



Transportation Planning Policy Board

**November 18, 2020
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board (TPPB)
Wednesday, November 18, 2020**

Electronic Meeting: 9:30 A.M.

Please join meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/646464917>

You can also dial in using your phone.

United States: +1 (408) 650-3123

Access Code: 646-464-917

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update (pgs. 5-6):
 - a) Advisory Committees;
 - b) 2045 MTP Reprioritization Call for Projects and schedule;
 - c) Air Quality.
4. **Action Item:** Regarding approval of minutes from October 21, 2020 meeting (pgs. 8-10).
5. **Discussion and Action Item:** Regarding approval of (pgs. 12-13):
 - a) KTMPPO Public Participation Plan (PPP); and
 - b) KTMPPO Limited English Proficiency (LEP) Plan.
6. **Discussion Item:** Regarding amendments to the FY21-24 Transportation Improvement Programs (TIP) and 2045 Metropolitan Transportation Program (MTP) for (pgs. 15-24):
 - a) Project W35-01 – US 190 Bypass; and
 - b) Project W35-07 – NW Loop 363.
7. **Discussion and Action Item:** Regarding approval of an amendment to the 2045 MTP for project W30-23 – US 190/Loop 363 (pgs. 26-30).
8. **Discussion and Action Item:** Regarding approval of Category 7 (pgs. 32-33):
 - a) On-system roadway project match requirement; and
 - b) Transit allocation.
9. **Discussion Item:** Regarding public input received through October 2020 (pgs. 35-36).
10. Member comments.
11. Adjourn.

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPPO office at 254-770-2200 24 hours in advance if accommodation is needed. Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

Item 3:

Staff Update

Staff Update

a.) Listed below are the upcoming KTMPO meetings:

- December 2, 2020 – Technical Advisory Committee ([electronic](#))
- December 16, 2020 – Transportation Planning Policy Board ([electronic](#))
- January 13, 2021 – Joint TAC and Policy Board meeting, followed by Project Bus Tour

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

b.) 2045 MTP Reprioritization Call for Projects closed on November 13th.

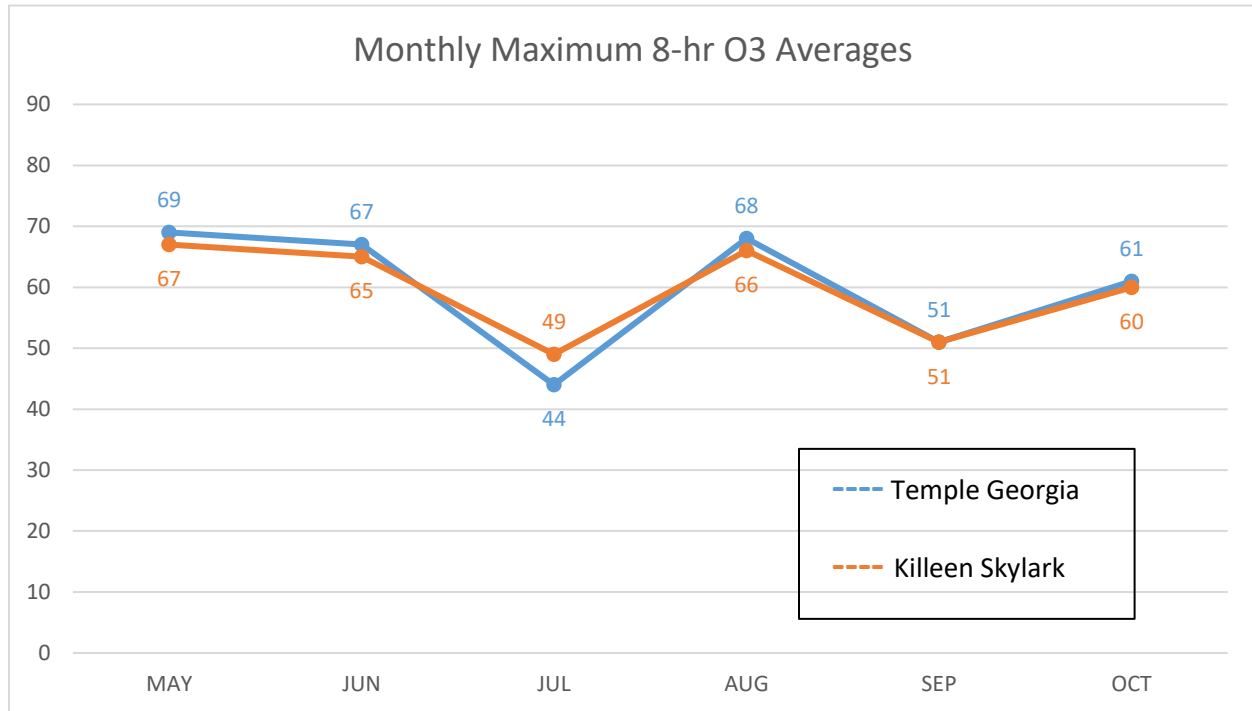
- 59 roadway and 22 livability projects were received.

2045 MTP Reprioritization Schedule

September 2020	Present updated Project Application Scoring Packet; Recommendation and approval of Project Application Scoring Packet; Recommendation and approval of MTP Reprioritization Schedule.
October 1, 2020	Call for Projects opens.
October 30, 2020	Submission deadline for questions pertaining to the Call for Projects.
November 13, 2020	Call for Projects closes.
November 20, 2020	Project applications submitted to Consultant.
December 31, 2020	Objective scores completed by Consultant.
January 13, 2021	Project Bus Tour; TAC conducts subjective scoring on their own.
February 3, 2021	TAC subjective scores due to KTMPO.
February 9, 2021	BPAC discussion of priority livability projects.
March 2021	Presentation of scoring results; Discussion of prioritization.
April 2021	Recommendation and approval of allocation of funds for Categories 2, 7, and 9 projects; Recommendation, approval and conducting of public involvement process for TIP and MTP Reprioritization amendments.
May 2021	Recommendation and approval of TIP and MTP Reprioritization amendments.

Agenda Item #3

c.) Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on Oct. 1 2020)
	2018	2019	2020	
Temple	69	63	64	65
Killeen	72	67	63	67

Action Needed: No action needed; for discussion only.

Item 4:

Meeting Minutes



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

Wednesday, October 21, 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 Jose Segarra – City of Killeen	Commissioner Bobby Whitson for Judge David
Vice-Chair Mayor Bradi Diaz – City of Copperas Cove	Blackburn – Bell County
Mayor Tim Davis – City of Temple	Stan Swiatek – TxDOT Waco District
Councilmember Susan Long – City of Temple	Jason Scantling for Elias Rmeili – TxDOT Brownwood District
Sam Listi for Councilmember David Leigh – City of Belton	Darrell Burtner for Carole Warlick—Hill Country Transit District

Policy Board Non-Voting Members Present

Brian Dosa – Fort Hood

Others Present

Jason Deckman – City of Temple	Michael Love – Fort Hood
Ryan Haverlah – City of Copperas Cove	Stephen Kasberg – TxDOT Bell County Area Engineer
Bobby Lewis – City of Copperas Cove	Christeen Pusch – TxDOT TPP
Kara Escajeda – City of Nolanville	Janie Temple – TxDOT TPP
Victor Goebel – TxDOT Waco District	Ed Hard – Texas A&M Transportation Institute
Brenton Lane – TxDOT Waco District	Thomas Fowler – Kimley Horn
Christi Bonham – TxDOT Waco District	Kendra Coufal – KTMP
Allen Duncan – TxDOT Waco District	James McGill – KTMP
Austin Valentine – TxDOT Waco District	
Erika Kunkel – TxDOT Waco District	

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 Jose Segarra called the meeting to order at 9:31 a.m.
- 2. Opportunity for Public Comment:** No comments were made by the public.

3. Staff Update: Advisory Committees; 2045 MTP Reprioritization Call for Projects; October as Walk to School Day/Month; Air Quality.

Kendra Coufal informed the Board about upcoming KTMPO meetings through December. Ms. Coufal stated that November meetings would all be held electronically. Ms. Coufal reminded the Board that the 2045 MTP Call for Projects is open through November 13th and stated that an FAQ page regarding the project call has been posted on the KTMPO website. Ms. Coufal stated that per the Resolution passed in September, KTMPO was supporting October as Walk to School Month. Ms. Coufal stated that Air Quality readings for the month of September were 51 ppb in Killeen and 51 ppb in Temple.

4. Action Item: Approve minutes from September 16, 2020 meeting.

Mayor Bradi Diaz made a motion to approve the September 16, 2020 meeting minutes, seconded by Darrell Burtner; the motion passed unanimously.

5. Discussion Item: Regarding approval of amendments to the FY21-24 TIP and 2045 MTP for project W40-04a(1).

Kendra Coufal informed the Board that the public comment period for this project had been completed with no comments received. Ms. Coufal stated that KTMPO had received guidance from TxDOT to not take action on any amendments to the TIP due TxDOT working on revisions to fiscally constrain the STIP. Therefore, this item will be tabled until authorization is received from TxDOT to proceed.

6. Discussion and Action Item: Regarding approval of initiation of public involvement for the FY21-24 TIP and 2045 MTP for projects W35-07, W35-01, and W30-23.

Kendra Coufal informed the Board that while no action can be taken to amend the TIP, the public involvement process can still occur for proposed amendments. Ms. Coufal stated that projects W35-07 and W35-01 are being removed from the TIP with a revised let date of 2025 due to the current TIP being overly constrained. Victor Goebel with TxDOT explained the efforts TxDOT is making statewide to achieve fiscal constraint, resulting in these changes at the local level. Mr. Goebel stated that the two projects being moved out of the TIP could be moved back into the TIP depending on the availability of funds and the readiness of projects.

Mayor Tim Davis made a motion to approve initiation of public involvement for amendments to the FY21-24 TIP and 2045 MTP regarding projects W35-07, W35-01, and W30-23, seconded by Commissioner Bobby Whitson; the motion passed unanimously.

7. Discussion Item: TxDOT update on Transportation Systems Management & Operations (TSMO) Program Plan.

Tom Fowler with Kimley Horn gave a presentation to the Board on the development of TxDOT Waco District's TSMO Program Plan. Mr. Fowler stated that the draft plan is currently being reviewed by TxDOT and should be available for review by the MPO and external partners in November.

8. Discussion Item: TxDOT update on Pilot Travel Surveys for the KTMPO region.

Christeen Pusch with TxDOT Transportation Planning and Programming and Ed Hard with the Texas A&M Transportation Institute provided a brief update to the Board on recent pilot travel surveys within the KTMPO region. Ms. Pusch and Mr. Hard explained what the travel surveys were and provided information on next steps for the region.

9. Discussion Item: Public input received through September 2020.

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

10. Member Comments:

No member comments.

11. Adjourn: The meeting adjourned at 10:20 a.m.

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

Mayor Jose Segarra, Chair

Uryan Nelson, KTMPO Director

Item 5:

**Public Participation Plan and
Limited English Proficiency
Plan**

KTMPO Public Participation Plan

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

No comments were received during the public involvement period.

Title VI Plan and Limited English Proficiency Plan

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

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

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

All three plans can be viewed at www.ktmpo.org.

No comments were received during the public involvement period.

Tentative Schedule:

- August 5, 2020--TAC review of PPP.
- August 19, 2020- TPPB review of PPP.
- September 2, 2020- TAC review of PPP, Title VI, and LEP documents; TAC recommendation of initiating public involvement for PPP and LEP documents.
- September 16, 2020- TPPB approve initiation of public involvement process
- September 19- November 2, 2020 – 45 day public comment period;
 - Two public hearings;
 - Public Hearing: September 23, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 12:00pm
 - Virtual access <https://global.gotomeeting.com/join/953745181>
 - Phone Access: +1 (312) 757-3121, Access Code: 953-745-181
 - Public Hearing: November 2, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 5:00pm
 - Virtual access <https://global.gotomeeting.com/join/578244725>
 - Phone Access: +1 (872) 240-3311, Access Code: 578-244-725
- November 4, 2020—TAC recommends approval of PPP and LEP update.
- **November 18, 2020—TPPB approve PPP and LEP update.**

At their November meeting, TAC recommended approval of both plans.

Action Needed: Regarding approval of:

- a) KTMPPO Public Participation Plan (PPP); and
- b) KTMPPO Limited English Proficiency (LEP) Plan.

Item 6:

FY21-24 TIP and 2045 MTP

Amendment for Projects:

W35-01 – US 190 Bypass,

W35-07 – NW Loop 363

Amendment to the FY21-24 TIP and 2045 MTP

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 FY21 through FY24. Projects included in the TIP must be consistent with the MTP and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

Amendment to the FY21-24 TIP and 2045 MTP:

Amendments to the TIP and MTP are needed to:

- a) Update the let date for the US 190 Bypass project, W35-01, and remove it from the FY21-24 TIP.
 - **Original Let Date:** 2021
 - **New Let Date:** 2025
 - TxDOT provided KTMPO with an updated let date for project W35-07.
 - The reason for this project being removed from the current TIP is that TxDOT Districts statewide are focusing on efforts to demonstrate fiscal constraint to FHWA by delaying the let date of the project.
- b) Update the let date for the NW Loop 363 project, W35-07, and remove it from the FY21-24 TIP.
 - **Original Let Date:** 2023
 - **Revised Let Date:** 2025
 - TxDOT provided KTMPO with an updated let date for project W35-07.
 - The reason for this project being removed from the current TIP is that TxDOT Districts statewide are focusing on efforts to demonstrate fiscal constraint to FHWA by delaying the let date of the project.
 - **Original CSJ:** 0231-19-003
 - **Revised CSJ:** 0231-19-003, 0231-01-003, 0231-02-067

- TxDOT provided KTMP with updated CSJs for project W35-07
 - **Original Limits:** Lampasas County Line to US 190 W of Clarke Rd
 - **Revised Limits:** 0.6 miles W of FM 2657 to 0.15 miles E of Clarke Rd
- TxDOT provided KTMP with updated limits for project W35-07 to more accurately described each of the end limits.

No comments were received during the public involvement period.

Tentative Schedule:

- October 7, 2020—TAC recommends initiation of public involvement process for MTP and TIP amendments;
- October 21, 2020—TPPB approves initiation of public involvement process for MTP and TIP amendments;
- October 24, 2020 – October 7, 2020—15 day public comment period;
 - Public Hearing: November 2, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 5:00pm
 - Virtual access <https://global.gotomeeting.com/join/578244725>
 - Phone Access: +1 (872) 240-3311, Access Code: 578-244-725
- November 4, 2020—TAC recommends approval of proposed MTP and TIP amendments;
- **November 18, 2020—TPPB approves proposed MTP and TIP amendments (postponed).**

At their November meeting, TAC recommended approval of the proposed amendments. Further approval of amendments to the FY21-24 TIP by TPPB are pending TxDOT's approval of the FY21-24 STIP.

Action Needed: No action needed; for discussion only.

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						

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

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-06-008	LP 363	2023	C	Temple	TxDOT	\$45,000,000
LIMITS FROM:	Industrial Blvd							
LIMITS TO:	Lucius McCelvey							
DESCRIPTION:	Construct interchange and expand from two to four lanes with frontage roads					REVISION DATE:	Jul-20	
						MPO ID:	W35-07	
						FUNDING CATEGORY:	2M	
REMARKS:						PROJECT HISTORY:	MPO selected project in December 2018 during the reprioritization of the MTP	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$2,399,941		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		2M	\$36,000,000	\$9,000,000		\$45,000,000
CONSTRUCTION:		\$45,000,000	\$45,000,000					
CONSTRUCTION ENGINEERING:		\$2,404,839		TOTAL	\$36,000,000	\$9,000,000	\$0	\$0 \$45,000,000
CONTINGENCIES:		\$1,106,911						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$50,911,691						

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-06-008	LP 363	2025	C	Temple	TxDOT	\$45,000,000
LIMITS FROM:	Industrial Blvd						Jul-20	
LIMITS TO:	Lucius McCelvey					REVISION DATE:	Jul-20	
DESCRIPTION:	Construct interchange and expand from two to four lanes with frontage roads					MPO ID:	W35-07	
						FUNDING CATEGORY:	2M	
REMARKS:						PROJECT HISTORY:	MPO selected project in December 2018 during the reprioritization of the MTP	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY			
PRELIMINARY ENGINEERING:		\$2,399,941		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		2M	\$36,000,000	\$9,000,000		\$45,000,000
CONSTRUCTION:		\$45,000,000	\$45,000,000					
CONSTRUCTION ENGINEERING:		\$2,404,839		TOTAL	\$36,000,000	\$9,000,000	\$0	\$0 \$45,000,000
CONTINGENCIES:		\$1,106,911						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$50,911,691						



Original Description

2045 Metropolitan Transportation Plan Project Listing												
Short Range Funded (2018-2027) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)												
MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	Allocation: \$133,950,000 UTP Fiscal Constraint: \$68,585,914
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to South of W Ave O	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$30,800,000	2021	Yes	EJ, H, P	
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,	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2023	Yes	H	
CATEGORY 4 PROJECTS (STATEWIDE URBAN CONNECTIVITY)												
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
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	Allocation: \$6,200,000 UTP Fiscal Constraint: Waco District: \$59,730,508 Brownwood District: \$0
CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$13,770,044 UTP Fiscal Constraint: \$23,549,569
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	
MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$423,611 UTP Fiscal Constraint: \$1,576,040
STATEWIDE CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$1,790,571 Fiscal Constraint: \$0
STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)												
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
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	Allocation: \$277,571 Fiscal Constraint: \$0

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS ⁷												
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
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 Allocations: \$55,065,595 UTP 10-Year Fiscal Constraint: \$254,491,302
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No		
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	Long Range Allocations: \$369,555,629 MTP Long Range Fiscal Constraint: \$405,700,000
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	



New Description

2045 Metropolitan Transportation Plan Project Listing												
Short Range Funded (2018-2027) Projects with Allocated Funding as of December 2018 and Listed in the Transportation Improvement Program (TIP)												
MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	Allocation: \$40,800,000 UTP Fiscal Constraint: \$68,585,914
W40-04a (1)	2502-01-021	Loop 121 Phase 1a	Lake Rd (FM 439) to South of W Ave O	Widen from two lanes to four lanes with a raised median	56.45	14	5	\$30,800,000	2021	Yes	EJ, H, P	
CATEGORY 4 PROJECTS (STATEWIDE URBAN CONNECTIVITY)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	Allocation: \$6,200,000 UTP Fiscal Constraint: Waco District: \$59,730,508 Brownwood District: \$0
CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$13,770,044 UTP Fiscal Constraint: \$23,549,569
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	
MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$423,611 UTP Fiscal Constraint: \$1,576,040
STATEWIDE CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE SET-ASIDE PROGRAM)												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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	Allocation: \$1,790,571 Fiscal Constraint: \$0
STATEWIDE CATEGORY 9 PROJECTS (SAFE ROUTES TO SCHOOL PROGRAM)												
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
	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	Allocation: \$277,571 Fiscal Constraint: \$0

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS ⁷												
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
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2025	Yes	H	Short Range Allocations: \$148,215,595 UTP 10-Year Fiscal Constraint: \$254,491,302
W35-01	0231-19-003 0231-01-003 0231-02-067	US 190 Bypass	0.6 W of FM 2657 to 0.15 E of Clarke Rd	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2025	Yes	L, H,	
W30-17	1835-01-026	FM 93 Phase 1 and 2	SH 317 to Wheat Rd	Widen from 2 to 4 lane roadway with a bike lane and 6 ft sidewalks	64.81	16	3	\$8,794,843	2025/2026	Yes	EJ, H, P	
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No		
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	Long Range Allocations: \$369,555,629 MTP Long Range Fiscal Constraint: \$405,700,000
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	

Original

W35-07 Copperas Cove Bypass Project

Copperas
Cove

US 190 Bypass

Revised

W35-07 Copperas Cove Bypass Project

Copperas
Cove

US 190 Bypass

Item 7:
2045 MTP Amendment for
Project:
W30-23 – US 190/Loop 363

Amendment to the 2045 MTP

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.

Amendment to the 2045 MTP:

Amendment to the MTP is needed to:

Update the project limits for the US 190/Loop 363 project, W30-23.

- **Original Limits:** Spur 290 to SH 95
- **Revised Limits:** FM 1741 to FM 436
- The reason for the project limits being extended is to cover the entire scope of the project. This change does not affect the cost of the project.

No comments were received during the public involvement period.

Tentative Schedule:

- October 7, 2020—TAC recommends initiation of public involvement process for amendment;
- October 21, 2020—TPPB approves initiation of public involvement process for amendment;
- October 24, 2020 – October 7, 2020—15 day public comment period;
 - Public Hearing: November 2, 2020 at Central Texas Council of Governments located at 2180 N. Main Street in Belton, TX at 5:00pm
 - Virtual access <https://global.gotomeeting.com/join/578244725>
 - Phone Access: +1 (872) 240-3311, Access Code: 578-244-725
- November 4, 2020—TAC recommends approval of proposed MTP amendment;
- **November 18, 2020—TPPB approves proposed MTP amendment.**

At their November meeting, TAC recommended approval of proposed amendment.

Action Needed: Regarding approval of amendment to the 2045 MTP for project W30-23 - US 190/Loop 363 project.

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS ⁷												
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
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 Allocations: \$55,065,595 UTP 10-Year Fiscal Constraint: \$254,491,302
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No		
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	Long Range Allocations: \$369,555,629 MTP Long Range Fiscal Constraint: \$405,700,000
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 Trimmer Rd Improvements	Stagecoach Rd to Chaparral Rd	Widen roadway from 2 to 4 lanes with a continuous center turn lane, sidewalks and bicycle lanes	60.84	23	29	\$7,000,000	TBD	No	EJ	
H30-01	N/A	Business US 190 (Veterans Memorial Blvd)	N Roy Reynolds to US 190/IH-14	Reduce roadway profile, install curb and gutter; add access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	60.19	26	30	\$5,000,000	TBD	No	EJ, L, H	
B40-10	N/A	FM 1670	US 190 to Three Creeks Blvd	Widen from 2 to 4 lane roadway with a 10 ft hike and bike trail	59.45	28	31	\$5,643,360	TBD	No	EJ, H	
W35-02	N/A	SH 195 at FM 3470 (SS Loop) Reconstruction	Intersection of SH 195 at FM 3470 (Stan Schlueter Loop)	Upgrade interchange	59.17	29	32	\$52,450,000	TBD	Yes	EJ	

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS ⁷												
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
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 Allocations: \$55,065,595 UTP 10-Year Fiscal Constraint: \$254,491,302
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No		
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	Long Range Allocations: \$369,555,629 MTP Long Range Fiscal Constraint: \$405,700,000
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	FM 1741 to FM 436	Upgrade to 4 lane freeway with continous frontage roads and grade separation at MLK Blvd	68.36	8	16	\$16,784,000	2025	Yes	EJ	
C30-03a	N/A	Business US 190 - Phase II	FM 1113 (Ave D) to FM 116 South	Convert the center turn lane to a controlled left turn lane with raised median, maintain the two existing travel lanes, add curb, gutter, and bike lanes on both sides of the roadway, 6 ft sidewalk on the south side and pedestrian crossings with curb ramps at street intersections	68.16	10	17	\$7,400,000	2022	Yes	EJ	
W35-08	N/A	FM 93	FM 1741 to SH 95	Widen from 2 to 4 lanes, provide for a raised median and construct grade separation at UP RR	66.44	11	18	\$12,588,000	TBD	Yes	H	
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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	
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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	

Original

W30-23 US190/Loop 363 Project

Temple

SH 95

US 190/Loop 363

Revised

W30-23 US190/Loop 363 Project

Temple

SH 95

US 190/Loop 363

Item 8:
Category 7
Project match requirement
and
Transit Allocation

Category 7 Match Requirement and Allocation for Transit

Match Requirement:

TxDOT's Unified Transportation Plan (UTP) is a 10-year plan to guide transportation project development and authorizes projects for construction, development, and planning activities. KTMPPO receives federal and state funding through TxDOT that is allocated in the UTP. KTMPPO anticipates receiving funding through Categories 2 (metropolitan corridors), 7 (metropolitan mobility), and 9 (transportation alternatives). It is possible we may also receive funds through Category 4 (statewide connectivity), but those projects are selected by TxDOT. All federal funding categories available to KTMPPO require some level of match from the state or local governments. Below are the matching requirements for each funding category.

Category 2 – 80% federal / 20% state; or 100% state (Category 2 funds are only used for on-system roadway projects).

Category 7 – 80% federal / 20% local or state dollars depending on system type.

- Off the state system, 80% federal/20% local;
- On the state system, 80% federal/20% state; **OR** 80% federal/20% local.

Category 9 – 80% federal / 20% local.

Historical KTMPPO Category 7 match requirements chosen:

- December 2015, the match for FY15-17 Category 7 on-system roadways was 20% local;
- May 2017, the match for FY18-20 Category 7 on-system roadways was 20% state;
- December 2018, the match for FY21-22 Category 7 on-system roadways was 20% local.

Matching Category 7 on-system roadway federal dollars with local dollars maintains match consistency in the FY21-24 TIP and also allows for state dollars to fund more projects in the region.

At their November meeting, TAC recommended 20% local match for Category 7 on-system projects, allowing by special vote on a project-by-project basis, to allow state funds to be utilized as 20% match.

Transit Allocation:

Hill Country Transit District (HCTD), the regional transit operator, receives federal and other funds for operational costs and Special Transit bus purchases, but does not receive an adequate amount of funds for Fixed-Route bus purchases. Historically, the KTMPO Policy Board has approved a 10% reservation of Category 7 funds for HCTD Fixed-Route bus replacement projects to assist the agency in achieving optimal public transit service to the region. A 10% reservation of Category 7 funds for FY21-24 is \$2,354,957 based on the State's 2021 UTP allocations.

<u>Funding Category</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>Sub Total</u>
2 - TMA and Non-TMA (All Funds)	\$9,958,766	\$10,012,060	\$29,404,856	\$19,210,232	\$68,585,914
4 - Statewide Connectivity Corridor (All Funds)	\$ -	\$ -	\$ -	\$ -	\$ -
7- Metropolitan Mobility and Rehabilitation (STP-MM)	\$5,761,438	\$5,844,288	\$5,928,850	\$6,014,993	\$23,549,569
7- 10% allocated to Transit projects	\$576,144	\$584,429	\$592,885	\$601,499	\$2,354,957
7- 90% allocated to Roadway/Livability projects	\$5,185,294	\$5,259,859	\$5,335,965	\$5,413,493	\$21,194,612
9- Transportation Alternatives Program	\$394,010	\$394,010	\$394,010	\$394,010	\$1,576,040
Total	\$16,114,214	\$16,250,358	\$35,727,716	\$25,619,235	\$93,711,523

At their November meeting, TAC recommended approval of allocating 10% of Category 7 funding for bus replacement projects.

Action Needed: Regarding approval of Category 7:

- a.) On-system roadway project match requirement, and
- b.) Transit allocation.

Item 9: 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 October 2020 is included in meeting packet.

Action Needed: No action needed; for discussion only.



KTMP Public Comments

FY21

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

Grant Opportunities

- **Texas Volkswagen Environmental Mitigation Program:**

Deadline first come first served

Texas Commission on Environmental Quality (TCEQ):

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

Estimated Funding Available: \$33,000,000

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

Websites:

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

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

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

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

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

KTMPO Contacts, Acronyms, and Terms



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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 (2020-2030) Projects with Allocated Funding as of October 2020 and Listed in the Transportation Improvement Program (TIP)

MPO PROPOSITION 1/CATEGORY 2 PROJECTS (METROPOLITAN CORRIDORS)

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
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$10,000,000	2021	Yes	EJ	Allocation: \$131,150,000 4-year UTP Fiscal Constraint: \$68,585,914
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	
W35-07	0320-06-008	NW Loop 363	Industrial Blvd to Lucius McCelvey Dr	Construct interchange and expand two to four lanes with frontage roads	72.00	3	1	\$45,000,000	2025	Yes	H	
W35-01	0231-19-003 0231-01-003 0231-02-067	US 190 Bypass	0.6 mi. W of FM 2657 to 0.15 mi. E of Clarke Rd	Widen from two lanes to four lanes divided and construct interchange	68.27	9	2	\$48,150,000	2025	Yes	L, H,	

CATEGORY 4 PROJECTS (STATEWIDE URBAN CONNECTIVITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
W45-01	0231-03-152	IH 14 Advanced Traffic Management System	Coryell County Line to FM 3423 (Indian Trail)	Construction of fiber optics, traffic cameras and Dynamic Message Boards	73.33	2	11	\$6,200,000	2021	Yes	EJ, L, H	Allocation: \$6,200,000 4-year UTP Fiscal Constraint: Waco District: \$59,730,508 Brownwood District: \$0

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

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	Allocation: \$13,770,044 4-year UTP Fiscal Constraint: \$23,549,569
T40-07a	0909-36-168	Temple Outer Loop West-Phase I	522 ft South of Jupiter Dr to 20 ft North of Riverside Trail	Widen from two to four lane divided roadway with a curb and gutter, Phase 1	64.67	17	4	\$10,298,198	2021	No	P, H	
N40-04	0909-36-167	Nolanville City Park Connectivity	Park (North Mesquite) along Ave H to 10th St	Construct ADA compliant sidewalks, ramps, and crosswalks	72.34	6	3	\$1,558,802	2021	No	P	

MPO CATEGORY 9 PROJECTS (TRANSPORTATION ALTERNATIVE PROGRAM)

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	Allocation: \$423,611 4-year UTP Fiscal Constraint: \$1,576,040

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	Allocation: \$1,790,571 Fiscal Constraint: n/a

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	Allocation: \$277,571 Fiscal Constraint: n/a

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 (Cat 3) Allocation: \$5,015,690 Fiscal Constraint: n/a
C30-03b	0231-02-062	Business US 190 Phase I	FM 1113 (Avenue D) to Constitution Dr	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane	81.00	4	4	\$420,000	2021	Yes	EJ	Cat 10 Allocation: \$420,000 Fiscal Constrain: n/a
GROUPED PROJECTS												4 Year Total TIP Allocation: \$159,047,487 *Excludes grouped projects, matches current TIP financial summary
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	FY2019-2022 TIP	FY2021-2024 TIP						10 Year Total UTP Fiscal Constraint: \$254,490,702
G01-PE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	\$0	\$0						MTP 10 Year Short Range Fiscal Constraint: \$49,500,000
G03-MT	Various CSJs	Maintenance Projects	Various Locations	Various Descriptions	\$20,009,216	\$16,146,611						MTP Long Range Fiscal Constraint: \$405,700,000
G04-BR	Various CSJs	Bridge Projects	Various Locations	Various Descriptions	\$1,400,000	\$10,590,000						
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	\$2,690,079	\$14,418,916						

Proposed Roadway, Transportation Choices/Livability, Transit, and Preventative Maintenance Projects												
ROADWAY PROJECTS ⁷												
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 9}
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	Categories 2, 7 Years 5-10 Short Range Allocations: \$93,683,795 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: -\$1,940,580 *Available = UTP constraint - TIP allocations - Short Range Cat 2, 7, 9 allocations
T40-07b	0909-36-174	Temple Outer Loop West Phase II	454 ft South of Dove Meadow Blvd to IH-35 S	Widen from 2 to 4 lane divided roadway with a curb and gutter; includes hike and bike trail and bike dedicated lanes to incorporate multimodal transportation	64.67	17	4	\$9,701,802	2027	No	P, H	
K30-13	0909-36-175 0909-36-172	Chaparral Rd	SH 195 to FM 3481 (Stillhouse Hollow Lake Rd)	Reconstruct and widen roadway from 2 to 4 lane divided roadway with bicycle/pedestrian facilities.	59.99	27	5	\$23,000,000	2023	No	EJ, H	
D40-01	N/A	North Waco Rd (Old 81)	West Main St. to West Big Elm Rd	Widen from 2 to 4 lanes, with curb, gutter, and bridge improvements	52.64	44	6	\$4,600,000	TBD	No		
H30-05	0909-36-171	Warriors Path Upgrade	FM 2410 (Knights Way) to Old Nolanville Rd	Create a two lane road section with a curb, gutter, and left turn lane at a future school; 6 ft sidewalk on west side and a 10 ft wide hike and bike path on east side	48.17	50	7	\$8,968,950	2025	No	H	
N40-03	N/A	Old Nolanville Road Bridge Expansion and Bike/Pedestrian Project	Bridge on Old Nolanville Rd to US 190/IH 14	Reconstruct bridge on Old Nolanville Road and add multi-use trail system to connect to existing trail system.	49.84	46	8	\$1,602,700	TBD	No	—	
S40-03	N/A	Salado West Village Road Capacity and Enhancement Project	Thomas Arnold Rd to IH-35	Widen roadway, add turn lanes and bicycle/pedestrian facilities	36.45	66	9	\$300,500	2028	No	—	
W25-02	0184-02-055	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	Categories 2, 7, 11 Years 11-25 Long Range Allocations: \$361,767,429 MTP Long Range Fiscal Constraint: \$364,100,000 Available: \$2,322,571
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	
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	Constuct arterial thoroughfare with street trees, sidewalks and bike lanes.	58.49	30	33	\$10,830,000	2020	No	—	
K25-04	N/A	SH 195 Overpass	At Business 190	Construct grade separation over Business 190 and BNSF RR	58.35	31	34	\$20,000,000	TBD	Yes	EJ	

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

Regionally Significant Unfunded List: \$444,606,989

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 ^{4,9}
T40-13	0909-36-173	Temple's Georgetown Rails to Trails	S 5th St to FM 93	Construct 10 ft wide hike and bike trail	84.73	3	2	\$2,000,000	2026	No	EJ, H, P	Category 9: Years 5-10 Short Range Allocations: \$3,700,000 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: - \$183,511
D40-02	N/A	North Waco Rd (Old 81) - Sidewalk	West Main St to West Big Elm	Construct 10' wide bicycle and pedestrian facility	69.02	11	5	\$1,700,000	2027	No	—	
K45-01	N/A	Heritage Oaks Hike & Bike Trail Segment 2	Siltstone Dr to Fawn Dr	Construct shared use path for bicyclists and pedestrians	58.57	26	6	\$1,200,000	2020	No	EJ	Category 9 Funding: Years 11-25 Long Range Allocations: \$28,337,029 MTP Long Range Fiscal Constraint: \$41,600,000 Available: \$13,262,971
S40-02	N/A	Salado Creek Off-Road Trail: Pace Park	Pace Park along Pace Park Rd	Construct 10 ft wide trail	57.44	27	7	\$199,965	TBD	No	ARZ, ES, P	
B45-01	N/A	Belton's Georgetown Rails to Trails	E Ave B to Leon River Bridge	Construct 10 ft wide shared use path to connect KTMO projects B40-05 and T40-13	86.01	2	8	\$2,040,000	TBD	No	EJ, H	
T45-02	N/A	Downtown Sidewalks - 1st and 3rd St	Mayborn Civic Center to Ave F	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	75.42	4	9	\$2,720,000	TBD	Yes	EJ, P, H	
B45-02	N/A	6th Ave Sidewalk & Shared Use Path	Main St (SH 317) to IH 35 Frontage Rd	Construct 6 ft wide sidewalk on north side of 6th Ave, 10 ft wide SUP on the south side and relocate utilities underground.	73.44	5	10	\$6,000,000	TBD	Yes	EJ, L	
B45-05	N/A	Commerce/Industrial Shared Use Path	Sparta Rd to Main St (SH 317)	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd; provide curb and gutter along Commerce St	72.15	8	11	\$1,233,333	TBD	No	H	
B40-12	N/A	Belton Hike and Bike Trail Extension Southwest	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10 ft wide hike and bike trail	71.08	9	12	\$3,252,480	TBD	No	EJ, H, P	
T45-03	N/A	E Central Sidewalks	MLK Dr to N. 22nd St	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping.	69.29	10	13	\$600,000	TBD	No	EJ, P	
B45-04	N/A	Beal St Sidewalk	E 24th Ave to E 6th St	Construct 5 ft sidewalk on east side from E. 24th Ave to Downing St, construct 5 ft sidewalk on both sides from E 13th Ave to Railroad Track, and construct 5 ft sidewalk on west side from Railroad Track to E. 6th Ave with bicycle signage along entire project	69	12	14	\$282,500	TBD	No	EJ, P	
T45-08	N/A	West Adams Sidewalks	Olaf Dr to IH 35	Construct 6 ft wide sidewalk	68.71	13	15	\$950,000	TBD	Yes	EJ	
T45-06	N/A	South Pea Ridge Greenbelt Trail	W Adams Ave (FM 2305) to Poison Oak Rd	Construct 8 ft wide trail along linear park east of S Pea Ridge Rd and through Von Rosenberg Park	66.57	14	16	\$1,680,000	2023	No	P	
T40-25	N/A	Bird Creek Interceptor Trail	N side of Lions Community Park to Midway Dr (near Bonham Middle School)	Construct 8 ft wide trail	66.43	15	17	\$375,000	TBD	No	P	
B45-07	N/A	Avenue H Sidewalk/Rd Improvements	Main St (SH 317) to Saunders St	Construct 5' wide sidewalk on north side of Ave H with Bicycle Signage and reconstruct roadway and widen to 2 lanes from Connell St. to Saunders St.	66	16	18	\$429,167	TBD	No	EJ	
T45-09	N/A	Apache Dr Sidewalks	W Adams Ave (FM 2305) to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	65.84	17	19	\$325,000	2023	No	EJ	
T45-07	N/A	Temple Lake Park Connection	FM 2271 to Temple Lake Park	Construct 8 ft wide hike and bike trail	64.56	18	20	\$2,640,000	2023	No	P	
T25-05	N/A	FM 2271 Trail	FM 2305 to Miller Spring Park	Construct 8 ft wide trail	63.88	19	21	\$950,000	TBD	Yes	H, P	
T45-04	N/A	Friars Creek Trail	Friars Creek Trail Terminus to S 1st St Future Extension	Construct 10 ft wide hike and bike trail to extend and connect to existing trail sections	63.85	20	22	\$500,000	2023	No	—	
N40-05	N/A	FM 439 Spur Connectivity	Main St to North Dr	Construct 10 ft wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	63.71	21	23	\$967,500	TBD	No	—	
T45-01	N/A	Canyon Creek Trail	Canyon Creek Dr to Lions Park	Construct 8 ft hike and bike trail	62.58	22	24	\$720,000	2023	No	P	
S40-01	N/A	Salado Creek Shared Use Path - Royal St	Main St at College Hill Dr to 0.09 mi N of Royal St on Center Circle	Construct alternate transportation route consisting of shared-use path for bicyclists and pedestrians	62.42	23	25	\$368,959	TBD	No	ARZ, H, ES	
T45-05	N/A	Hickory Rd Sidewalk	Midway Dr to Aspen Trail	Construct 6 ft sidewalk with crosswalks	61.43	24	26	\$500,000	TBD	No	P	
B45-06	N/A	Central Ave Sidewalk & Traffic Signals	Main St (SH 317) to Pearl St	Upgrade to a 5 ft wide sidewalk on north side of Central Ave and install pedestrian crossing infrastructure at intersection of Main St (SH 317) to Pearl St.	59.29	25	27	\$403,125	TBD	No	—	
N40-09	N/A	Pleasant Hill Rd	Lonesome Oak Dr to Ave I	Construct Class 2, buffered on-street bike lane	N/A	N/A	N/A	\$500,000	N/A	No	H	Unscored/Unfunded List
N40-11	N/A	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail bordering Nolan Creek	N/A	N/A	N/A	N/A	N/A	No	H	
N40-12	N/A	Jack Rabbit Road Bike Thoroughfare	US 190 to FM 439 and through Park to School	Add Class 2 Bike Lanes on system	N/A	N/A	N/A	N/A	N/A	No	—	
N40-13	N/A	Wild Wood Trail	Lonesome Oak Dr to Ave I	Construct an 8 ft wide multi use trail	N/A	N/A	N/A	\$400,000	N/A	No	—	
S40-04b 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.

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

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

MTP Amendment Dates

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

* Administrative Amendments

⁸**Funding/Fiscal Constraint Notes (Cat 2, 7, 9, 11):**

Short Range funding amounts (0-10 years) come from the latest TxDOT Unified Transportation Plan (UTP).

Long Range funding amounts (10-15 years) are determined by outputs from the TRENDS model (see note ⁴)

How projects in the list are funded:

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

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

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

Orange - When all estimated funding sources have been exhausted, any remaining projects are listed from high to low in the Regionally Significant Unfunded list.

Orange projects are NOT projected to receive funding during the planning period

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

Note of Roadway vs Livability Tracks:

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

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

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

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



2045 Metropolitan Transportation Plan Project Listing

MTP LET PROJECTS THAT ARE STILL ACTIVE

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding Amounts
H15-02b	2304-02-036 2304-02-040	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median and turn lanes incorporating context sensitive design	N/A	N/A	N/A	\$8,800,000	2016	Yes	N/A	FY15-FY17 MPO Proposition 1: \$17,800,000
W40-02	0231-03-143	US 190	1.0 mi W of FM 2410 to FM 3423 (Indian Trail)	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	N/A	1	N/A	\$9,000,000	2018	Yes	N/A	
W40-06	0231-03-145 0231-04-061	US 190	Knights Way to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$39,000,000	2019	Yes	H	FY18-20 Category 2: \$74,000,000
W40-05	0231-04-060	US 190	FM 2410 in W Belton to IH-35	Widen main lanes from 4 to 6 lanes and resurface	83.79	3	3	\$35,000,000	2020	Yes	EJ	
W40-03	0231-03-146	US 190 Turnaround	At Clear Creek Rd	Roadway reconfiguration to improve turning movements (Turnaround)	42.11	42	6	\$4,000,000	2018	No	EJ	FY18-20 Category 2 Funds (\$2,100,000) and Category 7 Funds (\$1,900,000): \$4,000,000
W35-12	0185-01-030	US 190 (Rogers Relief Route)	2.0 mi S of FM 436 in Heidenheimer to Milam County Line	Widen from 2 to 4 lane divided rural highway	45.56	36	38	\$62,800,000	2020	Yes	H	FY19 Category 4 Funds: \$62,800,000
H40-02	0909-36-153	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at intersection of Commercial Dr and Heights Dr	40	6	5	\$489,249	2018	No	EJ	FY15-17 Category 7 Funds: \$15,530,684
K30-02	0909-36-156	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median and an off-system bridge	38	4	6	\$7,965,049	2018	No	EJ, ARZ	
N40-01	2057-01-009	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle and pedestrian pathways along Main St and under US 190	31	3	3	\$596,386	2018	No	N/A	
T35-24	0909-36-155	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge Rd	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with a signalized intersection	39	5	4	\$6,480,000	2018	Yes	N/A	
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

Appendix

KTMPO Public Participation Plan (PPP)



Public Participation Plan (PPP)

Approved by the
Transportation Planning Policy Board
on _____, 2020

Prepared By:
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SECTION 1 - APPROVAL

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

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

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

Two public forums for the proposed update to the PPP were conducted on September 23 and October 13, 2020, and a 45-day public comment period was completed on November 2, 2020. The updated PPP and comments received were presented and approved on November 18, 2020 by the KTMPPO Transportation Planning Policy Board (TPPB) at an official meeting.

SECTION 2 - FAST ACT

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

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

SECTION 3 - INTRODUCTION

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

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

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

The Region

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

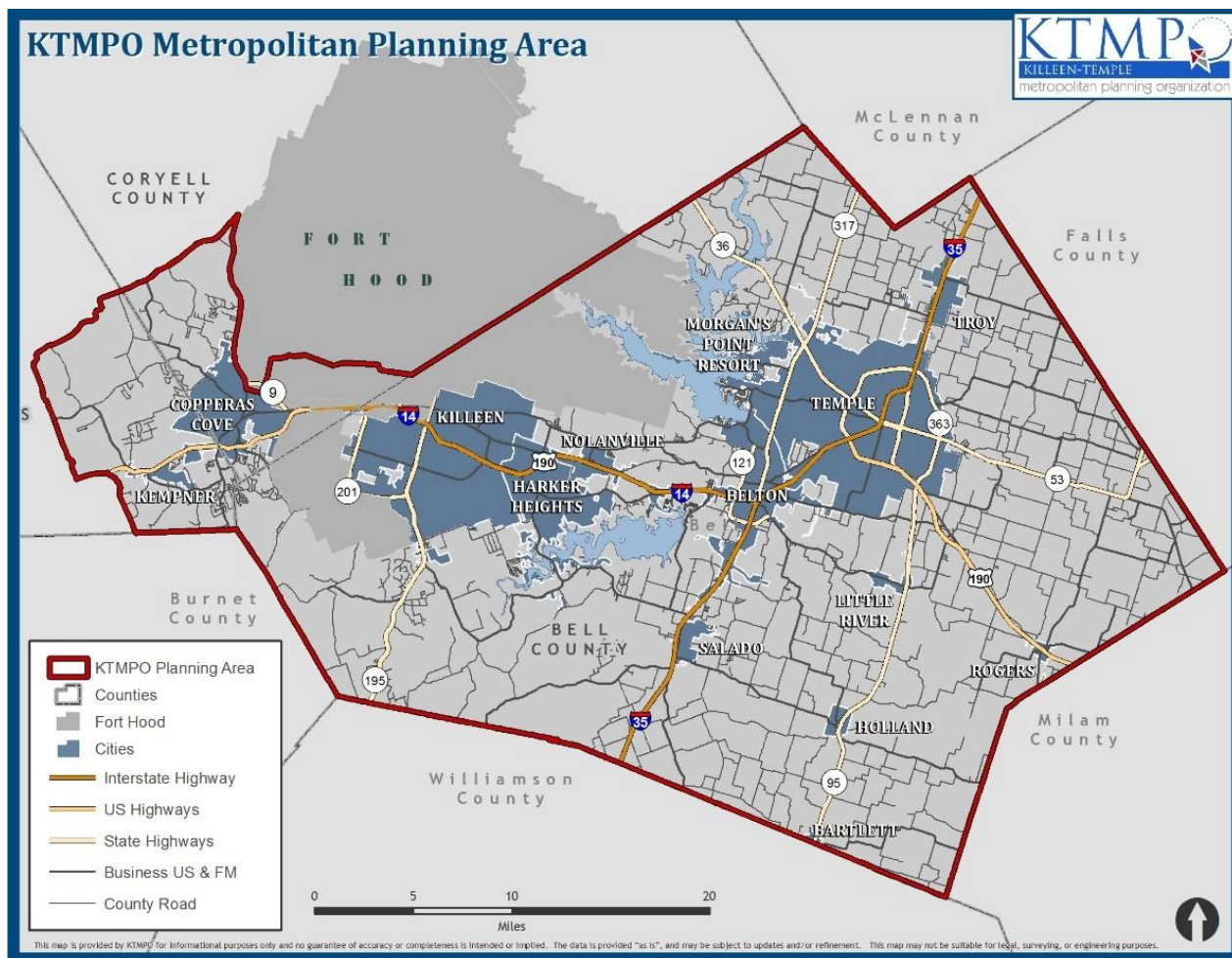
Table 3.1- KTMPO Membership:

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

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

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Map 3.1- 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.ktmpo.org as well as through social media; and
- Notifications of forums will be sent via e-mail and/or mail to all persons in the notification database.

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

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

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

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

Table 4.1- Planning Documents and Comment Periods:

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

Public Meetings

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

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

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

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

KTMPO'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.

KTMPO 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 KTMPO 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]

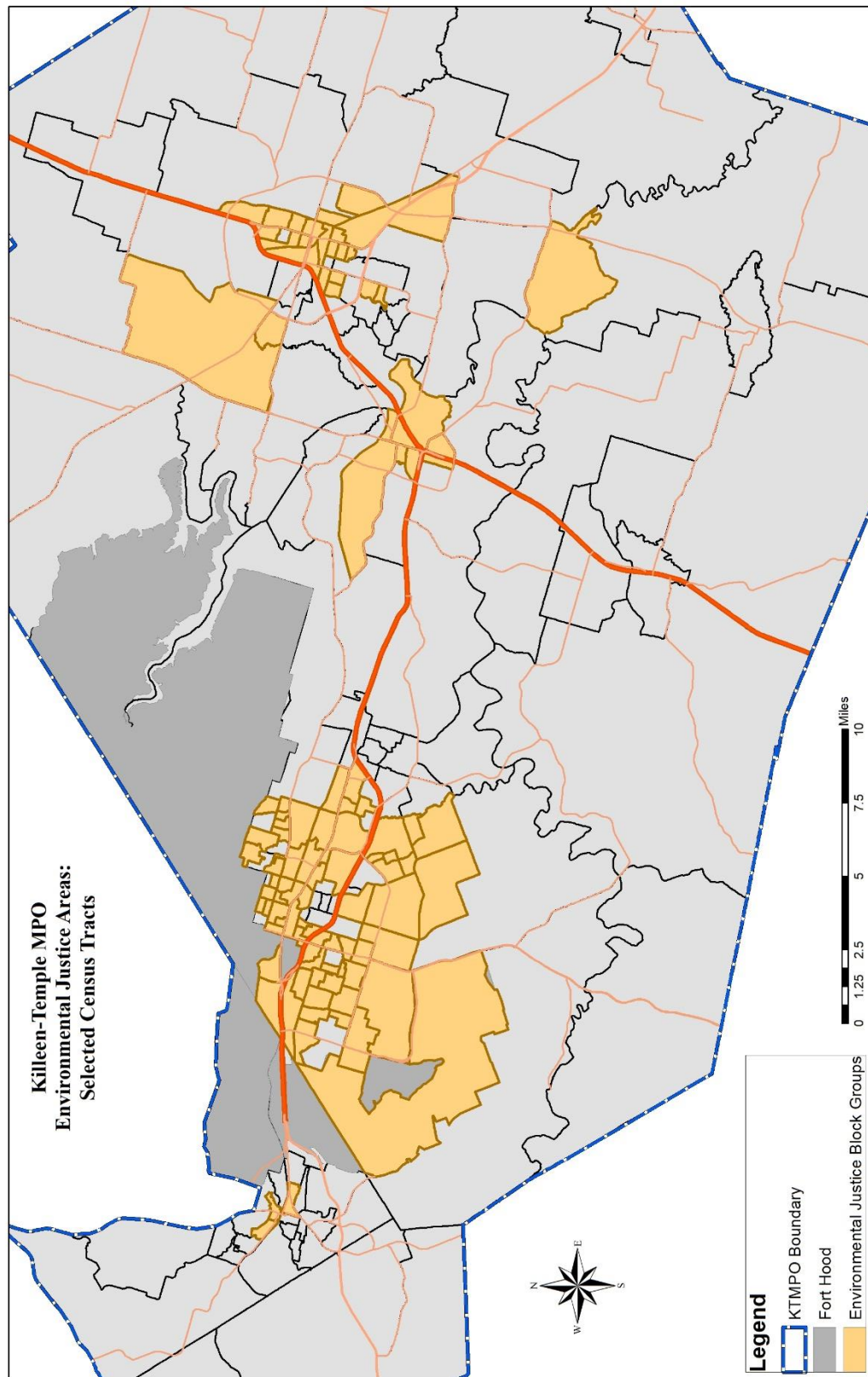
² U.S. D.O.T. Order on Environmental Justice, April 15, 1997, Federal Register Vol. 62 Num. 72

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

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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.

KTMP Staff

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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 KTMPO Mobility 2045 Metropolitan Transportation Plan. The TIP is updated on a yearly basis by the metropolitan planning organization, in cooperation with Texas Department of Transportation, and transit operators.

PROJECT SELECTION

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

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

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KILLEEN-TEMPLE
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.

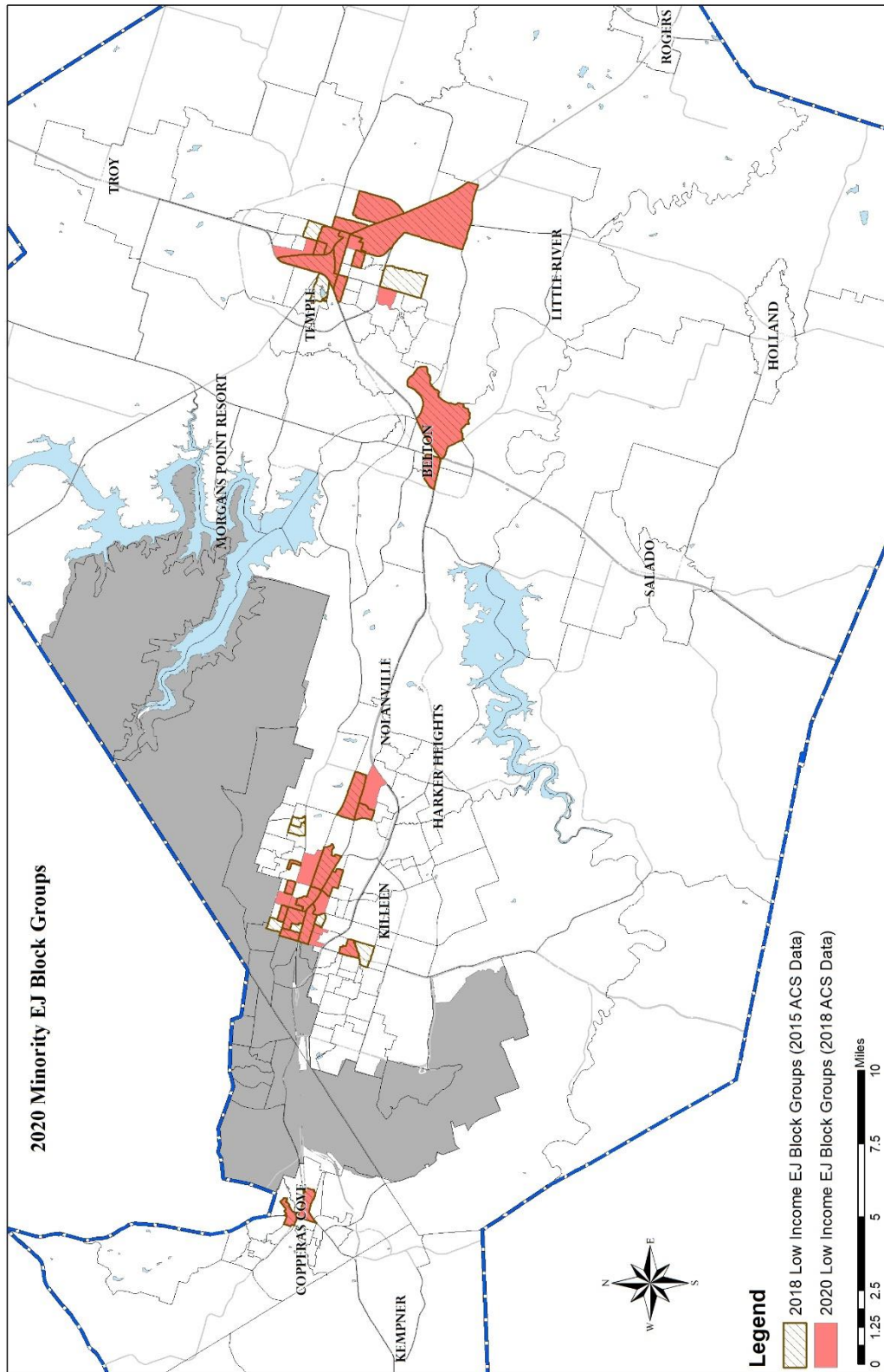
For Median Income, the median income for that Block Group was compared to the county-wide median income. This resulted in a positive number where the median income was above the county median, and a negative number if the local income was below the county median income. The difference was sorted so that 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

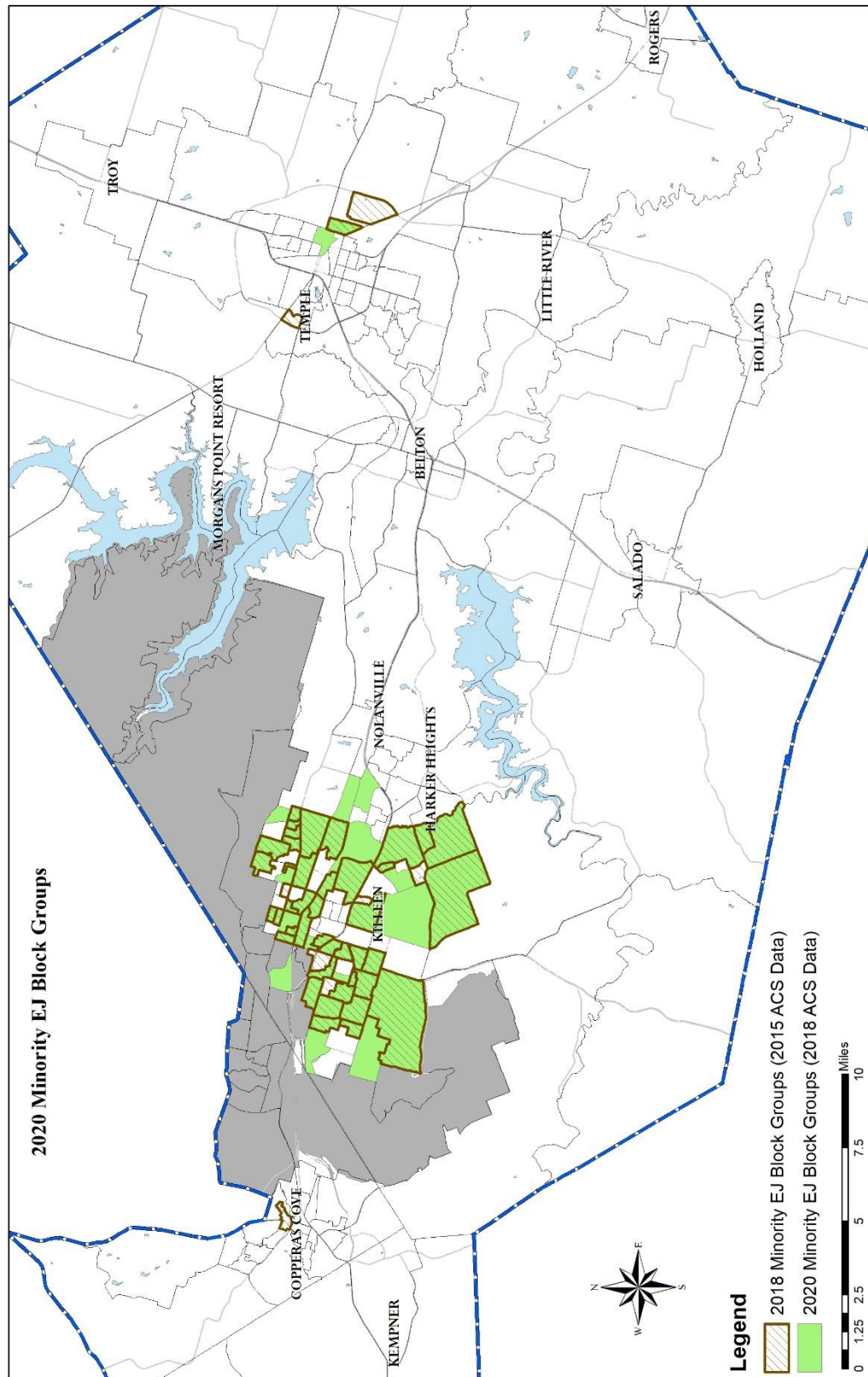
Block Groups were assessed for percentage the residents who identified as minority of one or more races. Past plans used a threshold of 50% minority at the Census tract level. We evaluated the Block Group percentages above and below 50% to determine if this threshold should change. Selecting Block Groups 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

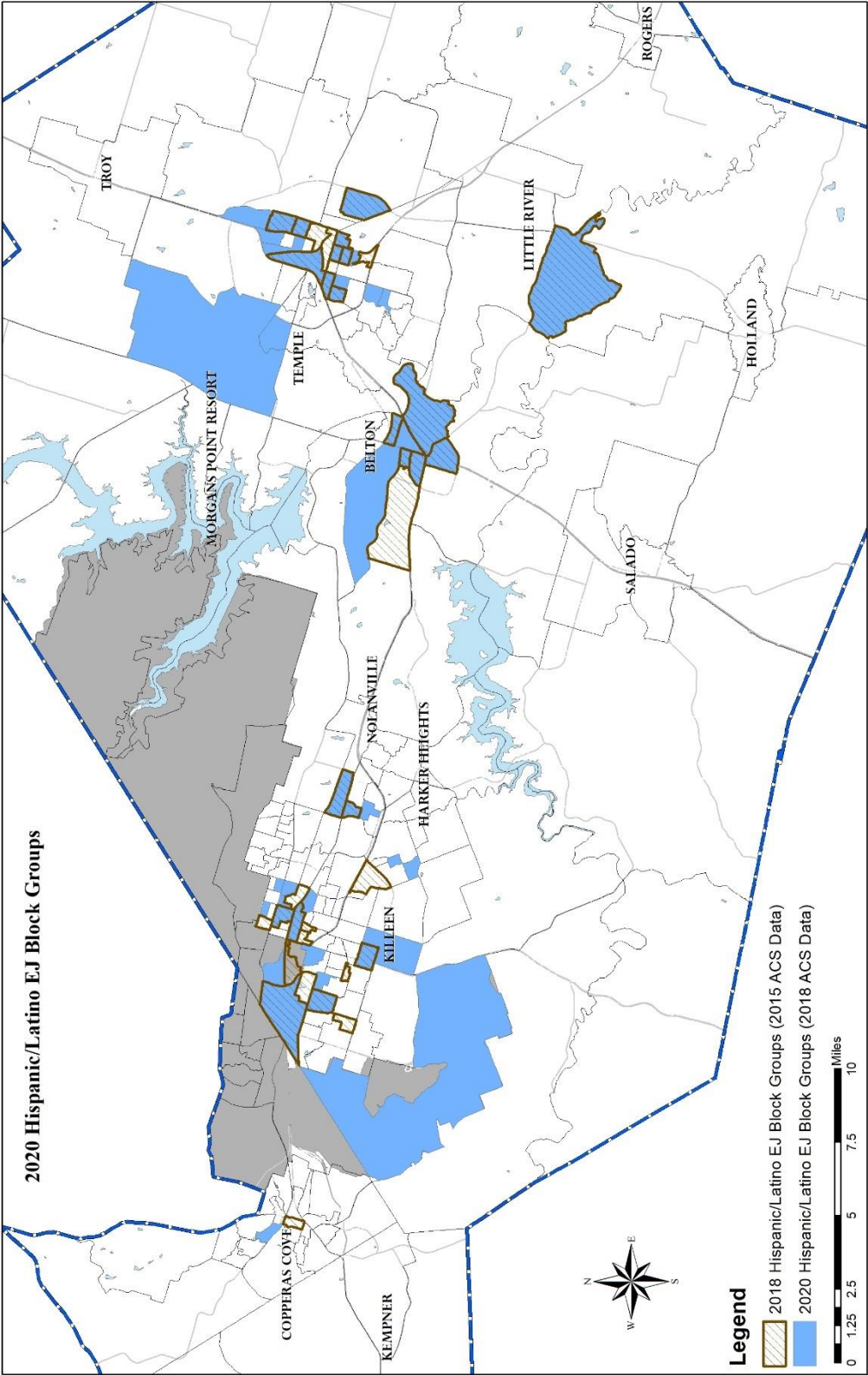
KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore, included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino.

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:



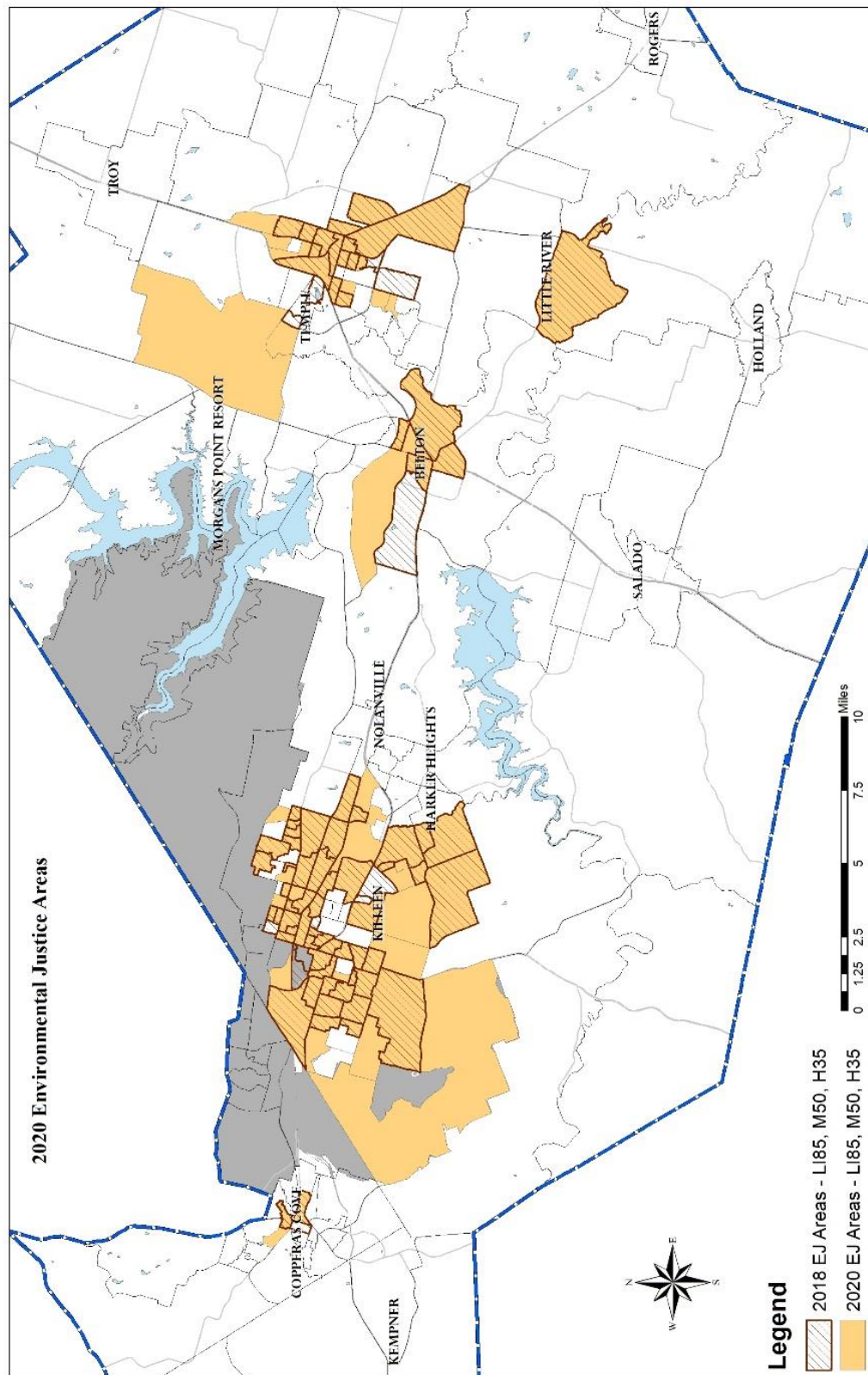
Environmental Justice Areas

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

Limited English Proficiency (LEP) Plan

Title VI Program Policy

Includes Limited English Proficiency (LEP) Plan

HILL COUNTRY TRANSIT DISTRICT

July 2017

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Hill Country Transit District

Public Information Concerning

Title VI of the Civil Rights Act of 1964 (as amended)

Hill Country Transit District (HCTD) is the recipient of Federal funding to provide public transportation. HCTD operates programs subject to the nondiscrimination requirements under Title VI.

The following examples, without being exhaustive, illustrate the application of the nondiscrimination provisions of this part to projects receiving Federal financial assistance under the programs of certain Department of Transportation operating administrations.

- Any person who is, or seeks to be, a patron of any public vehicle which is operated as a part of, or in conjunction with, a project shall be given the same access, seating, and other treatment with regard to the use of such vehicle as other persons without regard to their race, color, or national origin.
- No person who is, or seeks to be an employee of the project sponsor or lessees, concessionaires, contractors, licensees, or any organization furnishing public transportation service as a part of, or in conjunction with, the project shall be treated less favorably than any other employee or applicant with regard to hiring, dismissal, advancement, wages, or any other conditions and benefits of employment, on the basis of race, color, or national origin.
- No person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin.
- The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.

The following Title VI information/documents are available upon request: HCTD's Title VI Policy, FTA Circular 4702.1B, and 49 CFR 21. To obtain Title VI information/documents, please contact HCTD Title VI Program Coordinator at (254) 933-3700.

Individuals or organizations who believe they have been denied the benefits of, excluded from participation in, or subject to discrimination on the grounds of race, color, or national origin by Hill Country Transit District (HCTD) can file an administrative complaint with Hill Country Transit District and/or the Federal Transit Administration's Office of Civil Rights under Title VI of the Civil Rights Act of 1964. Individuals and organizations may file a complaint by completing the HCTD Title VI Complaint Form. For a complaint form, contact HCTD Title VI Program Coordinator at (254) 933-3700.

Hill Country Transit District

Información pública respecto a Título VI del Acto de las Derechas Civiles de 1964 (según la enmienda prevista)

El Hill Country Transit District (HCTD) es el recipiente del financiamiento federal para proporcionar el transporte público. HCTD funciona programas conforme a los requisitos de la non discriminación bajo Título VI.

Los ejemplos siguientes, sin ser exhaustivos, ilustran el uso de las provisiones de la non discriminación de esta parte a los proyectos que reciben ayuda financiera federal bajo programas de cierto departamento de las administraciones de funcionamiento del transporte.

- Cualquier persona que sea, o intenta ser, un patrón de cualquier público vehículo de el cual se funciona como pieza, o conjuntamente con, un proyecto será dado el mismo acceso, el asiento, y el otro tratamiento con respeto al uso del vehículo tal como otras personas sin consideración alguna hacia su raza, color, u origen nacional.
- Ninguna persona que es, o intenta ser empleado del patrocinador de proyecto o arrendatarios, contratistas, concesionarios, o cualquier organización que equipa servicio público del transporte como parte de, o conjuntamente con, el proyecto será tratado menos favorable que cualesquiera el otro empleado o aspirante con respecto a emplear, despido, adelanto, salarios, o cualesquieres otras condiciones y ventajas del empleo, sobre la base de la raza, del color, o del origen nacional.
- No se discriminará a ninguna persona o grupo de personas contra con respecto a la encaminamiento, programar, o la calidad de servicio del transporte equipado como parte del proyecto en base a raza, color, o origen nacional. Frecuencia del servicio, de la edad y de la calidad de los vehículos asignaron a las rutas, calidad de las estaciones que servían diversas rutas, y la localización de rutas no se puede determinar en base de la raza, color, o origen nacional.
- La localización de los proyectos que requieren la adquisición de la tierra y la dislocación de personas de sus residencias y negocios no puede determinarse en base de la raza, del color, o del origen nacional.

La información/los documentos siguientes del Título VI está disponibles a petición: Política del Título VI de HCTD, FTA 4702.1B Circular, y 49 CFR 21. Para obtener la información/documentos del Título VI, llame por favor (254) 933-3700.

Han negado los individuos o las organizaciones que las creen las ventajas de, excluidas de la participación adentro, o conforme a la discriminación sobre la base de la raza, del color, o del origen nacional por Hill Country Transit District (HCTD) puede archivar una queja administrativa con el Hill Country Transit District y/o la Oficina de la Administración Federal del Tránsito de las Derechas Civiles bajo Título VI del Acto de las Derechas Civiles de 1964. Los individuos y las organizaciones pueden archivar una queja llenando el formulario la queja del Título VI. Para una forma de la queja, llama a (254) 933-3700.

TITLE VI

Assurance of Compliance

Hill Country Transit District submits its certifications and assurances of compliance with all required Acts, laws, and regulations through the Transit Award Management System (TrAMS) web system, the Federal Transit Administration's (FTA) electronic award and management system, at <https://faces.fta.dot.gov/suite/>.

Nondiscrimination Assurance

As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity), by Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and by U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7, Hill Country Transit District ensures that it will comply with all requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, so that no person in the United States, on the basis of race, color, national origin, creed, sex, or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which Hill Country Transit District receives Federal assistance awarded by the U.S. Department of Transportation (DOT) or the FTA.

Specifically, during the period in which Federal assistance is extended to the project, or project property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits, or as long as Hill Country Transit District retains ownership or possession of the project property, whichever is longer, Hill Country Transit District ensures that:

- (1) Each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project.
- (2) It will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, Hill Country Transit District ensures that it will submit the required information pertaining to its compliance with these provisions.
- (3) It will include in each subagreement, property transfer agreement, third party contract, third party subcontract, or participation agreement adequate provisions to extend the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d and 49 CFR part 21 to other

parties involved therein including any subrecipient, transferee, third party contractor, third party subcontractor at any level, successor in interest, or any other participant in the project.

(4) Should it transfer real property, structures, or improvements financed with Federal assistance provided by FTA to another party, any deeds and instruments recording the transfer of that property shall contain a covenant running with the land assuring nondiscrimination for the period during which the property is used for a purpose for which the Federal assistance is extended or for another purpose involving the provision of similar services or benefits.

(5) The United States has a right to seek judicial enforcement with regard to any matter arising under the Act, regulations, and this assurance.

(6) It will make any changes in its Title VI implementing procedures as U.S. DOT or FTA may request to achieve compliance with the requirements imposed by or issued pursuant to 49 U.S.C. 5332, 42 U.S.C. 2000d, and 49 CFR part 21.

Assurance of Nondiscrimination on the Basis of Disability

As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," at 49 CFR 27.9, Hill Country Transit District ensures that, as a condition to the approval or extension of any Federal assistance awarded by FTA to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA, no otherwise qualified person with a disability shall be, solely by reason of that disability, excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from Federal assistance administered by the FTA or any entity within U.S. DOT. Hill Country Transit District ensures that project implementation and operations so assisted will comply with all applicable requirements of U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, *et seq.*, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq.*, and implementing U.S. DOT regulations at 49 CFR parts 27, 37, and 38, and any other applicable Federal laws that may be enacted or Federal regulations that may be promulgated.

Hill Country Transit District

Filing a Discrimination Complaint

Any person who believes she/he has been discriminated against on the basis of race, color, or national origin by Hill Country Transit District (hereinafter referred to as “HCTD”) may file a Title VI complaint by completing and submitting the agency’s Title VI Complaint Form. HCTD investigates complaints received no more than 180 days after the alleged incident. HCTD will process complaints that are complete.

Once the complaint is received, HCTD will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.

HCTD has 45 calendar days to investigate the complaint. If more information is needed to resolve the case, HCTD may contact the complainant. The complainant has 10 business days from the date of the letter to send requested information to the HCTD Title VI Program Coordinator. If the Title VI Program Coordinator is not contacted by the complainant or does not receive the additional information within 10 business days, HCTD can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the Title VI Program Coordinator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has 10 calendar days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration at the following address: FTA - Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

No one may intimidate, threaten, coerce, or engage in other discriminatory conduct against anyone because he or she has either filed a complaint to secure rights protected by the nondiscrimination statutes we enforce. Any individual alleging such harassment or intimidation may file a complaint with the Hill Country Transit District or the Federal Transit Administration.

Hill Country Transit District (HCTD)

Title VI Complaint Form

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III:				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				

Section IV				
Have you previously filed a Title VI complaint with this agency?			Yes	No

Section V
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?
<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, check all that apply:
<input type="checkbox"/> Federal Agency: _____
<input type="checkbox"/> Federal Court _____ <input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____ <input type="checkbox"/> Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.
Name: _____
Title: _____
Agency: _____
Address: _____
Telephone: _____
Section VI
Name of agency complaint is against: _____
Contact person: _____
Title: _____
Telephone number: _____

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below:

Signature

Date

Please submit this form in person at the address below, or mail this form to:
Hill Country Transit District
Attn: Title VI Program Coordinator
4515 W. U.S. Hwy. 190
Belton, TX 76513

**Federal Transit Administration
Office of Civil Rights
Complaint Form**

Section I

Name: _____

Address: _____

Telephone Numbers:

(Home) _____ (Work) _____

Electronic Mail Address: _____

Accessible Format Requirements?

Large Print _____ Audio tape _____

TDD _____ Other _____

The Federal Transit Administration (FTA) Office of Civil Rights is responsible for civil rights compliance and monitoring, which includes ensuring that providers of public transportation properly abide by Title VI of the Civil Rights Act of 1964, Executive Order 12898, "Federal Actions To Address Environmental Justice in Minority Populations and Low Income Populations," and the Department of Transportation's Guidance to Recipients on Special Language Services to Limited English Proficient (LEP) Beneficiaries.

In the FTA complaint investigation process, we analyze the complainant's allegations for possible Title VI and related deficiencies by the transit provider. If deficiencies are identified they are presented to the transit provider and assistance is offered to correct the inadequacies within a predetermined timeframe. FTA also may refer the matter to the U.S. Department of Justice for enforcement.

Section II

Are you filing this complaint on your own behalf?

Yes _____ No _____

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining:

Please explain why you have filed for a third party. _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Yes ____ No ____

Section III

Have you previously filed a Title VI complaint with FTA? Yes____ No____

If yes, what was your FTA Complaint Number? _____

[Note: This information is needed for administrative purposes; we will assign the same complaint number to the new complaint.]

Have you filed this complaint with any of the following agencies?

Transit Provider _____ Department of Transportation _____

Department of Justice_____ Equal Employment Opportunity Commission _____

Other _____

Have you filed a lawsuit regarding this complaint? Yes____ No____

If yes, please provide a copy of the complaint form.

[Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court.]

Section IV

Name of public transit provider complaint is against:

Contact person: _____ Title: _____

Telephone number: _____

On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.

Section V

May we release a copy of your complaint to the transit provider?

Yes ____ No ____

May we release your identity to the transit provider?

Yes ____ No ____

Please sign here: _____

Date: _____

[Note - We cannot accept your complaint without a signature.]

Please mail your completed form to: Title VI Program Coordinator, FTA Office of Civil Rights, East Building, 5th Floor – TCR, 1200 New Jersey Ave., S.E., Washington, D.C. 20590

Hill Country Transit District

Record of Title VI Investigations, Complaints, and Lawsuits

Hill Country Transit District has not had any allegations of discrimination on the basis of race, color, or national origin. HCTD is also not actively involved in any active investigations conducted by the FTA or entities other than the FTA, lawsuits, or complaints naming HCTD.

	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

Hill Country Transit District

Public Participation Plan

Purpose

The purpose of this Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor participation of all citizens in the Hill Country Transit District service area, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate.

This document will lay out procedures to provide opportunities for all area citizens to participate in the development of the Transit Development Plan (TDP) for the Hill Country Transit District service area. The TDP is a short-range plan (roughly 5 years) which analyzes all aspects of transit operations. Where appropriate, recommendations are made to improve these aspects of transit operations.

A notice will be posted in the local newspaper, noting the existence of this public participation plan and a copy of the public participation plan will be sent, at a minimum, to the stakeholders identified by Killeen Temple Metropolitan Planning Organization (KTMPO).

Goals and Objectives for the Public Participation Plan

Goal: The goal of the PPP is to offer real opportunities for the engagement of all citizens of the Hill Country Transit District service area to participate in the development of a Transit Development Plan (TDP).

Objectives:

- To determine what non-English languages and other cultural barriers exist to public participation within the Hill Country Transit District service area;
- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area;
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public;
- To provide avenues for two way flow of information and input from populations which are not likely to attend meetings;
- To provide a framework of actions appropriate to various types of plans and programs, as well as amendments or alterations to any such plan or program; and
- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

Identification of Stakeholders

Stakeholders are those who are either directly, or indirectly, affected by a plan, or the recommendations of that plan. Those who may be adversely affected, or who may be denied benefit of a plan's recommendation(s), are of particular Interest in the identification of specific stakeholders. Stakeholders are broken down into several groups: general citizens, minority and low-income persons, public agencies, and private organizations and businesses.

General Public: Some of the techniques that can be used to engage the general population are public notices of meetings in the local newspaper, open house format public information meetings. While these techniques will continue, staff will make a greater effort to engage the general public, possibly with techniques such as, nominal group exercises, surveys, use of local news media, etc.

Minorities: Engaging minority, and low-English proficiency populations can be challenging. Language and cultural differences may not be compatible with the more traditional means of engaging the public in the planning process. The Hill Country Transit District - Transit Development Plan Steering Committee will make reasonable efforts to engage minority populations using techniques, such as including notations in public notices in appropriate non-English languages that will provide a contact where the individual can be informed of the process/project, and will have the opportunity to give input. Focus groups may also be established for the purpose of gaining input from a particular defined portion of the community. Also, advocacy groups can be a good resource for contacts and dissemination of information to minority and low-English proficiency populations. Such advocacy groups or agencies can have insight into the needs of the under-represented populations, as well as providing valuable contacts or arenas for input. Contacts with local translators should also be maintained, and used as requested and needed.

Low-income: While low-income individuals may have access to all of the traditional means of public involvement, discussed under "general public", they may be less likely to become involved, or offer input. Some methods of gaining input either directly or indirectly from this portion of the population Include focus groups, informal interviews, and agency/advocacy group contacts.

Public Agencies: Public agencies can provide valuable input to the planning process, in addition to assisting in gaining participation from traditionally under-represented populations.

Pertinent public agencies include those that have clients who fall into under-represented populations, including but not limited to minorities, low-income, and limited English proficiency households. These agencies have great insight into the transportation needs of their clients and are useful partners in overcoming difficult barriers that may not be understood by professionals dealing more distinctly with the provision of transportation services.

Private Organizations and Businesses: Private organizations and businesses offer a number of perspectives that are valuable to the planning process. Often, transportation for employees is of

critical concern to private sector employers. For that reason, representation of private business interests will be welcomed in the planning process.

Public Participation Plan

This document, upon its adoption, is to serve as the PPP for the Hill Country Transit District - Transit Development Plan Steering Committee. Availability of the policy for review will be advertised in a manner reasonably expected to reach the general public, as well as minority populations, low-income persons, and other traditionally under-served populations. This could occur through contacts mentioned earlier in this document, notification of contacts available in other than English language, and traditional public notices in local newspapers.

Public involvement is important at all stages of plan development. Opportunities for participation for both users and nonusers of the Hill Country Transit District system will be available. Both an onboard survey and a nonuser survey are scheduled for implementation throughout this process. People can also obtain information about the process from; or submit input to, both Hill Country Transit District and the Killeen Temple Metropolitan Planning Organization (KTMPPO) [lead agency in the plan development process].

Hill Country Transit District
4515 W. US Hwy 190
Belton, TX 76513
Phone: (254) 933-3700
Fax: (254) 933-7859
Contact: Ruby Bowen, Director of Human Resources (rbowen@takethehop.com)

Killeen Temple Metropolitan Planning Organization (KTMPPO)
2180 N. Main Street
Belton, TX 76513
Phone: (254) 770-2200
Fax: 254) 770-2360
Contact: Cheryl Maxwell, Executive Director

Other stages of the planning process, such as reviewing draft documents and mapping, are more conducive to other techniques. Documents will be available for review at the Hill Country Transit District office located in San Saba, and on the KTMPPO webpage: <http://www.ktmpo.org>.

If materials are requested in languages other than English, large type and/or braille, staff will make a reasonable attempt to accommodate those needs. Other techniques could also be determined to be useful at any particular stage of the process, and new and different techniques will be utilized as deemed appropriate.

Outreach Efforts

In addition to the outreach efforts identified earlier in this policy, staff will use the following techniques during its planning studies, as deemed appropriate by staff and the Hill Country

Transit District - Transit Development Plan Steering Committee and the Killeen Temple Metropolitan Planning Organization (KTMPPO):

- Presentations to professional, citizen, and student organizations.
- Articles in community newsletters.
- Press releases and meetings with local media representatives.
- Informal conversations with individuals and small groups.
- Interviews with people who are or could be affected by study recommendations.
- Presentations by experts on various transit-related subjects.
- User and non-user surveys.
- Use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

Outreach Summary

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

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

Special Event Highlights

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

Fare Media Distribution Highlights

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

Route Map Distribution Highlights

- Aegis Communications Group, Adult Services, Amtrak Visitors Center, Attorney General's Office, Bell County Chamber of Commerce, Bell County Juvenile Services, Central Texas College, Central County Services (Killeen), Central Texas Workforce (Belton), Central TX Council of Government, Central TX Workforce Downtown Temple, City of Temple, Copper Mountain Library, Copperas Cove Chamber of Commerce, Copperas Cove City Hall, Copperas Cove Library, Harker Heights City Hall, Harker Heights Goodwill, Killeen Help Center, Killeen Airport, Killeen Chamber of Commerce, Killeen City Hall, Killeen Convention Center, Killeen Downtown Library, Metroplex Hospital Information Desk, Baylor Scott and White Social Work, Santa Fe Depot, Temple Chamber of Commerce, Temple College, Temple High School, Temple Public Library, Temple VA Central Texas Veterans Heath Care, Texas A&M Central Campus, Texas Work Force Commission (Killeen), United Way (Killeen), University of Mary Hardin Baylor, U.S. Department of Veterans Affairs HUD-VASH, Belton Utility Administration Building.

Other techniques will be examined to determine the best methods of involving all segments of the service area population in the planning process.

Availability of Planning Documents: Hard copies of documents, upon completion, will be available at the Hill Country Transit District office located in San Saba. Electronic versions of the documents will be available on the Central Texas Regional Planning Committee's website: <http://www.ctcog.org/>.

Methods of Addressing Comments: Comments will be documented, presented to decision-making bodies, modified in the contents of the document as necessary, and will be included in the appendices of planning products after they are approved and published. Comments received after studies and other planning products are completed and approved will be documented and referenced when amending or updating the planning products in the future.

Responses to Information Requests and Comments: Information can be requested from staff in person and by phone, fax, e-mail, and U.S. mail.

Non-Elected Committees and Councils: Hill Country Transit District (HCTD) does not have a non-elected committee or council, the membership of which is selected by HCTD. However, HCTD participates in a group entitled Central Texas Regional Transit Advisory Group (CTRTAG) which functions as the Steering Committee to develop, update, and approve planning documents, supported by the Central Texas Council of Governments. CTRTAG oversees and approves planning documents regarding the regional public transit system known as The HOP, operated by Hill Country Transit District.

CTRTAG membership is currently limited to 15 voting members, though new members may be added to the Committee. These voting members are developed to represent a broad segment of the population, and include transportation providers, transit users, health and human service agencies, medical facilities, workforce centers, municipalities and other governmental agencies.

Efforts by CTRTAG members include targeting minorities, people with disabilities, senior citizens, and other specific demographic groups to best define public transit enhancement needs. In 2016, a comprehensive survey regarding public transit services was developed and conducted by Texas A&M Central Texas. This survey targeted a broad spectrum of the service area, with surveys being available in English, Spanish, and German.

Hill Country Transit District

Limited English Proficiency (LEP) Plan

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

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

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

Meaningful Access: Four-Factor Analysis

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

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

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

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

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

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

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

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

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

Language Assistance

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

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

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

Language Assistance Measures

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

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

Staff Training

The following training will be provided to HCTD staff:

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

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

Translation of Documents

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

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

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

Monitoring

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

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

Dissemination of the HCTD LEP Plan

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

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

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

Providing Assistance to Subrecipients and Monitoring Subrecipients

HCTD does not extend any Federal Transit Administration financial assistance to any other recipient or subrecipient.

Hill Country Transit District

Equity Analysis for Facilities

Hill Country Transit District has had no construction projects during this reporting period.

Hill Country Transit District

System-Wide Service Standards

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

Vehicle Load Standards

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

Average Load:

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

Peak Load:

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

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

Vehicle Headway Standards

Vehicle Headway Standards:

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

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

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

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

On-Time Performance Standards

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

Service Availability Standards

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

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

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

Vehicle Assignment Policy

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

Transit Amenities Policy

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

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

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

Hill Country Transit District

Title VI Monitoring Procedures

Hill Country Transit District has the responsibility to assure the FTA that transit services and related benefits are provided on a nondiscriminatory manner consistent with Title VI. This assurance also involves an internal mechanism and methodology to monitor Title VI compliance in certain program areas.

HCTD has developed and implemented procedures to monitor the level and quality of transit service to determine compliance with Title VI. These comparisons of the level and quality of transit service provided to the minority community, against overall system averages, will measure the actual realization of established service policies and standards. The following methodologies are incorporated in HCTD's monitoring procedures for reviewing levels and quality of service:

Level of Service Methodology. For the purpose of this methodology, minority communities are identified by census tracts or traffic analysis zones. Service provided to these communities is measured in terms of the service policies and standards adopted by HCTD (i.e., vehicle load, vehicle assignment, headways, transit amenities, transit access, etc.). HCTD shall as a part of their internal monitoring procedure undertake the following:

- (a) Select an appropriate sample size. At a minimum, the sample will include each tract or zone that has a minority population (minority census tract) that is equal to or above the total percentage of all minorities within the service area. In addition, at least 10% of all the census tracts or traffic analysis zones in the service area will be monitored.
- (b) Inventory the transit service provided in the selected sample areas.
- (c) Assess the performance of each route operating within the selected areas for each of HCTD's service standards and policies.
- (d) Compare the transit service provided to minority areas to HCTD's service policies and standards, and review and take action in all cases in which the service to minority areas do not meet the stated service policy or standards of the grantee.
- (e) Compare the average performance for each route in the transit system to HCTD's service policies and standards, and take action on the observed differences.

Quality of Service Methodology. This methodology will determine whether the quality of service is consistent among different user groups and the degree to which transit service is responsive to minority needs. HCTD shall utilize the following methodology to assess equity in the quality of service provided:

- (a) Identify an appropriate number of minority census tracts or traffic analysis zones and a corresponding number of comparable non-minority census tracts or traffic analysis zones. The number of census tracts or analysis zones selected should be based on the population

within the service area. For service areas with a population of 200,000 or below, at least three minority and three non-minority census tracts or traffic analysis zones must be selected. In areas with a population of over 200,000, HCTD must select 10 or more minority and 10 or more non-minority census tracts or traffic analysis zones.

- (b) Conduct a survey of transit riders in the identified areas to determine travel patterns (work trip destination) and opinions on the transit service provided. Census data may also be used to model transit travel patterns in an urbanized area.
- (c) Summarize the travel patterns of transit users in the selected census tracts or traffic analysis zones, and summarize comments or opinions about the transit service.
- (d) Using transit travel time and fare matrices, and/or other appropriate indices, information will be monitored for the top three most-traveled destinations. All values below emanate from the centroid of selected census tracts or traffic analysis zones to the centroid of destination:
 - 1. Average peak hour travel time to destination;
 - 2. Number of transfers/bus stops before reaching destination;
 - 3. Total cost of trip to destination; and
 - 4. Cost per mile of trip to destination.
- (e) In using this methodology, HCTD will compare the quality of service of minority census tracts or traffic analysis zones with non-minority census tracts or traffic analysis zones, and take action on the disparities.

Addendum – A

Language Identification Flashcards

- | | |
|--|------------------------|
| <input type="checkbox"/> وضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية. | 1. Arabic |
| <input type="checkbox"/> Խոսողում ենք նշում կատարեք այս քանակություն, եթե խոսում կամ կարդում եք հայերեն: | 2. Armenian |
| <input type="checkbox"/> যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন। | 3. Bengali |
| <input type="checkbox"/> ឈ្មួញក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។ | 4. Cambodian |
| <input type="checkbox"/> Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro. | 5. Chamorro |
| <input type="checkbox"/> 如果你能读中文或讲中文，请选择此框。 | 6. Simplified Chinese |
| <input type="checkbox"/> 如果你能讀中文或講中文，請選擇此框。 | 7. Traditional Chinese |
| <input type="checkbox"/> Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik. | 8. Croatian |
| <input type="checkbox"/> Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky. | 9. Czech |
| <input type="checkbox"/> Kruis dit vakje aan als u Nederlands kunt lezen of spreken. | 10. Dutch |
| <input type="checkbox"/> Mark this box if you read or speak English. | 11. English |
| <input type="checkbox"/> اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید. | 12. Farsi |

<input type="checkbox"/>	Cocher ici si vous lisez ou parlez le français.	13. French
<input type="checkbox"/>	Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
<input type="checkbox"/>	Σημειώστε αυτό το πλαίσιο αν διαβάσετε ή μιλάτε Ελληνικά.	15. Greek
<input type="checkbox"/>	Make kazye sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
<input type="checkbox"/>	अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
<input type="checkbox"/>	Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
<input type="checkbox"/>	Jelölje meg ezt a kockát, ha megérti vagy beszél a magyar nyelvet.	19. Hungarian
<input type="checkbox"/>	Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
<input type="checkbox"/>	Marchi questa casella se legge o parla italiano.	21. Italian
<input type="checkbox"/>	日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
<input type="checkbox"/>	한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
<input type="checkbox"/>	ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ.	24. Laotian
<input type="checkbox"/>	Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

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<input type="checkbox"/>	Assinale este quadrado se você lê ou fala português.	26. Portuguese
<input type="checkbox"/>	Însemnați această căsuță dacă citiți sau vorbiți românește.	27. Romanian
<input type="checkbox"/>	Пометьте этот квадратик, если вы читаете или говорите по-русски.	28. Russian
<input type="checkbox"/>	Обележите овај квадратик уколико читате или говорите српски језик.	29. Serbian
<input type="checkbox"/>	Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	30. Slovak
<input type="checkbox"/>	Marque esta casilla si lee o habla español.	31. Spanish
<input type="checkbox"/>	Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	32. Tagalog
<input type="checkbox"/>	ให้กาเครื่องหมายลงในช่องสี่เหลี่ยมหรือพูดภาษาไทย.	33. Thai
<input type="checkbox"/>	Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	34. Tongan
<input type="checkbox"/>	Відмітьте цю клітинку, якщо ви читаете або говорите українською мовою.	35. Ukranian
<input type="checkbox"/>	اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔	36. Urdu
<input type="checkbox"/>	Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ.	37. Vietnamese
<input type="checkbox"/>	באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש.	38. Yiddish

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Addendum – B

Census Facts for Service Area

2010 Census Numbers for LEP Persons Residing within the Service Areas										
	Bell County	Coryell County	Hamilton County	Lampasas County	Llano County	Mason County	Milam County	Mills County	San Saba County	Totals Across Counties
Population 5 years and Over	216,793 100%	69,046 100%	7,773 100%	16,550 100%	16,425 100%	3,549 100%	22,672 100%	4,866 100%	5,869 100%	363,543 100%
Percentage of Population 5 Years and Older										
English Only	178,356 82.3%	55,506 84.7%	7,077 91%	13,923 84.1%	15,323 93.3%	2,887 81.3%	18,755 82.7%	4,268 87.7%	4,720 80.4%	300,815 82.75%
Language other than English	38,437 17.7%	10,540 15.3%	696 9%	2,627 15.9%	1,105 6.7%	662 18.7%	3,917 17.3%	598 12.3%	1,149 19.6%	59,731 16.4%
Speak English less than "very well"	12,353 (5.7%)	2,280 (3.3%)	300 (3.9%)	1,066 (6.4%)	428 (2.6%)	221 (6.2%)	1,222 (5.4%)	286 (5.9%)	411 (7.0%)	18,567 (5.1%)
Spanish	26,048	6,906	607	1,936	922	565	3,350	536	1,090	41,960
Speak English less than "very well"	8,672 (4%)	1,456 (2.1%)	275 (3.5%)	917 (5.5)	391 (2.4%)	204 (5.7%)	1,131 (5.0%)	270 (5.5%)	382 (6.5%)	13,698 (3.77%)
Other Indo-European Languages	6,562	2,185	87	549	161	97	524	62	16	10,243
Speak English less than "very well"	1,311 (0.6%)	342 (0.5%)	25 (0.3%)	108 (0.7%)	30 (0.2%)	17 (0.5%)	68 (0.3%)	16 (0.3%)	9 (0.2%)	1,926 (0.53%)
Asian and Pacific Island Languages	5,283	1,307	0	139	16	0	42	0	36	6,823
Speak English less than "very well"	2,221 (1%)	461 (0.7%)	0 (0%)	41 (0.2%)	7 (0%)	0 (0%)	23 (0.1%)	0 (0%)	20 (0.3%)	2,773 (0.76%)

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End of Appendix