:



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

Item 4:

Meeting Minutes



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

Wednesday, July 15, 2020
9:30 AM

Electronic Meeting

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	Commissioner Bobby Whitson for Judge David
Danielle Singh for Vice-Chair Mayor Jose Segarra –	Blackburn – Bell County
City of Killeen	Judge Roger Miller – Coryell County
Councilmember Susan Long—City of Temple	Stan Swiatek – TxDOT Waco District
Councilmember David Leigh – City of Belton	Jason Scantling for Elias Rmeili – TxDOT
Joseph Molis for Mayor Spencer Smith – City of	Brownwood District
Harker Heights	Darrell Burtner for Carole Warlick—Hill Country
Bobby Lewis for Mayor Bradi Diaz – City of	Transit District
Copperas Cove	

Policy Board Non-Voting Members Present

Justin Morgan – FHWA

Others Present

Jason Deckman – City of Temple	Keith Sledd -- HOTDA
Cheryl Maxwell – City of Belton	Ron Bruggman – USACE
Brigida Gonzalez – TxDOT TPP	Mario Perez – Fort Hood
Victor Goebel – TxDOT Waco District	Curtis Jones – TxDOT TPP
Christi Bonham – TxDOT Waco District	Akila Thamizharasan – TxDOT TPP
Allen Duncan – TxDOT Waco District	Travis Norton – Jacobs Consulting
Brenton Lane – TxDOT Waco District	Alexandra Quintero – Jacobs Consulting
Erika Kunkel – TxDOT Waco District	Nishant Kukadia – Jacobs Consulting
Stephen Kasberg – TxDOT Bell County Area	Uryan Nelson – KTMPO
Engineer	Kendra Coufal – KTMPO
Austin Valentine – TxDOT Waco District	James McGill – KTMPO

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

Meeting Minutes

1. Call to Order: 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; Administrative Amendments.

Kendra Coufal informed the Board about upcoming KTMPO meetings. Air Quality readings for the month of June were 65 ppb in Killeen and 67 ppb in Temple. Ms. Coufal also stated that several administrative amendments were being made to the approved FY21-24 TIP following TxDOT and FHWA's review and that all of those amendments were available for review in the packet.

4. Action Item: Approve minutes from May 20, 2020 meeting.

Judge Roger Miller made a motion to approve the May 20, 2020 meeting minutes, seconded by Joseph Molis; the motion passed unanimously.

5. Discussion and Action Item: Regarding approval Unified Planning Work Program (UPWP) Amendment regarding Task 1, Subtask 1.4, and Task 3, Subtask 3.1.

Kendra Coufal informed the group that this amendment had been brought before the TAC and approved back in February. Ms. Coufal stated that the amendment had been tabled for the Policy Board to get further clarification and clearance from TxDOT for the amendment. Ms. Coufal then detailed the changes being made to the FY20-21 UPWP including budget changes to Task 1 and duplicate language being removed from Task 3.

Councilmember Susan Long made a motion to approve the amendments to the Unified Planning Work Program (UPWP), seconded by Councilmember David Leigh; the motion passed unanimously.

6. Discussion and Action Item: Regarding final thresholds for Environmental Justice Areas.

James McGill informed the group that staff had been working with the TAC for the past several months to update the thresholds for KTMPOs EJ areas based on new census data from 2018. Mr. McGill stated that staff's recommendation was to keep the thresholds the same (Low Income – 85th percentile, Minority – 50%, and Hispanic/Latino – 35%) and that TAC had recommended approval at their July meeting. Mayor Tim Davis asked how these thresholds compare to other MPOs. Various members of the committee then engaged in a discussion about the usefulness of the tool and clarifying the validity of the chosen thresholds.

Councilmember David Leigh made a motion to approve the thresholds of Low Income greater than the 85th percentile, Minority population greater than 50%, and Hispanic/Latino population greater than 35% for Environmental Justice Communities of Concern (EJCOC), seconded by Councilmember Susan Long; the motion passed unanimously.

7. Discussion and Action Item: Texas NHS Update and approval of NHS Resolution.

Akila Thamizharasan and Curtis Jones of TxDOT Transportation Planning and Programming (TPP) gave a brief presentation and overview of a recent study to update the National Highway System (NHS) in Texas. Mr. Jones also informed the Board of TxDOT's recommendations for modifications in the KTMPO region as a result of the study. Mayor Tim Davis asked if the cities affected by the changes were notified of these recommended modifications. Uryan Nelson stated that there was an in-depth conversation at the July TAC meeting about the modifications and it was determined that this was the best action to take. Mr. Nelson also informed the board that the intermodal connectors being removed may be added back at a later date once there is supporting data.

Judge Roger Miller made a motion to approve Resolution 2020-05 for support of NHS modifications in the KTMPO Area, seconded by Councilmember David Leigh; the motion passed unanimously.

8. Discussion Item: Public input received through June 2020.

Public input received through June 2020 was presented to the TPPB. No input was received during the designated period.

9. Member Comments:

Keith Sledd thanked Uryan Nelson and Mayor Davis for the quick turnaround on the letter of support to Congress for the IH-14 designation from Fort Bliss to Georgia.

9. Adjourn: The meeting adjourned at 10:03 a.m.

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

Mayor Tim Davis, Chair

Uryan Nelson, KTMPO Director

Item 5:

**FY 19-22 TIP, FY21-24 TIP, and
2045 MTP Amendments**

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

MTP Background

The MTP is the 25-year long range planning document for KTMPO. The MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document's 25-year planning horizon. The project listing is fiscally constrained based on the projected funding the MPO expects to receive in the 25-year planning period. The document also lists regionally significant unfunded projects. Projects must be included in the funded section of the MTP in order to receive state or federal funding.

TIP Background

The TIP is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four-year period. The current TIP covers FY19 through FY22. Projects included in the TIP must be consistent with the MTP and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

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

Amendments are needed to the MTP and TIP to:

- a) Update the project limits and revise the approved construction amount for the Loop 121 Phase 1a project, W40-04a(1)
 - **Original Limits:** Lake Rd (FM 439) to US 190
 - **New Limits:** Lake Rd (FM 439) to South of W Avenue O
- The reason for this revision is to include the entire intersection of US 190 and have a cleaner ending terminus for the project.
 - **Original Cost:** \$28,000,000 of Category 2M funds
 - **Revised Cost:** \$30,800,000 of Category 2M funds
- The reason for this revision is due to a 10% administrative cost increase.
- b) Revise the match rate from 80% federal/20% state to 100% state for the US 190 Bypass project, W35-01
- The match rate is being revised to help TxDOT more efficiently manage the federal obligations of NHPP and STP-Flex programs.

Schedule:

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

Action Needed: Discussion of 2045 MTP, FY19-22 TIP and FY21-24 TIP amendments.

Original Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	2502-01-021	SL 121	2021	C	Belton	TxDOT	\$28,000,000
LIMITS FROM:	Lake Rd (FM 439)						REVISION DATE:	Jul-20
LIMITS TO:	US 190						MPO ID:	W40-04a(1)
DESCRIPTION:	Widen from two lanes to four lanes with a raised median.						FUNDING CATEGORY:	2M
REMARKS:							PROJECT HISTORY:	
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$1,500,000		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$8,088,000		2M	\$22,400,000	\$5,600,000		\$28,000,000
CONSTRUCTION:		\$28,000,000	\$28,000,000					
CONSTRUCTION ENGINEERING:		\$1,500,000		TOTAL	\$22,400,000	\$5,600,000	\$0	\$0 \$28,000,000
CONTINGENCIES:		\$700,000						
INDIRECTS:		\$1,200,000						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$40,988,000						

New Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	2502-01-021	SL 121	2021	C	Belton	TxDOT	\$30,800,000
LIMITS FROM:	Lake Rd (FM 439)						REVISION DATE:	Jul-20
LIMITS TO:	South of W Avenue O						MPO ID:	W40-04a(1)
DESCRIPTION:	Widen from two lanes to four lanes with a raised median.						FUNDING CATEGORY:	2M
REMARKS:							PROJECT HISTORY:	
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$1,500,000		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$8,088,000		2M	\$24,640,000	\$6,160,000		\$30,800,000
CONSTRUCTION:		\$30,800,000	\$30,800,000					
CONSTRUCTION ENGINEERING:		\$1,500,000		TOTAL	\$24,640,000	\$6,160,000	\$0	\$0 \$30,800,000
CONTINGENCIES:		\$700,000						
INDIRECTS:		\$1,200,000						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$43,788,000						



Original Description

2045 Metropolitan Transportation Plan Project Listing

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

MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$92,350,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$28,000,000	2021	Yes	EJ, H, P	
W35-01	0231-19-003	US 190 Bypass	Lampasas County Line to US 190 W of Clarke Rd.	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H,	
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2023	Yes	H	FY23-24 Category 2: \$45,000,000

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	Installation of ADA compliant sidewalks traveling east on Central Avenue from 31st Street to 3rd Street and west on Adams Avenue from 3rd Street to 31st Street with tapered connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611

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

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH-35 northbound frontage road and Confederate Park Drive.	N/A	N/A	N/A	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571

STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571



New Description

2045 Metropolitan Transportation Plan Project Listing												
Short Range Funded (2014-2023) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)												
MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)												
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$95,150,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to South of W Ave O	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$30,800,000	2021	Yes	EJ, H, P	
W35-01	0231-19-003	US 190 Bypass	Lampasas County Line to US 190 W of Clarke Rd.	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H,	
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2023	Yes	H	FY23-24 Category 2: \$45,000,000
CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)												
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	Installation of ADA compliant sidewalks traveling east on Central Avenue from 31st Street to 3rd Street and west on Adams Avenue from 3rd Street to 31st Street with tapered connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	
MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)												
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611
STATEWIDE CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM)												
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH-35 northbound frontage road and Confederate Park Drive.	N/A	N/A	N/A	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571
STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)												
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571

Original Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Coryell	0231-19-003	US 190	2021	C	Copperas Cove	TxDOT	\$48,150,000
LIMITS FROM:	Lampasas County Line							
LIMITS TO:	US 190 W of Clarke Rd							
DESCRIPTION:	Widen from two lanes to four lane divided highway and construct interchange						REVISION DATE:	Jul-20
							MPO ID:	W35-01
							FUNDING CATEGORY:	2M
REMARKS:							PROJECT HISTORY:	MPO selected project in December 2018 during reprioritization of the MTP
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY			
PRELIMINARY ENGINEERING:		\$2,357,657		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		2M	\$38,520,000	\$9,630,000		\$48,150,000
CONSTRUCTION:		\$48,150,000	\$48,150,000					
CONSTRUCTION ENGINEERING:		\$2,068,964		TOTAL	\$38,520,000	\$9,630,000	\$0	\$0 \$48,150,000
CONTINGENCIES:		\$86,607						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$52,663,228						

New Description

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Coryell	0231-19-003	US 190	2021	C	Copperas Cove	TxDOT	\$48,150,000
LIMITS FROM:	Lampasas County Line							
LIMITS TO:	US 190 W of Clarke Rd							
DESCRIPTION:	Widen from two lanes to four lane divided highway and construct interchange						REVISION DATE:	Jul-20
							MPO ID:	W35-01
							FUNDING CATEGORY:	2M
REMARKS:							PROJECT HISTORY:	MPO selected project in December 2018 during reprioritization of the MTP
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY			
PRELIMINARY ENGINEERING:		\$2,357,657		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		2M		\$48,150,000		\$48,150,000
CONSTRUCTION:		\$48,150,000	\$48,150,000					
CONSTRUCTION ENGINEERING:		\$2,068,964		TOTAL	\$0	\$48,150,000	\$0	\$0 \$48,150,000
CONTINGENCIES:		\$86,607						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$42,241,228						

Item 6:

**Draft KTMPO Public
Participation Plan (PPP)**

KTMP Public Participation Plan Update

Summary:

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

Staff specifically requests TAC review of the following:

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

Tentative Schedule:

- August 5, 2020—TAC review of PPP.
- **August 19, 2020—TPPB review of PPP.**
- September 2, 2020—TAC review of Title VI and LEP documents and recommendation to initiate public involvement for PP, Title VI and LEP.
- September 16, 2020—TPPB review of Title VI and LEP documents and approves initiation of the public involvement process for PP, Title VI and LEP.
- September 19, 2020—November 2, 2020—45 day public comment period
 - Two public hearings;
- November 4, 2020—TAC recommendation to approve PPP, Title VI and LEP update, pending any public comments received.
- November 18, 2020—TPPB approval of PPP, Title VI and LEP update.

Action Needed: No action needed; for discussion only.



Public Participation Plan (PPP)

Approved by the
Transportation Planning Policy Board
on _____, 2020

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

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SECTION 1 - APPROVAL

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

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

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

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

SECTION 2 - FAST ACT

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

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

SECTION 3 - INTRODUCTION

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

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

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

The Region

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

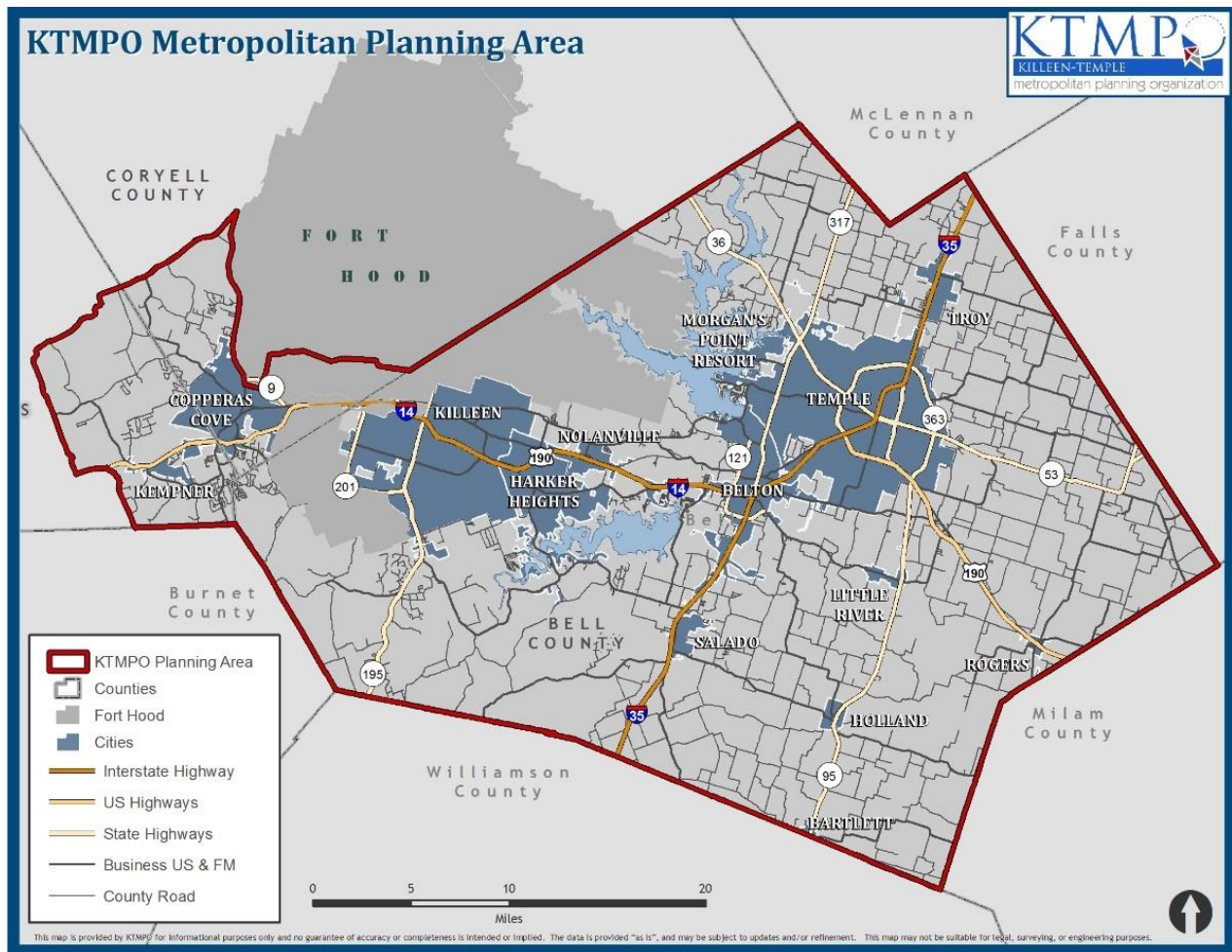
Table 3.1- KTMPO Membership:

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

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

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Map 3.1- KTMPO Boundary:



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

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

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

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

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

Public Participation Plan

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

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

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

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

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

Planning Documents

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

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

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

See Appendix E for a Glossary of Planning Terms.

Program Adoption, Amendments, and Administrative Modification

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

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

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

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

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

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

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

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

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

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

All Planning Documents: Minor changes include:

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

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

Meeting Regulations

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

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

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

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

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SECTION 4 - PUBLIC INVOLVEMENT

Public Forums

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

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

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

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

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

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

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

Table 4.1- Planning Documents and Comment Periods:

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

Public Meetings

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

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

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

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

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

Table 4.2- Public Meetings:

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

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

Public Comment Period

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

Response to Public Comment

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

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

SECTION 5 - COMMUNICATIONS STRATEGY

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

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

Media

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

Notification Database

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

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

Internet

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

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

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

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

Public Involvement Outlets

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

KTMPO Documents

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

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

Public Access to Plans

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

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

Requests for Information

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

Civic/Group Presentations

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

Effectiveness of Public Involvement

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

Quantitative data to be collected may include:

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

Subjective observations may encompass:

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

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

SECTION 6- ENVIRONMENTAL JUSTICE AND TITLE VI

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

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

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

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

Environmental Justice Communities of Concern:

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

Outreach methods may include:

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

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

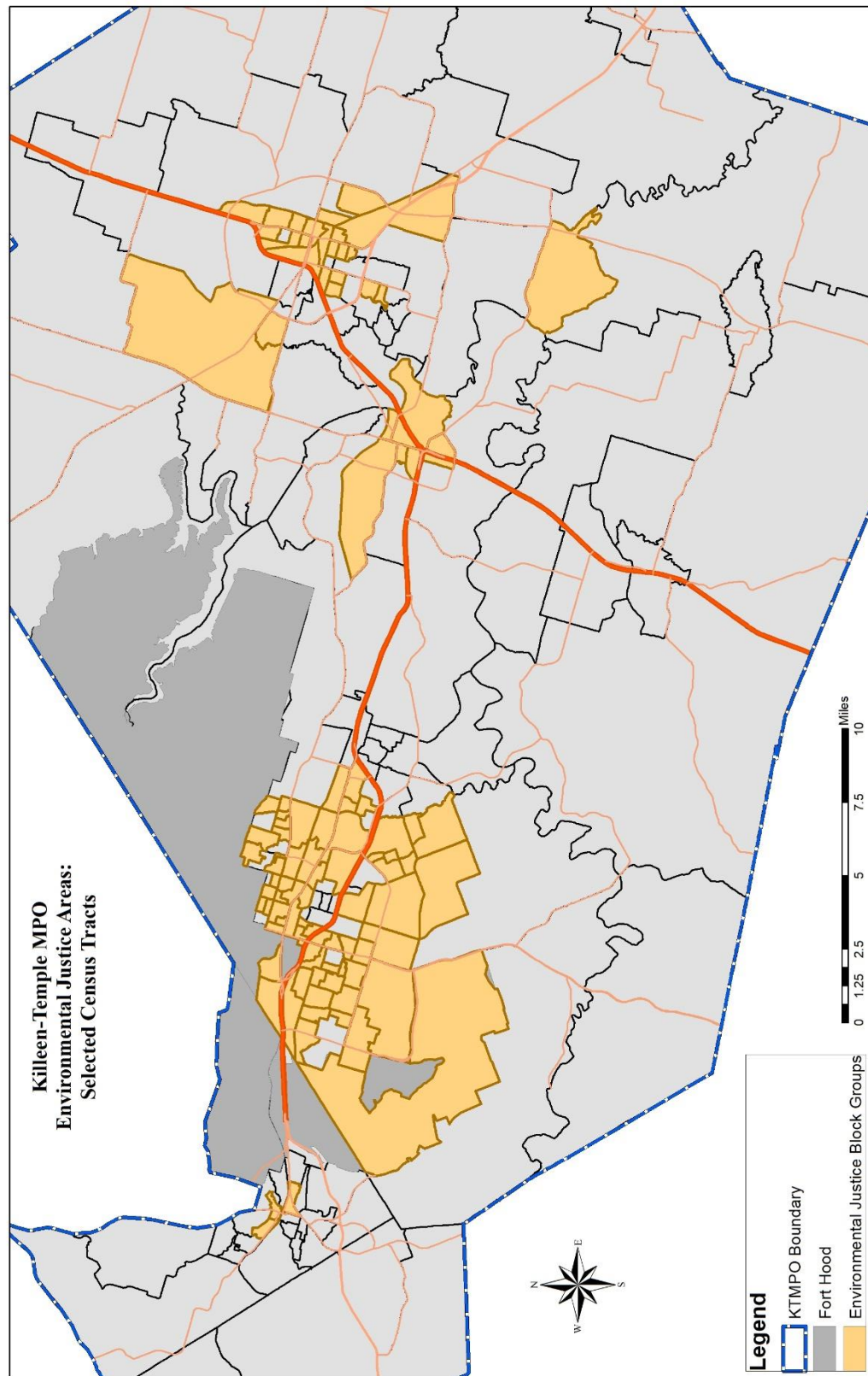
² U.S. D.O.T. Order on Environmental Justice, April 15, 1997, Federal Register Vol. 62 Num. 72

³ 2018 American Community Survey 5-year estimates

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

See Appendix F for Demographic Analysis and methodology.

Map 6.1- Environmental Justice Areas: Selected Census Tracts:



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APPENDIX

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APPENDIX A – CODE OF FEDERAL REGULATIONS

Code of Federal Regulations

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

§450.316 Interested parties, participation, and consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

APPENDIX B – FACT SHEETS



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

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

KTMPPO Staff

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KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION

Metropolitan Planning Organization Summary Sheet

WHERE IS KTMPPO LOCATED?

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

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

The mailing address is: P.O. Box 729

WHAT DOES KTMPPO DO?

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

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

WHO IS INVOLVED IN THE PLANNING PROCESS?

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

WHEN ARE MEETINGS HELD?

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

HOW DO I SCHEDULE A PRESENTATION?

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

Hoja de Resumen

LA MISIÓN

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

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

Personal de la KTMP

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KILLEEN-TEMPLE
METROPOLITAN
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¿DÓNDE ESTÁ UBICADA LA KTMP?

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

Organización de Planificación Metropolitana Killeen-Temple

2180 North Main Street
Belton, Texas 76513

Dirección postal: P.O. Box 729

¿QUÉ HACE LA KTMP?

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

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

¿QUIÉNES PARTICIPAN EN EL PROCESO DE PLANIFICACIÓN?

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

¿CUÁNDO SE CELEBRAN LAS REUNIONES?

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

¿CÓMO PROGRAMAR UNA PRESENTACIÓN?

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

Metropolitan Transportation Plan Summary Sheet

THE 25 YEAR TRANSPORTATION PLAN

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

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THE SHORT RANGE PLAN

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

THE LONG RANGE AND REGIONALLY SIGNIFICANT UNFUNDED PLAN

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

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

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www.ktmpo.org

KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION

Plan de Transporte Metropolitano Hoja de Resumen

PLAN DE TRANSPORTE DE 25 AÑOS

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

PLAN A CORTO PLAZO

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

PLAN A LARGO PLAZO Y EL PLAN REGIONAL SIN FONDOS

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

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

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KILLEEN-TEMPLE
METROPOLITAN PLANNING
ORGANIZATION

Summary Sheet

THE FOUR-YEAR WORK PROGRAM

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

PROJECT SELECTION

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

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

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KILLEEN-TEMPLE
METROPOLITAN PLANNING
ORGANIZATION

Hoja de Resumen

PLAN DE TRABAJO DE CUATRO AÑOS

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

SELECCIÓN DE PROYECTOS

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

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

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ORGANIZATION

APPENDIX C – PUBLIC COMMENT FORM

PUBLIC COMMENT FORM



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

Name: _____

Title: _____

Company: _____

*Address: _____

(Or Closest _____

Intersection) _____

Phone: _____

Email: _____

Comments:

(MORE ROOM ON BACK)

*What do
you want
to say?*

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

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

Formulario de Comentario Público



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

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

Comentarios:
(más espacio en la parte posterior)

¿Qué
quieres
decir?

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

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

APPENDIX D – REGIONAL AGENCIES AND STAKEHOLDERS

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

APPENDIX E – GLOSSARY OF PLANNING TERMS

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

APPENDIX F – ENVIRONMENTAL JUSTICE

Demographics and Methodology

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

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

Community of Comparison

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

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

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

⁴ 2015 American Community Survey 5-year estimates

⁵ 2018 American Community Survey 5-year estimates

Low- Income Calculations

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

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

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

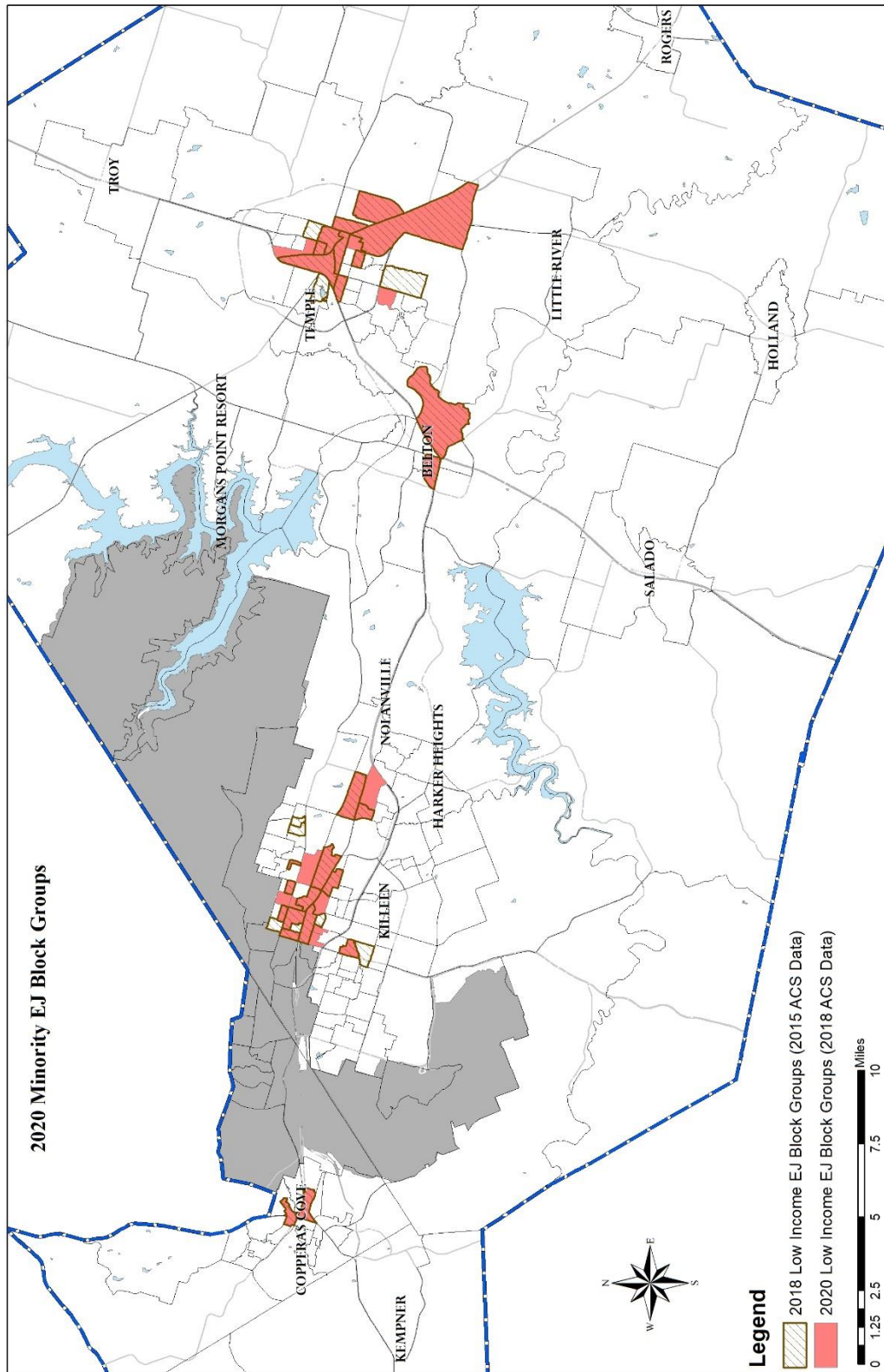
For Median Income, the median income for that Block Group was compared to the county-wide median income. This resulted in a positive number where the median income was above the county median, and a negative number if the local income was below the county median income. The difference was sorted so that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

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

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

See maps on following pages.

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



Minority Calculations

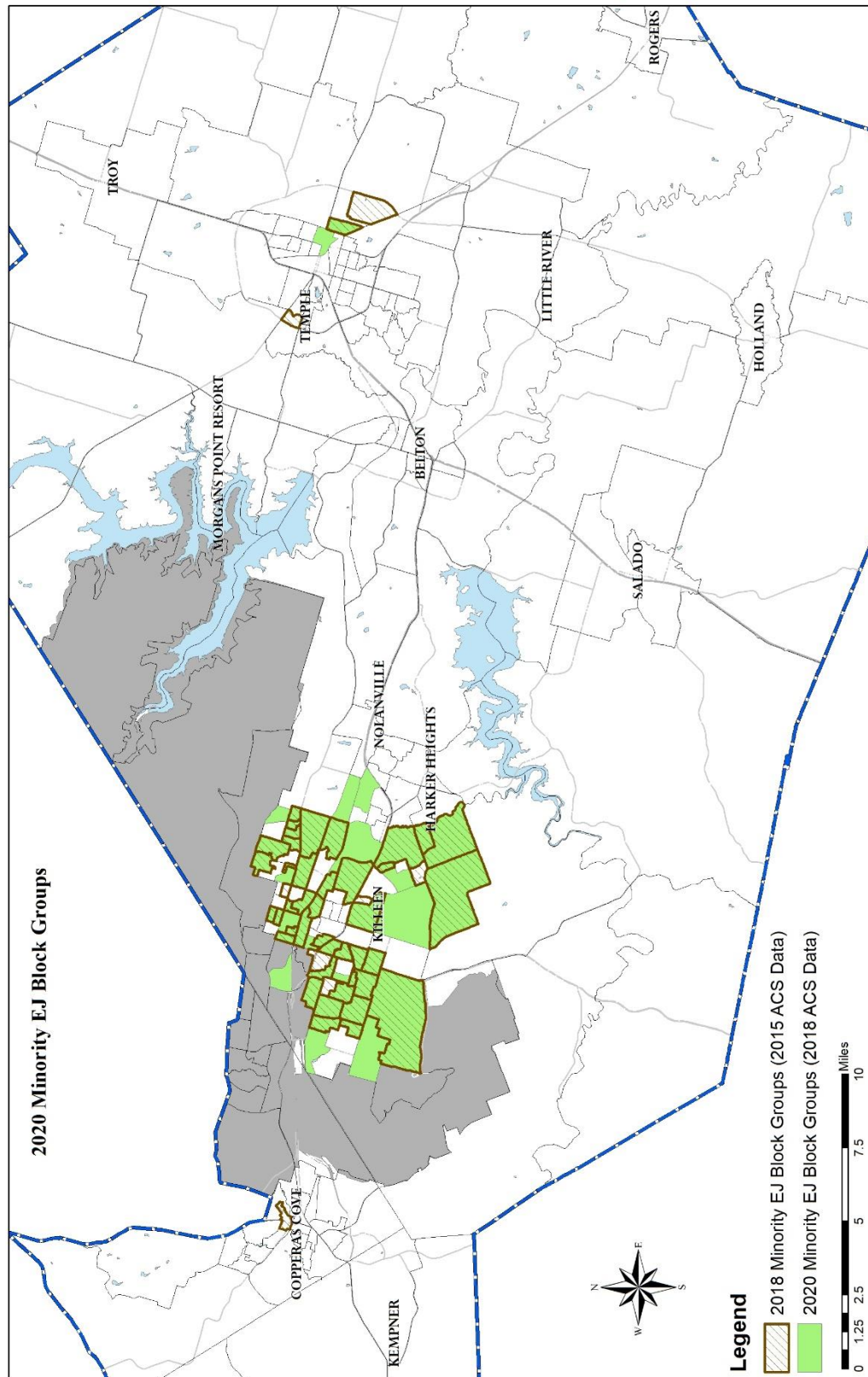
Block Groups were assessed for percentage the residents who identified as minority of one or more races. Past plans used a threshold of 50% minority at the Census tract level. We evaluated the Block Group percentages above and below 50% to determine if this threshold should change. Selecting Block Groups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

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

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

See maps on following pages.

Map F-2- Environmental Justice Areas: Minority:



Hispanic and Latino Calculations

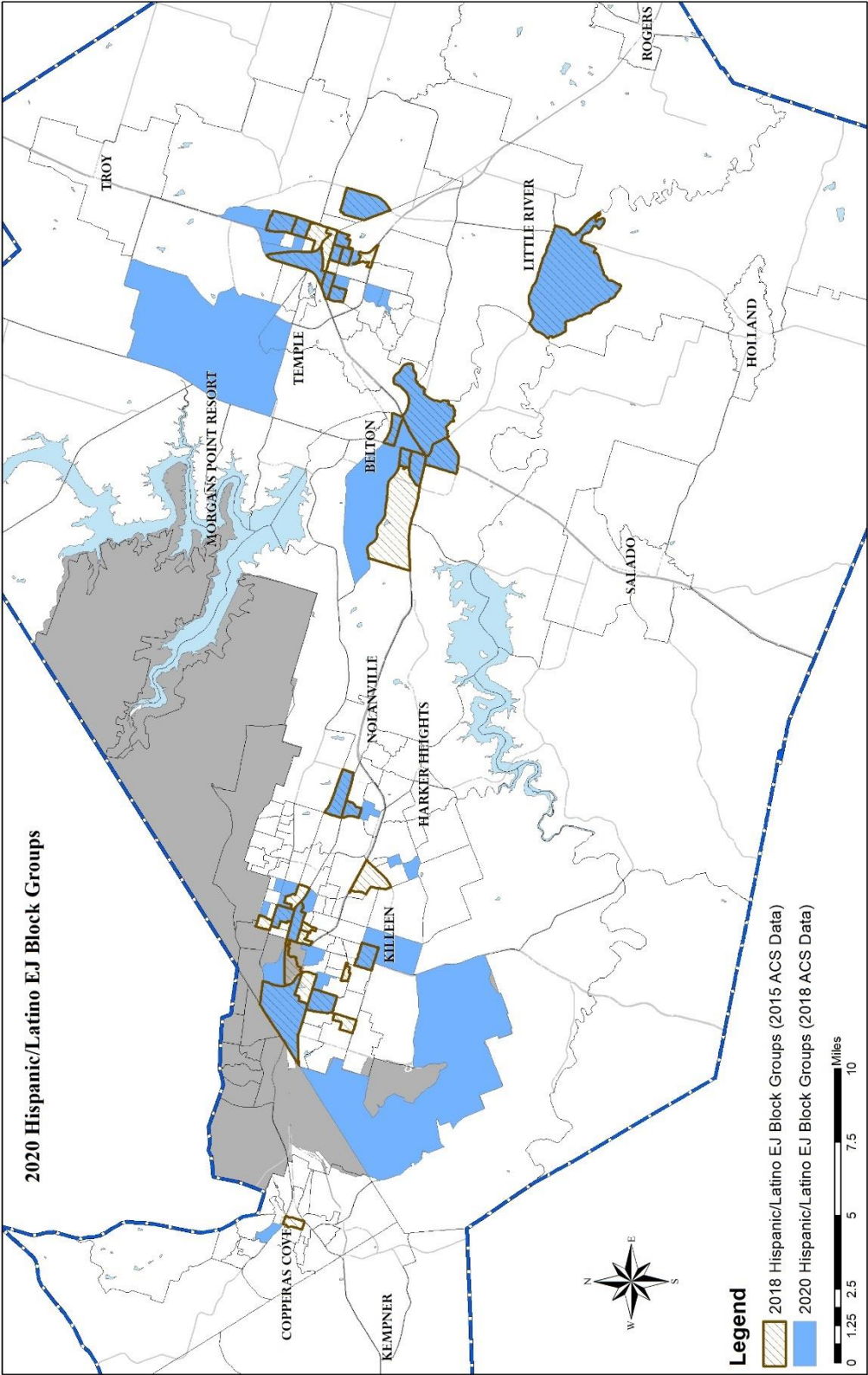
KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore, included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino.

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

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

See maps on the following pages:

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



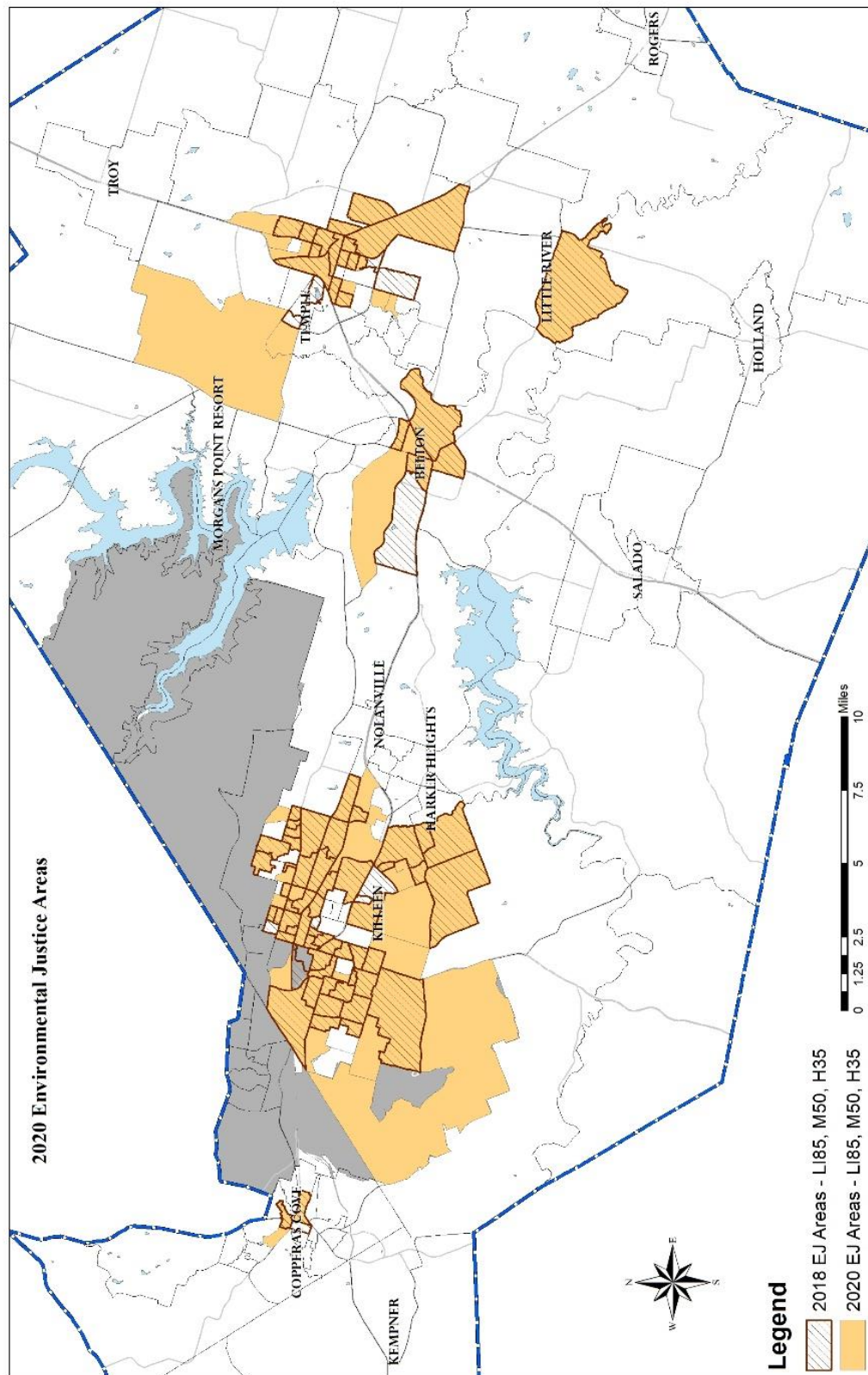
Environmental Justice Areas

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

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

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

Map F-4- Environmental Justice Areas:



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DRAFT

Item 7:

**Freight and Truck Parking
Study Surveys**

Freight and Truck Parking Study Surveys

KTMPO has contracted with CDM Smith to conduct a Freight and Truck Parking Study. The study will assess freight deficiencies and issues in the region obtained via plan review and stakeholder interviews; determine existing truck parking supply and model optimum supply to understand regional parking deficits; develop recommendations for improved truck parking facilities based on land use analysis around identified parking hotspots; and recommend ordinances and policies to support regional truck parking needs.

As part of this effort staff is coordinating with the CDM Smith team to assist in the distribution of surveys to local stakeholders in the region, including TAC, law enforcement, truck stop operators, and truckers.

Staff requests your assistance in distributing and completing the surveys included in meeting packet.

Action Needed: No action needed; for discussion only.



Connectivity is a key issue for the region – connecting the transportation network, connecting our planning policies, and connecting with you! The Killeen-Temple Metropolitan Planning Organization (KTMPo) is gathering information to help guide our transportation planning for the Truck Transportation & Parking Study. Please take a minute to connect with us by filling out this survey on truck movements and parking requirements in our region. **Thank you for your help!**

Truck Parking Questions

1. How is illegal truck parking impacting your city? (decreased safety, slower movement of goods and services, etc.)

2. At what times do you see trucks illegally parked? (List days of the week, times, frequency)

3. What are your future and planned projects to address the truck parking issue?



4. What would be possible beneficial partnerships for business and local governments to have with the trucking industry in order to address the truck parking shortage?

5. Would the city or a business be open to using a lot/parking lot that is vacant for truck parking? If no, why?

6. Are there any local regulations which restrict truck parking or conflict with planned projects or strategies? Please describe.

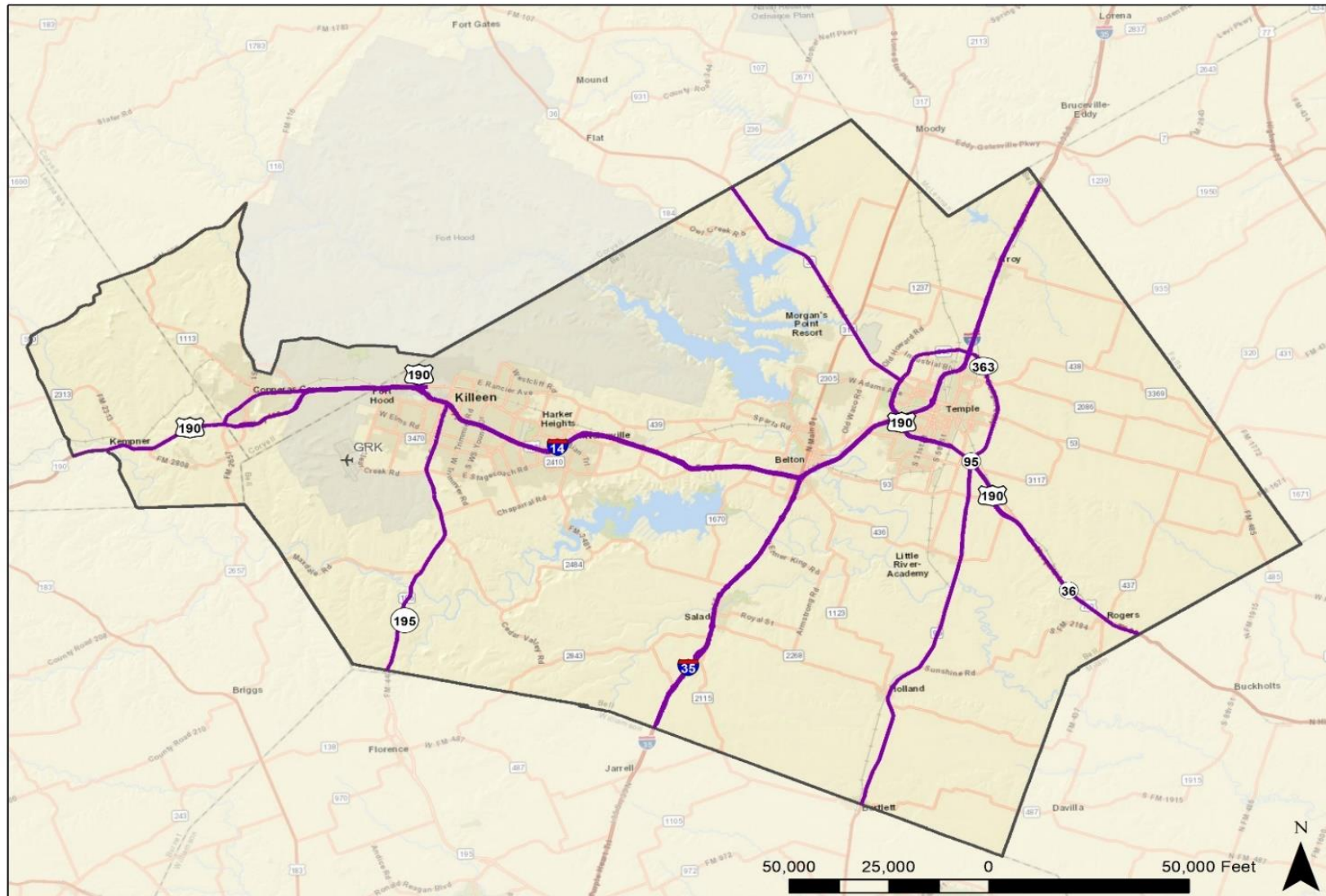
7. Do owner/operators park trucks at their homes? Is that an issue in your community?

8. Who else should we talk to about truck parking in the region?

*Survey for the
Technical Advisory Committee*



Please mark on the map the places where you see trucks parking illegally.





Freight Operational Questions

9. What barriers or bottlenecks most affect freight in this region?

What	Where/How
Roadway	
Bridges	
Intermodal Connections	
Other: _____	

10. **Safety** – Do you have any freight-related safety concerns (what and where)?

11. **Effects** – How do infrastructure and/or modal challenges affect regional freight operations?

12. **Policy/Programmatic/Organizational** – do any public policies, programs, or organizations affect freight in the region? How? What would you like to see changed?



Summary

13. Who else should we talk to about truck parking and operations in the region?

14. Is there anything else you would like to tell us which would help explain the truck parking issues that you face?

Please feel free to provide your contact information:

- ☐ If you want us to contact you with the final document when this study is complete
- ☐ If you would like us to contact you to give you additional information about the study
- ☐ If you would like us to contact you so you can give us additional information



Connectivity is a key issue for the region – connecting the transportation network, connecting our planning policies, and connecting with you! The Killeen-Temple Metropolitan Planning Organization (KTMPo) is gathering information to help guide our transportation planning for the Truck Transportation & Parking Study. Please take a minute to connect with us by filling out this survey on truck movements and parking requirements in our region. ***Thank you for your help!***

1. At what times do you see trucks illegally parked? (List days of the week, times, frequency)

2. Does illegal truck parking affect congestion or safety?



3. Do you see any regulatory, safety, or practical issues to using a vacant parking lot for truck parking?

4. Do you see owner/operators park trucks at their homes? Does this have any congestion or safety effects?

5. Do you see trucks operating or parking on local roads leading to industrial sites? Please list or mark on the map.

6. Are there any other congestion or safety concerns related to truck parking?

7. Summary – Is there anything else you would like to tell us which would help explain the truck parking issues that you face?

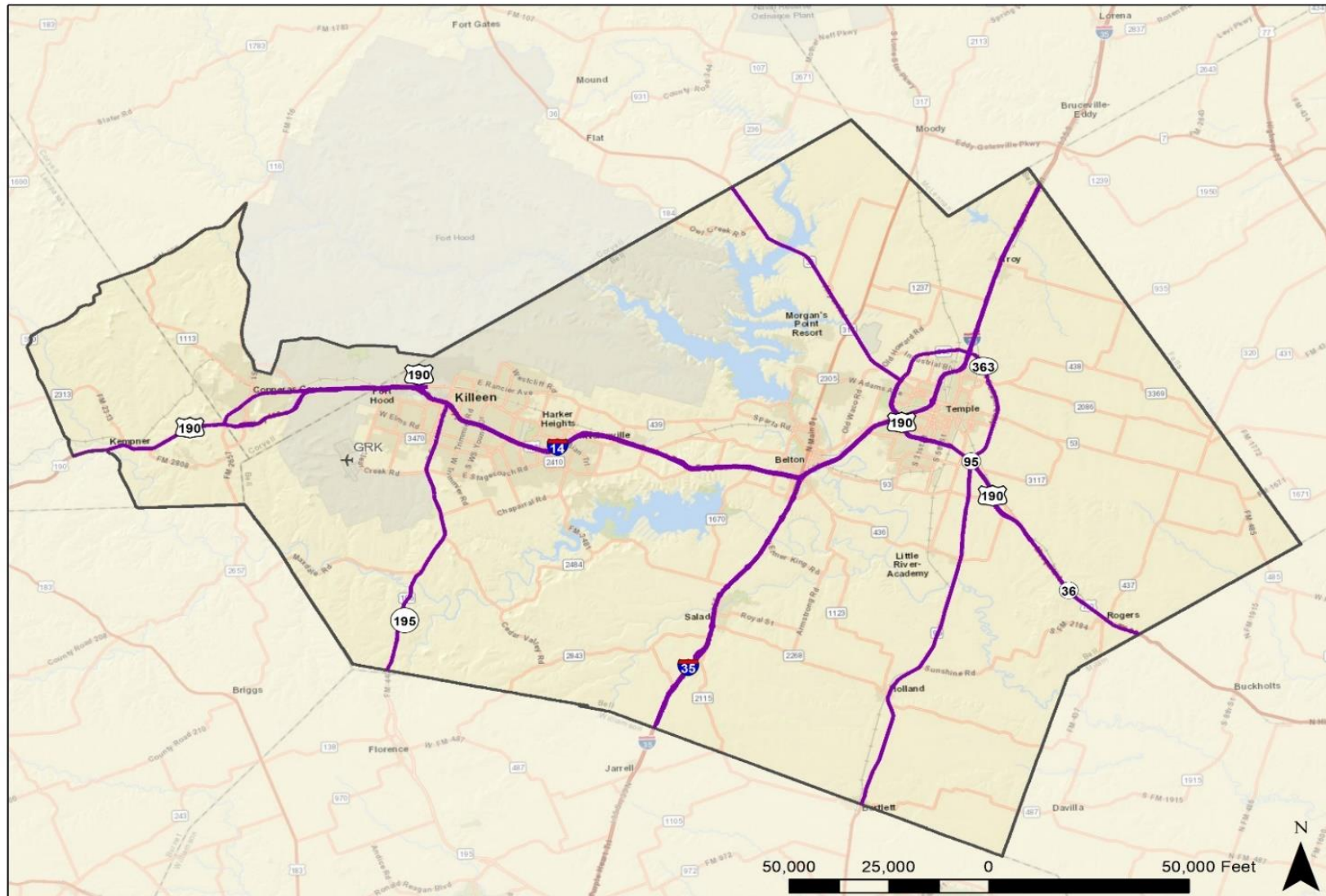
Please feel free to provide your contact information:

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- ☐ If you would like us to contact you to give you additional information about the study
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Survey for Law Enforcement



Where do you see illegal truck parking in the KTMPO region? Where do you see trucks operating or parking on local roads (please mark on the map)



Connectivity is a key issue for the region – connecting the transportation network, connecting our planning policies, and connecting with you! The Killeen-Temple Metropolitan Planning Organization (KTMPo) is gathering information to help guide our transportation planning for the Truck Transportation & Parking Study. Please take a minute to connect with us by filling out this survey on truck movements and parking requirements in our region. ***Thank you for your help!***

Truck Parking Questions

1. How many truck parking spots do you have?

2. What amenities do you have? (please select all that apply)

- ☐ Bathrooms
- ☐ Showers
- ☐ Fuel
- ☐ Wifi
- ☐ Laundry facilities
- ☐ Proximity to a hotel
- ☐ Truck service or repair
- ☐ Truck washing station
- ☐ Restaurant on site or nearby
- ☐ Lighting
- ☐ Real-time parking information

Other:

3. When is the peak time for parking at your facility?

- ☐ Morning (7:00 am - 11:59 am)
- ☐ Afternoon (12:00 pm - 6:59 pm)
- ☐ Night (7:00 pm - 10:59 pm)
- ☐ Overnight (11:00 pm - 6:59 am)

4. How often is your parking lot full during peak parking times?

- ☐ Always
- ☐ Sometimes
- ☐ Never

5. Where do truckers park informally when your lot is full?

6. Do you feel that you need more parking capacity at your site? If so, how many spaces would you add? What amenities would you add?



7. How has the COVID-19 pandemic had an impact on truck parking demand at your facility?

- ☐ There is less demand for truck parking since the COVID-19 pandemic.
- ☐ The demand for truck parking is about the same since the COVID-19 pandemic.
- ☐ There is more demand for truck parking since the COVID-19 pandemic.

*Survey for Truck Parking
Site Operators*



8. Do you know of any regulatory issues that prevent more truck parking from being built?

11. Effects – How do public policies or organizations affect your business?

Freight Operational Questions

9. What barriers or bottlenecks most affect freight in this region?

What	Where/How
Roadway	
Bridges	
Rail	
Modal Transfer	
Other: _____	

10. Safety – Are there any freight-related safety concerns for you or truckers accessing your site (what and where)?



12. Summary – Is there anything else you would like to tell us which would help explain the truck parking issues that you face?

Please feel free to provide your contact information:

- ☐ If you want us to contact you with the final document when this study is complete
- ☐ If you would like us to contact you to give you additional information about the study
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Connectivity is a key issue for the region – connecting the transportation network, connecting our planning policies, and connecting with you! The Killeen-Temple Metropolitan Planning Organization (KTMPo) is gathering information to help guide our transportation planning for the Truck Transportation & Parking Study. Please take a minute to connect with us by filling out this survey on truck movements and parking requirements in our region. **Thank you for your help!**

1. What amenities are important to you? (please select all that apply)

- | | |
|---|--|
| <input type="radio"/> Bathrooms | <input type="radio"/> Proximity to a hotel |
| <input type="radio"/> Showers | <input type="radio"/> Truck service or repair |
| <input type="radio"/> Fuel | <input type="radio"/> Truck washing station |
| <input type="radio"/> Laundry facilities | <input type="radio"/> Lighting |
| <input type="radio"/> Wifi | <input type="radio"/> Restaurant on site or nearby |
| <input type="radio"/> Real-time parking information | |

Other: _____

2. What is the biggest issue that you face with truck parking in the region?

- ☐ Distance between parking facilities
- ☐ Capacity at existing facilities
- ☐ Safety
- ☐ Amenities
- ☐ Other: _____



3. If a parking lot is full, what do you typically do? (select all that apply)

- ☐ Wait for a spot to open up
- ☐ Drive to the next truck parking facility
- ☐ Park along the shoulder
- ☐ Park in a local company's lot

4. What freight barriers or bottlenecks most affect you in this region?

What	Where/How
Roadway	
Bridges	
Modal Transfer	
Other: _____	

5. Safety – Are there any freight-related safety concerns in the region (what and where)?

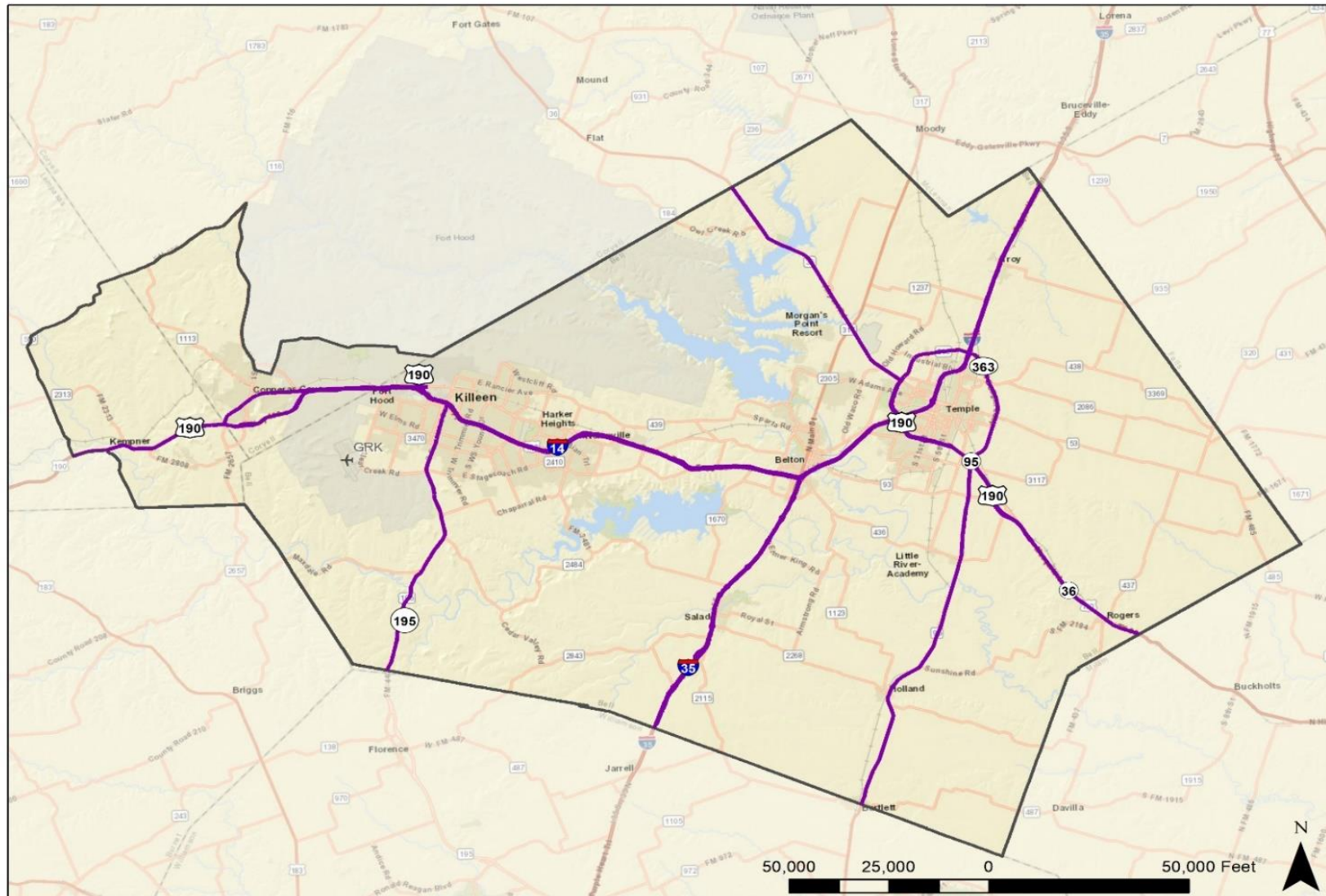
Please feel free to provide your contact information:

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- ☐ If you would like us to contact you so you can give us additional information

Survey for Truck Drivers



Where would you like to see additional truck parking in the KTMPO region? (mark on the map)





Connectivity is a key issue for the region – connecting the transportation network, connecting our planning policies, and connecting with you! The Killeen-Temple Metropolitan Planning Organization (KTMPo) is gathering information to help guide our transportation planning for the Truck Transportation & Parking Study. Please take a minute to connect with us by filling out this survey on truck movements and parking requirements in our region. **Thank you for your help!**

Truck Parking Questions

1. When is the peak time for trucks arriving at your site?

- ☐ Morning (7:00 am - 11:59 am)
- ☐ Afternoon (12:00 pm - 6:59 pm)
- ☐ Night (7:00 pm - 10:59 pm)
- ☐ Overnight (11:00 pm - 6:59 am)

2. Do truckers arriving at your site need off-site parking due to delivery times or staging? If so, where do they park?

3. Do you allow truckers to park at your facility overnight?

4. Do you have any amenities available to truckers parking at your site such as restrooms, food, waiting area, or others?

5. Do you know of any regulatory issues that prevent more truck parking from being built?



6. Who else should we talk to about truck parking in the region?





Freight Operational Questions

7. **Are there any barriers or bottlenecks in the region which impact truckers serving your site?**

What	Where/How
Roadway	
Bridges	
Rail	
Intermodal Connectors or Transfer Sites	
Other: _____	

8. **Safety – Are there any freight-related safety concerns for you or truckers serving your site (what and where)?**

9. **Effects – How do truck parking challenges affect your business?**

10. **Policy/Programmatic/Organizational – How do public policies or organizations affect your business?**



11. **Summary – Is there anything else you would like to tell us which would help explain the truck parking issues that you face?**

Please feel free to provide your contact information:

- ☐ If you want us to contact you with the final document when this study is complete
- ☐ If you would like us to contact you to give you additional information about the study
- ☐ If you would like us to contact you so you can give us additional information

Item 8: Public Input

Public Input Received

KTMP has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. Staff bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly. Public input received through July 2020 is included in meeting packet.

Action Needed: No action needed; for discussion only.



KTMP Public Comments

FY20

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

Grant Opportunities

- **Advanced Transportation and Congestion Management Technologies Deployment Initiative**

Deadline August 31, 2020

DOT Federal Highway Administration:

The main purpose of this grant is to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

Estimated Funding Available: \$60,000,000

Maximum Funding Limit: \$12,000,000

Federal share: up to 50% of total cost

<https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm>

- **Texas Volkswagen Environmental Mitigation Program:**

Deadline first come first served

Texas Commission on Environmental Quality (TCEQ):

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

Estimated Funding Available: \$33,000,000

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

Websites:

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

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

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

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

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Commonly Used Transportation Related Acronyms and Terms

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

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmpo.org. Pages 61-65 of the publication “The Transportation Planning Process... is a great resource for commonly used Transportation terms.

2045 MTP Project Listing



2045 Metropolitan Transportation Plan Project Listing

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

MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	FY21-22 Category 2: \$92,350,000
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to US 190	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$28,000,000	2021	Yes	EJ, H, P	
W35-01	0231-19-003	US 190 Bypass	Lampasas County Line to US 190 W of Clarke Rd.	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2021	Yes	L, H,	
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2023	Yes	H	FY23-24 Category 2: \$45,000,000

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	Installation of ADA compliant sidewalks traveling east on Central Avenue from 31st Street to 3rd Street and west on Adams Avenue from 3rd Street to 31st Street with tapered connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	FY21-22 Category 7 Funds: 13,770,044
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B45-03	0909-36-169	13th Avenue Sidewalk & Shared Use Path	Main St (SH 317) to Waco Rd (FM 817)	Construct 5 ft sidewalks on the north side of 13th Ave from Main St to Woodall; Transition to 10 ft SUP from Woodall to Waco Rd	72.16	7	4	\$423,611	2022	No	P	FY21-22 Category 9 Funds: \$423,611

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

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
B40-05	0909-36-163	Belton Hike and Bike Trail Extension South (South Belton Shared Use Path)	IH-35 from FM 436 to Confederate Park Dr	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH-35 northbound frontage road and Confederate Park Drive.	N/A	N/A	N/A	\$1,790,571	2021	No	EJ, P	FY17 TASA Funds: \$1,790,571

STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	FY20 SRTS Funds: \$277,571

Other Projects												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
C45-01	3623-01-004	Fort Hood Access Ramps	Old Georgetown Rd to BNSF Railway	Construct exit ramp to Tank Destroyer Blvd and entrance ramp from Old Georgetown Rd	N/A	N/A	N/A	\$5,015,690	2021	N/A	—	Local Contribution \$5,015,690
GROUPED PROJECTS												
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'												
KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
W30-17	1835-01-026	FM 93 Phase 1 and 2	SH 317 to Wheat Rd	Widen from 2 to 4 lane roadway with a bike lane and 6 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	Short Range Funding: \$46,096,645
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No	---	
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	Long Range Funding: \$378,524,579
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH-14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	---	
S40-03	N/A	Salado West Village Road Capacity and Enhancement Project	Thomas Arnold Rd to IH-35	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	---	
T15-06k	0015-14-109	IH 35	US 190/IH 14 to Loop 363	Reconstruct and widen to 8 lanes	78.27	1	10	\$129,700,000	2029	Yes	EJ, H	
C35-02ab ⁵	0724-01-055	FM 116 Railroad Underpass	S Main (through existing parking facility) to Ave B	Create an underpass at the existing BNSF railroad with sidewalks	71.73	4	12	\$13,470,000	2023	Yes	EJ	
W25-02	0184-02-055	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	71.63	5	13	\$36,715,000	2026	No	P	
W35-04	N/A	FM 439	Roy Reynolds Drive to FM 3219	Widen from 4 to 6 lanes	70.27	6	14	\$11,539,000	2027	No	EJ	
H45-03	0184-02-055	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd Intersection	Widen roadway from 2 to 4 lanes with a 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 Trimmier Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen roadway from 2 to 4 lanes with a continuous center turn lane, sidewalks and bicycle lanes	60.84	23	29	\$7,000,000	TBD	No	EJ	
H30-01	N/A	Business US 190 (Veterans Memorial Blvd)	N Roy Reynolds to US 190/IH-14	Reduce roadway profile, install curb and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (Stan Schlueter Loop)	Upgrade interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	

T45-16	N/A	S 1st Street Extension	Loop 363/US 190 to Blackland Rd	Construct 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	Construct 4 lane FM Road with continuous turn lane and shoulders	55.84	38	41	\$5,149,800	TBD	No	L	
K40-17	N/A	Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lanes with a median	55.34	39	42	\$7,900,000	TBD	No	EJ, P	
K30-23	N/A	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements and turnarounds	54.99	40	43	\$24,628,150	TBD	No	EJ	
K25-05	N/A	Florence Rd	Elms Rd to Jasper Dr	Widen from 2 to 5 lanes with curb and gutter	54.72	41	44	\$6,292,450	TBD	No	EJ	
B40-08	N/A	Sparta Rd	Loop 121 to Dunn's Canyon Rd	Construct protected turn lane with 10 ft wide hike and bike trail	54.46	42	45	\$2,080,000	TBD	No	H, P	
W35-05	N/A	SH 195 at US 190/IH 14	At SH 195	Upgrade interchange	54.36	43	46	\$52,450,000	TBD	Yes	EJ	
T15-02	N/A	Kegley Rd (Phase 2)	856 ft S of FM 2305 to 450 ft S of Wildflower Lane	Widen and add a middle turn lane, curb and gutter; includes 12 ft shared use path and will incorporate multimodal design	51.63	45	47	\$3,800,000	TBD	No	H	
T45-13	N/A	Little River Rd	SE HK Dodgen Loop to FM 93	Reconstruct two lane arterial roadway with a center-turn lane, bike lanes, and 6 ft sidewalks	49.84	46	48	\$12,888,000	TBD	No	EJ	
K40-25	N/A	Bunny Trail/SH 201 (Clear Creek Rd) Traffic Signal	Intersection of Bunny Trail and SH 201 (Clear Creek Rd)	Install traffic signal	49.36	48	49	\$190,000	TBD	Yes	EJ	
W35-03	N/A	SH 195	FM 3470 (Stan Schlueter Loop) to Chaparral Rd	Reconstruct to a 4 lane freeway with frontage roads	48.45	49	50	\$39,862,000	TBD	Yes	EJ, H	
B40-02	N/A	Southwest Parkway	Loop 121 to W Ave O	Construct 2 lane roadway with center turn lane	48.10	51	51	\$4,200,500	TBD	No	---	
N45-01	N/A	FM 439 Roundabout	Intersection of Main St (FM 439 Spur) and Avenue I	Construction of a roundabout	47.83	52	52	\$10,000,000	2022	No	---	
T45-11	N/A	East Young Ave	Lower Troy Rd to Loop 363	Reconstruct and realign roadway from 2 to 4 lanes with a 6 ft wide sidewalk, and a center turn lane.	47.50	53	53	\$3,940,000	2023	No	EJ	
K40-06	N/A	FM 2484	SH 195 to IH-35	Widen from 2 to 4 lane divided roadway	45.08	54	54	\$35,000,000	TBD	No	H, ARZ, P	
B30-02	N/A	Shanklin Rd West - Outer Loop	IH-35 to E end of Three Creeks subdivision	Construct 4 lane roadway	44.82	55	55	\$10,820,000	TBD	No	---	
B40-09	N/A	West Avenue D	Loop 121 to Wheat Rd	Construct 2 lane roadway with sidewalks and bike lanes	44.09	56	56	\$4,918,500	TBD	No	EJ	
N45-03	N/A	Nola Ruth Reconfiguration	Intersection of Nola Ruth Blvd at US 190/IH-14	Improve intersection to enhance safety	43.84	57	57	\$10,000,000	2025	No	---	
B30-03	N/A	Belton Outer Loop East	IH-35 at Shanklin Rd to FM 436	Construct 2 lane roadway with shoulder	43.46	58	58	\$12,060,000	TBD	No	---	
B40-01	N/A	Huey Dr	Washington Dr to IH-35 Frontage Rd	Construct 2 lane roadway with a center turn lane	42.92	59	59	\$2,615,000	TBD	No	EJ	
T45-17	N/A	Azalea Dr	Lowes Dr to S 1st St Future Extension	Construct new 2 lane roadway with a 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 ⁶	N/A	Chaparral Rd	FM 3481 to Killeen City Limits on Chaparral Rd	Widen and straighten roadway and construct hike and bike trail	N/A	N/A	N/A	N/A	N/A	No	H	Unscored/Unfunded List
C25-02	N/A	FM 1113	Signal Light at FM 116/Ave B to Summers Rd	Widen from 2 to 4 lanes with ADA-compliant sidewalks	N/A	N/A	N/A	N/A	N/A	No	H	
C25-04	N/A	North Side Loop	FM 1113 to FM 116	Widen from 2 to 4 lanes with raised median curb and gutter with enclosed storm drainage	N/A	N/A	N/A	N/A	N/A	No	—	
C40-01	N/A	FM 116 South	Copperas Cove City Limits to SH 201	Upgrade Ivy Gap Rd and Ivy Mountain Rd to FM status, widen roadway from 2 to 5 lanes with curb and gutter	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H, ARZ	
H40-04	N/A	E FM 2410	E side from FM 2410 Community Park to Simmons Rd	Expand roadway to include curb and gutter, access management control, turning lanes, drainage improvements, and context sensitive solutions	N/A	N/A	N/A	N/A	N/A	No	EJ, L, H	
N40-08	N/A	Warrior's Path Extension Phase II	US 190 to FM 439	Construct 2 lane roadway	N/A	N/A	N/A	N/A	N/A	No	—	
N40-10	N/A	FM 439 Safety Improvements	FM 439 at Lonesome Oak Dr	Add turning lane, shoulder expansion and possible traffic signals/signs	N/A	N/A	N/A	N/A	N/A	No	—	
W30-06	N/A	Killeen Airport Entrance	SH 201 at Killeen Airport Entrance	Construct interchange	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H	
W40-04a2	N/A	Loop 121 Phase 1b	US 190 to IH-35	Widen from 2 to 4 lane divided roadway with a raised median	N/A	N/A	N/A	N/A	N/A	Yes	EJ, H, P	
W40-04b	N/A	Loop 121 Phase 2	IH-35 to FM 436	Widen from 2 to 4 lane divided roadway with bicycle and pedestrian improvements	N/A	N/A	N/A	N/A	N/A	No	EJ, H, P	

TRANSPORTATION CHOICES/LIVABILITY PROJECTS ⁸												
KTMO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
T40-13	0909-36-173	Temple's Georgetown Rails to Trails	S 5th St to FM 93	Construct 10 ft wide hike and bike trail	84.73	3	2	\$2,000,000	2026	No	EJ, H, P	Short Range Funding: \$5,099,965
D40-02	N/A	North Waco Rd (Old 81) - Sidewalk	West Main St to West Big Elm	Construct 10' wide bicycle and pedestrian facility	69.02	11	5	\$1,700,000	2027	No	—	
K45-01	N/A	Heritage Oaks Hike & Bike Trail Segment 2	Siltstone Dr to Fawn Dr	Construct shared use path for bicyclists and pedestrians	58.57	26	6	\$1,200,000	2020	No	EJ	
S40-02	N/A	Salado Creek Off-Road Trail: Pace Park	Pace Park along Pace Park Rd	Construct 10 ft wide trail	57.44	27	7	\$199,965	TBD	No	ARZ, ES, P	
B45-01	N/A	Belton's Georgetown Rails to Trails	E Ave B to Leon River Bridge	Construct 10 ft wide shared use path to connect KTMO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EJ, H	Long Range Funding: \$26,937,064
T45-02	N/A	Downtown Sidewalks - 1st and 3rd St	Mayborn Civic Center to Ave F	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	75.42	4	9	\$2,720,000	TBD	Yes	EJ, P, H	
B45-02	N/A	6th Ave Sidewalk & Shared Use Path	Main St (SH 317) to IH 35 Frontage Rd	Construct 6 ft wide sidewalk on north side of 6th Ave, 10 ft wide SUP on the south side and relocate utilities underground.	73.44	5	10	\$6,000,000	TBD	Yes	EJ, L	
B45-05	N/A	Commerce/Industrial Shared Use Path	Sparta Rd to Main St (SH 317)	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd; provide curb and gutter along Commerce St	72.15	8	11	\$1,233,333	TBD	No	H	
B40-12	N/A	Belton Hike and Bike Trail Extension Southwest	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10 ft wide hike and bike trail	71.08	9	12	\$3,252,480	TBD	No	EJ, H, P	
T45-03	N/A	E Central Sidewalks	MLK Dr to N. 22nd St	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping.	69.29	10	13	\$600,000	TBD	No	EJ, P	
B45-04	N/A	Beal St Sidewalk	E 24th Ave to E 6th St	Construct 5 ft sidewalk on east side from E. 24th Ave to Downing St, construct 5 ft sidewalk on both sides from E 13th Ave to Railroad Track, and construct 5 ft sidewalk on west side from Railroad Track to E. 6th Ave with bicycle signage along entire project	69	12	14	\$282,500	TBD	No	EJ, P	
T45-08	N/A	West Adams Sidewalks	Olaf Dr to IH 35	Construct 6 ft wide sidewalk	68.71	13	15	\$950,000	TBD	Yes	EJ	
T45-06	N/A	South Pea Ridge Greenbelt Trail	W Adams Ave (FM 2305) to Poison Oak Rd	Construct 8 ft wide trail along linear park east of S Pea Ridge Rd and through Von Rosenberg Park	66.57	14	16	\$1,680,000	2023	No	P	
T40-25	N/A	Bird Creek Interceptor Trail	N side of Lions Community Park to Midway Dr (near Bonham Middle School)	Construct 8 ft wide trail	66.43	15	17	\$375,000	TBD	No	P	
B45-07	N/A	Avenue H Sidewalk/Rd Improvements	Main St (SH 317) to Saunders St	Construct 5' wide sidewalk on north side of Ave H with Bicycle Signage and reconstruct roadway and widen to 2 lanes from Connell St. to Saunders St.	66	16	18	\$429,167	TBD	No	EJ	
T45-09	N/A	Apache Dr Sidewalks	W Adams Ave (FM 2305) to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	65.84	17	19	\$325,000	2023	No	EJ	
T45-07	N/A	Temple Lake Park Connection	FM 2271 to Temple Lake Park	Construct 8 ft wide hike and bike trail	64.56	18	20	\$2,640,000	2023	No	P	
T25-05	N/A	FM 2271 Trail	FM 2305 to Miller Spring Park	Construct 8 ft wide trail	63.88	19	21	\$950,000	TBD	Yes	H, P	
T45-04	N/A	Friars Creek Trail	Friars Creek Trail Terminus to S 1st St Future Extension	Construct 10 ft wide hike and bike trail to extend and connect to existing trail sections	63.85	20	22	\$500,000	2023	No	—	
N40-05	N/A	FM 439 Spur Connectivity	Main St to North Dr	Construct 10 ft wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	63.71	21	23	\$967,500	TBD	No	—	
T45-01	N/A	Canyon Creek Trail	Canyon Creek Dr to Lions Park	Construct 8 ft hike and bike trail	62.58	22	24	\$720,000	2023	No	P	
S40-01	N/A	Salado Creek Shared Use Path - Royal St	Main St at College Hill Dr to 0.09 mi N of Royal St on Center Circle	Construct alternate transportation route consisting of shared-use path for bicyclists and pedestrians	62.42	23	25	\$368,959	TBD	No	ARZ, H, ES	
T45-05	N/A	Hickory Rd Sidewalk	Midway Dr to Aspen Trail	Construct 6 ft sidewalk with crosswalks	61.43	24	26	\$500,000	TBD	No	P	
B45-06	N/A	Central Ave Sidewalk & Traffic Signals	Main St (SH 317) to Pearl St	Upgrade to a 5 ft wide sidewalk on north side of Central Ave and install pedestrian crossing infrastructure at intersection of Main St (SH 317) to Pearl St.	59.29	25	27	\$403,125	TBD	No	—	
N40-09	N/A	Pleasant Hill Rd	Lonesome Oak Dr to Ave I	Construct Class 2, buffered on-street bike lane	N/A	N/A	N/A	\$500,000	N/A	No	H	Unscored/Unfunded List
N40-11	N/A	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail bordering Nolan Creek	N/A	N/A	N/A	N/A	N/A	No	H	
N40-12	N/A	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School	Add Class 2 Bike Lanes on system	N/A	N/A	N/A	N/A	N/A	No	—	
N40-13	N/A	Wild Wood Trail	Lonesome Oak Dr to Ave I	Construct an 8 ft wide multi use trail	N/A	N/A	N/A	\$400,000	N/A	No	—	
S40-04b ¹	N/A	Main St Sidewalks Phase 2	College Hill Dr to Salado Plaza Dr	Main St improvements to include pavement widening, bike paths, drainage improvements.	N/A	N/A	N/A	\$2,223,044	N/A	No	H, ARZ, ES	
K40-21b	N/A	Heritage Oaks Hike & Bike Trail Segment 5	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 ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

GROUPED PROJECTS				
Short Range Funded (2019-2028)				
KTMPO ID	Project Name	Description		Funding
G01-PE	Preventative Projects	Various Locations	Grouped CSJ Placeholder	Short Range Funding: \$165,803,999
G03-MT	Maintenance Projects	Various Locations		
G04-BR	Bridge Projects	Various Locations		
G06-SA	Safety Projects	Various Locations		
Long Range Funded (2029-2045)				
KTMPO ID	Project Name	Description		Funding
G01-PE	Preventative Projects	Various Locations	Grouped CSJ Placeholder	Long Range Funding: \$295,989,993
G03-MT	Maintenance Projects	Various Locations		
G04-BR	Bridge Projects	Various Locations		
G06-SA	Safety Projects	Various Locations		

Notes:

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

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

³Environmental considerations is based on the environmental conditions when that project was selected for funding and/or when project was submitted to KTMPO. Use key below for identification purposes.

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

⁴Fiscal Constraints are determined by inputs into the TRENDS model as approved on March . Short range funding is estimated funding for FY2019-2028 and Long Range Funding is estimated funding for FY2029-2045

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

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

⁷KTMPO received a total of 69 roadway projects with an estimated total cost of \$1,008,785,911. Roadway prioritized list was recommended by TAC on November 28, 2018. During this process, five bonus points were added to projects that lie on a freight corridor as notated in the Regional Multimodal Plan as approved by TPPB on October 24, 2018. After assigning bonus points,

⁸Note: KTMPO 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

MTP Amendment Dates

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

* Administrative Amendments



2045 Metropolitan Transportation Plan Project Listing

MTP LET PROJECTS THAT ARE STILL ACTIVE

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
H15-02b	2304-02-036 2304-02-040	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design	N/A	N/A	N/A	\$8,800,000	2016	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-02	0231-03-143	US 190	1.0 mi W of FM 2410 to FM 3423 (Indian Trail)	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	N/A	1	N/A	\$9,000,000	2018	Yes	N/A	
W40-06	0231-03-145 0231-04-061	US 190	Knights Way to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$39,000,000	2019	Yes	H	FY18-20 Category 2: \$74,000,000
W40-05	0231-04-060	US 190	FM 2410 in W Belton to IH-35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EJ	
W40-03	0231-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EJ	FY18-20 Category 2 Funds (\$2,100,000) and Category 7 Funds (\$1,900,000): \$4,000,000
W35-12	0185-01-030	US 190 (Rogers Relief Route)	2.0 mi S of FM 436 in Heidenheimer to Milam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2020	Yes	H	FY19 Category 4 Funds: \$62,800,000
H40-02	0909-36-153	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	40	6	5	\$489,249	2018	No	EJ	FY15-17 Category 7 Funds: \$15,530,684
K30-02	0909-36-156	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median and an off-system bridge	38	4	6	\$7,965,049	2018	No	EJ, ARZ	
N40-01	2057-01-009	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle and pedestrian pathways along Main St and under US 190	31	3	3	\$596,386	2018	No	N/A	
T35-24	0909-36-155	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge Rd	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2018	Yes	N/A	
K40-27 ¹	0836-02-073	SH 195	0.1 mi N of FM 3470 to 0.1 mi S of FM 3470	Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter)	42.68	41	7	\$800,000	2019	Yes	EJ	FY18-20 Category 7 Funds: \$10,206,956
H35-01	0231-03-147	US 190 at FM 2410	East Central Tx Expy W to East Central Tx Expy E	Construction of a west to east turnaround at FM 2410	67.11	6	8	\$5,000,000	2020	Yes	N/A	
T40-12	1835-02-058	31st St Sidewalks (FM 1741)	Marlandwood Rd to Canyon Creek Rd	Installation of 6 ft sidewalks on both sides of FM 1741	94.35	1	1	\$500,000	2019	Yes	N/A	
C40-05	3128-01-013 3131-01-007	FM 116 & 3046 Sidewalks	Business 190 to Dennis St	Construct ADA compliant sidewalks and bike lanes	77.88	5	4	\$975,000	2020	Yes	H, P	
C40-04c	0909-39-133	The Narrows (Charles Tillman Way)	Charles Tillman Way from Constitution Dr to Charles Tillman Way @ RG III Blvd	Construct shared use path for bicycle and pedestrian use	70.32	11	6	\$170,000	2020	No	EJ, H	
S40-04a	2136-01-020	Main St Sidewalks Phase 1	Salado Plaza Dr to College Hill Dr (North End)	Main St. improvements to include lighting, sidewalks, and striping for bicycles	81.01	3	7	\$1,616,956	2019	No	H, ARZ, ES	
A45-01	0909-36-170	HCTD Fleet Replacement Project	Hill Country Transit, Killeen UZA-Two, Temple UZA-One	Purchase Buses to Provide Transportation	N/A	N/A	N/A	\$1,145,000	2019	N/A	N/A	
C40-04a	0909-39-131	The Narrows (Constitution Drive)	Constitution Dr from Bowen Ave to 0.2 mi S Martin Luther King Jr. Blvd	Construction of sidewalks for bicycle and pedestrian use	72.78	8	9	\$850,000	2020	No	EJ,H	FY 18-20 Category 7 (\$360,000) and Category 9 (\$490,000): \$850,000
K40-23	0909-36-160	Heritage Oaks Hike and Bike Trail, Segment 3A	Rosewood Dr from Nickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	23	1	1	\$800,000	2018	No	EJ, ARZ	FY15-17 Category 9 Funds: \$800,000
C40-04b	0909-39-132	The Narrows (RG III at Old Copperas Cove Rd)	RG III Blvd from Constitution Dr to Old Copperas Cove Rd at Constitution Dr	Construct sidewalks for bicycle and pedestrian use	70.87	9	10	\$680,000	2020	No	EJ, H	FY18-20 Category 9 Funds: \$680,000
B40-04	0909-36-157	Chisholm Trail Corridor Hike and Bike Facility Phase II	University Blvd 0.25 mi. south of Crusader Way to Tiger Dr 0.10 mi. north of Sparta Rd	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft; includes landscaping and lighting.	N/A	N/A	N/A	\$2,670,615	2019	No	N/A	FY15 Statewide TAP Funds: \$6,118,899
K40-21a	0909-36-152	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclists	N/A	N/A	N/A	\$3,448,284	2018	No	EJ, ARZ	

End of Packet