



**FISCAL YEARS (FYs) 2022-2023**

**UNIFIED PLANNING WORK PROGRAM**

**KILLEEN - TEMPLE METROPOLITAN PLANNING  
ORGANIZATION**

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This document was prepared in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of FHWA, FTA or TxDOT.

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## INTRODUCTION

### **PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM:**

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPPO) planning process for FYs 2022-2023. The activities are required to implement the provisions of 23 USC 134 and 49 USC 5303 and are conducted in accordance with 23 CFR 420, 23 CFR 450, and FTA Circular C8100. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple urbanized area.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations. Several transportation bills have been implemented in the past. These include the following:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020; reauthorized for fiscal year 2021). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

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

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

- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

In addition, the MPO supports national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 USC 150:

- **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** achieve a significant reduction in congestion on the National Highway System.
- **System reliability:** improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The MPO continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Other interested parties

The MPO continues to consult and cooperate with federal, state, and local agencies and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans. The KTMPO network of agencies are listed below:

- .... Airports/Railroads
- .... Bureau of Land Management Forest Service (US Department of Agriculture)
- .... Local Chamber of Commerce
- .... Local City Government
- .... Local Educational Institutions

- .... General Land Office
- .... Bell County
- .... Coryell County
- .... Congressional Representatives
- .... Department of Aging & Regional Services
- .... Department of Section 8 housing
- .... Fort Hood
- .... Homeland Security
- .... Historical Commission
- .... Lampasas County
- .... Local Churches
- .... Local Historical Agencies
- .... Local Land Use Plans (City and County)
- .... Local Parks and Recreation Departments
- .... Local Economic Development Corporations
- .... Local Planning & Zoning Commissions
- .... Local Transportation agencies
- .... National Marine Fisheries
- .... Public Libraries
- .... State Representatives
- .... Tribal Nations
- .... Texas Commission on Environmental Quality (TCEQ)
- .... Texas Historical Commission
- .... Texas Parks and Wildlife
- .... U.S. Army Corps of Engineers
- .... U.S. Border Patrol
- .... U.S. Department of Transportation
- .... U.S. Environmental Protection Agency
- .... U.S. Fish and Wildlife Services
- .... U.S. Geological Survey

In conjunction with the development of the Mobility 2045 Metropolitan Transportation Plan (MTP), environmental issues were considered. A general discussion of potential environmental issues has occurred in consultation with federal, state, tribal nations, environmental, and other regulatory agencies. This discussion is included in the MTP.

Transportation plans will include the use of visualization technology/techniques. The MPO will continue to investigate technology solutions as funding is available. Examples of visualization techniques may include charts and graphs, tables, Geographic Information System (GIS) maps overlaid with data, computer simulation, photo manipulation and static maps. The intent for this technique is to better depict the programs and their impact on the public. The KTMPO will utilize visualization techniques during the development of the short-term and long-term transportation plans.

#### **DEFINITION OF THE KTMPO PLANNING AREA:**

The Metropolitan Planning Area (MPA) includes the cities of Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Temple, Troy, and Village of Salado. The planning area includes areas that may be reasonably expected to become urbanized in the next 25 years in between those cities and within the counties of Bell, Coryell, and Lampasas. (See Appendix B.)

#### **ORGANIZATION:**

KTMPO policy is guided by the Transportation Planning Policy Board (TPPB). TPPB Membership is defined in an officially adopted set of bylaws. A list of the TPPB Membership is provided in Appendix A. The TPPB provides policy guidance for the organization and is responsible for reviewing and approving the MPO's MTP, the Transportation Improvement Program (TIP), and UPWP. The Technical Advisory Committee (TAC), appointed by local jurisdictions, assists the TPPB in reviewing projects from the technical point of view and advising the TPPB on technical issues. MPO staff is comprised of planning and technical professionals responsible for the administration of this organization.

The Central Texas Council of Governments is under contract with TxDOT to provide professional technical support, staff, and administrative support for the MPO per federal funding agency guidelines. Currently, the staff consists of a Director, Manager, Planners, GIS technicians, and support personnel.

**PRIVATE SECTOR INVOLVEMENT:**

Private consultants may be used, but not limited, to conduct special studies within the region including thoroughfare plans and traffic counts; may be used to conduct demographic and traffic studies for planning public transit system routes and services; and may be used to collect additional necessary transportation data.

**PLANNING ISSUES AND EMPHASIS AREAS:**

In accordance with the continued implementation of the transportation legislation, KTMPO will use this work program to identify and address the following transportation planning issues and emphasis areas:

- Coordinate with local, regional, state, and federal agencies in the development of a comprehensive, accessible, and seamless transportation system for all citizens;
- Provide transportation planning assistance to the Killeen and Temple Urban Transit Districts in fulfilling their role as the provider of urban transit service;
- Evaluate transportation alternatives scaled to fit the region, its transportation issues, and the realistically available resources from a context sensitive approach to develop a sustainable transportation system that improves the livability of our region;
- Continue data development and implementation of the Congestion Management Process (CMP);
- Monitor the implementation of the 2045 MTP;
- Manage the TIP to ensure that it serves the region's goals;
- Involve the general public in the transportation planning process through the implementation of the PPP;
- Continue to transition to Performance-based Planning and Programming (PBPP) by working with our federal, state and local partners (expectations of performance targets will to continue to be identified by state partners during this UPWP cycle and efforts with local partners to collect performance data will occur during this cycle as well);
- Continue "Regional Models of Cooperation" efforts and "Ladders of Opportunity" through meetings with Transit and area/regional MPOs on air quality, roadways, freight, transit, and other transportation planning issues. KTMPO staff will continue hosting quarterly Central Texas Regional Transportation Advisory Group meetings and bi-monthly Planner Roundtable sessions to discuss common gaps, successes, and challenges. These meetings allow the KTMPO region to address transportation efforts and needs on a "real time" basis;
- Continue to facilitate a Freight Advisory Committee (FAC) to identify KTMPO Freight needs and issues;
- Continue to facilitate regular meetings of the Bicycle/Pedestrian Advisory Committee (BPAC) to identify non-motorized transportation needs within the region;
- Tackle the climate crisis by investing in plans and projects that increase the resilience of the regional transportation system to extreme weather events and other disasters and help achieve the national greenhouse gas reduction goals;
- Advance racial equity and support for underserved and disadvantaged communities through strategies that include input from members of these communities during the planning process and that invest in the infrastructure, safety, transit development, and pollution reduction of these communities;

- Implement policies and projects that make the regional street system safe for all road users including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists of all ages and abilities;
- Increase the amount of meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued participation from individuals without access to computers and mobile devices;
- Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities;
- Coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands;
- Implement Planning and Environment Linkages (PEL) as part of the transportation planning and environmental review processes; and
- Incorporate data sharing and consideration into the transportation planning process.

#### **REGIONAL PERFORMANCE MEASURES:**

The FAST Act required KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving regional performance targets for the following measures:

- Safety
- Pavement & Bridge Condition
- System Performance (Travel Time Reliability) & Freight Reliability
- Transit Asset Management/State of Good Repair
- Public Transportation Agency Safety



## **TASK 1.0 ADMINISTRATION / MANAGEMENT**

### **A. OBJECTIVE:**

To ensure that the metropolitan area transportation planning process is a fully cooperative, comprehensive and continuing activity. This is characterized by a pro-active public involvement process, constant monitoring of on-going planning activities, and assurance that all modes of transportation are given consideration as elements of a multi-modal urban transportation system in the overall planning process. This task also ensures the incorporation of previous federal legislation and FAST Act requirements.

### **B. EXPECTED PRODUCTS:**

The expected product is a management structure that accomplishes established planning objectives in conformance with state and federal requirements. All UPWP tasks will be budgeted and scheduled in advance as best as possible to assure that the majority of efforts are properly sequenced and resourced. Planning documents produced may include the Annual Performance and Expenditure Report, the Annual Project Listing, Annual Title VI Report, and modifications to the Bylaws (as needed). Consultant procurement activities will be conducted by MPO as needed.

### **C. PREVIOUS WORK:**

1. Prepared the FYs 2019-2020 Annual Performance and Expenditure Reports, FYs 2019-2020 Annual Project Listings, and the FYs 2020-2021 UPWP and administrative amendments.
2. Conducted TPPB and TAC meetings; facilitated Bicycle/Pedestrian Advisory Committee (BPAC) and Freight Advisory Committee (FAC) meetings and or workshops; hosted bi-monthly Planner Roundtable meetings when possible to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary. These regularly scheduled meetings are ongoing, when possible.
3. Attended various community events such as Ft. Hood Earth Day, Gatesville ISD Earth Day, and Leadership Central Texas and served as representative on Central Texas Regional Transportation Advisory Group to promote awareness of transportation-related topics (i.e. air quality, transportation options, etc.). Attending events, promotional efforts and serving as committee representative when possible is ongoing.
4. Maintained a management structure that accomplishes the planning objectives set forth. Maintenance of structure is ongoing.
5. Staff members attended various workshops and conferences sponsored by TxDOT, FHWA, FTA, National Highway Institute (NHI). Topics included freight movement, planning and environmental linkages, local government planning, project evaluation trainings, public involvement, resiliency, performance measure compliance and others. Conferences included the American Planning Association annual meeting, Association of Metropolitan Planning Organizations, TxDOT Transportation Forum, TxDOT Transportation Planning Conference, and others.
6. Staff also participated in free FHWA/TxDOT sponsored webinars as available on a wide range of planning topics to include Census Data, Environmental Justice, and Title VI, performance measures, public engagement, freight and mobility planning. Attending meetings, trainings, and conferences is ongoing.
7. Maintained demographic data and used in evaluating and selecting projects with regard to Environmental Justice (EJ) areas; location and impact of a project with regard to EJ areas was considered. Data collection for EJ areas is ongoing.
8. Provided administrative support to all MPO entities and members as requested to include data, maps, information, and presentations. Efforts of administrative support are ongoing.

9. Provided the public with up-to-date transportation related information via email and KTMPO website updates to include: social media, presentations, KTMPO meeting materials, transportation related news from all partners, current KTMPO transportation planning documents, transportation planning information handouts and quarterly newsletters when possible. Public awareness of transportation related information is ongoing.
10. Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
11. Worked with the TPPB/TAC on revised project scoring criteria, issued project call for MTP reprioritization resulting in the competitive selection of projects and reprioritized project listing.

**D. SUBTASKS:**

**1.1. General Administration**

Work items under this subtask include reports, correspondence and documentation of actions for the record, inventory, accounting and financial management; staff supervision and personnel administration; meetings; consultant contract procurement, management and oversight; staying abreast of rules and regulations from FWHA, FTA, and TxDOT; and other administrative duties and correspondences, to include the following:

Committee and Board Support: MPO staff will provide administrative support for the TAC, TPPB, Bicycle/Pedestrian Advisory Committee (BPAC), Freight Advisory Committee (FAC), and Planner Roundtable.

Title VI Civil Rights Evaluation/Environmental Justice: The MPO will continue to follow guidance on Title VI and EJ compliance for all projects and procedures and will update the PPP accordingly. The MPO will continue to utilize demographic data related to Title VI/EJ and integrate these tools into project selection for development of the MTP and the TIP. Public hearings will be held in EJ areas at ADA accessible common facilities, during mid-day or early evening hours and will avoid being scheduled near or on significant holidays. The public is encouraged to contact KTMPO for special needs accommodation.

Regional Habitat Conservation Plan: The MPO will support the development of a regional habitat conservation plan.

Public Participation Plan: KTMPO will update and monitor the Public Participation Plan as needed to ensure it conforms to federal legislation, along with state and local requirements to include Title VI and Environmental Justice. Revisions will be implemented as needed to improve the effectiveness of the public input process and KTMPO will consider appropriate best practices from other MPOs and public agencies.

Public Involvement and Outreach: Staff will offer presentations and materials as requested to the public. Staff will continue to explore public outreach efforts such as surveys and internet-based outreach mechanisms. KTMPO staff will develop and participate in community outreach programs. These community outreach opportunities will keep citizens informed about the transportation planning process and provide additional opportunity for public input. Staff will provide “livestreaming” of the policy board meetings. Staff will provide the public with up-to-date transportation related information via email, social media, the KTMPO website, and quarterly newsletters. KTMPO will maintain all functional website information/design through staff and contracted services.

UPWP: MPO staff will coordinate with the TPPB to assess the status of the MPO and the needs of members and plan a budget for the next two-year scope of work. MPO staff will review and amend the UPWP in FYs 22 & 23 as needed and will develop the next two-year UPWP in 2023.

#### 1.2. Training

Staff will attend workshops or meetings conducted by FHWA/FTA/TxDOT, the State Transportation Planning Conference, regional KTMPO business, Waco/Brownwood Districts, TxDOT meetings and briefings, local MPO efforts, Texas Technical Working Group, meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO), and courses appropriate for increasing staff familiarity and expertise with transportation planning, which includes all modes of transportation.

#### 1.3. Travel

Staff travel will primarily be utilized for the following tasks: workshops or meetings conducted by FHWA/FTA/TxDOT, the State Transportation Planning Conference, regional KTMPO business, Waco/Brownwood Districts, TxDOT meetings and briefings, local MPO efforts, Texas Technical Working Group and meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO). The MPO may send representative(s) to the Association of MPOs' national meeting and to other national/state/local meetings where transportation issues and/or workshops/trainings are presented. The KTMPO staff will seek prior approval for "out of state" travel.

#### 1.4. Equipment

Equipment needs for the KTMPO may include software and automation maintenance services in order to meet the local transportation planning needs. The automation needs for the KTMPO may include, but are not limited to the following: IT infrastructure, meeting recording and live-streaming equipment, GPS units, congestion monitoring data and equipment, data collection devices, servers, computers, peripherals, furniture, and general office equipment. KTMPO will offer insights on and monitor user performance of regional trails through smart-phone application, created and supported by the BPAC Committee.

Equipment Purchases– KTMPO understands acquisition costs do not only apply to a single item. *§200.2 Acquisition cost includes the net invoice price of the equipment, including the cost of any modifications, attachments, accessories, or auxiliary apparatus necessary to make it usable for the purpose for which it is acquired.* If equipment would, in combination, function as a unit and total costs would exceed \$5,000, KTMPO staff will obtain all necessary approvals prior to purchase.

#### 1.5. Operating Costs

The MPO will incur costs associated with rental and operation costs. These costs include but are not limited to building expenses, office supplies, copying, printing, equipment rentals, utilities, repairs, and maintenance cost.

## FUNDING SUMMARY

### Task 1.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
<b>1.1 ADMINISTRATION</b>	KTMPPO	\$453,738	\$653,738	\$0	\$0	\$0	\$0	\$1,107,476
<b>1.2 TRAINING</b>	KTMPPO	\$3,500	\$3,500	\$0	\$0	\$0	\$0	\$7,000
<b>1.3 TRAVEL</b>	KTMPPO	\$7,000	\$7,000	\$0	\$0	\$0	\$0	\$14,000
<b>1.4 EQUIPMENT</b>	KTMPPO	\$10,500	\$10,500	\$0	\$0	\$0	\$0	\$21,000
<b>1.5 OPERATING COST</b>	KTMPPO	\$100,620	\$100,620	\$0	\$0	\$0	\$0	\$201,240
<b>Total</b>		\$575,358	\$775,358	\$0	\$0	\$0	\$0	\$1,350,716

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE**

### **A. OBJECTIVE:**

Developing and maintaining a good database is essential to determine existing as well as future transportation demand. The purpose of this element is to continue to improve that database, including population, income and housing, crash records, traffic counts, land use and development data, information on special generators, all based upon traffic analysis zones (TAZ), and census block group areas. All data regarding minority and low income socio-economic groups will be developed and maintained with respect to Title VI requirements.

### **B. EXPECTED PRODUCTS:**

The expected products include maintaining a computer-oriented transportation planning capability with current databases and any needed updates to those databases. MPO staff will continue to create and maintain a system of collecting and reporting local data in support of the regional database. Data sets will be maintained for crashes, GIS development, traffic counts, special generators, and demographic forecasts. All existing equipment will be maintained appropriately.

### **C. PREVIOUS WORK:**

The subtasks associated with this task are performed on a continual basis from year to year. Highlights of work completed include:

1. KTMPO technical staff continued to maintain a transportation database with all data associated with transportation planning analysis, including, but not limited to: roadway network, bicycle and pedestrian network, Congestion Management Network, transit routes and stops, traffic counts, traffic accidents, employment data, housing data, and environmental justice areas.
2. KTMPO technical staff continued to gather, verify, and update all spatial data as required for transportation. Updated the bicycle and pedestrian facilities layer as information became available. Reevaluated the environmental justice areas to maintain a consistent Census geography in analysis. Published web-based mapping tools on ArcGIS Online to provide visibility on planned projects as well as to allow public input to highlight gaps in the GIS data or to propose new bicycle or pedestrian facilities.
3. Continued to provide mapping and data support to planning partners.

### **D. SUBTASKS:**

#### **2.1. Database Maintenance**

Continue to update the roadway network, land use, and socioeconomic data within the MPO MPA. Maintain databases that include: traffic crash locations, traffic counts, roadway network, employment data, housing data, and Title VI / EJ information. In addition, staff will collect and maintain trip data from various resources as needed on strategic locations such as: Ft. Hood, local hospitals, airports, schools, and colleges. KTMPO staff will coordinate planning and data collection efforts with TxDOT and possibly other local entities.

#### **2.2. GIS Development**

Maintain GIS as required for planning functions. Assist member governments in GIS training as available. Continue to develop and maintain a comprehensive GIS management program to manage GIS layers more efficiently. MPO staff will continue to gather, enter, verify, and/or update data in GIS coverages as described below.

1. Traffic counts, capacity, speeds, length, and crash data.
2. Fort Hood network.

3. Land Use at TAZ level: population, employment by category, income, developed vs. undeveloped.
4. Maintain digitized maps of TxDOT/county files and KTMPO TransCAD network.
5. Continued supply of base data for modeling in coordination with TxDOT.
6. Functional classification.
7. MTP multi-modal elements relative to routing, mapping, and planning to include and may not be limited to: Hike/bicycle trails, aviation, rail, freight, and transit.
8. Census Transportation Planning Package trends and UZA and MPA boundaries.
9. Environmental Justice / Title VI data.

## FUNDING SUMMARY

### Task 2.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
<b>2.1 DATABASE MAINTENANCE</b>	KTMPPO	\$10,578	\$30,578	\$0	\$0	\$0	\$0	\$41,156
<b>2.2 GIS DEVELOPMENT</b>	KTMPPO	\$10,578	\$30,578	\$0	\$0	\$0	\$0	\$41,156
<b>Total</b>		\$21,156	\$61,156	\$0	\$0	\$0	\$0	\$82,312

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

### **TASK 3.0 SHORT RANGE PLANNING**

#### **A. OBJECTIVE:**

Conduct short-term planning and potential project implementation within the next four-year period. Staff will continue coordinating short-term planning endeavors throughout the region and encourage more public participation in the planning process. Provision of a safe, clean, reliable public transportation system within the planning region.

#### **B. EXPECTED PRODUCTS:**

1. Revised TIP to program highway, transit, bicycle, and pedestrian projects that are ready to be implemented or constructed.
2. Public awareness of the transportation planning process.
3. MPO support system of the multi-county regional public transportation service plan through the attending of meetings and providing technical assistance support within the MPA.
4. Compliance with federal and state requirements for short range planning including any needed changes to the next TIP iteration.
5. Coordination with TPPB/TAC on selection of projects and allocation of funding as funding becomes available.
6. Monitored review of 2021-2024 TIP.
7. Development of the Draft FY 2023-2026 TIP.

#### **C. PREVIOUS WORK:**

1. Development of the FYs 2021-2024 TIP.
2. Revisions to the FYs 2019-2022 TIP
3. Coordination and hosting of the Central Texas Regional Transportation Advisory Group (CTRTAG) responsible for updating the Regionally Coordinated Transportation Plan (RCTP).
4. Coordination and hosting of the "Planners Roundtable" for regional planning professionals.
5. Coordination and hosting of the Development District of Central Texas (DDCT) quarterly meetings to discuss economic development issues/needs in the area.
6. Conducted TPPB and TAC meetings; facilitated Bike/Pedestrian Advisory and Freight Advisory Committee (FAC) meetings and or workshops when possible; hosted bi-monthly Planner Roundtable meetings when possible to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary. These regularly scheduled meetings are ongoing, when possible.

#### **D. SUBTASKS:**

##### **3.1. Transportation Improvement Program**

MPO Staff will monitor and revise the FYs 2021-2024 TIP and develop FYs 2023-2026 TIP. Staff will coordinate this effort by meeting with local and TxDOT officials, organizing meetings, adhering to the KTMPO PPP, and publishing any TIP amendments. MPO staff will ensure that each agency reviews the information within the TIP to maintain the most accurate document possible. MPO staff will evaluate the TIP on the condition and performance of the transportation system in achieving performance targets to address the anticipated effect of the TIP and investment priorities for achieving the performance targets as identified in the MTP.

##### **3.2. Regional Planning Project**

Hill Country Transit District (HCTD) is the agency responsible for coordinating and facilitating public transportation in the KTMPO area. KTMPO will participate in regionally coordinated transportation planning with HCTD to support the public transportation/human services plan



required by HB 3588, enacted by the 78<sup>th</sup> Legislature in 2003, amending Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled “*Statewide Coordination of Public Transportation*”; Executive Order 13330 (*Human Service Transportation Coordination*) signed on February 26, 2004, and SAFETEA-LU signed on August 10, 2005, both by former President George W. Bush; and adopt any subsequent changes as the legislature deems appropriate.

This may include sharing data, preparing maps, attending or sponsoring workshops, conferences, training sessions, meetings, and providing general transportation planning expertise to the effort. The MPO will also consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including: a) tourism; and b) natural disaster risk reduction.

### 3.3. Hill Country Transit District – Temple UZA – Planning

KTMPO will provide planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of fixed route and complementary para-transit service;
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Review of air quality issues and use of alternate fueled vehicles;
- Application of software programs for planning and scheduling routes and trips for Fixed Route Service and American’s with Disabilities Act (ADA) Complementary Para-transit Service;
- On-going financial planning and analysis; and,
- Other allowable activities directly related to implementation of fixed route and complementary ADA para-transit services.

### 3.4. Hill Country Transit District – Killeen UZA – Planning

KTMPO will provide planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of fixed route and complementary ADA para-transit service for the cities of Copperas Cove, Killeen, and Harker Heights;
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Congestion management planning, which affects traffic patterns on US 190;
- Review of air quality issues and use of alternative fueled vehicles;
- On-going financial planning and analysis; and,

- Other allowable activities directly related to refining and expanding current fixed route and complementary ADA paratransit services.

## FUNDING SUMMARY

### Task 3.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
3.1 TIP	KTMPO	\$38,652	\$48,652	\$0	\$0	\$0	\$0	\$87,304
3.2 REGIONAL PLANNING	KTMPO	\$8,057	\$28,057	\$0	\$0	\$0	\$0	\$36,114
3.3 HCTD TEMPLE UZA PLANNING	HCTD	\$0	\$0	\$16,717	\$9,566	\$1,858	\$9,566	\$37,707
3.4 HCTD KILLEEN UZA PLANNING	HCTD	\$0	\$0	\$29,512	\$16,887	\$3,279	\$16,888	\$66,566
Total		\$46,709	\$76,709	\$46,229	\$26,453	\$5,137	\$26,454	\$227,691

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 4.0 METROPOLITAN TRANSPORTATION PLAN**

### **A. OBJECTIVE:**

The current MTP was approved by the TPPB in May 2019. A MTP must address at least a 20-year planning period to include both long and short-range strategies that will lead to the development of an integrated intermodal metropolitan transportation system (23 CFR 450-322). The 2045 MTP will be continually reviewed and revised as needed. The 2050 MTP must be adopted by the TPPB by May 2024 unless designated as non-attainment. Non-attainment MTP planning requires a 4-year update.

### **B. EXPECTED PRODUCTS:**

1. KTMPO will monitor and implement the MTP designed to meet the objectives and needs of its members. Continued implementation of key planning elements of the MTP may include and are not limited to: local Advisory Groups, updated prioritization of projects utilizing an updated TDM, updated planning and environmental linkages elements in each project, and updates as needed to the CMP.
2. KTMPO will comply with House Bill (HB) 20, passed by the Texas Legislature in 2015, and coordinate with TxDOT district representatives to develop a 10-Year Plan utilizing the current TIP and the next 6 years of projects based upon project prioritization, readiness and funding availability.
3. KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed

### **C. PREVIOUS WORK:**

1. Staff continued to implement the 2045 MTP.
2. Staff continued to implement the Regional Multimodal Plan and update the TDM as needed.
3. Staff adhered to federally required performance measure implementation timeline with adoption of performance measure targets for the region and inclusion into planning documents.
4. Staff conducted an update of the 2045 MTP to include revised scoring criteria, call for projects, scoring process and reprioritization of project listing.
5. Staff utilized a consultant to use the 2015 Travel Demand Model to determine level of service for each of the MTP roadway projects submitted during the call for projects.  
Staff utilized a consultant to assist in further development and implementation of the CMP, to include the identify and use data sources to update the CMP and monitor system performance, calculate congestion performance, and re-prioritize CMP Segments.
6. During FY20-21, staff regularly reviewed information for the ozone monitors in Killeen and Temple and posted air quality information on the KTMPO website and newsletters, and presented updated ozone readings at various MPO meetings.

### **D. SUBTASKS:**

#### **4.1 Mobility 2045 Metropolitan Transportation Plan Implementation**

The MPO staff, with the assistance of consultants as needed, will monitor the implementation of the MTP to evaluate the impact of changes that may occur in planning policy, project priority, available funding, and federal legislation. MPO staff will submit to the TAC and the TPPB any changes that impact projects or available funding. This subtask includes the following:

Planning and Environmental Linkages: KTMPO will promote planning and environmental linkages by attending relevant workshops and providing information to the TAC/TPPB membership. MPO staff will coordinate with appropriate TxDOT staff to implement and support measures including development of purpose and need statements when projects are submitted

and coordination with other agencies to identify environmental issues. The MPO will consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including: a) tourism; and b) natural disaster risk reduction. The MPO will incorporate two new planning factors: a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; b) enhance travel and tourism. The MPO will include consideration of intercity busses.

Thoroughfare Plans: KTMPO will continue to update its regional thoroughfare plan and provide assistance to local entities updating their thoroughfare plans.

KTMPO will continue to comply with House Bill (HB) 20 and coordinate with TxDOT district representatives to develop a 10-Year Plan utilizing the current TIP and the next 6 years of projects based upon project prioritization, readiness and funding availability.

Air Quality: KTMPO will continue to review data from the ozone monitor at Skylark Field in Killeen and West Temple Park in Temple; support proactive programs, such as Ozone Advance; and educate the public in reducing ozone levels. Updated information will be provided to the TAC and TPPB as needed to determine appropriate policies and actions for our region.

TDM/Project Selection: KTMPO will use the travel demand model to evaluate transportation projects. Consultants may be utilized to further develop and enhance the model as described in Subtask 5.1.

Performance Measures/Targets: KTMPO will continue development of and will include description of performance measures/targets in accordance with federal and state requirements. The MPO will be involved in discussions with FHWA, FTA, and TxDOT in the development of performance measures/targets. The MPO will initiate review of specific data needs that are applicable to the established performance measures/targets. MPO staff will evaluate the MTP on the condition and performance of the transportation system in achieving performance targets and progress toward achieving performance targets and prepare a system evaluation report. The MPO will develop a MOU/MOA (or similar document) to address written provision for cooperatively developing and sharing information related to transportation performance data; selection of performance targets; reporting of performance targets; reporting and tracking progress. The MPO staff will assess the capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. Consultants may be utilized.

#### 4.2 Congestion Management Process (Internal)

CMP: KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed. Consultants may be utilized as described in Subtask 5.2.

## FUNDING SUMMARY

### Task 4.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
<b>4.1 MTP 2045 IMPLEMENTATION</b>	KTMPPO	\$122,257	\$262,257	\$0	\$0	\$0	\$0	\$384,514
<b>4.2 CONGESTION MANAGEMENT PROCESS (INTERNAL)</b>	KTMPPO	\$4,700	\$14,700	\$0	\$0	\$0	\$0	\$19,400
<b>Total</b>		\$126,957	\$276,957	\$0	\$0	\$0	\$0	\$103,914

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## **TASK 5.0 SPECIAL STUDIES**

### **A. OBJECTIVE:**

To provide a format for the inclusion of a variety of topics necessary to complete the goals and objectives set forth in the MTP and other unique transportation topics which demand special attention and are beyond the scope of the other regularly-programmed activities and tasks. This task includes subtasks that may not be worked on continuously or that may not be completed in two years. Several study needs that could have an impact on regional planning have been discussed with the KTMPO partners. Funds have been reserved for miscellaneous studies. The TAC and TPPB will determine which studies to fund during FY22 and 23.

### **B. EXPECTED PRODUCTS:**

Special studies are designed to provide information that has a direct impact to the regional transportation plan.

### **C. PREVIOUS WORK:**

1. KTMPO staff utilized a consultant to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction.
2. KTMPO Staff utilized a consultant to update the CMP and run the TDM to evaluate and prioritize projects for inclusion in the MTP project listing and assign objective scores.
3. During FYs 20-21, KTMPO staff continued researching requirements for performance-based planning and programming and participated in FHWA webinars. Scoring criteria was evaluated for the inclusion of elements of HB20 and proposed rules/guidelines provided by FHWA.
4. Staff utilized consultants to complete the following special studies Future Growth Scenario, Evaluation of 2045 MTP Projects, Fast Act Performance Measure Study, Asset Vulnerability & Resiliency Study, Evaluation/Impact of Completed MTP Projects, Freight Transportation and Parking Study, and Environmental Justice Analysis Study.

### **D. SUBTASKS:**

- 5.1 Travel Demand Model  
KTMPO may use consultants as needed to further enhance and develop the model and assist in running the TDM to evaluate projects.
- 5.2 Congestion Management Process  
KTMPO may use consultants as needed to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction, and updating the CMP as needed.
- 5.3 I-35 Freight Corridor Study  
KTMPO may use consultants as needed to explore design guidelines for parking, signage, setbacks, etc. for future truck parking sites along the I-35 Corridor. This study will build off of work completed in the Regional Freight Transportation and Parking Study.
- 5.4 Regional Bridge Height Study  
KTMPO may use consultants as needed to explore existing and future bridge design heights in the KTMPO region for adequate flow of freight transport.
- 5.5 Bike Share Feasibility Study

KTMPO may use consultants as needed to measure the public demand for and cost of developing a regional bike share system.

5.6 Public Involvement Study

KTMPO may use consultants as needed to review KTMPO's Public Involvement strategy and provide recommendations for how to increase public involvement in MPO initiatives.

5.7 Trail Utilization Study

KTMPO may use consultants as needed to measure the utilization of regional trails.

5.8 Signalization Study

KTMPO may use consultants as needed to identify the effects of traffic signal timing in the KTMPO region and assess what steps might be taken to reduce congestion through traffic signal synchronization.

5.9-5.14 Special Studies

KTMPO may use consultants as needed to conduct special studies to provide information that has a direct impact to the regional transportation plan and enhance continuous, cooperative, and comprehensive planning. Special studies will provide for consideration and implementation of projects, strategies, and services that will address planning factors of the FAST Act and support national transportation planning goals.



## FUNDING SUMMARY

### Task 5.0 - FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
<b>5.1 TRAVEL DEMAND MODEL</b>	KTMPPO	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
<b>5.2 CONGESTION MANAGEMENT PROCESS</b>	KTMPPO	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$50,000
<b>5.3 I-35 Freight Corridor Study</b>	KTMPPO	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>5.4 Regional Bridge Height Study</b>	KTMPPO	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>5.5 Bike Share Feasibility Study</b>	KTMPPO	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
<b>5.6 Public Involvement Study</b>	KTMPPO	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
<b>5.7 Trail Utilization Study</b>	KTMPPO	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>5.8 Signalization Study</b>	KTMPPO	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>5.9 Special Study</b>	KTMPPO	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5.10 MPO Dashboard</b>	KTMPPO	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
<b>5.11 Special Study</b>	KTMPPO	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
<b>5.12 Special Study</b>	KTMPPO	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000
<b>5.13 Special Study</b>	KTMPPO	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5.14 Special Study</b>	KTMPPO	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5.15 Special Study</b>	KTMPPO	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		\$570,000	\$145,000	\$0	\$0	\$0	\$0	\$715,000

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

## FUNDING SUMMARY

### UPWP BUDGET SUMMARY FY22/23

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) <sup>(1)</sup>		FTA Sect. 5307		Local		Total
		FY22	FY23	FY22	FY23	FY22	FY23	
1. ADMINISTRATION - MANAGEMENT	KTMPO	\$575,358	\$775,358	\$0	\$0	\$0	\$0	\$1,350,716
2. DATA DEVELOPMENT AND MAINTENANCE	KTMPO	\$21,156	\$61,156	\$0	\$0	\$0	\$0	\$82,312
3. SHORT RANGE PLANNING	KTMPO & HCTD	\$46,709	\$76,709	\$46,229	\$26,453	\$5,137	\$26,454	\$227,691
4. METROPOLITAN TRANSPORTATION PLAN	KTMPO	\$126,957	\$276,957	\$0	\$0	\$0	\$0	\$403,914
5. SPECIAL STUDIES	KTMPO	\$570,000	\$145,000	\$0	\$0	\$0	\$0	\$715,000
<b>Total</b>		<b>\$1,340,180</b>	<b>\$1,335,180</b>	<b>\$46,229</b>	<b>\$26,453</b>	<b>\$5,137</b>	<b>\$26,454</b>	<b>\$2,779,633</b>

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years' authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

**Combined Transportation Planning Funds** \$1,339,486  
 (FHWA PL-112: \$1,339,486; FTA 5303: \$0) based on  
 FY19 & FY20 allocations.

**Estimated Unexpended Carryover** \$ 1,182,423  
 FY21 Carryover

**TOTAL TPF** \$2,521,909



## **AMENDMENTS**

### **Amendment #1: Subtask 1.1, Subtask 4.1**

UPWP Amendment on December 15, 2021

#### **Amendment Description: Subtask 1.1**

Language was added under Subtask 1.1

##### **1.1 General Administration**

Regional Habitat Conservation Plan: The MPO will support the development of a regional habitat conservation plan.

There is no financial impact with this amendment as there is currently enough funding for this activity in Task 1.1 of the UPWP.

#### **Amendment Description: Subtask 4.1**

Language was added under Subtask 4.1

##### **4.1 Mobility 2045 Metropolitan Transportation Plan Implementation**

KTMPPO will continue to update its regional thoroughfare plan and provide assistance to local entities updating their thoroughfare plans.

There is no financial impact with this amendment as there is currently enough funding for this activity in Task 4.1 of the UPWP.

### **Amendment #2: Planning Emphasis Areas, Regional Performance Measures, Task 1, Task 2, Task 3, Task 4, and Task 5**

UPWP Amendment on August 17, 2022

#### **Amendment Description: Planning Emphasis Areas (PEAs)**

Language was added under Planning Emphasis Areas

- Implement policies and projects that make the regional street system safe for all road users including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists of all ages and abilities;
- Increase the amount of meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued participation from individuals without access to computers and mobile devices;
- Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities;
- Coordinate with FLMAAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands;
- Implement Planning and Environment Linkages (PEL) as part of the transportation planning and environmental review processes; and
- Incorporate data sharing and consideration into the transportation planning process.

There is no financial impact with this amendment as it is administrative in nature.

**Amendment Description: Regional Performance Measures**

Language was added under Regional Performance Measures

**REGIONAL PERFORMANCE MEASURES:**

The FAST Act required KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving regional performance targets for the following measures:

- Safety
- Pavement & Bridge Condition
- System Performance (Travel Time Reliability) & Freight Reliability
- Transit Asset Management/State of Good Repair
- Public Transportation Agency Safety

There is no financial impact with this amendment as it is administrative in nature.

**Amendment Description: Task 1, Task 2, Task 3, Task 4 & Task 5**

Move funds from Task 5, Special Studies to Task 1, Administration; Task 2, Data Development; Task 3, Short Term Planning; and Task 4, Metropolitan Transportation Plan

- Reduce Task 5, Special Studies by \$420,000 from \$1,135,000 to \$715,000
  - Subtask 5.9 reduced by \$300,000
  - Subtask 5.13 reduced by \$35,000
  - Subtask 5.14 reduced by \$35,000
  - Subtask 5.15 reduced by \$50,000
- Increase Task 1, Administration by \$200,000 from \$1,150,716 to \$1,350,716
  - Subtask 1.1, Administration increased by \$200,000
- Increase Task 2, Data Development by \$40,000 from \$42,312 to \$82,312
  - Subtask 2.1, Database Maintenance increased by \$20,000
  - Subtask 2.2, GIS Development increased by \$20,000
- Increase Task 3, Short Term Planning by \$30,000 from \$197,691 to \$227,691
  - Subtask 3.1, TIP increased by \$10,000
  - Subtask 3.2, Regional Planning increased by \$20,000
- Increase Task 4, Metropolitan Transportation Plan by \$150,000 from \$253,914 to \$403,914
  - Subtask 4.1, MTP 2045 Implementation increased by \$140,000
  - Subtask 4.2, Congestion Management Process (Internal) increased by \$10,000

The total amount of funding available for FY22-23 did not change. \$150,000 from FY22 was transferred to FY23 as part of the budget adjustments. Staff plans to repurpose unused dollars for increased internal planning processes.

## **APPENDIX A**



### **POLICY BOARD**

#### **Chairman:**

##### **Mayor Jose Segarra**

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Updated July 7, 2021

## **APPENDIX A**



## **POLICY BOARD**

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Updated July 7, 2021

## **APPENDIX A**



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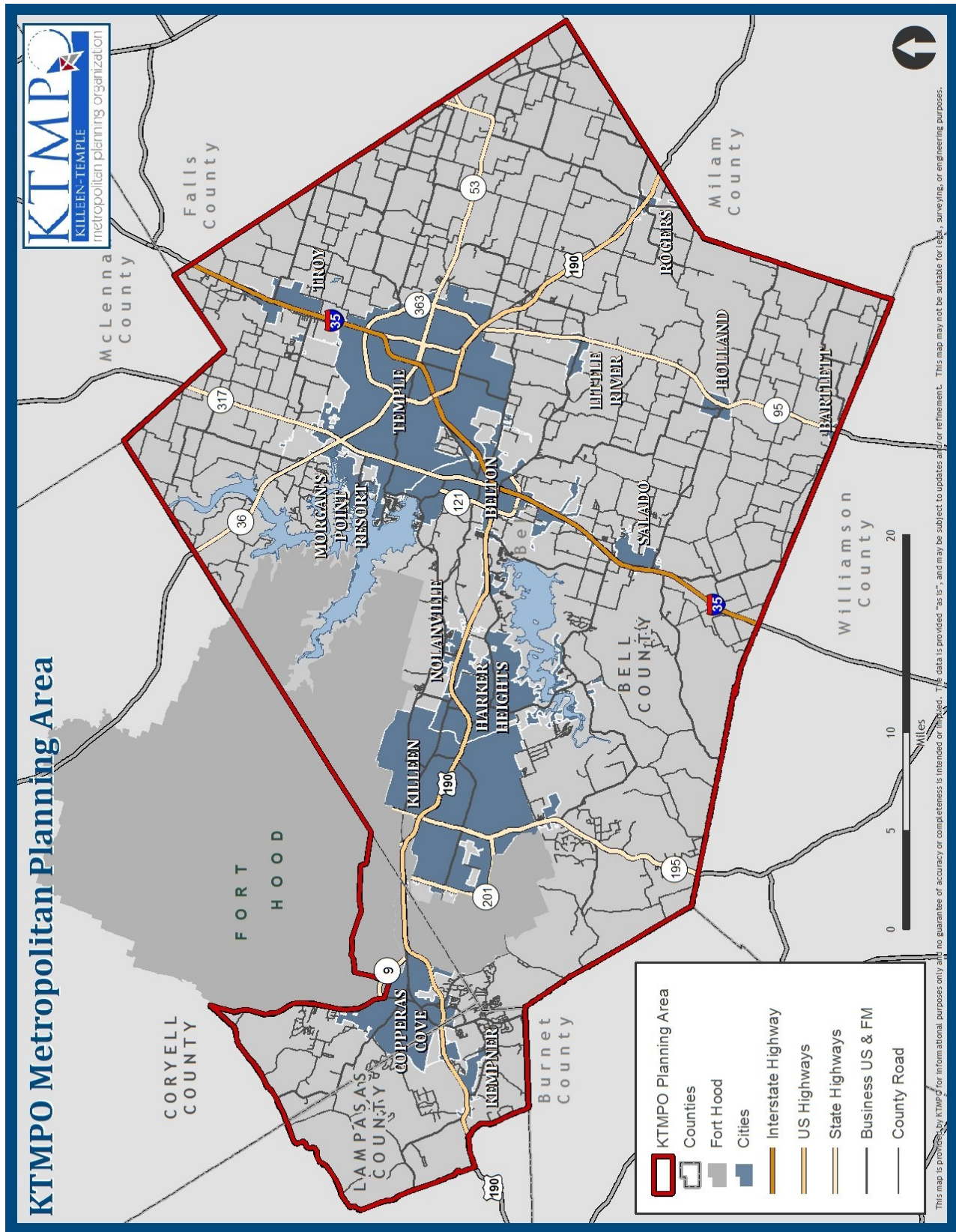
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Updated July 7, 2021



## APPENDIX B



## APPENDIX C

### **DEBARMENT CERTIFICATION (Negotiated Contracts)**

- (1) The **Killeen-Temple Metropolitan Planning Organization (KTMPO)** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*\*federal, state or local*

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Signature – Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

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Date

**APPENDIX D**

**LOBBYING CERTIFICATION**

**CERTIFICATION FOR CONTRACTS, GRANTS,  
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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Signature – Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

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Date

**APPENDIX E**

**CERTIFICATION OF COMPLIANCE**

I, Mayor Jose Segarra, KTMPO Transportation Planning Policy Board Chairman,  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,  
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Attest:

\_\_\_\_\_  
Signature - Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

**APPENDIX F**

**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

I, Mayor Jose Segarra, KTMPO Transportation Planning Policy Board Chairman,  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,  
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Attest:

\_\_\_\_\_  
Signature - Mayor Jose Segarra, Chairman  
KTMPO Transportation Planning Policy Board

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

