



Transportation Planning Policy Board

**October 20, 2021
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board
Wednesday, October 20, 2021**

Electronic Meeting: 9:30 A.M.

Please join meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/756809085>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update (pgs. 4-28):
 - a) Meeting Schedule;
 - b) FY2022 TPPB Officers;
 - c) FY22 Task Order Responses;
 - d) October as Walk to School Month;
 - e) Federal & State Updates;
 - f) Air Quality.
4. **Action Item:** Regarding approval of minutes from the September 22, 2021 meeting. (pgs. 30-31)
5. **Discussion Item:** Regarding additional Category 7 funds made available through the Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act. (pgs. 34-48)
6. **Discussion Item:** Regarding Metropolitan Transportation Plan (MTP) Reprioritization feedback and future improvement. (pgs. 50-52)
7. **Discussion Item:** Regarding update from Hill Country Transit District Urban & Rural Subcommittees. (pgs. 54-56)
8. **Discussion Item:** Regarding public input received through September 2021. (pgs. 58-60)
9. Member comments.
10. Adjourn.

Item 3:

Staff Update

Staff Update

a) Listed below are the upcoming KTMPPO meetings:

- November 10, 2021 – Technical Advisory Committee
- November 17, 2021 – Transportation Planning Policy Board
- December 1, 2021 – Technical Advisory Committee
- December 7, 2021 – Bicycle and Pedestrian Advisory Committee
- December 15, 2021 – Transportation Planning Policy Board

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

b) FY2022 KTMPPO TPPB Officers

- Mayor Spencer Smith, Chair
- Judge Roger Miller, Vice Chair

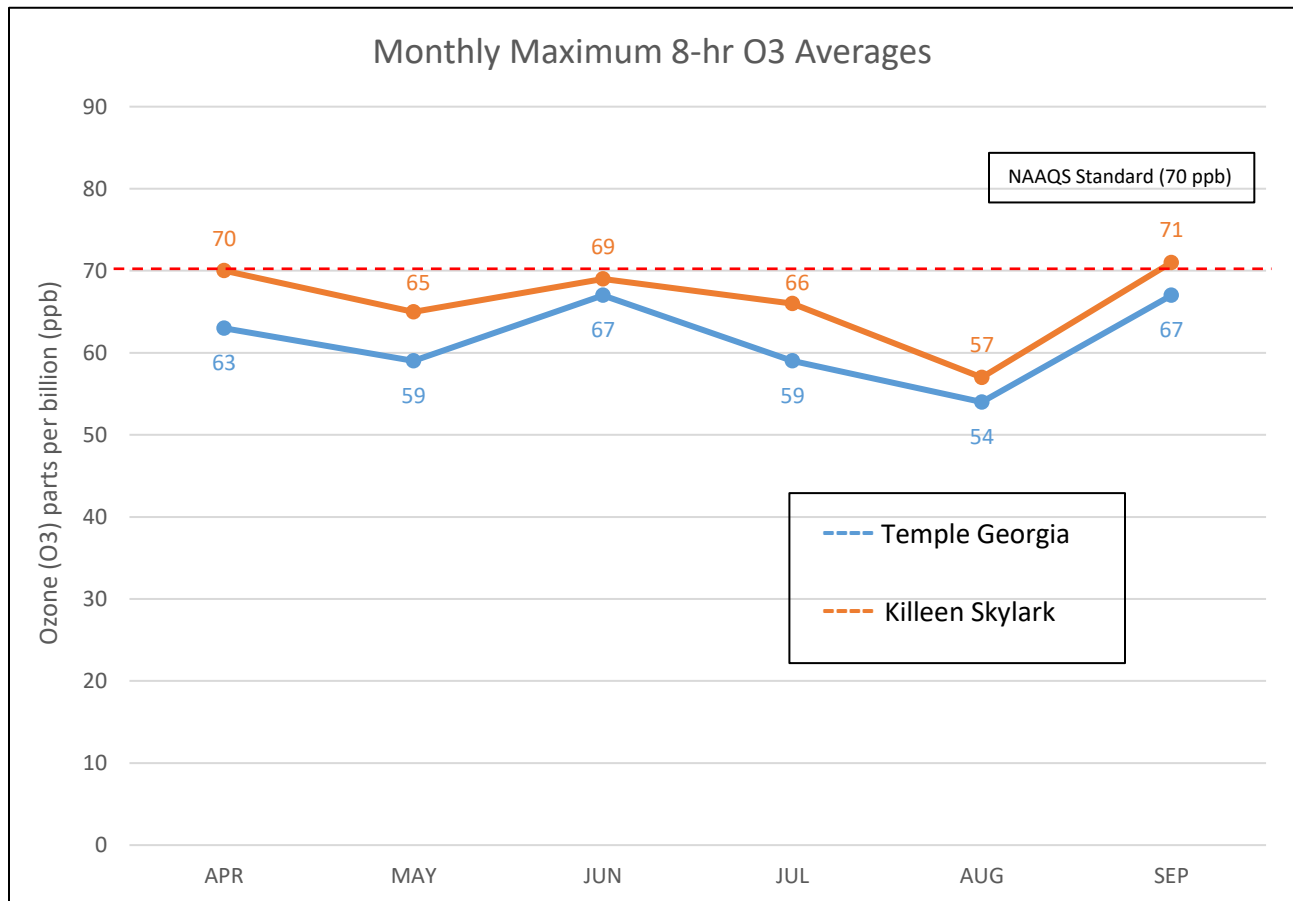
c) FY22 Task Order Responses

d) October 2021 is National Walk to School Month and October 6, 2021 was National Walk to School Day

e) Federal and State updates:

- Highway funding stopgap
 - Congress and President Biden approved a temporary 30-day extension of the Highway Trust Fund to continue highway infrastructure funding that would have lapsed on September 30th, the end of the federal fiscal year. Congress is still debating a long term infrastructure bill that now needs to be approved by the end of October for funding to continue.
- 2020 Census Update
 - Currently only redistricting information from the 2020 Census is available, but staff is monitoring for the full release of updated population numbers to see if they impact KTMPPO membership or boundaries in any way.

f) Air Quality



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

Action Needed: No action needed; for discussion only.

Introduction

The Senate recently approved historic spending in a \$1.2T bill that will reauthorize the nation's surface transportation and drinking water and wastewater legislation and pour additional billions into new programs in transportation, energy transmission, resilience, broadband, and many others. The Infrastructure Investment and Jobs Act (IIJA, which will be referred to in this paper as the BID – Bipartisan Infrastructure Deal) includes approximately \$550B in new spending, approximately half of which goes to the U.S. Department of Transportation. The result is higher funding levels in existing programs and the creation of many new programs as well.

What follows is a compilation of the most relevant information for Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), and regions generally in the Senate's bill. This document contains a significant amount of detail; possibly too much detail. This pales in comparison with the detail that the entire bill contains, which is orders of magnitude greater than what is included here. However, if you want more detail than what you find here, including the non-MPO/RTPO specific provisions in the transportation portion of the BID, [here is the link to the section-by-section analysis of the transportation portions of the bill](#).

Wait, you are asking, does this mean that Congress has solved the problems with the Highway Trust Fund? In short, no, dear reader, it does not mean any such thing. Once again, Congress simply kicks the proverbial can (which must be quite dented by now, come to think of it) down the road for another five years by transferring \$118 billion (\$90 billion to the Highway Account and \$28 billion to the Transit Account) from the General Fund to the Highway Trust Fund (HTF), and would bring the total transferred into the HTF to keep it solvent to nearly \$272 billion since 2008. This saves the day for now, of course, but it means in five years the cliff will be that much steeper when we prepare to do this all again.

Funding

In total, the U.S. Department of Transportation (USDOT) will receive \$567.5 billion from the BID. Of that amount, \$293.4B is "baseline" spending (the level of spending from the current reauthorization bill, the FAST Act). That means USDOT will receive \$274.1 billion in new spending authority, which is almost exactly half of the \$550 billion in new spending that the BID contains overall. Of that \$274 billion, \$90 billion is provided as contract authority through the reauthorization bill. The other \$184 billion in new spending is provided in "guaranteed appropriations" – funding that is outside of the HTF funding structure, in some cases to provide additional funding for existing programs and in others to create new programs. Much of this is spelled out in the large chart below.

Funding Types

The BID contains three types of funding:

1. Highway Trust Fund – These are funds taken from either the Highway Account or the Transit Account of the Highway Trust Fund. These funds are provided as Contract Authority over the five years of the bill and act like "real money" that is available to spend.
2. Guaranteed Appropriations – These are funds added by the bipartisan agreement and used to either increase funding for existing programs or create and fund new programs. Most of these funds will also be provided over five years but are "real" funds that do not need any additional action in the future to be made available.
3. General Fund – These are funds that have been "authorized" to be spent but require future action by the Appropriations Committee to be made available. It is likely that most of these funds will end up in the authorized pots, but examples do exist of programs that were authorized but never appropriated.

Funding by Agency and Type

The following chart shows the funding each USDOT agency receives and breaks it out by these different funding types.

Table 1. Funding by USDOT Agency for each type of funding

Agency	Highway Trust Fund	Guaranteed Appropriations	General Fund (subject to appropriation)
FHWA	\$304.0B	\$47.3B	\$14.6B
FTA	\$69.9B	\$21.3B	\$15.8B
Multimodal			\$21.9B
FRA		\$66.0B	\$36.2B
FMCSA	\$4.5B	\$0.67B	
NHTSA	\$5.0B	\$1.61B	\$2.8B
Research/Innovation			\$0.6B
Hazmat*			\$0.6B
OST		\$19.0B	\$1.3B
FAA		\$25.0B	
MARAD		\$2.3B	
PHMSA		\$1.0B	
HTF – Highways	\$313.5B		
HTF – Transit	\$69.9B		
Totals	\$383.4B	\$184.2B	\$93.5B
	Total “Real” Funding: \$567.5B		

The Federal Highway Administration’s (FHWA’s) total funding is \$351.3B, an increase of approximately \$105B. FHWA will receive \$304B in Contract Authority (plus another \$14B from the General Fund, but those funds are subject to appropriation and not included in the total) and an additional \$47.3B in guaranteed appropriations (these amounts are included in totals, because their funding is guaranteed by funds provided in the BID).

The Federal Transit Administration (FTA) will receive \$91.2B through the BID. FTA will receive \$69.9B in Contract Authority (plus \$15.75B from General Funds subject to appropriation, most of which would go to the Capital Investment Program (CIG)) and an additional \$21.3B in guaranteed appropriations. This total includes \$8.0B for the CIG that is provided directly by the BID.

The Federal Railroad Administration (FRA) receives \$66B influx of funding through guaranteed appropriations, a massive amount relative to what it typically receives in a year. The reauthorization bill also contains a rail title, but with no rail trust fund, the entire \$36.2B authorization is from the General Fund and is subject to future appropriations. There is \$21.9B for “multimodal” projects, including \$10B for National Infrastructure Investments and \$7.5B for RAISE (nee BUILD nee TIGER) Grants, but that entire amount is from the General Fund and subject to future appropriations. RAISE receives \$7.5B from guaranteed appropriations as well.

Other funding is for the Federal Motor Carrier Safety Administration (FMCSA), which will receive \$5.1B in the BID (\$4.5B in Contract Authority and \$670M in guaranteed appropriations) and the National Highway Traffic Safety Administration (NHTSA), which will receive \$6.7B (\$5.0B in Contract Authority and \$1.6B in guaranteed appropriations, plus another \$2.75B from General Fund (subject to appropriations), including \$1B for the Safe Streets and Roads for All grant program). Safe Streets receives \$1B in guaranteed appropriations as well. There is also \$550M for Research and Innovation, including

\$500M for the SMART Grant program, but all of that is also from the General Fund. Another \$500M for SMART grants is included in the guaranteed appropriations.

Outside of the reauthorization portion of the bill, the Office of the Secretary of Transportation (OST) receives \$19B in guaranteed appropriations in total in the BID; the FAA receives \$25B; and the Maritime Administration (MARAD) and Pipeline and Hazardous Materials Safety Administration (PHMSA) also receive small amounts.

Funding by Program

This chart is a program-by-program overview of how the BID spends some of the funds in contains. Not all programs within the bill are included in this chart; primarily those most relevant to MPOs and regional organizations.

Table 2. Funding by Program

Agency	Program	5-year Funding	Funding Source
FHWA	National Highway Performance Program (NHPP)	\$148.0B	Highway Trust Fund (HTF)
FHWA	Surface Transportation Block Grant Program (STBGP)	\$72.0B	HTF
FHWA	STBGP Set-Aside (Transportation Alternatives)	\$7.2B	HTF
FHWA	Highway Safety Improvement Program (HSIP)	\$15.56B	HTF
FHWA	Carbon Reduction Program	\$6.42B	HTF
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program - Formula Funds	\$7.3B	HTF
FHWA	PROTECT Discretionary Grants	\$1.4B	HTF <ul style="list-style-type: none"> \$250,000,000 for FYs 2022-2023 <ul style="list-style-type: none"> \$25M/ year - planning grants \$175M/year - resilience grants \$25M/year - community resilience and evacuation route grants \$25M/ year - at-risk coastal infrastructure grants \$300,000,000 for FYs 2024-2026 <ul style="list-style-type: none"> \$30M/year - planning grants \$210M/year - resilience grants \$30M/year - community resilience and evacuation route grants \$30M/year - at-risk coastal infrastructure grants
FHWA	Rail Grade Crossings (formula)	\$1.23B	HTF
FHWA	Congestion Mitigation and Air Quality (CMAQ)	\$13.2B	HTF
FHWA	National Freight Program	\$7.15B	HTF
FHWA	Metropolitan Planning (highway)	\$2.28B	HTF
FHWA	Ferry Boats and Terminals	\$912M	<ul style="list-style-type: none"> \$570M (HTF) \$342M (guaranteed appropriations)
FHWA	TIFIA	\$1.25B	HTF
FHWA	Tribal Transportation Program	\$3.0B	HTF
FHWA	Federal Lands Transportation Program	\$2.2B	HTF
FHWA	Federal Lands Access Program	\$1.49B	HTF
FHWA	Territorial and Puerto Rico Highway Program	\$1.14B	HTF
FHWA	INFRA Grants	\$8.0B	<ul style="list-style-type: none"> \$4.8B (HTF) \$3.2B (guaranteed appropriations) \$6.0B (General Fund, subject to appropriation, not included in total)
FHWA	Bridge Program (formula)	\$27.5B	Guaranteed Appropriations
FHWA	Bridge Investment Program	\$12.5B	<ul style="list-style-type: none"> \$3.3B (HTF) \$9.235B (guaranteed appropriations) \$3.3B (General Fund, subject to appropriation, not included in total)

OST	National Infrastructure Project Assistance Grants	\$5.0B	Guaranteed Appropriations
OST	RAISE (formerly BUILD formerly TIGER) Grants	\$7.5B	<ul style="list-style-type: none"> \$7.5B (guaranteed appropriations) \$7.5B (General Fund, subject to appropriation, not included in total)
OST	SMART Grants	\$500M	<ul style="list-style-type: none"> \$500M (guaranteed appropriations) \$500M (General Fund, subject to appropriation, not included in total)
OST	Safe Streets and Roads for All Grants	\$5.0B	<ul style="list-style-type: none"> \$5.0B (guaranteed appropriations) \$5.0B (General Fund, subject to appropriation, not included in total)
OST	National Culvert Removal/Replacement	\$1.0B	Guaranteed Appropriations
FHWA	Congestion Relief Program	\$250M	HTF
FHWA	EV Charging Infrastructure (formula)	\$5.0B	Guaranteed Appropriations
FHWA	Charging and Refueling Infrastructure Grants	\$2.5B	HTF
FHWA	Rural Surface Transportation Grant Program	\$2.0B	HTF
FHWA	Reduction of Truck Emissions at Port Facilities	\$400M	<ul style="list-style-type: none"> \$250M (HTF) \$150M (guaranteed appropriations)
FHWA	Nationally Significant Federal Lands and Tribal Projects	\$275M	<ul style="list-style-type: none"> \$275M (HTF) \$1.5B (General Fund, subject to appropriation, not included in total)
FHWA	Tribal High Priority Projects Program	\$150M	General Fund, subject to appropriation
FHWA	Healthy Streets Program	\$500M	General Fund, subject to appropriation
FHWA	Transportation Resilience and Adaptation Centers of Excellence	\$500M	General Fund, subject to appropriation
FHWA	Administrative expenses for FHWA	\$2.55B	HTF
FHWA	Appalachian Development Highway System	\$1.25B	Guaranteed Appropriations
FRA	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants	\$5.0B	Guaranteed Appropriations
FRA	Northeast Corridor Grants	\$6.0B	Guaranteed Appropriations
FRA	National Network Activities	\$16.0B	Guaranteed Appropriations
FRA	Federal-State Partnership for Intercity Passenger Rail	\$36.0B	Guaranteed Appropriations
FTA	State of Good Repair Grants	\$4.8B	Guaranteed Appropriations
FTA	Low or No Emission Grants	\$5.3B	Guaranteed Appropriations
FTA	Enhanced Mobility Formula Grants	\$250M	Guaranteed Appropriations
FTA	Capital Investment Grants	\$8.0B	Guaranteed Appropriations
FTA	All Stations Accessibility Program	\$1.8B	Guaranteed Appropriations
FTA	Electric or Low-Emitting Ferry Program	\$250M	Guaranteed Appropriations
FTA	Ferry Service for Rural Communities	\$1.0B	Guaranteed Appropriations
MARAD	America's Marine Highway Program	\$25.0B	Guaranteed Appropriations
MARAD	Port Infrastructure Development Program	\$2.3B	Guaranteed Appropriations
PHMSA	Natural Gas Distribution Infrastructure Safety and Modernization Grant Program	\$1.0B	Guaranteed Appropriations
FMCSA	Motor Carrier Safety Operations and Programs	\$50M	Guaranteed Appropriations
FMCSA	Motor Carrier Safety Grants	\$622.5M	Guaranteed Appropriations
NHTSA	Crash Data	\$750M	Guaranteed Appropriations
NHTSA	Vehicle Safety and Behavioral Research Programs	\$548.5	Guaranteed Appropriations
NHTSA	Supplemental Traffic Safety Programs	\$310M	Guaranteed Appropriations
NHTSA	Research, Technology, and Education Authorizations		Guaranteed Appropriations
FAA	Facilities and Equipment	\$5.0B	Guaranteed Appropriations
FAA	Airport Infrastructure Grants	\$15.0B	Guaranteed Appropriations
FAA	Airport Terminal Program	\$5.0B	Guaranteed Appropriations
FHWA	Highway Research and Development Program	\$735M	HTF
FHWA	Technology and Innovation Deployment Program	\$550M	HTF
FHWA	Training and Education	\$127.5M	HTF
FHWA	Intelligent Transportation System Program	\$550M	HTF
FHWA	University Transportation Centers Program	\$500M	<ul style="list-style-type: none"> \$405M (HTF) \$95M (guaranteed appropriations)
FHWA	Bureau of Transportation Statistics	\$132.5M	HTF
	Pilot Programs		
FHWA	Wildlife Crossings Pilot Program	\$350M	HTF
FHWA	Prioritization Process Pilot Program	\$50M	HTF

FHWA	Reconnection Communities Pilot Program	\$1.0B	<ul style="list-style-type: none"> \$150M for Planning Grants (HTF) \$350M for Capital Construction Grants (HTF) \$500M (guaranteed appropriations)
FHWA	Open Challenge and Research Proposal Pilot Program	\$75M	General Fund, subject to appropriation

Formula vs. Discretionary

Another way to look at this chart is to consider the new programs in light of how each will distribute the available funds. Of the \$154B in USDOT grant funds provided in the BID, approximately one-third are distributed by formula, leaving more than \$100B to be distributed through discretionary grants with the ultimate decisions on who gets funding lying with the USDOT itself. That is a tremendous amount of new resources in competitive grants, and will require significant staffing up by the agency to ensure these funds start rolling out to states and localities in a timely manner. It also raises concerns about how well traditionally underserved communities and others will fare in such a competitive environment for funding.

Table 3. Funding by distribution method.

Appropriations for USDOT Grants to State/Local Governments in BID			
		Formula	Competitive
OST	Megaprojects		5,000.0
OST	RAISE Grants		7,500.0
OST	Safe Streets		5,000.0
OST	Culverts		1,000.0
OST	SMART		500.0
FAA	Airport Grants - Airside	14,900.0	100.0
FAA	Airport Grants - Terminals		5,000.0
FHWA	Bridge Program	27,500.0	9,235.0
FHWA	EV Charging Infrastructure	5,000.0	
FHWA	INFRA Grants		3,200.0
FHWA	Reduce Truck Emissions in Ports		150.0
FHWA	Reconnecting Communities		500.0
FHWA	Ferry Boats and Terminals	342.0	
FHWA	Appalachian Highways	1,250.0	
FRA	CRISI Grants		5,000.0
FRA	Railroad Crossing Elimination		3,000.0
FRA	Fed.-State Partnership for IPR		36,000.0
FTA	State of Good Repair Grants	4,750.0	
FTA	Low-No Emission Bus Grants		5,250.0
FTA	Capital Investment Grants		8,000.0
FTA	ADA Upgrades to Rail Transit		1,750.0
FTA	Electric or Low-Emission Ferries		250.0
FTA	Rural Passenger Ferry Service		1,000.0
MARAD	Port Infrastructure Development		2,250.0
PHMSA	Nat. Gas Pipeline Modernization		1,000.0
Total, US Department of Transportation		53,742.0	100,685.0

Source: Eno Transportation Weekly

Apportionment

Apportionment describes both how funds are divided (apportioned) between states and how funds are divided between programs within reauthorization. Regarding the latter, the Senate bill makes major changes to how funds are apportioned between programs by adding two new programs to the “core apportionment” programs that appeared in the FAST Act. Each “core apportioned” program gets a set percentage of a portion of the bill, so adding new programs means the programs that already existed get less to accommodate the new arrivals. In this case, Congress added a Carbon Reduction Program and a PROTECT grant program focused on increasing resilience.

Table 4. Core Apportioned Programs

	STRA 5-year Funding	% Increase	STRA Apportionment*	FAST Apportionment
NHPP	\$148.0B	27%	59.0771195921461%	63.7%
STBGP	\$72.0B	24%	28.7402203421251%	29.3%
HSIP	\$15.6B	34%	6.70605141316253%	7.0%
Carbon Reduction Program	\$6.42B	n.a.	2.56266964565637%	--
PROTECT Program	\$7.3B	n.a.	2.91393900690991%	--

* the percentages listed in the bill are really this specific

Table 5. Other Apportioned Programs

Program	STRA 5-year Funding	% Increase
CMAQ	\$13.2B	10%
National Freight Program	\$7.15B	13%
STBGP Set-Aside (Transportation Alternatives)	\$7.2B	71%
Metropolitan Planning (highway)	\$2.28B	32%
Metropolitan Planning (transit)	\$0.8B	42%

Other Apportionment Provisions:

- Guaranteed amounts: Requires that each states’ apportionment is equal to at least 95% of estimated tax payments paid into the HTF (this language is in existing law) but adds additional language further requiring that a states’ apportionment must be at least 2% higher than the apportionment received for FY2021 and at least 1% greater than the apportionment received for the previous fiscal year.
- Eliminates metropolitan planning set aside within the National Highway Freight Program.
- Strikes section regarding “supplemental funds” – in ATIA (last session’s Senate reauthorization bill) this was used to pump an additional \$1 billion into the National Highway Performance Program (NHPP) without similar increases for other programs.

Program Policy Changes

Surface Transportation Block Grant Program (STBGP) (including Transportation Alternatives Program (TAP))

- STBGP suballocation remains at 55%.
- Modifies the “population bands” within the program, ensuring that funds are spent in urban areas with population of 50K-199,999 in proportion to their share of the overall population within their state. Requires that a state establish a consultation process with all MPOs in these areas and describe how funds allocated for these areas will be allocated equitably among the applicable urbanized areas. Further, states must consult with a Regional Transportation Planning Organization (RTPO) if one exists for areas under 50K.
- Expands eligibility to include:

- Construction of wildlife crossing structures and other projects and strategies to reduce wildlife-vehicle collisions
 - Installation of EV charging infrastructure and vehicle-to-grid infrastructure
 - Installation and deployment of intelligent transportation technologies
 - Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies such as magnetic levitation (Maglev) and hyperloop
 - Projects that use “natural infrastructure” to enhance resilience
 - Cybersecurity threat protection
 - Rural barge landing and waterfront infrastructure projects (allows a state to use up to 5% of its STBGP apportionment for this purpose)
 - Construction of privately-owned ferry terminal facilities (when determined by the Secretary to provide substantial public transportation benefit)
 - Projects to enhance travel and tourism
- Increases required set-aside for off-system bridges to 20% (15% in current law)
 - Transportation Alternatives Program (TAP):
 - Funding is substantially increased; TAP funding level is now 10% of STBGP
 - TAP suballocation is increased to 59% (currently 50%)
 - States may allocate 100% of its funding to “counties and other local transportation entities”
 - Makes MPOs serving an urbanized population of 200,000 or fewer an “eligible entity” to receive TAP funds
 - States may use up to 7% of TAP funds to “improve the ability of applicants to access funding for projects”; and increases flexibility in calculating federal share under TAP

Congestion Mitigation and Air Quality (CMAQ)

- New eligibilities:
 - Diesel replacement (under specific standards as outlined)
 - Shared micromobility
 - Purchase of medium- or heavy-duty zero emission vehicles and related charging equipment
 - Lock and dam modernization and marine highway corridor projects eligible under certain circumstances
 - Allows up to 10% of CMAQ funds to be obligated to these types of projects
- Adds a provision to the performance plan section that allows an MPO to request assistance in tracking progress made in minority or low-income populations.
- Allows CMAQ funds to be used for operating assistance for public transportation projects. There is no time limit using these funds for operating assistance in non-urbanized areas and in urbanized areas with population of 200,000 or fewer.

Transportation Planning (PL)

- Requires MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.”
- Clarifies language regarding the designation of more than 1 MPO in an urbanized area; requires consistency in data used for planning when there is more than 1 MPO within an urbanized area; and clarifies that there is no requirement that these MPOs perform joint planning (as would have been required under the MPO rule).
- Allows states and MPOs to use social media and other web-based tools to encourage public participation and solicit public feedback.

- [ADDED IN FINAL SENATE BILL]: Requires MPOs to consult with officials responsible for housing, adds housing to the scope of the planning process, encourages MPOs that do scenario development to include assumed distribution of population and housing as a component, and includes affordable housing organizations as interested parties that should have an opportunity to comment on a transportation plan.
- [ADDED IN FINAL SENATE BILL]: Adds a “housing coordination process” for a Transportation Management Area (TMA) where it may address the integration of housing, transportation, and economic development strategies. A TMA may develop a housing coordination plan that includes projects and strategies that may be considered in the Metropolitan Transportation Plan (MTP), including regional goals for the integration of housing, transportation and economic development, identifying the location of existing and planned housing and employment and transportation options to connect housing and employment, and a comparison of transportation plans to land use management plans.

Fiscal Constraint

- Requires USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.

Report on Air Quality Improvements

- Requires (within three years) a report from the GAO that evaluates the CMAQ program, including reductions of specific emissions resulting from projects under the program; the cost-effectiveness of these reductions; how funds have been invested in minority and low-income communities; the effectiveness of performance measures at helping with attainment for ozone, CO, and particulate matter; whether there are projects that are not eligible under CMAQ that should be; and the extent to which CMAQ projects reduce sulfur dioxide, nitrogen dioxide, and lead.

Travel Demand Data and Modeling

- Within 2 years and every 5 years thereafter, a study will be conducted to gather travel data and travel demand forecasts from a representative sample of states and MPOs to compare forecasts with observed data and uses the results to develop best practices or guidelines to use in forecasting travel demand for future investments, evaluate past investments, and support better forecasting overall.
- Contains a provision for the development of a tool to “evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets...”

Increasing Safe and Accessible Transportation Options

- Requires states to use no less than 2.5% of state planning and research funds and MPOs to use no less than 2.5% of metropolitan planning (PL) funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities,” which may include development of Complete Streets standards; development of Complete Streets prioritization plan; development of active transportation plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development.
- Federal share is 80% unless the Secretary determines that the interests of the program are best served by reducing or eliminating the non-federal share.

- MPOs and states can avoid the set-aside requirement by demonstrating they have Complete Streets standards and policies in place and have developed an up-to-date Complete Streets prioritization plan.

Research and Technology Development and Deployment

- In carrying out the highway research and development program, adds new requirements to engage the public and private entities “to spur advancement of emerging transformative innovations through accelerated market readiness” and consult frequently with public and private entities on new transportation technologies.
- Adds new eligibilities under this program: study of safety measures to reduce wildlife-vehicle collisions and eligible expense; studies on the deployment and revenue potential of energy and broadband deployment in highway rights-of-way; research on non-market-ready technologies in consultation with public and private entities; the evaluation of information from accelerated non-market-ready technologies at Turner-Fairbank; and development by USDOT of interactive modeling tools and databases that track the condition of highway assets, assess transportation options, monitor and model network-level traffic flows, and further understanding of regional connectivity.
- Updates infrastructure investment needs report prepared by USDOT to include conditions and performance of the highway network for freight movement, Intelligent Transportation Systems (ITS), resilience, and backlog of current highway, bridge, and tunnel needs.
- Creates a new study of high-friction surface treatment applications.
- Creates a new program to “promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits” and provides \$20M/year for this effort and requires a new report to Congress on this issue.
- Modifies the “advance transportation technologies deployment” program to become the “advanced transportation technologies and innovative mobility deployment,” adds new eligibilities, creates a rural set-aside of 20%, and makes MPOs of 50-200K population eligible recipients (previously only TMAs were eligible).
- Creates a “Center of Excellence on New Mobility and Automated Vehicles,” including research on impacts on land use, urban design, transportation, real estate, equity, and municipal budgets of AVs, docked and dockless bicycles, docked and dockless electric scooters, and TNCs.
- Creates an “Open Challenge and Research Initiative Pilot Program,” under which eligible entities “may propose open highway challenges and research proposals that are linked to identified or potential research needs.” MPOs are not explicitly listed as eligible, but there is a provision that allows any entity to apply that is determined by USDOT to be appropriate. Federal share is 80%. Funding: \$20M for each of fiscal years 2022-2026.

Study of Impacts on Roads from Self-Driving Vehicles [ADDED IN FINAL SENATE BILL]

- Requires a study on the “existing and future impacts of self-driving vehicles to transportation infrastructure, mobility, the environment, and safety...” and shall include consideration of the impacts on both urban and rural areas.
- Requires consultation with a panel of national experts in both rural and urban transportation, including MPOs and RTPOs.

Amtrak Daily Long-Distance Service Study

- Requires a study to evaluate the restoration of daily intercity rail passenger service along long-distance routes that were discontinued or that occur on a nondaily basis, including exploring options for restoring such service.
- Requires consultation with MPOs and RTPOs when conducting this study.
- Funding: \$15M (\$7.5M for each of fiscal years 2022 and 2023).

Federal-State Partnership for Intercity Passenger Rail Grants (existing program)

- Changes program from “Federal-State partnership for state of good repair” to “Federal-State partnership for intercity rail.”
- Changes the list of eligible projects and project selection criteria.
- Up to 5% can be reserved for Regional Planning Guidance Corridor Planning to “carry out planning and development activities...” including development of service development plans, providing guidance for passenger rail systems planning, and providing funding for the development refinement of passenger rail systems planning analytical tools and models.

New Formula Programs

Carbon Reduction Program

- Creates a new formula program to reduce transportation emissions.
- Formula funds are provided to each state based on their share of the overall base apportionment. Of those funds, 65% are suballocated to areas within the state by population (identical to STBGP requirements, as modified by this legislation). Requires coordination with MPOs in areas with population of 50-200K and consultation with RTPOs for areas with population less than 50K. Requires the commitment of obligation authority for all projects in areas with population of 50K and above.
- Eligible projects include:
 - Establishing or operating a traffic monitoring, management, and control facility
 - Public transportation projects
 - Bicycle and pedestrian facilities
 - Advance transportation and congestion management technologies
 - ITS capital improvements and vehicle-to-infrastructure communications equipment
 - Efficient street lighting and traffic control devices
 - Congestion pricing, mode shift, and transportation demand management (TDM)
 - Projects to reduce environmental and community impacts of freight movement
 - Alternative fuel vehicle deployment support
 - Diesel retrofits
 - Certain CMAQ-eligible projects
 - Port congestion reduction
- Funds can be used for any STBGP-eligible use if a state can demonstrate a reduction in transportation emissions.
- Within 2 years, a state in consultation with any MPOs must develop a carbon reduction strategy, which will support efforts to reduce transportation emissions, identify projects and strategies to reduce transportation emissions, support the achievement of targets for reductions, at state discretion quantify the total carbon emission from the production, transport and use of materials used in the construction of transportation facilities within the state, be appropriate to the population density and context of the state, and be updated every four years.

- Requires the suballocation of 65% of funds to areas with populations over 200K, 50K-200K, and 5K-50K.
- Requires a state to consult with an RTPO when obligating funds for projects in a rural area.
- Requires obligation authority be made available for the spending of these funds.
- Funding: \$6.4B over five years.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

- Establishes a new PROTECT grant program to provide grants for resilience improvements.
- Funding distributed both by formula and through competitive grants.
- Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes.
- Eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities.
- Federal share is 80%; other Federal funds may be used for the other 20%. States may not use more than ~~25%~~ 40% [MODIFIED IN FINAL SENATE BILL] for new capacity and not more than 10% for development phase activities.
- MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%.
- MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%.
- MPOs are eligible for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%.
- MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%.
- For all grants, 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian Tribes.
- Federal share can be increased by 7% if the recipient state or MPO has developed a resilience improvement plan and prioritized the funded project on that plan.
- Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan.

- Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability of the MPO to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process.
- Funding: \$7.3B over five years by formula; \$1.4B for competitive grants (\$250M for each of fiscal years 2022-2023 and \$300M for 2024-2026).

New Competitive Grant Programs

National Infrastructure Project Assistance Grants

- New competitive grant program to support freight-related projects, including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, public transportation, or a combination of these.
- MPOs are eligible recipients.
- 50% of the funding is for projects between \$100M and \$500M; 50% is for projects over \$500M.
- Secretary is required to consider geographical diversity and balance between rural and urban communities.
- To be eligible, projects must:
 - Be likely to generate national or regional economic, mobility, or safety benefits;
 - Need significant federal funding;
 - Be cost-effective;
 - Have one or more stable sources of non-federal funding and financing to construct operate and maintain the project and cover any cost increases; and
 - Project applicant must have sufficient legal, financial and technical capacity.
- Evaluation criteria includes:
 - Extent to which the project supports achieving a state of good repair;
 - Level of benefits a project is expected to generate include avoided costs due to closure or reduction of asset use, reductions in maintenance costs, safety benefits, improved person or freight throughput, and environmental and health benefits;
 - Benefit-cost ratio;
 - Number of persons or volume of freight supported by the project; and
 - National and regional economic benefits of the project.
- Other considerations include:
 - How the projects contribute to geographical diversity and balance between rural and urban communities;
 - Multi-state benefit;
 - The extent to which a project uses materials or approaches that reduce greenhouse gases or reduce the need for maintenance of other projects and technologies that will allow for future connectivity and automation;
 - Whether the project would benefit a historically disadvantaged community or population or area of persistent poverty;
 - Whether the project benefits users of multiple modes of transportation; and
 - Whether the project improves connectivity between modes of transportation.

- Has specific criteria for how the Secretary is to rate the project applications.
- Makes provision to provide technical assistance to unsuccessful applicants.
- Requires submission of a plan regarding the collection and analysis of data related to project impacts and forecast accuracy.
- Funds can be used for development-phase activities (including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and preparation of the data collection plan) and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.
 - Financing costs are also eligible expenses under certain circumstances.
- Federal share is 60%; other grants can be awarded to eligible projects through other programs, but total federal support cannot exceed 80%.
 - Loans or finance repaid with local funds or revenues are part of the local share.
- Outlines the parameters for multi-year grant agreements. Single-year grants are only allowed when all NEPA review for a project has been completed before receipt of program funds.
- Congress can pass a joint resolution disapproving a project selected by the Secretary.
- Funding: \$10B (\$2B per year for 2022-2026).

Bridge Investment Program

- Creates a new competitive “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-federal contributions. Allows for bridge bundling and culvert work as well.
- Allows the awarding of grants. Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost and may be carried out through a multiyear agreement; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost.
- MPOs with population over 200,000 are eligible to receive grants under this program.
- To be eligible, projects must begin within 18 months after funds are obligated and preliminary engineering must be complete.
- The bill lays out in very specific detail how projects will be evaluated and chosen. Please see the legislative text if you are interested in learning more.
- Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits).
- Overall funding: \$3.265B over five years from HTF; \$3.265B over five years from General Fund (subject to appropriations); and \$9.2B over five years from appropriations.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

- New competitive SMART grant program that builds upon the success of the Smart City Challenge "to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety."

- MPOs are eligible recipients. Also allows for "regional partnerships" composed of two or more eligible entities located in jurisdictions with a combined population of 50K-400K.
- Selection criteria include:
 - Extent to which the applicant community has a public transportation system or other transit options;
 - Population density;
 - Continuity of committed leadership and functional capacity;
 - Open data commitment;
 - Likelihood of success, including through technical and financial commitments from the public and private sectors;
 - Extent to which the project will use advanced data, technology, and applications to provide significant benefits including congestion reduction; safety of bikes and pedestrians; access to opportunities, especially for underserved or disadvantaged populations; economic competitiveness; system reliability; connectivity between modes; private sector investments; pollution reduction; resilience; and emergency response.
- Priority will be given to projects that would be scalable; encourage data sharing and best practices; encourage innovation; promote a skilled workforce; allow for measurement and validation of cost savings and performance improvements; encourage adoption of smart technologies by other communities; promote industry practices regarding cybersecurity; and safeguarding individual privacy.
- Unsuccessful applicants may request technical assistance and briefings related to the project.
- Projects should demonstrate at least one of: coordinated automation; connected vehicles; intelligent, sensor-based infrastructure; systems integration; commerce delivery and logistics; leveraging use of innovative aviation technology; smart grid; and smart technology traffic signals.
- Eligible uses include development phase and construction phase activities.
- Extensive reporting requirements.
- Up to 40% of funding to large communities (400K+), 30% to rural areas (<50K), and 30% to medium sized communities (50K-400K).
- Funding: \$500M over five years.

Rural Surface Transportation Grant Program

- Creates a new competitive grant program to "improve and expand the surface transportation infrastructure in rural areas." Rural is defined as an area outside an urbanized area with a population of over 200,000.
- Goals are to increase connectivity; improve safety and reliability of people and freight movement; generate economic growth; and improve quality of life.
- RTPOs are eligible recipients.
- Eligible projects include a highway, bridge, or tunnel project also eligible under NHPP, STBGP, Tribal Transportation Program, and freight program; a project on a high-risk rural road; a project that increases access to a facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services.
- Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.

- Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share.
- Not more than 10% can be set aside for small projects (less than \$25M).
- 25% of funds must be set-aside for use on Appalachian Development Highway System projects.

Grants for Charging and Fueling Infrastructure

- Establishes a new competitive grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...”
- Funds can be used “to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle.” Funds can be used as operating assistance to the private entity for the first 5 years of operation.
- MPOs are eligible recipients.
- Community Grants: half of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.
- Maximum grant amount is \$15M at 80% federal share, and up to 1% can be used to provide technical assistance to eligible entities and 5% can be used on educational and community engagement activities.
- Total funding: \$2.5B over five years.

Congestion Relief Program

- Establishes a new competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”
- Program’s goals are “to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize highway capacity and usage of highway and transit systems...” These goals would be accomplished through intermodal integration, shifts in travel patterns (time of day and mode), and pricing.
- Eligible projects include:
 - Integrated congestion management system;
 - HOV toll lanes, cordon price, parking pricing or congestion pricing;
 - Mobility services such as commuter buses and vans; and
 - Incentive programs to encourage carpooling.
- Priority given to urbanized areas experiencing a high degree of recurrent congestion.
- Minimum grant award is \$10M, federal share is 80%.

- Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction.
- Projects must include analysis of potential effects on low-income drivers and may include mitigation measures to deal with adverse financial effects on low-income drivers.
- MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.
- Funding: \$50M for each of fiscal years 2021-2025.

Healthy Streets Program

- Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover.
- Goals of the program are to mitigate urban heat islands, improve air quality, and to reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users.
- MPOs are eligible recipients.
- Federal share is 80% unless a community can prove a hardship that qualifies them for 100%.
- Maximum grant award is \$15M.
- Funding: \$500M over five years.

Active Transportation Infrastructure Investment Program [ADDED IN FINAL SENATE BILL]

- New competitive grant program to construct eligible projects to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”
- 30% must go to projects to construct active transportation networks that connect people with public transportation, businesses, workplaces, school, etc. 30% must go to projects that construct active transportation spines.
- \$3M/year shall be set aside for planning and design grants.
- Federal share: 80%; can be 100% for projects in areas with poverty rate over 40%.
- Eligible entities include regional governmental organizations including MPOs and RTPOs.
- Eligible projects are active transportation projects (or groups of projects) that are regional in nature and that cost more than \$15M (or more than \$100K in the case of planning and design costs).
- Funding: Authorizes \$200M/year.

Railroad Crossing Elimination Program

- Creates a new competitive grant program for “highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.”
- Goals are to eliminate highway-rail grade crossings frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement have on underserved communities; and improve the mobility of people and goods.
- MPOs are eligible recipients.
- Eligible projects include grade separation, track relocation, improvement or installation of protective features, other safety projects, a group of any of the above projects, and planning and design of eligible projects.
- 20% of funds must be reserved for rural areas or Tribal lands; 5% must be reserved for projects in counties with 20 or fewer residents per square mile; 25% of planning grants must be for projects located in rural areas or Tribal areas.
- Minimum grant size is \$1M except for planning grants. Federal share is 80%.

Corridor Identification and Development Program

- Creates a new competitive grant program to “facilitate the development of intercity passenger rail corridors.”
- Regional transportation planning organizations are eligible recipients.
- Corridors chosen under the program shall have assistance to prepare a service development plan (or update an existing plan).

Safe Streets and Roads for All Grant Program

- Creates a new competitive grant program for "Vision Zero" grants.
- Defines a Comprehensive Safety Action Plan as "a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a "Vision Zero" or "Toward Zero Deaths" plan."
- Elements of the plan include goals and timeline for eliminating fatalities and serious injuries; analyses of crash location and community input; data driven approach to identify projects or strategies; and mechanisms for evaluating outcomes and effectiveness.
- MPOs are eligible entities.
- Eligible projects include development of the plan itself; planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves.
- Not more than 15 percent may go to a single state in a given fiscal year.
- Not less than 40 must go to planning grants.
- Projects will be chosen based on whether the proposed project:
 - A. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, cyclists, public transportation users, motorists, and commercial operators, within the proposed timeframe;
 - B. Demonstrates engagement with a variety of public and private stakeholders;
 - C. Seeks to adopt innovative technologies or strategies to promote safety;
 - D. Employs low-cost, high-impact strategies that improve safety over a wider geographical area;

- E. Ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries;
- F. Includes evidence-based projects or strategies; and
- G. Achieves such other conditions as the Secretary considers to be necessary.

- Federal share is 80%.
- Funding: \$1B over five years.
- Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity.
- Secretary is required to publish best practices.

New Pilot Programs

National Motor Vehicle Per-Mile User Fee Pilot

- Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee.
- Outlines the parameters, methods, participants and fees related to the pilots.
- Establishes a Federal System Funding Alternatives Advisory Board.
- Creates a public awareness campaign about a notional motor vehicle per-mile user fee.
- Establishes an annual report to Congress regarding the program and its success.
- Funding: \$50M (\$10M each year for 2022-2026) (from funds made available for 23 USC §503(b)).

Wildlife Crossing Safety

- Creates a new “wildlife crossings pilot program” to reduce wildlife-vehicle collisions and improve habitat connectivity.
- MPOs and RTPOs are eligible.
- 60% of funds each year are required to be used on projects in rural areas.
- Funding: \$350M over five years.

Prioritization Process Pilot Program

- New pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.”
- Participants will develop priority objectives and assess and score projects based on the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP.

- MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which then guides the development of the LRTP and TIP.
- In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision.
- Maximum awards under this program are \$2M.
- Funding: \$50M over five years (\$10M for each of fiscal years 2022-2026).

Reconnecting Communities Pilot Program

- Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility (including limited access highway, viaduct, and other principal arterial facility) that “creates a barrier to community activity” including mobility, access, economic development, and design factors such as high speeds or grade separations.
- Funds can be used to conduct studies, planning, and construction.
- Planning grants can be awarded (up to \$2M per recipient and federal share of 80%, including to MPOs or other units of local government) to perform the necessary planning functions to establish the feasibility and impacts and conduct public engagement.
- Allows for the provision of technical assistance to build organizational or community capacity for planning and innovative solution development.
- Gives priority consideration to communities that are “economically disadvantaged.”
- Owners of these facilities can also receive capital construction grants, up to \$5M per recipient and federal share of 50%, to remove an eligible facility or replace it in a more context sensitive manner. Funding can be used to create a community advisory board.
- Funding:
 - Planning grants: \$50M over five years;
 - Capital construction grants: \$70M over five years
 - Not more than \$15M for technical assistance.

Strategic Innovation for Revenue Collection

- Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.”
- Designed to utilize pilot projects at state, regional, and national levels.
- Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to:
 - Test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers;
 - provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees;
 - test solutions to ensure privacy and security of data;
 - conduct public education; and
 - evaluate the ease of compliance and enforcement.

- Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant.
- Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.
- Provides \$75M over five years (from funds made available for 23 USC §503(b)).

Transportation Access Pilot Program

- Establishes a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors.
- Eligible entities include MPOs and RTPOs.
- Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations.
- 8-year sunset provision.
- Funding: Secretary may use some portion of administrative expenses to fund these grants.

Competitive, Not Really New

Local and regional project assistance

- Codifies RAISE Grants (formerly BUILD Grants and formerly TIGER Grants) Program; program goal is to fund projects that will have significant local or regional impact.
- MPOs and RTPOs are NOT explicitly listed as eligible recipients.
- Eligible projects include:
 - Highway or bridge project eligible under title 23;
 - Public transportation project eligible under chapter 53;
 - Passenger or freight rail transportation project eligible for assistance under chapter 67;
 - Port infrastructure investment;
 - Surface transportation components of airport project eligible under part B of subtitle VII;
 - Project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government;
 - Project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and
 - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.
- Grants are \$5M or more for urbanized areas; \$1M for rural areas; up to \$25M for any project.
- Not more than 15% of a state's funds can go to a single grant recipient.
- Not less than 1% for projects in historically disadvantaged communities.
- Not less than 5% shall be for planning.

- 80% federal share except in rural areas, historically disadvantaged areas, or areas of persistent poverty.
- Funding: \$7.5B (\$1.5B per year for 2022-2026).

Other Funding in the BID

In addition to the transportation provisions outlined in this document, the BID also contains many billions of dollars for projects other than transportation:

- **Environmental Protection Agency, \$67B** – Much of this goes to capitalize the Clean Water State Revolving Funds and Drinking Water State Revolving Funds. Also includes funding for Superfund and Brownfields cleanup, geographic programs such as the Great Lakes Restoration Initiative, and a Clean School Bus Program.
- **Broadband, \$64B** – Much of this funding is through the Department of Commerce, with the bulk of that for deployment grants, with additional funding for Tribal connectivity, digital equity grants, and “middle mile” deployment. The Federal Communications Commission also receives significant funding to help make broadband more affordable.
- **Energy, \$62.5B** – The largest amounts go to the Office of Clean Energy Demonstrations and to energy efficiency and renewable energy. Significant funding is also provided for electricity programs, nuclear energy, and for fossil energy and carbon management.
- **Army Corps of Engineers/Bureau of Reclamation, \$25B** – The biggest funding here goes to Corps construction and operations projects and Bureau of Reclamation water projects.
- **Department of the Interior, \$20B** – The biggest pieces of this funding goes to abandoned mine reclamation and orphaned well site plugging. Also includes funding for wildland fire management.
- **FEMA, \$7B** – The vast majority goes to National Flood Insurance Fund and disaster recovery funding.
- **Agriculture, \$6B** – Primary for wildfire prevention and recovery.
- **Other, \$23B** – Biggest items include funding for the General Services Administration building fund, for sanitation projects through the Indian Health Service, Indian Water Rights Settlement Completion Fund, the Transmission Facilitation Program, and to the National Oceanic and Atmospheric Administration (NOAA).

Acronyms

AV – Automated Vehicle

BID – Bipartisan Infrastructure Deal

CIG – Capital Investment Program (aka New Starts)

CMAQ – Congestion Mitigation and Air Quality Program

EV – Electric Vehicle

FAST Act – Fixing America’s Surface Transportation Act (current federal transportation authorization legislation)

FHWA – Federal Highway Administration

FRA – Federal Railroad Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

HTF – Highway Trust Fund

IIJA – Infrastructure Investment and Jobs Act

LRTP – Long-Range Transportation Plan

MARAD – Maritime Administration

MPO – Metropolitan Planning Organization

NHPP – National Highway Performance Program

NHTSA – National Highway Traffic Safety Administration

OST – Office of the Secretary of Transportation

PHMSA – Pipeline and Hazardous Materials Safety Administration

PL – Metropolitan Planning

RAISE – Rebuilding American Infrastructure with Sustainability and Equity (formerly BUILD Grants, formerly TIGER Grants)

RTPO – Regional Transportation Planning Organization

SMART - Strengthening Mobility and Revolutionizing Transportation Grant Program

STBGP – Surface Transportation Block Grant Program

TAP – Transportation Alternatives Program (technically called the STBGP Set-Aside)

TDM – Transportation Demand Management

TIP – Transportation Improvement Program

TNC – Transportation Network Company

USDOT – United States Department of Transportation

Item 4:

Meeting Minutes



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

Wednesday, September 22, 2021
9:30 AM

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
Ryan Haverlah for Vice-Chair Mayor Bradi Diaz – City of Copperas Cove	Blackburn – Bell County
Mayor Tim Davis – City of Temple	Judge Roger Miller – Coryell County
Councilmember Susan Long – City of Temple	David Williams for Commissioner Bobby Carroll – Lampasas County
Mayor Spencer Smith – City of Harker Heights	Victor Goebel for Stan Swiatek – TxDOT Waco District
Councilmember Debbie Nash-King – City of Killeen	Elias Rmeili – TxDOT Brownwood District
Councilmember Ken Wilkerson – City of Killeen	
Darrell Burtner – Hill Country Transit District	

Policy Board Non-Voting Members Present

Kristina Manning for Brian Dosa – Fort Hood	Justin Morgan – FHWA
---------------------------------------------	----------------------

Others Present

Jason Deckman – City of Temple	Brigida Gonzalez – TxDOT TPP
Bobby Lewis – City of Copperas Cove	Brenton Lane – TxDOT Waco District
Kristina Ramirez – City of Harker Heights	Christi Bonham – TxDOT Waco District
Yvonne Spell – City of Harker Heights	Erika Kunkel – TxDOT Waco District
Tony McIlwain – City of Killeen	Austin Valentine – TxDOT Waco District
Andrew Zagars – City of Killeen	Gary Rushing – TxDOT Waco District
Dalton Rice – City of Morgan’s Point Resort	Stephen Kasberg – TxDOT Waco District
Derek Czapnik – HCTD	Uryan Nelson – KTMPO Director
Keith Sledd – HOTDA	Kendra Coufal – KTMPO
Janet Sheguit – MRB	James McGill – KTMPO
Hope Geiger – CTCOG	

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:** Meeting Schedule; KTMPO New Member Orientation Presentation; Potential Formal Amendments; Federal and State Updates; Air Quality.

Uryan Nelson informed the Board of upcoming KTMPO meetings through November, noting that for now the meetings are planned to be electronic, but that staff would coordinate with the new chair on whether they will stay that way. Mr. Nelson stated that KTMPO held an Orientation for new Board members in August and that the recording is posted on the website. Mr. Nelson updated the group on potential formal amendments and shared some notable updates from the federal and state level including that KTMPO was allocated \$1.6 million dollars through coronavirus funding. Air quality readings for the month of August were 54 parts per billion (ppb) at the Temple station and 57 ppb at the Killeen station.

4. Action Item: Approve minutes from the July 21, 2021 meeting.

Councilmember Bobby Whitson made a motion to approve the July 21, 2021 meeting minutes, seconded by Judge Roger Miller; the motion passed unanimously.

5. Discussion and Action Item: Regarding nomination and election of TPPB Chair for FY2022.

Chair Jose Segarra informed the Board that his term as Mayor of Killeen will be up in May, and he did not want to serve again as chair. Mr. Segarra nominated Mayor Spencer Smith of Harker Heights as TPPB Chair.

Darrell Burtner made a motion to elect Mayor Spencer Smith as TPPB Chair for FY2022, seconded by Councilmember Ken Wilkerson; the motion passed unanimously.

6. Discussion and Action Item: Regarding nomination and election of TPPB Vice Chair for FY2022.

Chair Jose Segarra stated that no nominations had been received for this position in FY2022 and opened the floor for nominations. Ryan Haverlah nominated Judge Roger Miller of Coryell County for TPPB Vice Chair. Judge Miller stated that he is willing to serve the board.

Ryan Haverlah made a motion to elect Judge Roger Miller as TPPB Vice Chair for FY2022, seconded by David Williams; the motion passed unanimously.

7. Discussion and Action Item: Regarding approval of KTMPO Meeting Schedule for FY2022.

Uryan Nelson stated that a proposed meeting schedule for FY2022 was included in the packet for member review. Mr. Nelson noted that the October and November TAC meetings were pushed back a week due to various state and national meetings. Mr. Nelson also stated that the meeting schedule can be adjusted throughout the year if necessary.

Mayor Tim Davis made a motion to approve the KTMPO Meeting Schedule for FY2022, seconded by Judge Roger Miller; the motion passed unanimously.

8. Discussion and Action Item: Regarding approval of Resolution 2021-08 supporting October 2021 as Walk to School Month and October 6, 2021 as Walk to School Day in the KTMPO region.

James McGill explained that October has been designated as National Walk to School Month and that KTMPO passes a resolution each year supporting walking in the KTMPO region. Mr. McGill noted that the TAC had recommended approval of the Resolution at their September meeting.

David Williams made a motion to approve Resolution 2021-08 supporting October 2021 as Walk to School Month and October 6, 2021 as Walk to School Day in the KTMPO region, seconded by Mayor Spencer Smith; the motion passed unanimously.

9. Discussion and Action Item: Regarding ratifying initiation of public involvement for and approval of amendments to the FY21-24 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP).

Kendra Coufal explained the changes being made to the TIP and MTP which included the addition of projects selected for funding in July, the removal of projects that had already let for construction, and the revision of project descriptions at FHWA's request. Uryan Nelson stated that part of the motion is ratifying public involvement because the revision schedule did not allow for the normal two month process for public involvement to take place, so the KTMPO Director had to initiate the process before the Board could approve initiation.

Ryan Haverlah made a motion to ratify the initiation of public involvement for and approve the amendments to the FY21-24 TIP and 2045 MTP, seconded by Councilmember Susan Long; the motion passed unanimously.

10. Discussion Item: Public input received through August 2021.

Public input received through August 2021 was presented to the TPPB. No new comments were received since the last meeting.

11. Member Comments:

No member comments

12. Adjourn: The meeting adjourned at 9:49 a.m.

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

Mayor Spencer Smith, Chair

Uryan Nelson, KTMPO Director

Item 5:

CRRSAA Additional Cat 7 Funds

Additional Category 7 CRRSAA Funds

The Coronavirus Response and Relief Appropriation Act (CRRSAA) provided additional federal funds for use on highway infrastructure programs. Texas received \$967.7 million, of which \$167.1 million is designated for use in urbanized areas with a population greater than 200,000. The attached *HIP-CRRSAA Implementation Guidelines* from FHWA, contains detailed information regarding the funding, federal share, eligibility, and other requirements.

KTMPO received \$2,162,115 from the additional CRRSAA funding which can be utilized on Category 7 projects. The CRRSAA funds must be obligated or let by September 30, 2024 or they will lapse. Once obligated, funds must be spent by September 30, 2029.

Staff would like to discuss options with the TPPB for utilizing these additional funds for MPO projects.

Action Needed: No action needed; for discussion only.

Memorandum

Subject: **INFORMATION:** Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA) Implementation Guidance Date: February 24, 2021

From: Hari Kalla
Associate Administrator
Office of Infrastructure

Brian R. Bezio
Chief Financial Officer

To: Division Administrators
Directors of Field Services

Reply to Attn. of:
HISM-10

The attached implementation guidance provides information to Federal-aid Division Offices, State transportation agencies, local governments, and grantee recipients, on Highway Infrastructure Program funding appropriated by title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, division M, Public Law 116-260, as it relates to funding, Federal share, eligibility, and other requirements.

If there are questions, please contact David Bartz at (512) 417-5191 or by e-mail at David.Bartz@dot.gov, or contact Christopher Newman at (202) 366-4652 or Christopher.Newman@dot.gov, of the Office of Stewardship, Oversight and Management (HISM-10).

If there are questions concerning financial management and Fiscal Management Information System project agreements, please contact Tony DeSimone at (317) 226-5307 or by e-mail at Anthony.DeSimone@dot.gov, of the Office of Financial and Management Programs (HCFB-31).

Attachment

Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA)

Implementation Guidance (February 24, 2021)

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), division M, Public Law (Pub. L. No. 116-260), enacted on December 27, 2020, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (Section III.A.). Such funds may also be used for Special Authority purposes (referred to in this document as “Special Authority”) (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.), as described in this guidance. This guidance addresses only the funding provided to the States and refers to these funds as HIP-CRRSAA funds. The purpose of this guidance is to provide information on the HIP-CRRSAA as it relates to funding, Federal share, eligibility, and other requirements.

The remainder of the funding is set aside for other activities that are not the subject of this guidance. This includes \$114,568,862 set aside for activities eligible under the Tribal Transportation Program as described in 23 U.S.C. 202; \$35,845,307 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C)(iii); and \$9,528,499 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6).

I. General

- A. Program Purpose:** The purpose of the HIP-CRRSAA is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. The non-traditional cost categories eligible under the HIP-CRRSAA appropriation and discussed below (Sections III.B. and III.C.) are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective).
- B. Appropriation of Funds:** The HIP heading in the CRRSAA appropriates \$10,000,000,000 from the General Fund of the Treasury for fiscal year (FY) 2021. Of this funding, \$9,840,057,332 is available for activities eligible under 23 U.S.C. 133(b), and other eligible uses described in that heading and discussed in detail below. As allowed under the HIP-CRRSAA, FHWA proportionally applied an administrative takedown to fund the oversight of activities carried out with these funds. After the \$9,840,057 administrative takedown, a total of \$9,830,217,275 was apportioned to the States on January 15, 2021 by Federal Highway Administration (FHWA) Notice N4510.851. These HIP-CRRSAA funds are in addition to any other funds, including contract authority, provided in FY 2021.
- C. Obligation Authority:** As a general fund appropriation, HIP-CRRSAA funding is not subject to any obligation limitation that applies to Federal-aid contract authority.

Specifically, the amounts made available shall not be subject to any limitations on obligations for Federal-aid highways or highway safety construction programs set forth in any Act.

- D. Period of Availability for Obligation and Expenditure:** HIP-CRRSAA funds remain available for obligation through September 30, 2024. Any such amounts not obligated on or before September 30, 2024, shall lapse. Once the period for obligation has expired, these funds will only remain available for adjusting and liquidating obligations as authorized in accordance with 31 U.S.C. 1553. Obligated HIP-CRRSAA balances are available for expenses properly charged to the account and incurred until September 30, 2029. After that date, any unexpended balances of obligated HIP-CRRSAA funds shall be cancelled in accordance with 31 U.S.C. 1552 and shall no longer be available for obligation or expenditure.
- E. Federal Share:** The Federal share payable with HIP-CRRSAA funds shall be, at the option of the State, up to 100%. HIP-CRRSAA funds may not be used as the non-Federal match for other Federal programs unless there is specific statutory authority (2 CFR 200.306(b)(5)). HIP-CRRSAA does not provide authority for use of HIP-CRRSAA funds as a non-Federal match for other Federal programs, including Federal-aid programs under title 23, United States Code. In general, financing proposals that result in only minimal amounts of HIP-CRRSAA funds in projects should be avoided unless they are based on sound project management decisions (23 CFR 630.106(g)).
- F. Applicability of Title 23 and Other Statutory Requirements:** Except as otherwise provided, the applicable statutory provisions contained in title 23, U.S.C. are applicable to projects and activities carried out with HIP-CRRSAA funds. Specific requirements that apply to all HIP-CRRSAA apportioned funds include Buy America (23 U.S.C. 313) and the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.).
- G. Fund Administration:** Except as otherwise provided, HIP-CRRSAA funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C. The State, through its Department of Transportation (DOT) in accordance with 23 U.S.C. 302, is the direct recipient of HIP-CRRSAA funds apportioned pursuant to the HIP heading in the CRRSAA and is responsible for administration of these funds. If the State DOT acts as a pass-through entity of Federal assistance, the State DOT maintains the pass-through responsibilities specified in 2 CFR 200.332.
- H. Project Agreement:** Specific Improvement Type Codes are provided for use in the Fiscal Management Information System (FMIS) for the obligation of HIP-CRRSAA funds for Special Authority purposes. See Section III.B. of this guidance.
- I. Disadvantaged Business Enterprises:** Section 1101(b) of Public Law 114-94 (FAST Act), Disadvantaged Business Enterprises, applies to all HIP-CRRSAA apportioned funds.

- J. Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute. (23 CFR 630.110(a)).
- K. Advance Construction:** HIP-CRRSAA funds are available for Advance Construction (AC) “conversion” (obligation and outlay) (23 U.S.C. 115(b)). For expenses to be recognized and eligible for AC “conversion,” the activity / project must have been authorized prior to incurrence of costs, as per 23 CFR 1.9(a) and general grant administration requirements. AC projects must be included in the Statewide Transportation Improvement Program (STIP) (23 U.S.C. 115(c)), except as otherwise provided.
- L. Real Property Rights:** If HIP-CRRSAA funds are used on a facility, the sale, lease, or other disposition of real property rights in the facility must be in accordance with 23 CFR Part 710. If HIP-CRRSAA funds are used to acquire real property, proceeds from the disposition of any interest in the property shall be used for purposes eligible under title 23, U.S.C.

II. Funding Distribution and Transfers

- A. Apportionment to States:** HIP-CRRSAA funds have been apportioned to the States in the same ratio as the distribution of obligation authority under section 120(a)(5) of the Department of Transportation Appropriations Act, 2021, tit. I, div. L., Pub. L. 116-260.
- B. Suballocation to Urbanized Areas with Population Over 200,000:** HIP-CRRSAA funds are suballocated to urbanized areas with a population over 200,000 as described in 23 U.S.C. 133(d)(1)(A)(i) in the ratio that the funds suballocated to such area in FY 2021 bears to the combined amount of funds apportioned to the State under 23 U.S.C. 104(b)(2) for FY 2020 and FY 2021.
- C. Set-Asides:** The CRRSAA makes no further set-aside or suballocations of these HIP-CRRSAA funds.
- D. Transfers:** For those projects more suitably administered by another Federal agency (including flex funding transfers to the Federal Transit Administration), transfers may be made in accordance with FHWA Order 4551.1, dated August 12, 2013, Fund Transfers to Other Agencies and Among Title 23 Programs (<https://www.fhwa.dot.gov/legisregs/directives/orders/45511.cfm>).
- E. HIP-CRRSAA Program Codes:** The FMIS Program Codes for these HIP-CRRSAA funds are:

Program Code	Program Description	CFDA Number
Z970 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in any area of the State	20.205
Z971 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in any area of the State	20.205
Z972 (Parent)	Highway Infrastructure - COVID Supplemental - 23 U.S.C. 133(b) activities in urbanized areas with a population over 200,000	20.205
Z973 (Child)	Highway Infrastructure - COVID Special Authority - special eligibilities in urbanized areas with a population over 200,000	20.205

III. Eligible Activities and Requirements: HIP-CRRSAA funds may be obligated for activities eligible under 23 U.S.C. 133(b). At the discretion of the State, such funds may also be used for HIP-CRRSAA Special Authority purposes (Section III.B.) or may be transferred to public tolling agencies or a ferry system that provides a public transportation benefit (Section III.C.) as provided in HIP-CRRSAA.

Due to the differing application of certain title 23 provisions and planning requirements, it is not anticipated States will pursue obligation of funds under the HIP-CRRSAA Special Authority purposes on projects that could otherwise be funded under the HIP-CRRSAA 23 U.S.C. 133(b) authority or with Federal-aid apportioned funds. If a State is contemplating such an obligation, this should be discussed with the FHWA Division Office, HISM-10, and HCFB-31, so funds management and sound internal controls can be determined.

A. Activities Eligible Under 23 U.S.C. 133(b): This section applies to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).

- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated for activities eligible under 23 U.S.C. 133(b) should be obligated with Program Code Z970 (activities in any area of the State) or Z972 (activities in urbanized areas with a population over 200,000).
- 2. Eligible Activities - 23 U.S.C. 133(b):** Additional information on 23 U.S.C. 133(b) eligible activities is located in Section D.1.b. of the Surface Transportation Block Grant Program (STBG) Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).

3. **Location of Projects:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(c), which specifies that projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except: (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) for a project described in paragraphs (4) through (11) of 23 U.S.C. 133(b); (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the FAST Act (December 4, 2015); and (4) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b).
4. **Applicability of Planning Requirements:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) are subject to 23 U.S.C. 133(d)(5), which requires programming and expenditure of funds for projects to be consistent with sections 134 and 135 of title 23, U.S.C. Such HIP-CRRSAA-funded projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s), as applicable.
5. **Treatment of Projects:** As required under HIP-CRRSAA, projects for activities eligible under 23 U.S.C. 133(b) shall be subject to the requirements of 23 U.S.C. 133(i) (shall be treated as projects on a Federal-aid highway under chapter 1 of title 23, U.S.C.). Additional information on Treatment of Projects is provided in section J of the STBG Implementation Guidance (Revised by the FAST Act) issued March 7, 2016 (<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>).
6. **Increased Costs on Existing Federal-aid Projects:** For an existing project that has increased costs and exceeds the estimate in the current project authorization using other apportioned Federal-aid funding, where a State seeks authorization for a modification to obligate HIP-CRRSAA funds under the authority for activities eligible under 23 U.S.C. 133(b) for changes to the authorized project, HIP-CRRSAA funds may be obligated under such authority provided the modification results in additional costs that are above the already committed State/Federal funds for the project (23 CFR 630.110(a)). The added activity must otherwise meet the HIP-CRRSAA requirements, and Federal funds shall not be paid on account of any cost incurred prior to authorization (23 CFR 1.9(a)).
7. **Cost Incurred Prior to Obligation:** HIP-CRRSAA funds obligated under the authority for activities eligible under 23 U.S.C. 133(b) shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)).
8. **Documentation:** An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented

and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

- B. Activities Eligible Under Special Authority:** This section applies to HIP-CRRSAA funds obligated under the Special Authority eligibility for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
- 1. FMIS Program Codes:** HIP-CRRSAA funds obligated under the HIP-CRRSAA Special Authority eligibility should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
 - 2. Eligible Costs - Special Authority:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). Except for States, Tribal governments, Puerto Rico, or territorial governments seeking to use HIP-CRRSAA funds for “coverage for other revenue losses,” or public tolling agencies or a ferry system that provides a public transportation benefit seeking reimbursement for “coverage for other revenue losses of a tolled facility or ferry system” (see Section III.C.), Congress did not require that a State or other non-Federal entity demonstrate (document) a revenue loss to seek reimbursement for the non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, Special Authority costs statutorily eligible for reimbursement under the HIP-CRRSAA, other than “coverage for other revenue losses,” are eligible for reimbursement whether or not the State or other non-Federal entity experienced a revenue loss. Provided the State or other non-Federal eligible entity incurred a cost for these other identified “Special Authority” cost objective(s) and the State or other non-Federal entity demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403 of the Cost Principles (pertaining to factors affecting allowability of costs under a Federal award). These factors include that costs must be necessary, reasonable, and allocable to the performance of the Federal award, except where otherwise authorized by statute (2 CFR 200.403(a)).
 - 3. Location of Projects:** The location requirements specified in 23 U.S.C. 133(c), do not apply to HIP-CRRSAA Special Authority projects.

4. **Applicability of Planning Requirements:** HIP-CRRSAA Special Authority projects are not required to be included in a metropolitan transportation plan, a long-range statewide transportation plan, a transportation improvement program or a statewide transportation improvement program under sections 134 or 135 of title 23, U.S.C., or chapter 53 of title 49, U.S.C., as applicable. Consistent with this provision, programming and expenditure of HIP-CRRSAA funds for Special Authority purposes are not subject to planning requirements in 23 U.S.C. 134-135 or 23 CFR Part 450 that relate to the development of STIPs and TIPs. When a metropolitan planning organization (MPO) for a transportation management area (TMA) is responsible for selecting projects for HIP-CRRSAA funding in the TMA, the selection is done in consultation with the State and any affected public transportation operator (23 U.S.C. 134(k)(4)(A)). When the State selects National Highway System (NHS) projects for HIP-CRRSAA funding in a TMA, the selection is done in cooperation with the MPO for the TMA (23 U.S.C. 134(k)(4)(B)). When the State selects projects for HIP-CRRSAA funding in any other area of the State, the selection is done in cooperation with the MPO, nonmetropolitan local officials with responsibility for transportation, or Regional Transportation Planning Organization, as applicable (23 U.S.C. 134(j)(5) and 135(g)(6)).
5. **Treatment of Projects:** The treatment of projects requirements, under 23 U.S.C. 133(i), do not apply to HIP-CRRSAA funds if the funds are used for an activity not eligible under 23 U.S.C. 133(b).
6. **Construction:** Construction, as defined in 23 U.S.C. 101(a)(4), completed with HIP-CRRSAA funds is subject to: (1) the maintenance requirements in 23 U.S.C. 116(b); (2) the letting of contracts requirements in 23 U.S.C. 112; and (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Preventive maintenance projects funded with HIP-CRRSAA funds are construction projects because: (a) preventive maintenance is made eligible for Federal assistance under 23 U.S.C. 116(e); (b) preventive maintenance is defined to include pavement preservation programs and activities in 23 U.S.C. 116(a); and (c) the title 23 definition of construction includes preservation (23 U.S.C. 101(a)(4)(B)). Additionally, operations projects funded with HIP-CRRSAA funds are construction projects if they meet the definition of construction in 23 U.S.C. 101(a)(4).
7. **Non-Construction:** Non-construction activities carried out with HIP-CRRSAA funds are not subject to: (1) the maintenance requirements in 23 U.S.C. 116(b), (2) the letting of contracts requirements in 23 U.S.C. 112; or (3) the prevailing rate of wage requirements in 23 U.S.C. 113. Non-construction activities include “non-construction” operations (Section III.B.8.c.), routine maintenance, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.
8. **Eligible Activities:** Examples of the scopes of projects that may be funded under the HIP-CRRSAA Special Authority include, but are not limited to: preventive maintenance on non-Federal-aid highways, routine maintenance on any public

road, State DOT operations costs (not otherwise Federal-aid reimbursed, such as indirect costs), State DOT personnel costs (not otherwise Federal-aid reimbursed, such as indirect costs), debt service payments for highway surface transportation facilities (not otherwise Federal-aid reimbursed), and transit operating costs for local public agencies. Specific eligible activities are listed below.

- a. **Preventive Maintenance:** Preventive Maintenance is discussed in 23 U.S.C. 116(e). Consistent with 23 U.S.C. 116(e), preventive maintenance activities may also be eligible under the HIP-CRRSAA eligibility for activities eligible under 23 U.S.C. 133(b) (discussed in Section III.A.), if the activities meet the requirements discussed in Section III.A. If obligating under the 133(b) authority, as discussed in Section III.A., then obligations should be made using the applicable 23 U.S.C. 133(b) eligibility program codes (Section III.A.1.). HIP-CRRSAA funds obligated for preventive maintenance shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Codes: 60-Highway Infrastructure Preventive Maintenance, 47-Bridge Preservation, or 53-Tunnel Preventive Maintenance (as applicable).*
- b. **Routine Maintenance:** Routine Maintenance is described in the February 25, 2016 memo, Guidance on Highway Preservation and Maintenance (<https://www.fhwa.dot.gov/preservation/memos/160225.cfm>). Routine maintenance is the responsibility of the State under 23 U.S.C. 116(b), is not included in the 23 U.S.C. 101(a)(4) definition of construction, and is, therefore, not subject to title 23 construction requirements. Routine maintenance is an eligible use of funds under the HIP-CRRSAA Special Authority. However, if the routine maintenance activity is performed by contract, States and subrecipients are required to follow 2 CFR 200.317 and 1201.317, respectively. Routine maintenance may also be performed by State or local forces through normal operations. HIP-CRRSAA Special Authority provides for Federal participation in routine maintenance costs incurred prior to the date of project agreement. *Improvement Type Code: 61-Routine Maintenance.*
- c. **Operations:** The HIP-CRRSAA Special Authority provides for direct funding of operations costs. Operations costs may include, but are not limited to, labor costs, administrative costs, costs of utilities, and rent, for the highway surface transportation operations of State DOTs or local governments. Except where otherwise authorized by statute, costs must: 1) be consistent with policies and procedures that apply uniformly to both federally financed and other activities of the non-Federal entity, and 2) be accorded consistent treatment. A cost may not be assigned to a Federal award as a direct cost if any other cost incurred for the same purpose in like circumstances has been allocated to the Federal award as an indirect cost (2 CFR 200.403). Therefore, it is essential that each item of cost incurred for the same purpose be treated consistently in like circumstances, either as a direct or an indirect cost, in order to avoid possible double-charging of Federal awards (2 CFR 200.412).

HIP-CRRSAA Special Authority provides for Federal participation in non-construction operations costs incurred prior to the date of project agreement. HIP-CRRSAA funds obligated for operation projects that meet the definition of construction in 23 U.S.C. 101(a)(4), shall not participate in costs incurred prior to the date of project agreement, except as provided by 23 CFR 1.9(b). (23 CFR 630.106(b)). *Improvement Type Code: 62-Operations. To facilitate proper tracking, personnel costs should be coded under the Personnel Improvement Type Code (Section III.B.8.d.).*

- d. **Personnel:** This item includes salaries of employees (including those employees who have been placed on administrative leave) or contractors. Also consult the direct / indirect discussion under Operations (Section III.B.8.c). HIP-CRRSAA Special Authority provides for Federal participation in personnel costs incurred prior to the date of project agreement. *Improvement Type Code: 27-Administration.*
- e. **Debt Service Payments:** Section 122 of title 23, U.S.C., makes bond-related costs eligible for Federal reimbursement on any Federal-aid project eligible under title 23, U.S.C. The definition of “construction” in 23 U.S.C. 101 also includes a reference to bond-related costs. The HIP-CRRSAA provides that debt service may be reimbursed notwithstanding any other provision of law. Thus, whether or not the projects financed complied with title 23 or are being reimbursed under 23 U.S.C. 122, such debt service is eligible for reimbursement for highway surface transportation projects. Use of HIP-CRRSAA funds for debt service payments for projects other than highway surface transportation projects would be inconsistent with the purpose of the appropriation, which provides funds for “Highway Infrastructure Programs.” See 31 U.S.C. 1301(a). Where a State bond issuance funds both highway surface transportation and non-highway surface transportation projects, HIP-CRRSAA funds may only participate in the debt service costs allocable to the highway surface transportation projects associated with the bond issuance. HIP-CRRSAA Special Authority provides for Federal participation in debt service payment costs incurred prior to the date of project agreement. *Improvement Type Code: 45-Debt Service.*
- f. **Availability Payments:** HIP-CRRSAA funds are available for availability payments under the HIP-CRRSAA Special Authority. For example, to the extent a State is in default on, or needs funds for availability payments related to highway surface transportation, such availability payments are eligible for reimbursement with HIP-CRRSAA funds. HIP-CRRSAA Special Authority provides for Federal participation in availability payment costs incurred prior to the date of project agreement. *Improvement Type Code: 44-Other.*
- g. **Coverage for Other Revenue Losses:** This eligibility is for costs/expenses related to highway surface transportation, beyond those specifically listed above, that cannot be met due to revenue losses. In order to use HIP-CRRSAA funds for “coverage for other revenue losses,” States, Tribal governments, Puerto Rico, or territorial governments need to demonstrate

(document) a revenue loss to seek reimbursement for the “coverage for other revenue losses” non-traditional cost objective (see similar discussion in Section III.C.2). HIP-CRRSAA Special Authority provides for Federal participation in coverage for other revenue loss costs incurred prior to the date of project agreement. Revenue losses do not include reduced collection of Federal taxes and fees, such as Federal motor fuel taxes, not directly available to the non-Federal entity as revenue. *Improvement Type Code: 44-Other.*

9. Routine Police Service and Other General Costs of Government: The cost of routine police service is not eligible for HIP-CRRSAA funding. Selected items of cost are discussed in 2 CFR 200.420 of the Cost Principles, and general costs of government are discussed in 2 CFR 200.444. Unallowable costs include costs of other general types of government services normally provided to the general public, such as fire and police, unless provided for as a direct cost under a program statute or regulation (2 CFR 200.444(a)(5)). Therefore, routine police services are not eligible activities with HIP-CRRSAA funds.

10. Documentation: An obligation is a definite commitment of the Federal government that creates a legal liability for payment based upon a documented and binding agreement between a Federal agency and an authorized grant recipient or other legal entity (including another Federal agency). This documentation must support that the obligation is for purposes authorized by law. Section 1501 of title 31, U.S.C., defines the documentary evidence requirements for Federal government obligations. As discussed in Section III.B.2., above, provided the State incurred a cost for the identified “Special Authority” cost objective(s) and the State demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Documentation must be adequate to demonstrate that the costs incurred are eligible under the Special Authority eligibility. Additional discussion, including record retention, is provided in the Project Funds Management Guide for State Grants Update memo issued May 23, 2018 (<https://www.fhwa.dot.gov/cfo/projfundsmgt.cfm>).

C. Public Tolling Agencies and Ferry Systems that Provide a Public Transportation Benefit: A State may transfer HIP-CRRSAA funds to:

- State, multi-State, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel; or
- a ferry system that provides a public transportation benefit.

Such public tolling agency or ferry system must have been in operation within their State in FY 2020.

Funds transferred in this manner may be used to cover costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system.

1. **FMIS Program Codes:** HIP-CRRSAA funds transferred to public tolling agencies or a ferry system that provides a public transportation benefit should be obligated with Program Code Z971 (special eligibilities in any area of the State) or Z973 (special eligibilities in urbanized areas with a population over 200,000).
2. **Eligible Costs - Tolling Agencies and Ferry Systems:** The non-traditional cost categories noted above under the HIP-CRRSAA appropriation are statutorily eligible cost objectives authorized by Congress (see 2 CFR 200.1, defining cost objective). In order to use HIP-CRRSSAA funds for “coverage for other revenue losses of a tolled facility or ferry system,” a public tolling agency or a ferry system providing a public transportation benefit needs to demonstrate (document) a revenue loss to seek reimbursement for such non-traditional cost objective that Congress made eligible under the appropriation. However, Congress did not require that a public tolling agency or a ferry system providing a public transportation benefit demonstrate (document) a revenue loss to seek reimbursement for the other non-traditional cost objectives Congress made eligible under the appropriation. Consistent with 2 CFR 200.405, those other costs statutorily eligible for reimbursement under the HIP-CRRSAA are eligible for reimbursement whether or not the tolling agency or ferry system experienced a revenue loss. Therefore, provided the tolling agency or ferry system incurred a cost for the identified “Special Authority” cost objective(s), other than revenue losses for a tolled facility or ferry system, and the tolling agency or ferry system demonstrates that a cost was incurred and is allocable to the identified HIP-CRRSAA cost objective(s), the cost is an allowable cost under the HIP-CRRSAA appropriation and 2 CFR 200.403. Consistent with the HIP-CRRSAA provision, transfers of HIP-CRRSAA funding are limited to: (1) public tolling agencies, or (2) a ferry system that provides a public transportation benefit, for the eligible cost objectives as described in Section III.B.8., items: c. Operations, d. Personnel, e. Debt Service Payments, f. Availability Payments, and g. Coverage for Other Revenue Losses. The specified Improvement Type Codes provided in Section III.B.8. should be used in FMIS for the obligation of HIP-CRRSAA funds to be transferred to a tolling agency or ferry system.
3. **Applicability of Certain Title 23 Requirements:** The applicability of certain title 23 requirements, is provided in Section III.B. items: 3. Location of Projects, 4. Applicability of Planning Requirements, 5. Treatment of Projects, 6. Construction, 7. Non-Construction, 9. Routine Police Service and Other General Costs of Government, and 10. Documentation. Tolling agencies and ferry systems not currently subject to title 23, U.S.C., requirements should discuss the impacts of accepting HIP-CRRSAA funds with their State and FHWA Division Office, HISM-10, HCFB-31, and HOTM-1.
4. **Limitation on the Use of Revenues:** The limitations on the use of revenues in subsections (a)(3) and (c)(4) of 23 U.S.C. 129 shall not apply with respect to HIP-CRRSAA funds transferred for a tolled facility or ferry system, even if such tolled facility or ferry system is already subject to such provisions due to the use of prior Federal-aid highway funds. However, because the exception in the HIP-

CRRSAA heading is “for funds made available under this heading in this Act,” use of HIP-CRRSAA funds on a tolled facility or ferry system does not remove current limitations on the use of revenues under 23 U.S.C. 129(a)(3) and (c)(4) associated with prior use of Federal-aid highway funds.

- 5. Recommended Method to Carry Out Projects:** The recommended method to carry out projects with the public tolling agency or ferry system is through a subrecipient / subaward type grant agreement between the entity and the State.

Except for the statutes and regulations cited herein, the contents of this guidance do not have the force and effect of law and are not meant to bind the States or the public in any way. This guidance is intended only to provide information and clarity regarding existing requirements under the law or Federal agency policies.

**Coronavirus Response And Relief Supplemental Appropriations Act, 2021
Program Suballocation**

MPO	URBANIZED AREA	AMOUNT
AAMPO	San Antonio	17,467,502
CAMPO	Austin	13,535,359
Corpus Christi MPO	Corpus Christi	3,179,828
El Paso MPO	El Paso	7,673,397
KTUTS MPO	Killeen	2,162,115
Laredo MPO	Laredo	2,341,935
Lubbock MPO	Lubbock	2,358,089
HGAC	Conroe--The Woodlands	2,383,741
HGAC	Houston	49,121,054
HGAC Total		51,504,795
NCTCOG	Dallas--Fort Worth--Arlington	50,885,081
NCTCOG	Denton--Lewisville	3,637,873
NCTCOG Total		54,522,954
RGVMPO	Brownsville	2,161,668
RGVMPO	McAllen	7,240,746
RGVMPO Total		9,402,414
Grand Total	Grand Total	164,148,388

Item 6:

MTP Reprioritization Feedback and Future Improvements

MTP Reprioritization Feedback and Future Improvement

Every 2-3 years KTMPO holds an MTP Reprioritization cycle to refresh and update the list of projects that have been prioritized to receive MPO funding. In November 2020, KTMPO initiated a Call for Projects to Reprioritize the 2045 MTP Project Listing. Prior to that KTMPO had coordinated a 9-month review and update of the MTP Selection and Scoring Process, a major overhaul of the scoring criteria.

During both the Call, Scoring, Ranking, and Selection of Projects and the update of the overall MTP Selection and Scoring Process KTMPO received feedback from the TAC and Policy Board on how to improve the process in the future.

Comments received are included in the meeting packet. Staff welcomes the discussion of any additional comments that may improve the process for future reprioritization processes.

Action Needed: No action needed; for discussion only.

MTP Reprioritization Comments

Date	Name	Topic	Comment	Jurisdiction
5/5/2021	Victor Goebel	Project Scoring/Prioritization	Proposed idea to allow each entity a certain amount of bonus points they can allocate to any of their projects to potentially allow the projects to move up the rankings	TxDOT
5/5/2021	Jason Deckman	Project Scoring/Prioritization	Suggested increasing the weighting for the local priority category	Temple
5/5/2021	Kara Escajeda	Bonus Points	If bonus points are going to be applied, there should be a formal process for how information supporting the request for additional points is distributed to the TAC in advance prior to voting	Nolanville
5/5/2021	Bryan Neaves	Bonus Points	Does not care for the bonus points system because there is already a scoring process for prioritizing projects.	Bell County
5/5/2021	Bob van Til	Local Prioritization	Does not think that the local priority ranking of projects should be utilized because it basically just throws out the whole scoring process. Thinks that this isn't the method to be used to spread money around, there should be another way.	Belton

This page intentionally left blank.

Item 7:

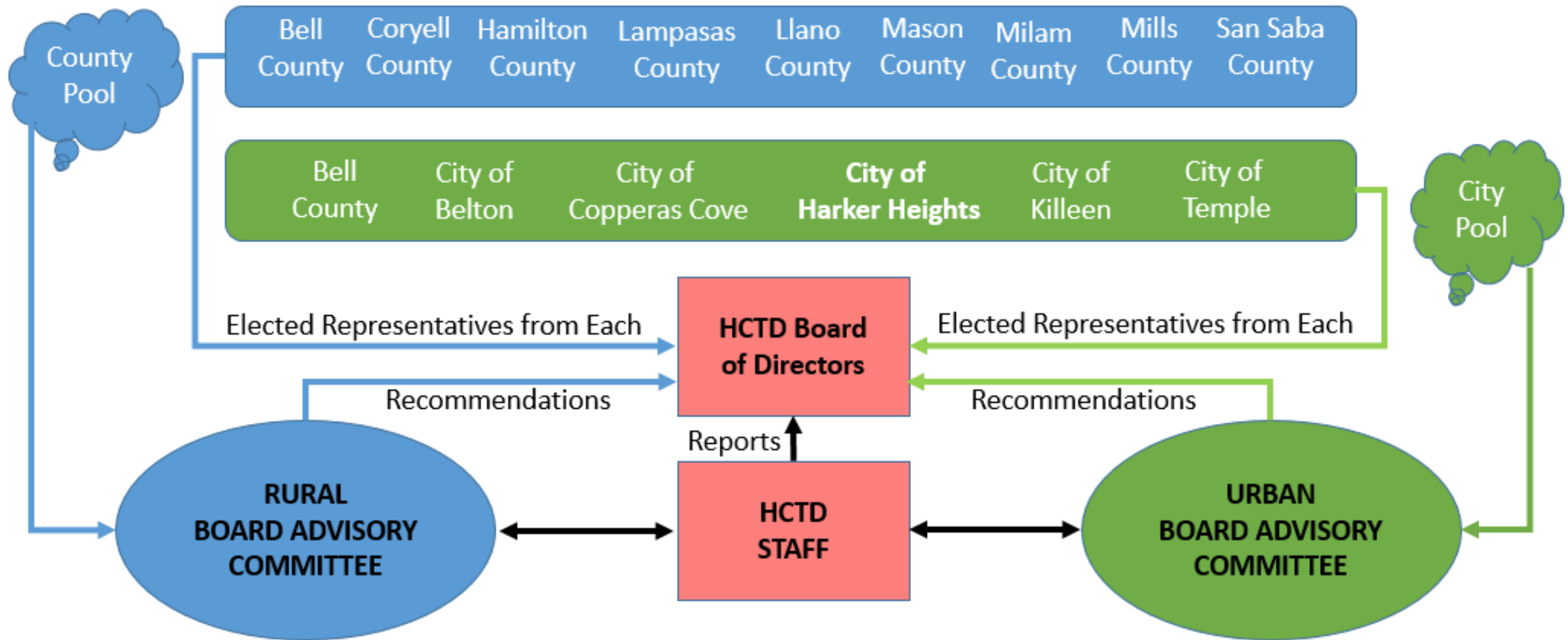
HOP Subcommittee Updates

Hill Country Transit District Urban and Rural Subcommittees

Darrell Burtner with HCTD will provide an update on the newly formed Urban and Rural Subcommittees and their roles in assisting to improve transit services across the region.

Action Needed: No action needed; for discussion only.

Creation of Board Advisory Committee*



*Diagram is Conceptual - TBD

This page intentionally left blank.

Item 8:

Public Input

Public Input Received

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

Action Needed: No action needed; for discussion only.



KTMP Public Comments

FY22

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

This page intentionally left blank.

Grant Opportunities

- **FY2021 Route Planning Restoration Program:**

Deadline: November 15, 2021

Federal Transportation Administration (FTA):

The Route Planning Restoration Program provides funds under ARPA for public transportation planning associated with the restoration of transit service reduced due to the Covid-19 pandemic. FTA will award grants to undertake transit route planning activities designed to increase ridership and reduce travel times, while expanding the total level of vehicle revenue miles of service provided or increase the quality or frequency of service provided to underserved riders and disadvantaged communities. More information can be found at the below website.

Estimated Funding Available: \$25,000,000

Match: 0% (funding is fully federal)

[Click Here](#) for more information!

- **Grants for Buses and Bus Facilities FY2021:**

Deadline November 19, 2021

Federal Transit Administration (FTA):

The purpose of the Grants for Buses and Bus Facilities Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing, or leasing bus-related facilities. Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for eligible workforce development activities eligible and an additional 0.5 percent for costs associated with training at the National Transit Institute.

Estimated Funding Available: \$409,590,000

Award Ceiling: \$40,950,000

[Click Here](#) for more information!

- **Innovative Coordinated Access and Mobility Pilot Program (ICAM):**

Deadline December 6, 2021

Federal Transit Administration (FTA):

The ICAM pilot program awards funds to help finance innovative capital projects for the transportation-disadvantaged, with the goal to improve the coordination of transportation services and non-emergency medical transportation services for underserved groups. Eligible applicants are State departments of transportation, designated recipients for Section 5310 funds, or local governmental entities that operate a public transportation service, or their eligible subrecipients that have the authority and technical capacity to implement a regional or statewide cost allocation pilot.

Estimated Funding Available: \$3,500,000

Match: 80% Federal / 20% Local

[Click Here](#) for more information!

- **Texas Volkswagen Environmental Mitigation Program:**

Deadline first come first served

Texas Commission on Environmental Quality (TCEQ):

Funding is now available to purchase and install Level 2 charging equipment for light duty zero emission vehicles (electric vehicles). The purpose of this grant is to reduce Texans exposure to pollutants emitted along with NO_x emissions from older vehicles and equipment. More information can be found at the below website.

Estimated Funding Available: \$10,400,000

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

Websites:

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

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

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

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

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

KTMPO Contacts, Acronyms, and Terms

Chairman:

Mayor Spencer Smith

City of Harker Heights
305 Miller's Crossing, Harker Heights, TX 76548
Phone: (254) 953-5600
Fax: (254) 953-5605
shsmith@harkerheights.gov
Alternate: David Mitchell, Kristina Ramirez

Vice Chairman:

Judge Roger Miller

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2222
Fax: (254) 865-2040
countyjudge@coryellcounty.org
Alternate:

Mayor Bradi Diaz

City of Copperas Cove
PO Drawer 1449; 914 S. Main St., Ste. C
Copperas Cove, TX 76522
Phone: (254) 547-4221
bdiaz@copperascovetx.gov
Alternate: Ryan Haverlah, Dan Yancey, Bobby Lewis

Mayor Tim Davis

City of Temple
2 North Main #103, Temple TX 76501
Phone: (254) 298-5301
Fax: (254) 298-5637
tdavis@templetx.gov
Alternate: Brynn Myers, Lynn Barrett, Brian Chandler, Jason Deckman, Erin Smith, David Olson

Councilmember Susan Long

City of Temple
2 North Main St., STE 103
Temple, TX 76501
Phone: (254) 774-5700
susan.long@templetx.gov
Alternate: Erin Smith, Brynn Myers, Jason Deckman, David Olson, Lynn Barrett, Brian Chandler

Mayor Jose Segarra

City of Killeen
101 N. College Street
Killeen, Texas 76540
mayor@killeentexas.gov
Phone: (254) 290-0548
Alternate: Kent Cagle, Danielle Singh

Councilmember Ken Wilkerson

City of Killeen
101 N. College Street
Killeen, TX 76540
Phone: (254) 290-0052
kwilkerson@killeentexas.gov
Alternate:

Councilmember Debbie Nash-King

City of Killeen
101 N. College Street
Killeen, TX 76540
Phone: (254) 290-4510
dnash-king@killeentexas.gov
Alternate: Jimmy Towers

Councilmember David Leigh

City of Belton
333 Water Street, Belton, TX 76513
Phone: (254) 933-1000
dkleigh@beltontexas.gov
Alternate: Sam Listi, Bob Van Til

Judge David Blackburn

Bell County Historic Courthouse
101 E. Central Avenue
Belton, Texas 76513
Phone: (254) 933-5105
Fax: (254) 933-5179
David.blackburn@bellcounty.texas.gov
Alternate: Bobby Whitson

Commissioner Bobby Carroll

Lampasas County
409 S Pecan St. Ste 207
Lampasas, TX 76550
Phone: (512) 734-1860
bobbycarroll49@yahoo.com
Alternate: David Williams

Darrell Burtner

Director of Urban Operations,
Hill Country Transit District
4515 W US 190, Belton, TX 76513
Phone: (254) 933-3700
dburtner@takethehop.com
Alternate: Derek Czapnik

Stan Swiatek, P.E.

District Engineer, TxDOT Waco
100 S. Loop Drive
Waco, TX 76704
Phone: (254) 867-2700
Fax: (254) 867-2890
Stan.swiatek@txdot.gov
Alternate: Victor Goebel, Brenton Lane

Elias Rmeili, P.E.

TxDOT Brownwood District Engineer
2495 Hwy 183 North
Brownwood, TX 76802
Phone: (325) 643-0411
Fax: (325) 643-0364
elias.rmeili@txdot.gov
Alternate: Jason Scantling

NON VOTING MEMBERS

Brian Dosa

Ft. Hood Public Works Director
Building 4612
Fort Hood, TX 76544
Phone: (254) 287-2113
brian.l.dosa.civ@army.mil
Alternate: Kristina Manning

Justin P. Morgan

Federal Highway Administration, Texas Division
300 East 8th Street, Rm 826
Austin, Texas 78701
(512) 536-5943
Justin.morgan@dot.gov

TECHNICAL ADVISORY COMMITTEE

Kent Cagle

Killeen City Manager
101 N. College St., Killeen, TX, 76541
Phone: (254) 501-7700
kcagle@killeentexas.gov
Alternate: Tony McIlwain, Danielle Singh

Robert Lewis

Copperas Cove Planning Director
P.O. Drawer 1449
Copperas Cove, TX 76522
Phone: (254) 547-4221
rlewis@copperascovetx.gov
Alternate: Ryan Haverlah

Kristina Ramirez

Harker Heights Planning Director
305 Miller's Crossing
Harker Heights, TX 76548
Phone: (254) 953-5663
kramirez@harkerheights.gov
Alternate: David Mitchell

Bob van Til

Belton Planning Director
333 Water St., Belton, TX 76513
Phone: (254) 933-5813
bvantil@beltontexas.gov
Alternate: Sam Listi

Jason Deckman

Temple Senior Planner
2 North Main, Temple, TX 76501
Phone: (254) 298-5668
bchandler@templetx.gov
Alternate: Don Bond, Lynn Barrett, Brynn Myers, Brian Chandler, Erin Smith, David Olson

Bryan Neaves, P.E.

Bell County Engineer
P. O. Box 264, Belton, TX 76513
Phone: (254) 933-5275
bryan.neaves@bellcounty.texas.gov
Alternate: Malcolm Miller

Judge Roger Miller

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
countyjudge@coryellcounty.org
Alternate:

Commissioner Bobby Carroll

Lampasas County
409 S Pecan St. Ste 207
Lampasas, TX 76550
Phone: (512) 734-1860
bobbycarroll49@yahoo.com
Alternate: David Williams

Victor Goebel, P.E.

Director, Transportation Planning & Development, TxDOT Waco
100 South Loop Drive,
Waco TX 76704-2858
Phone: 254-867-2873
Fax: 254-867-2738
victor.goebel@txdot.gov
Alternate: Christi Bonham, Brenton Lane

Jason Scantling, P.E.

Director, Transportation Planning & Development, TxDOT Brownwood
2495 Hwy 183 North, Brownwood, TX 76802
Phone: 325-643-0411
Fax: 325-643-0364
jason.scantling@txdot.gov
Alternate:

Darrell Burtner

Director of Urban Operations,
Hill Country Transit District
4515 W US 190, Belton, TX 76513
Phone: (254) 933-3700
dburtner@takethehop.com
Alternate: Derek Czapnik

NON VOTING MEMBERS

Brian Dosa

Ft. Hood Public Works Director
Building 4612
Fort Hood, TX 76544
Phone: (254) 287-2113
brian.l.dosa.civ@army.mil

Justin P. Morgan

Federal Highway Administration,
Texas Division
300 East 8th Street, Rm 826
Austin, TX 75093
justin.morgan@dot.gov

Brigida Gonzalez

TxDOT TPP
MPO Coordinator
118 E. Riverside Dr.
Austin, TX 78704
Phone: (512) 486-5048
brigida.gonzalez@txdot.gov

Christi Bonham

TxDOT Waco District
Transportation Planner
100 South Loop Drive, Waco TX 76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
christi.bonham@txdot.gov

Stephen Kasberg

TxDOT Waco District/Bell County
Area Engineer
410 West Loop 121
Belton, TX 76513
Phone: (254) 939-3778
stephen.kasberg@txdot.gov

Kara Escajeda

Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Phone: (254) 698-6335
kescajeda@nolanvilletx.us

**Chair Jason Deckman**

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

Vice Chair Matt Bates

Belton Park and Recreation Director
Phone: (254) 317-0687
P.O. Box 120
401 N Alexander, Belton, TX 76513
Email: mbates@beltontexas.gov

Kara Escajeda

Nolanville City Manager
Phone: (254) 317-5004
101 North 5th Street, Nolanville, TX 76559
Email: kescajeda@nolanvilletx.us

Yvonne Spell

Harker Heights Senior Planner
Phone: (254) 953-5643
305 Miller's Crossing, Harker Heights, TX 76548
Email: yspell@harkerheights.gov

Heather Buller

Killeen Assistant Director of Recreation Services
Phone: (254) 501-8841
2201 E Veterans Memorial Blvd, Killeen, TX 76543
Email: hbuller@killeentexas.gov

Jeff Stoddard

Copperas Cove Parks & Recreation Director
Phone: (254) 542-2719
1206 W Ave B, Copperas Cove, Texas 76522
Email: jstoddard@copperascovetx.gov

Erika Kunkel

TxDOT Waco District
Phone: (254) 867-2728
100 S. Loop Drive, Waco, TX 76704
Email: Erika.Kunkel@txdot.gov

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**Gene Roberts**

Ft. Hood
Phone: (254) 458-6678
Email: edward.e.roberts4.civ@army.mil

Pamela Terry

Citizen Representative
Email: plterry1@yahoo.com

Carlos Santiago

Fort Hood Riders and Roadkill Cycling Club Representative
Phone: (720) 521-2653
Email: cl.santiago_83@yahoo.com

Keller Matthews

BS&W Cycling Club/Citizen Representative
600 S 25th St, Temple, TX
Email: kellbiker@gmail.com

John Wiist

King of the Mountain Cyclery
Phone: (254) 444-0566
100 A North Main St, Nolanville, TX 76559
Email: 1komjohn@gmail.com

Chad Welch

Tri-City Bicycles/Citizen Representative
112 N East St, Belton, TX 76513
Email: welchc01@live.com
Alternate: Mike Anderson

Mike Anderson

Tri-City Bicycles/Citizen Alternate
Email: mikeande@att.net

FREIGHT ADVISORY COMMITTEE

Liz Bullock

Transportation Planner
TxDOT Waco District
100 South Loop Drive,
Waco TX 76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
liz.bullock@txdot.gov

Raul Amado

SVP Logistics
Baylor Scott and White
2401 S. 31st St,
Temple, TX 76508
Phone: (254) 724-6605
ramado@sw.org

Tiffany Melvin

President, NASCO
4347 W. Northwest Hwy,
Suite 130-250
Dallas, TX 75220
Phone: (214) 744-1042
tiffany@nasconetwork.com

Judge David Blackburn

County Judge
Bell County
101 E. Central Avenue
Belton, TX 76513
Phone: (254) 933-5105
davidblackburn@bellcounty.texas.gov

Kara Escajeda

City Manager
City of Nolanville
101 N. 5th St
Nolanville, TX 76559
Phone: (254) 698-6335
Kara.escajeda@ci.nolanville.tx.us

Don Bond

Director of Public Works
City of Temple
3210 E. Ave H,
Bldg. A, Ste. 107
Temple, TX 76501
Phone: (254) 298-5621
dbond@templetx.gov

David A. Olson

Assistant City Manager
City of Temple
2 N. Main Street
Suite #306
Temple, TX 76501
Phone: (254) 298-5600
dolson@templetx.gov

Georgi Ann Jasenovec

Freight Operations and Int'l Border
FHWA—TX Division
300 E. 8th St.
Austin, TX 78701
Phone: (512) 536-5921
Georgi.jasenovec@dot.gov

Sondra D. Johnson

Transportation Planner—Freight
TxDOT
125 E. 11 St.
Austin, TX 78701
Phone: (512) 936-0922
Sondra.johnson@txdot.gov

Keith Fruge

Chief-Master Planning Branch
Ft. Hood
Bldg 4622 Engineer Dr.
Ft. Hood, TX
Phone: (254) 288-2756
keith.j.fruge.civ@mail.mil

Phil Haggerty

Asst. Superintendent of Business
Services
Belton ISD
P.O. Box 269
Belton, TX 76513
Phone: (254) 215-2065
phil.haggerty@bisd.net

Matthew Van Valkenburgh

Executive Director of Aviation
Killeen-Ft. Hood Regional Airport
8701 S. Clear Creek Rd.
Killeen, TX 76541
Phone: (254) 501-8701
mvanvalkenburgh@killeentexas.gov

James O'Donley

Regional Manager
BNSF Railway-Temple
2100 Barker Blvd.
Temple, TX 76501
Phone: (817) 867-6137
James.odonley@bnsf.com

Michael Bolin, P.E.

Deputy District Engineer
TxDOT Waco District
100 South Loop Dr.
Waco, TX 76704
Phone: (254) 867-2740
michael.bolin@txdot.gov

David Lutz

Operations Manager
Temple & Central Texas Railway
(Patriot Way)
3111 Eberhart Rd.
Temple, TX 76504
Phone: (254) 931-9545
David.Lutz@PatriotRail.com

FREIGHT ADVISORY COMMITTEE

Kaylon Page

Project Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr. Suite 600
Cedar Park, TX 78613
Phone: 903-348-8651
kaylon.page@oldcastlematerials.com

Barry Egbert

Operations Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr. Suite 600
Cedar Park, TX 78613
Phone: (512) 694-6915
barry.egbert@oldcastlematerials.com

James Tarvin

Operations Manager
Wheeler coatings Asphalt (Old
Castle Materials)
701 S. Loop 340
Waco, TX 76706
Phone: (254) 752-7557
james.tarvin@oldcastlematerials.com

Joe Barber

Manager
Wheeler Coatings Asphalt (Old
Castle Materials)
1320 Arrow Point Dr, Suite 600
Cedar Park, TX 78613
Phone: (512) 861-7100
jbarber@oldcastlematerials.com

Rex Ross

General Manager
Miller Springs Materials
6218 N. Hwy 317
Belton, TX 76513
Phone: (254) 780-9959
rexross@millerspringsmaterials.com

Jim Boultinghouse

Quarry Manager
Miller Springs Materials
6218 N. Hwy 317
Belton, TX 76513
Phone: (254) 780-9959
jboultinghouse@prim.com

Rick Lewis

Area Manager, Belton Operations
PSC James Construction Group
5880 W. US 190
Belton, TX 76513
Phone: (254) 939-8610
rlewis@jcqlc.com

Michael Smart

Field Service Representative
DRS Technologies
7720 Airport Blvd, Building 13
Temple, TX 76502
Phone: (254) 770-3220
mrsmart@drs-rsta.com

Brian Ranly

Manager, Logistics & Operations
Wilsonart Inc.
10535 NW HK Dodgen Loop
Temple, TX 76502
Phone: (254) 207-6372
ranlyb@wilsonart.com

Jim Butler

General Manager
Fikes Wholesale
P.O. Box 6115
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 774-1932
jbutler@gpscarrriers.com

Jim VonAchen

Director of Transportation Support
McLane Company Inc.
P.O. Box 6115
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 771-7590
jim.vonachen@mcclaneco.com

Danny Rimbart

Transportation Manager
McLane Company Inc
2828 Industrial Blvd
Temple, TX 76501
Phone: (254) 770-2893
danny.rimbart@mcclaneco.com

Ginger Watkins

Economic Development Director
Cameron Industrial Foundation
102 E. First St.
Cameron, TX 76520
Phone: (254) 697-4970
g Watkins@cameronindustrialfoundation.com

Kale Driemeier

Planner, Freight and International
Trade Section
Texas Department of Transportation
125 East 11th St., Austin, TX 78701
Phone: (512) 936-0961
Kale.Driemeier@txdot.gov

Justin Morgan

Transportation Planner
FHWA-Texas Division
J.J. Pickle Federal Building
300 E. 8th Street, Suite 826
Austin, TX 78701
Phone: (512) 536-5943
Justin.Morgan@dot.gov



FREIGHT ADVISORY COMMITTEE

James Mulheron

Traffic Management Specialist

LRC, Transportation Division

Fort Hood

Fort Hood, TX

Phone: (254)553-1921

james.a.mulheron.civ@mail.mil

Daniel Dougherty

LRC, Transportation Division

Fort Hood

Fort Hood, TX

Phone: (254) 288-4587

daniel.w.dougherty.civ@mail.mil

Collin Hill

Location Manger

Livestock Nutrition Center

713 B. Industrial Blvd

Cameron, TX 76520

Phone: (254) 605-0705

collinh@lnc-online.com



STAFF

Uryan Nelson

MPO Director

Phone: (254) 770-2373

Fax: (254) 770-2360

uryan.nelson@ctcog.org

Kendra Coufal

Planning Services Manager

Phone: (254) 770-2363

Fax: (254) 770-2360

kendra.coufal@ctcog.org

James McGill

Regional Planner

Phone (254) 770-2366

Fax: (254) 770-2360

james.mcgill@ctcog.org

Helen Owens

Regional Planner

Phone (254) 770-2364

Fax: (254) 770-2360

helen.owens@ctcog.org



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 (2021-2031) Projects with Allocated Funding as of September 2021 and Listed in the Transportation Improvement Program (TIP)

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
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	Allocation: \$62,269,000 4-year UTP Fiscal Constraint: \$68,585,914
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 to 4 In divided highway	49.54	3	3	\$67,200,000	2023	Yes	L, H,	
T45-18	N/A	SH 95 Turn Lanes	Barnhard Rd to 0.6 mi. S of Barnhard Rd	Add turn lanes on west side	40.82	22	25	\$1,219,000	2022			

CATEGORY 4 PROJECTS (STATEWIDE CONNECTIVITY 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
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 to 4 In divided highway	49.54	3	3	\$67,200,000	2023	Yes	L, H,	Allocation: 36,950,000

CATEGORY 7 PROJECTS (SURFACE TRANSPORTATION PROGRAM-METROPOLITAN MOBILITY)

KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding
T40-15	0184-03-039 0232-01-053	Adams Ave/Central Ave. Bicycle/Pedestrian Improvements	IH-35 to MLK Jr Blvd (Spur 290)	Installation of ADA compliant sidewalks traveling east on Central Avenue from 31st Street to 3rd Street and west on Adams Avenue from 3rd Street to 31st Street with tapered connections to existing sidewalks at bridges	92.00	2	2	\$1,913,044	2021	Yes	EJ, H	Allocation: \$27,584,615 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	2023	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	
N40-03	N/A	Old Nolanville Rd Bridge	Bridge on Old Nolanville Rd to IH-14	Upgrade bridge, shared use path	43.61	9	5	\$1,924,841	2022	No	—	
D45-01	N/A	W Main St/Luther Curtis Rd	Church Ave to 0.4 mi. W of Lee Mays Blvd	Rehabilitate and widen to 2 ln + CTL, 12' shared use path	38.16	33	7	\$3,200,000	2022			
H30-05b	0909-36-171	Warrior's Path Phase 2	Pontotoc Trace to FM 2410	Add left turn lane, 10' shared use path, 6' sidewalk	37.65	36	8	\$3,101,020	2023	No	H	
S45-01	N/A	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pavement rehabilitation	34.71	46	9	\$1,005,200	2022			
K45-03	N/A	W Rancier Ave	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	60.27	1	1	\$3,240,000	2024			
T40-13a	0909-36-173	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 0.04 mi. E of S 5th St	Construct 10 ft wide hike/bike trail	58	3	3	\$1,343,510	2022			

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 Improvements	Main St (SH 317) to Waco Rd (FM 817)	Construct ADA compliant ramps, sidewalks, and crosswalks and add striping for a bik lane on the south side of the roadway	72.16	7	4	\$539,233	2023	No	P	Allocation: \$1,901,060 4-year UTP Fiscal Constraint: \$1,576,040
T40-13a	0909-36-173	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 200 ft E of S 5th St	Construct 10 ft wide hike/bike trail	58	3	3	\$656,490	2022			
N40-05	N/A	FM 439 Spur Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	52.63	6	4	\$705,337	2022			

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
D45-02	0909-36-180	Troy - Mays Middle School SRTS	On Lee Mays Blvd and Luther Curtis Rd to Raymond Mays Middle School	Construct 0.2 miles of accessible sidewalks with crosswalks and ADA ramps.	N/A	N/A	N/A	\$277,571	2021	No	N/A	Allocation: \$277,571 Fiscal Constraint: n/a

Other Projects												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score 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
GROUPED PROJECTS												4 Year Total TIP Allocation: \$68,380,161 *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												
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 9}
K30-13a	0909-36-175 0909-36-172	Chaparral Rd Phase 1	SH 195 to E Trimmier Rd	Widen from 2 ln to 4 ln, 8' bike ln 5' sidewalk or SUP both sides	52.47	1	1	\$12,880,000	2025	No	EJ, H	Categories 2, 7 Years 5-10 Short Range Allocations: \$186,833,795 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: -\$4,647,994 *Available = UTP constraint - TIP allocations - Short Range Cat 2, 7, 9 allocations
W40-04a2	N/A	Loop 121 Phase 1b	IH-14 to IH-35	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	50.74	2	2	\$21,280,000	2025			
T40-07b	0909-36-174	Outer Loop West Phase 2	Riverside Trail to IH-35 Frontage Rd	Widen and new construction 4 ln, trail	47.28	6	4	\$1,960,000	2027	No	P, H	
C45-02	N/A	SH 9 Offramp	SH 9 to BUS US 190	New construction 1 ln direct connector	41.17	20	6	\$28,000,000	2025			
C45-04	N/A	W Avenue B Phase 1	N 1st St to Courtney Ln	Widen to consistent 4 CLT, 11' shared use path, 6' sidewalk	47.62	4	10	\$8,982,400	2025			
W40-04b	N/A	Loop 121 Phase 2	IH-35 to FM 436	Widen 2 ln to 4 ln with raised median, 10' SUP, 6' sidewalk	46.92	7	12	\$10,080,000	2029			
B40-11	N/A	FM 2271	FM 1670 to FM 439	New construction 2 ln, 10' shared use path	44.85	8	13	\$55,664,000	TBD			
W30-17	1835-01-026	FM 93 - Phases 1 and 2	SH 317 to Wheat Rd	Widen from 2 ln to 4 ln divided, shared use path	43.21	12	16	\$16,800,000	2026	Yes	EJ, H, P	
W35-07	0320-06-008	Loop 363	Lucius McCelvey Dr to Industrial Blvd	Expand to 4 ln, intersections @ Lucius McCelvey & Industrial	41.86	16	20	\$50,400,000	2025	Yes	H	Categories 2, 7, 11 Years 11-25 Long Range Allocations: \$361,767,429 MTP Long Range Fiscal Constraint: \$364,100,000 Available: \$2,322,571
T15-06k	0015-14-109	IH 35	US 190 to LP 363	Widen from 6 ln to 8 ln	47.53	5	11	\$308,000,000	2031	Yes	EJ, H	
W30-23	0184-04-051	US 190	FM 1741 to FM 436	Expand to 4 FRWY with grade separation and FRTG	43.53	10	14	\$115,360,000	2029			
T35-36a	N/A	S 1st St	Ave M to Ave U	Widen from 4 ln to 4 ln divided, hike & bike trail	43.28	11	15	\$9,520,000	2025			
C45-05	N/A	W Avenue B Phase 2	Courtney Ln to Bermuda St	Expand to 2 ln WB, 1 ln EB, CLT, 11' shared use path	43.01	13	17	\$15,153,600	2027			
K30-23	N/A	Jasper Dr overpass	Daisy Dr to S 2nd St	Widen to 8 ln	42.55	14	18	\$27,583,528	TBD			

K40-11	N/A	W S Young Dr	Illinois Ave to Elms Rd	Access management	42.39	15	19	\$15,680,000	TBD			Regionally Significant Unfunded List: \$530,942,577
K40-24	N/A	Featherline Rd	Stagecoach Rd to Chaparral Rd	Widen to 4 CLT with roundabouts at Stagecoach and W S Young	41.84	17	21	\$8,832,748	TBD			
B45-12	N/A	IH-35 @ IH-14 Interchange Safety	Connell St to E Ave H	Add messaging boards, striping, improve pavement, other safety improvements	41.54	18	22	\$2,016,000	TBD			
H15-01	N/A	FM 3423 (Indian Trail Dr)	IH-14 to BUS US 190 (VMB)	Add center turn lane, 6' sidewalk both sides	41.34	19	23	\$6,570,928	2026			
W25-02	0184-02-056	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 ln to 4 ln divided	40.92	21	24	\$44,800,000	TBD			
W35-04	0836-03-069	FM 439	Roy Reynolds Dr to FM 3219	Widen from 2 ln to 4 ln CLT	40.82	22	26	\$13,440,000	2045			
C45-08	N/A	BUS 190 Phase 2b	Leonard Rd to Robertson Ave	Remove CLTto change to 4D with median, 11' shared use path, 6' sidewalk	40.27	23	27	\$5,264,000	2027			
W35-03	N/A	SH 195	FM 3470 to Chaparral Rd	Expand to 4 FRWY with FRTG	40.19	24	28	\$58,744,000	TBD			
B40-10	N/A	FM 1670	IH-14 to Three Creeks Blvd	Widen 2 ln to 4 ln, 10' shared use path	40.18	25	29	\$6,320,563	TBD			
K40-16	N/A	E Trimmier Rd	Stagecoach Rd to Chaparral Rd	Widen to 5 lanes - assume 4 CLT	39.48	26	30	\$6,772,640	TBD			
H45-01	N/A	E FM 2410 (Knight's Way) Phase 1	Cedar Knob Rd to Warriors Path	Widen 2 ln to 4 ln CLT	39.39	27	31	\$6,392,512	2026			
B40-07	N/A	Connell St	IH-14 to Loop 121	Widen 2 ln to 4 ln with raised median, 10' shared use path, 5' sidewalk	39.20	28	32	\$8,400,000	TBD			
K40-17	N/A	W Trimmier Rd	Stagecoach Rd to Chaparral Rd	Widen to 4 CLT	39.00	29	33	\$7,698,684	TBD			
C45-07	N/A	BUS 190 Phase 2a	Georgetown Rd (FM 116) to Leonard Rd	Remove CLTto change to 4D with median, 11' shared use path, 6' sidewalk	38.38	30	34	\$11,312,000	2026			
D40-01	N/A	N Waco Rd (Old US 81)	W Main St to Big Elm Rd	Widen to 2 CLT, 12' shared use path	38.37	31	35	\$16,240,000	2023			
T45-15	N/A	Outer Loop East	IH-35 to FM 93	New construction 4 ln divided, hike & bike trail	38.21	32	36	\$82,880,000	2025			
H45-03	3409-01-007	FM 3481 (Stillhouse Lake Rd) Phase 1	Prospector Trail to Proposed Chaparral Rd intersection	Widen 2 ln to 4 ln CLT	37.92	34	37	\$7,276,640	2040			
W35-08	N/A	FM 93	FM 1741 to SH 36	Widen from 2 ln to 4 ln with median, grade separated at RR crossing	37.91	35	38	\$59,360,000	TBD			
H30-01	N/A	BUS US 190 (Veterans Memorial Blvd)	N Roy Reynolds Rd to IH-14	Reduce to 2 ln, 10' sidewalks both sides	37.15	37	39	\$9,296,000	2035			
B40-08	N/A	Sparta Rd	Loop 121 to Dunns Canyon Rd	New construction right turn lane Loop 121 to school, 10' path Tiger Dr to Dunns	37.01	38	40	\$1,680,000	TBD			
C45-03	N/A	Courtney Ln	Fairbanks St to N 1st St (FM 116)	Add a center turn land, 10' shared use path, 6' sidewalk	36.81	39	41	\$4,631,200	2023			
W30-21	N/A	Loop 363 Intersection	LP 363 @ FM 2305	Reconstruct the interchange	36.73	40	42	\$22,400,000	TBD			
C45-09	N/A	BUS 190 Phase 2c	Robertson Ave to E Ave D	Remove CLT to change to 4D with median, 11' shared use path, 6' sidewalk	35.56	42	43	\$9,689,120	2027			
C45-06	N/A	Big Divide Rd Phase 1	Colorado Dr to W Ave B (FM 1113)	Expand to 4 CLT, 6' sidewalk both sides	35.54	43	44	\$13,552,000	2025			
B40-09	N/A	Avenue D West	Near Kennedy Ave to Wheat Rd	New construction 2 ln 10' shared use path	35.46	44	45	\$5,508,720	TBD			
B45-10	N/A	Southwest Parkway South	Loop 121 to Shanklin Rd W	New construction 3 ln, 10' shared use path, 5' sidewalk	35.37	45	46	\$6,272,000	TBD			
N40-07	N/A	Warrior's Path Extension Phase 1	Old Nolanville Rd to IH-14	New construction 2 ln	34.01	47	47	\$6,387,646	2027			
H45-02	N/A	E FM 2410 (Knight's Way) Phase 2	Warriors Path to Rummel Rd	Widen 2 ln to 4 ln CLT	33.91	48	48	\$6,354,320	2030			
B30-02	N/A	Shanklin Rd W Outer Loop	E end of Three Creeks Subdivision to IH-35	New construction 4 ln 10' shared use path	33.55	49	49	\$13,238,400	TBD			
N40-06	N/A	Railroad Crossing Safety	RR Crossings @ Pleasant Hill Rd, N 5th St, Main St, & Jackrabbitt Rd	Upgrade RR crossings	31.55	50	50	\$903,578	2021			
B45-11	N/A	Shanklin Rd N-S	Loop 121 to Shanklin Rd E-W	New construction 3 ln, 10' shared use path, 5' sidewalk	30.55	51	51	\$6,720,000	TBD			
B30-03	N/A	Belton Outer Loop East	IH-35 @ Shanklin Rd to FM 436	New construction 2 ln, 10' shared use path	30.47	52	52	\$13,507,200	TBD			
B45-09	N/A	Toll Bridge Rd	Elmer King Rd to Shanklin Rd	Widen to 4 ln collector, 10' shared use path	30.27	53	53	\$10,080,000	TBD			
B40-02	N/A	Southwest Parkway North	Loop 121 to Huey Dr	Widen to collector and extend, 5' sidewalk both sides	29.63	54	54	\$1,579,200	2024			
N40-12	N/A	Paddy Hamilton Rd/Jackrabbitt Rd	IH-14 @ Paddy Hamilton Rd to IH-14 @ Jackrabbitt Rd	Widen roads with shoulders	29.45	55	55	\$7,022,400	2024			
N45-01	N/A	FM 439 Spur	IH-14 to Lonesome Oak Dr	Add traffic light and turn lane	28.99	56	56	\$1,310,400	2022			
B30-01	N/A	George Wilson Rd extension	FM 93 to FM 439	New construction 2 ln, 10' shared use path	28.80	57	57	\$1,553,422	TBD			
B45-08	N/A	Mesquite Rd	IH-35 to Shanklin Rd	Widen to collector and extend, 5' sidewalk both sides	28.46	58	58	\$5,936,000	TBD			
H30-03	N/A	FM 3219	BUS US 190 (VMB) to FM 439	Widen from 2 ln to 4 ln divided and elevate, 6' sidewalks on both sides	27.91	59	59	\$15,320,256	2050			

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	
TRANSPORTATION CHOICES/LIVABILITY PROJECTS ⁸												
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 9}
B45-02	N/A	E 6th Ave Sidewalk	Main St (SH 317) to IH-35 frontage road	Construct 5' sidewalks on both sides, relocate dry utilities underground, and other utilities outside of pavement	58.74	2	2	\$12,320,000	TBD			Category 9: Years 5-10 Short Range Allocations: \$18,934,384 UTP 10-Year Fiscal Constraint: \$254,490,702 Available: -\$299,133
S45-03	N/A	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible concrete sidewalks.	38.72	19	5	\$647,024	2025			
K45-04	N/A	Veterans Memorial Blvd	Ft Hood St (SH 195) to WS Young Dr	Construct 6' wide concrete sidewalk, pedestrian signals, ADA ramps and crosswalks.	52.44	7	8	\$3,360,000	TBD			
T40-13b	0909-36-173	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 ft wide hike/bike trail	52.26	8	9	\$2,607,360	2025			
K45-02	N/A	Killeen-Ft Hood Regional Trail	W Elms Rd @ Robinett Rd to Clear Creek Rd (SH 201)	Construct a 10'-12' wide concrete sidewalk/trail.	53.44	4	6	\$8,400,000	TBD			Category 9 Funding: Years 11-25 Long Range Allocations: \$24,603,088 MTP Long Range Fiscal Constraint: \$41,600,000 Available: \$16,996,912
B45-05	N/A	Commerce/Industrial SUP	Sparta Rd to SH 317	Construct 10 ft wide shared use path on east side of Commerce St and north side of Industrial Park Rd	52.99	5	7	\$1,381,333	TBD			
B45-07	N/A	Avenue H Sidewalk/Road Improvements	Saunders St to S Pearl St than north to W Ave D	Construct 5' sidewalk on north side of Ave H, reconstruct roadway and widen to 2 lanes with curb and gutter	52.17	9	10	\$1,232,000	TBD			
B45-04	N/A	Beal Street Sidewalk	E 24th Ave to Downing St	Construct 5' sidewalk on east side from E. 24th Ave to Downing St, construct 5' sidewalk on both sides	51.53	10	11	\$644,000	TBD			
T45-02	N/A	Downtown Sidewalks - 1st and 3rd Street	Mayborn Civic Center to Ave A	Construct and repair sidewalks with ADA-compliance ramps, crosswalks and landscaping	51.16	11	12	\$3,046,400	2025			
B45-01	N/A	Belton's Georgetown Rails to Trails SUP	E Ave B to Leon River Bridge	Construct 10 ft. wide shared use path to connect KTMPO projects B40-05 and T40-13	50.35	12	13	\$2,352,000	TBD			
N40-11	N/A	Nolan Creek Trail	Bridge on Old Nolanville Rd to Levy Crossing	Construct 10 ft multi-use trail boarding Nolan Creek	47.8	13	14	\$1,691,152	2025			
B45-06	N/A	Central Avenue Sidewalk	Main St (SH 317) to Pearl St	Replace sidewalk along W. Central Ave with 5' wide ADA compliant sidewalk on north side of Central Ave	47.63	14	15	\$476,000	TBD			
T45-03	N/A	Downtown Sidewalks - East Central	Martin Luther King Jr Dr to N 22nd St	Construct 6 ft wide sidewalks, repair existing sidewalks with crosswalks and landscaping	42.64	15	16	\$672,000	2025			
T25-05	N/A	FM 2271 Trail	FM 2305 to Miller Springs Nature Area	Construct 8 ft wide trail	42.53	16	17	\$1,064,000	2025			
T45-09	N/A	Apache Drive Sidewalk	West Adams Ave to Gila Trail	Construct 6 ft. wide sidewalks and crosswalks	42.37	17	18	\$436,837	2025			
S45-04	N/A	Thomas Arnold Road Sidewalks	Salado School Rd to IH-14	Construct ADA accessible concrete sidewalks.	40.73	18	19	\$259,728	2025			
S45-06	N/A	Salado School Road Sidewalks	Thoomas Arnold Rd to W Village Rd	Construct ADA accessible concrete sidewalks.	37.81	20	20	\$299,376	2025			
N40-09	N/A	Pleasant Hill Bike Lanes	600 ft N of Wayne Dr to IH-14	Construct Class 2, buffered on-street bike lane	36.46	21	21	\$856,800	2025			
S45-05	N/A	West Village Road Sidewalks	Thomas Arnold Rd to Williams Rd	Construct ADA accessible concrete sidewalks.	35.81	22	22	\$521,360	2025			
N40-13	N/A	Wildwood Trail	Lonesome Oak Dr to Ave I	Construct an 8 ft. wide multi use trail	32.99	23	23	\$952,000	2025			
S45-02	N/A	Salado Creek Crossing Project	Pace Park to Royal Street	Construct a stone path across the Salado Creek that would connect the north and south sides	30.73	24	24	\$318,102	2025			
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	—	Unscored/Unfunded List
S40-04b ¹	N/A	Main St Sidewalks Phase 2	College Hill Dr to Salado Plaza Dr	Main St improvements to include pavement widening, bike paths, drainage improvements.	N/A	N/A	N/A	\$2,223,044	N/A	No	H, ARZ, ES	
K40-21b	N/A	Heritage Oaks Hike & Bike Trail Segment 5	Chaparral Rd @ Rosewood Dr to USACE Property	Construct shared use path for bicyclists and pedestrians	N/A	N/A	N/A	\$1,300,000	N/A	No	EJ, ARZ	
TRANSIT PROJECTS												
KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Score ¹	Project Ranking ¹	Prioritized List ¹	Estimated Cost	Estimated Let Date	CMP Network ²	Environmental Considerations ³	Funding ⁴
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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

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

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

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

Environemntal Considerations	
Symbol	
EJ	Environmental Justice Community of Concern
L	Landfill
H	Cemeteries, Archaeological Sites, Historical Markers
ARZ	Aquifer Recharge Zone
ES	Endangered Species
P	Park

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

⁵Project is a combination between C35-02a and C35-02b. Projecct 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	July 21, 2021
September 18, 2019*	September 16, 2020	September 22, 2021
October 23, 2019	January 13, 2021	
February 19, 2020*	April 21, 2021*	

* Administrative Amendments

⁹**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 exhausteted, any remaining projects are listed from high to low in the Regionally Significant Unfunded list. Orange projects are NOT projected to receive funding during the planning period
Yellow - Projects that are unscored are listed at the bottom of each section and have no estimated timetable for receiving funding.

Note on Roadway vs Livability Tracks:
Projects in the Livability Track are allocated funding from the latest Category 9 funding estimates only.
Porjects in the Roadway Track are allocated funding from the latest Category 2 and Category 7 estimates.

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

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



2045 Metropolitan Transportation Plan Project Listing

MTP LET PROJECTS THAT ARE STILL ACTIVE

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

End of Packet