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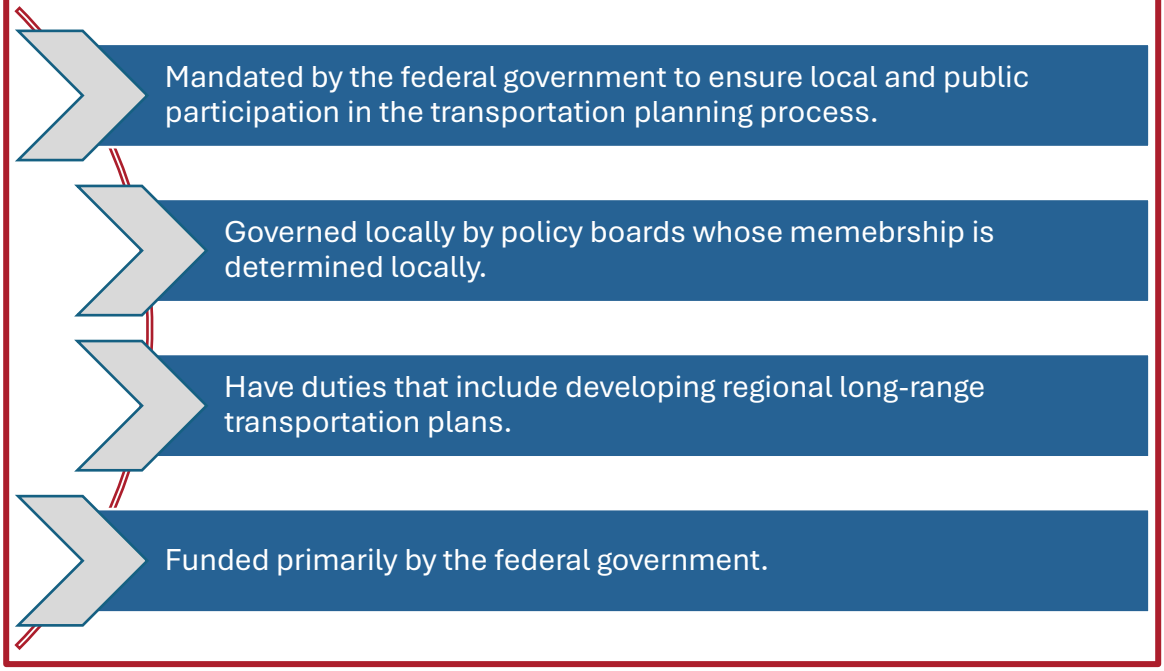
What is an MPO?

The Federal-Aid Highway Transportation Act of 1962 required the creation of a Metropolitan Planning Organization (MPO) for each urbanized area (UZA) with a population of 50,000 or more, as determined by the most recent Decennial U.S. Census. MPOs are chosen through an agreement between the governor and local governments that represent at least 75 percent of the population or in accordance with procedures established by applicable state or local law. Title 23, U.S.C. Section 450, states MPOs are responsible for continuing, cooperative, and comprehensive transportation planning processes that result in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. MPOs ensure that transportation planning in urban areas is developed and guided by local and public input to balance the planning needs of local communities with regional connectivity. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. State law addressing MPOs is found primarily in the Texas Transportation Code, Sections 472 and 201. As of 2025, there are 410 MPOs across the U.S. with 24 MPOs in Texas.

Key Points About MPOs



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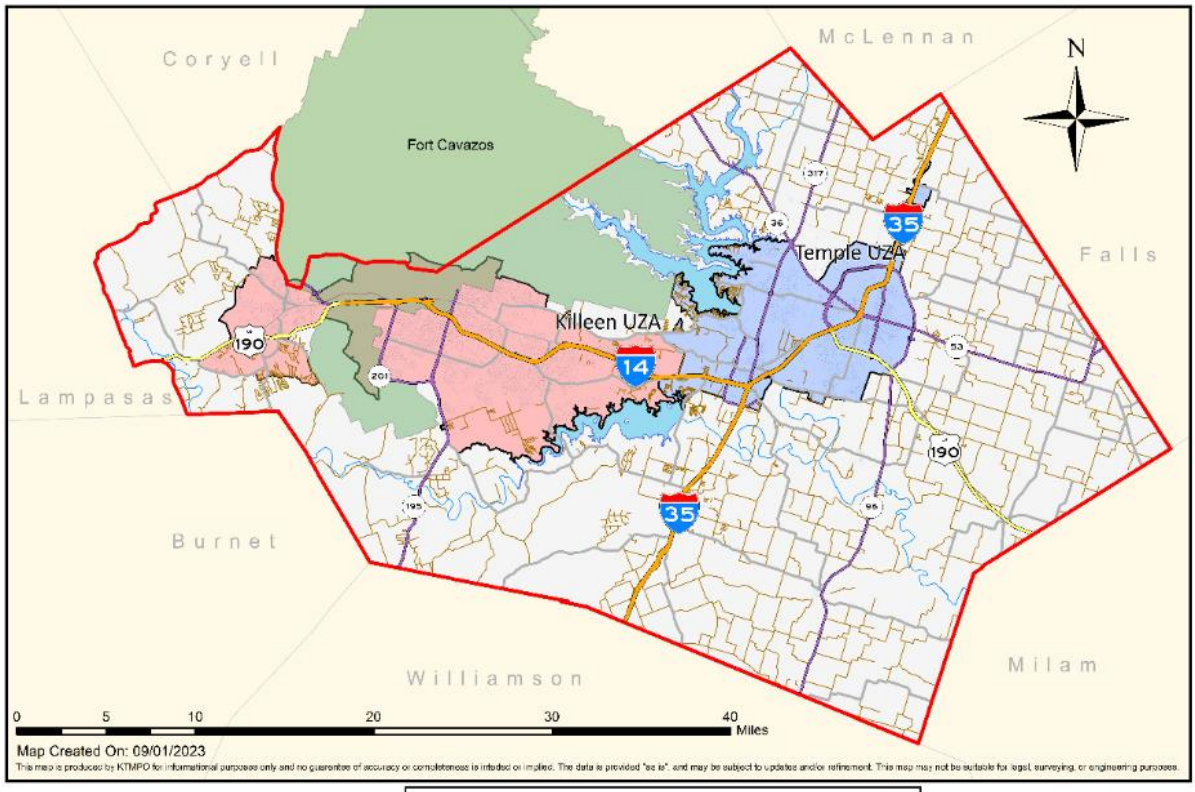
KTMPO Metropolitan Planning Area



Legend

- KTMPO Planning Boundary
- Fort Cavazos
- Temple Urbanized Areas
- Killeen Urbanized Area
- Interstate Highways
- US Highway
- State Highways
- Farm-to-Market Road
- County Roads

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Cities within the MPO Planning Area

Bell County

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

Coryell County

- Copperas Cove

Lampasas County

- Kempner

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KTMPO History

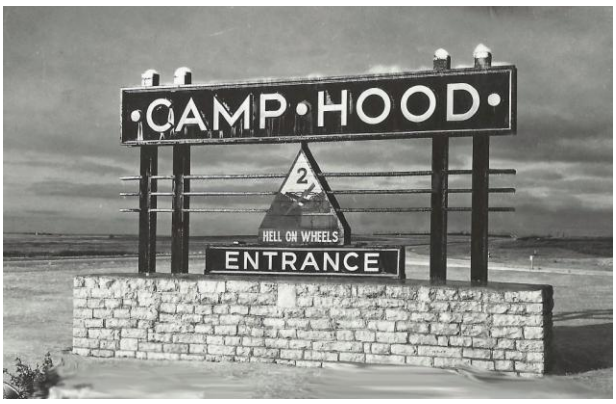
The KTMPO Metropolitan Planning Area map illustrates the Killeen-Temple planning region divided into two urbanized areas or zones (UZAs) - one for Killeen and its neighboring cities, and the other for Temple and its neighboring cities.

The 1970 Decennial U.S. Census of the Killeen UZA reported a population greater than 50,000, prompting the creation of a regional Metropolitan Planning Organization (MPO) in 1975, originally known as the Killeen-Temple Urban Transportation Study (K-TUTS).

The region experienced tremendous growth in the following decades in the rural areas of Bell, Coryell, and Lampasas counties, resulting in an MPO Boundary Expansion as approved by the Texas Transportation Commission in 2009.

Also in 2009, a K-TUTS transportation planning task force recommended changes to the organization, including adjusting its membership to better reflect the population distribution and renaming the organization to the Killeen-Temple Metropolitan Planning Organization (KTMPO).

In 2012, as a result of the 2010 Decennial U.S. Census of the Killeen UZA reporting a population greater than 200,000, KTMPO was redesignated as a Transportation Management Area (TMA). TMA's are MPOs that serve large populations, enjoy enhanced benefits, but are also held to a higher standard of reporting requirements beyond those of smaller MPOs.



Working together, KTMPO cities, counties, member agencies, and its citizens have enhanced Central Texas with integrated, multimodal transportation systems that facilitate the efficient, economic movement of people and goods.

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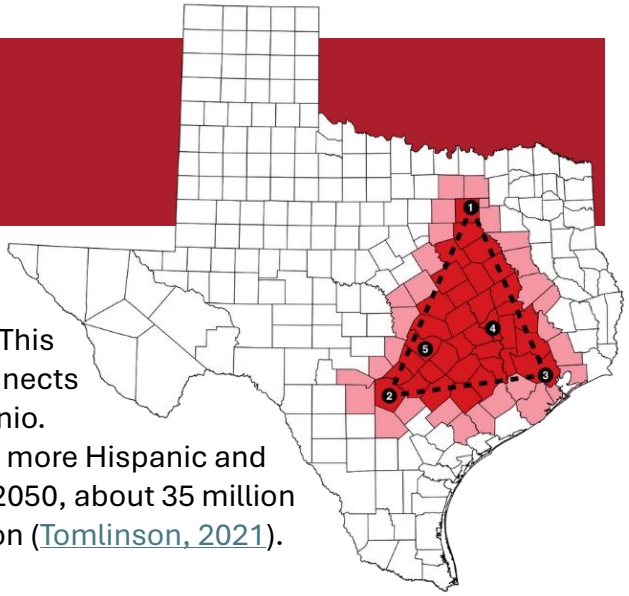
The KTMPO Region and the Texas Triangle



Sixty-six percent of Texas' population resides in what is known as the Texas Triangle, a megaregion comprised of 35 counties. This area is bordered by interstates IH 35, IH 45, and IH 10, and connects the cities of Austin, Dallas-Fort Worth, Houston, and San Antonio. Demographically, the Texas Triangle is younger, less white, and more Hispanic and is the fastest growing megaregion in the U.S. (Clark, 2021). By 2050, about 35 million people will live in the four metropolitan areas of this megaregion (Tomlinson, 2021).

KTMPO's planning region is centrally located in the Texas Triangle megaregion and contains the Killeen UZA and the Temple UZA with a total population of 432,000 based on the 2020 Decennial U.S. Census. Over the last decade, KTMPO's region and its neighboring counties between Dallas and Austin have experienced unprecedented growth. By 2050, the expected population in KTMPO's planning area will be about 575,000, reflecting a growth of 143,000 people and 67,000 jobs added.

Regional Significance

KTMPO's region contains major roadway facilities and a significant regional rail hub that are vital to commerce, farming, manufacturing, and Fort Cavazos, one of the largest, most populated U.S. military installations in the world. KTMPO's regional roadway system features 3,700 miles of roadway with 71 miles of interstate, 107 miles of U.S. highway, and 135 miles of state highway.

On average, there are approximately 4,500,000 daily vehicle miles traveled through the region. There are two interstates located in the KTMPO region: IH 35, which connects Canada to Mexico, and IH 14, which is part of the Forts to Ports initiative. IH 14 is currently designated as 25 miles from Copperas Cove/Fort Cavazos to IH 35 in Belton. Plans for future expansion will extend IH 14 eastward towards Bryan/College Station and westward to Lampasas. IH 35 is also one of the largest freight corridors in the United States, with 402 million tons valued at $690 billion of freight moving into, within, out, and through the corridor generating over 97,000 freight related businesses and 4.3 million jobs (The Economic Role of the IH 35 Corridor in Texas).

With unique traffic generators of each urbanized area, transportation users in the KTMPO planning area travel on a regional level. Rapid population growth combined with the proximity of businesses, schools, Fort Cavazos, and other traffic generators to the major arterial roads, rail lines, and airports, defines the region's transportation characteristics and future needs.

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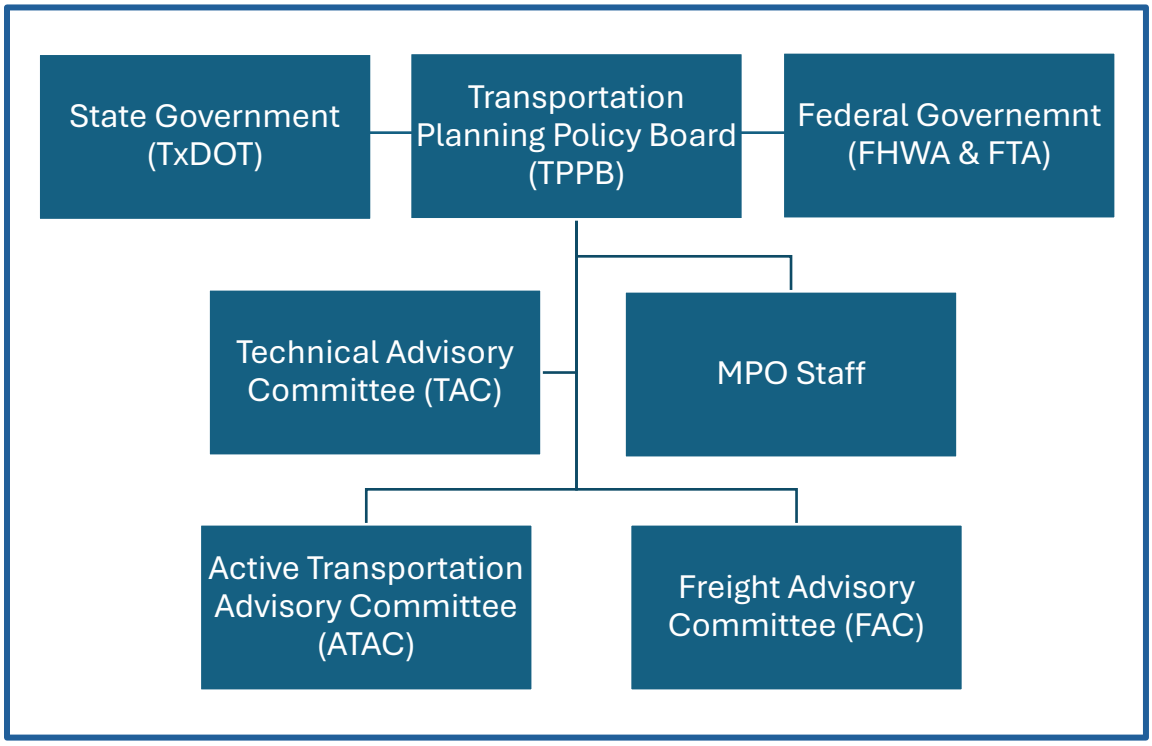
MPO Governing Body

Locally appointed and elected officials serve with federal, state, and local transportation agencies and stakeholders on a Transportation Planning Policy Board and/or Technical Advisory Committee to create a fair and impartial setting for regional transportation decision-making. The Policy Board is advised by the Technical Advisory Committee through robust conversations and collaborative planning for the greater good of the region.

- Elected officials can include U.S. representatives, state senators, state representatives, county judges, county commissioners, city mayors, and city council members.
- Appointed officials include city managers, representatives from Fort Cavazos (formerly known as Fort Hood), and transportation agencies like the Hill Country Transit District (HCTD also known as The HOP), Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA).
- Members of the public may serve on other advisory committees and workgroups with special interests such as active transportation (wheelchair, scooter, bike, pedestrian, equestrian, paddle craft), freight, and safety.

KTMPO values the unique perspective from citizens and community advocates. These advisory groups serve to review key transportation issues and provide recommendations to policy leaders. The transportation policy board and advisory committees are supported by MPO staff to carry out the core administrative, technical, and specialized activities of transportation planning.

Organizational Structure



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MPO Roles/Responsibilities

The main responsibilities of an MPO include:

- Planning, prioritizing, and programming government funding for transportation projects in metropolitan areas to include roadways, transit, sidewalks, trails and other systems.
- Ensuring a continuous, cooperative, and comprehensive (3C) transportation planning process within the MPO planning boundary;
- Developing, implementing, and updating a Metropolitan Transportation Plan, Transportation Improvement Plan, Public Engagement Plan, Unified Planning Work Program and in some cases a Congestion Management Process and Air Quality plan;
- Implementing Performance Based Planning & Programming;
- Conducting transportation planning studies;
- Teaching transportation principles and providing policy guidance for member entities;
- Engaging in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation; and,
- Publishing meeting notices and publicity related to MPO plans in accordance with the State Law.

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Legislation Supporting Regional Transportation Planning

The most notable multi-year federal transportation bills in the history of transportation planning include:

- The **Federal-Aid Highway Transportation Act of 1962**, which required that all urban areas with populations of 50,000 or greater develop and maintain a comprehensive, cooperative, and continuing (3C) regional transportation planning process that includes the development and maintenance of a long-range transportation plan and defines a vision for the region's transportation system;

- The **Intermodal Surface Transportation Efficiency Act (ISTEA),** signed in 1991, which emphasized the efficiency of the intermodal transportation system to include highway, rail, air, and marine transportation;

- The **National Highway System Designation Act (NHS),** signed in 1995, which designated the NHS developed by the Department of Transportation (DOT) in cooperation with states, local officials, and metropolitan planning organizations (MPOs);

- The **Transportation Equity Act for the 21st Century (TEA-21),** signed in 1998, which built upon the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness;

- The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),** signed in 2005, which authorized the Federal Surface Transportation Programs for highways, highway safety, and transit;

- The **Moving Ahead for Progress in the 21st Century Act (MAP-21),** signed in 2012, which created a streamlined, performance-based surface transportation program and built on many of the highway, transit, bike, and pedestrian programs and policies established since 1991;

- The **Fixing America's Surface Transportation Act (FAST Act),** signed in 2015, which provided long-term funding certainty for the Federal Surface Transportation Programs, streamlined project delivery, included dedicated funding for freight transportation, and provided new safety tools; and

- The **Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL),** signed in 2021, which authorized continuation of the Federal surface transportation programs through 2026. The IIJA/BIL created several new formulas and competitive funding programs focused on safety, bridges, resiliency, equity, and climate change. The legislation also encouraged MPOs to coordinate transportation planning with housing, resiliency, and equity.

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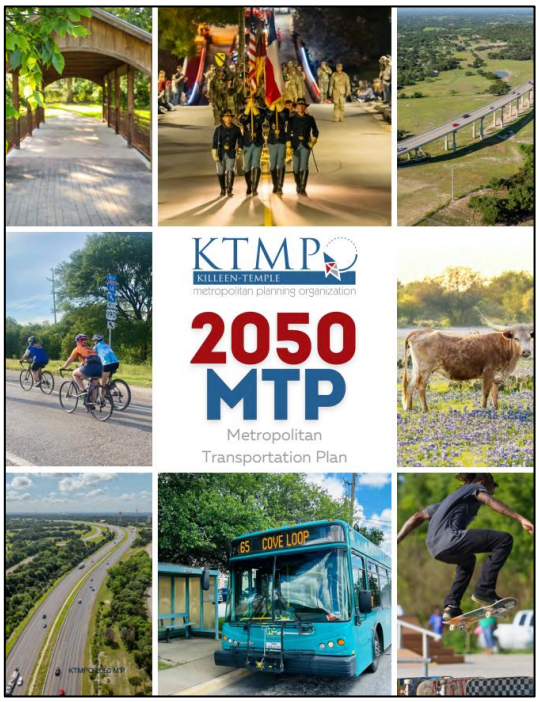
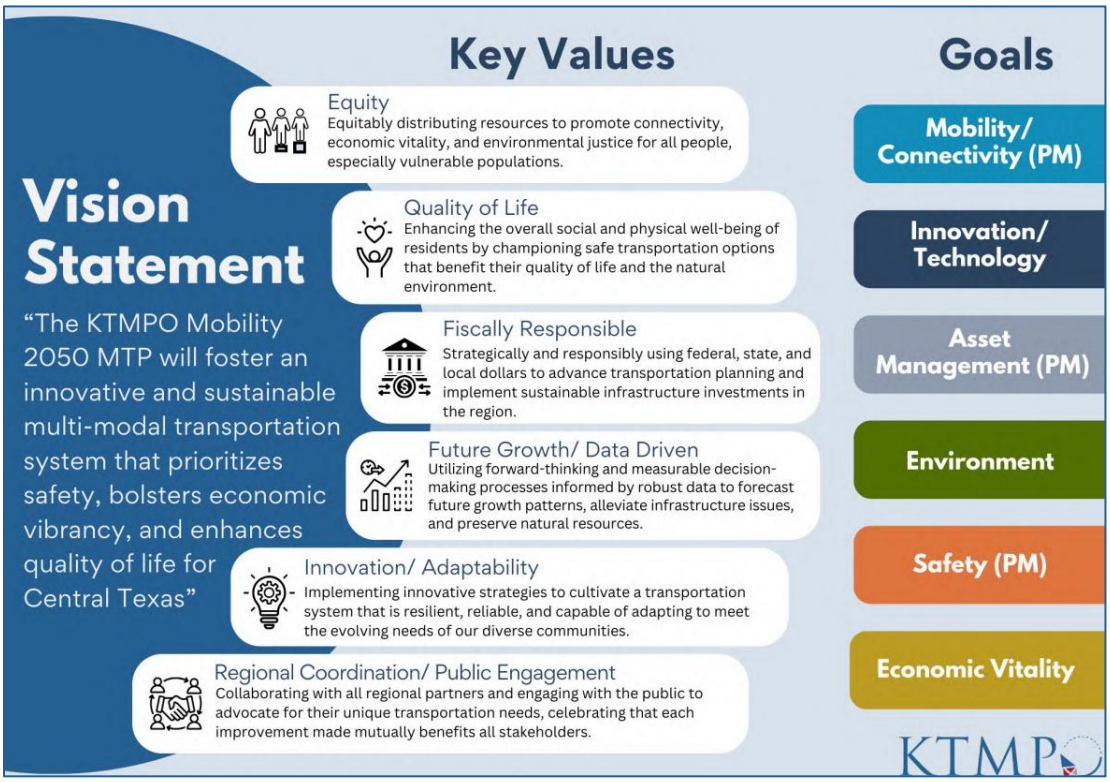
KTMPO Plans

Metropolitan Transportation Plan (MTP)



Title 23, U.S.C. Section 134, requires that MPOs develop a Metropolitan Transportation Plan (MTP) approved by the Transportation Planning Policy Board. The MTP vision, values, and goals guide the development of a 25-year planning document and framework through a continuing, cooperative, and comprehensive (3C) regional planning process. This plan outlines the state of current transportation, anticipates future needs, identifies financial resources, and lists projects and strategies to keeping people and freight in the KTMPO region moving efficiently. Regional transportation projects are nominated, prioritized, and selected based on available federal or state funding, project sponsor's local contribution, and construction readiness. The 2050 MTP identifies 73 roadway projects, and 34 bike/pedestrian projects in our region over the 25-year planning horizon. Additionally, it is amended at least every 5 years to reflect changes in federal or state requirements and planned projects. KTMPO seeks public review and comment on the MTP during each plan update or amendment.

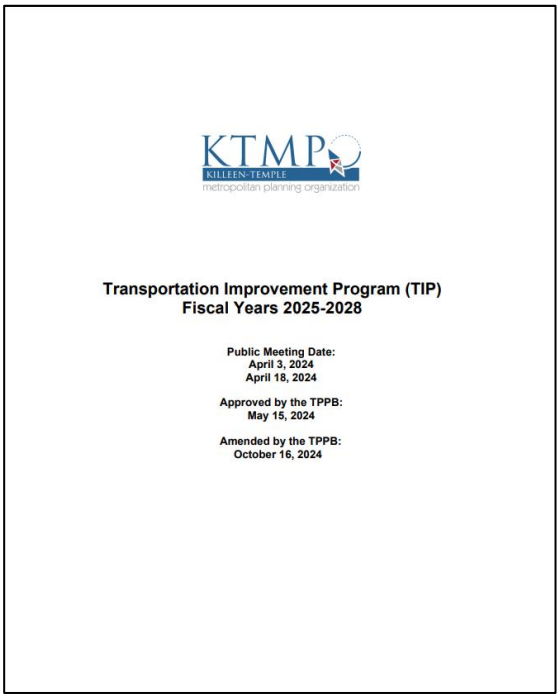


MTPs must address the following planning factors:

1. Increase the safety of the transportation system for motorized and non-motorized users;
2. 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;
3. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
4. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
5. Increase the security of the transportation system for motorized and non-motorized users;
6. Increase accessibility and mobility of 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 stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Transportation Improvement Program (TIP)

Title 23, U.S.C. Section 450.326, requires that MPOs develop a Transportation Improvement Program (TIP) approved by the Transportation Planning Policy Board and the Governor. The TIP serves as a short-range planning document for transportation projects that are funded and expected to begin construction within the next four years. It is essentially the first four years of the MTP's 25-year plan. The TIP is updated every two years and amended regularly. Copies of any updated or revised TIPs must be provided to TxDOT, FHWA, and the FTA. KTMPO seeks public review and comments on the TIP during each plan update or amendment.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Transportation Improvement Program (TIP)
Fiscal Years 2025-2028

Public Meeting Date:
April 3, 2024
April 18, 2024

Approved by the TPPB:
May 15, 2024

Amended by the TPPB:
October 16, 2024

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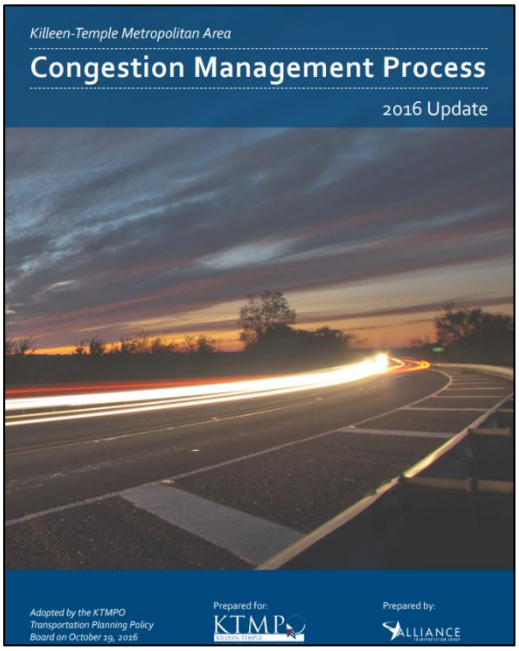
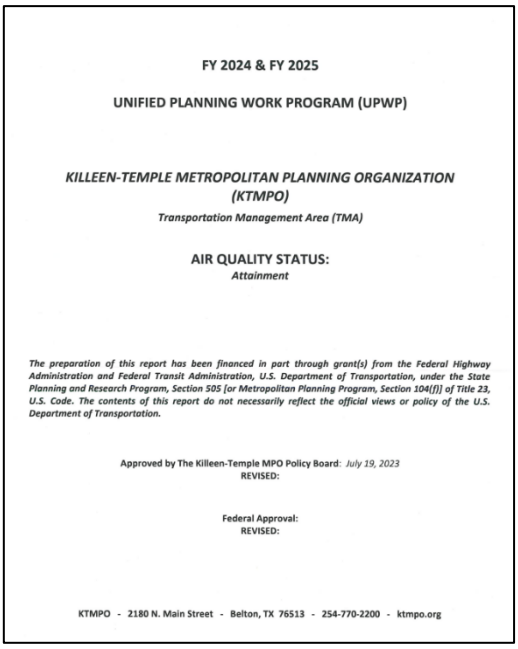
Congestion Management Process (CMP)



Title 23, U.S.C. Section 450.322, states the transportation planning process in a TMA should address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. The development of a Congestion Management Process (CMP) should result in multimodal system performance measures and strategies that can be reflected in the MTP and the TIP. Because KTMPO's planning area exceeds a population of 200,000, we are federally mandated to develop a process to monitor and reduce congestion in the region. The CMP is a playbook of strategies designed to improve the safe and efficient movement of people and goods. CMP review and update is encouraged every five years. The document is amended regularly in response to federal requests. KTMPO seeks public review and comments on the CMP during each plan update or amendment.

Unified Planning Work Program (UPWP)


FY 2024 & FY 2025

UNIFIED PLANNING WORK PROGRAM (UPWP)

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO)

Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by The Killeen-Temple MPO Policy Board: *July 19, 2023*
REVISED:

Federal Approval:
REVISED:

KTMPO - 2180 N. Main Street - Belton, TX 76513 - 254-770-2200 - ktmpo.org

Title 23, U.S.C. Section 450.308, states that MPOs shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a Unified Planning Work Program (UPWP), which provides descriptive and scheduling details for the MPO's planning process. It serves as a base document for carrying on the continuing, cooperative, and comprehensive transportation planning process in the Killeen-Temple urbanized area. The UPWP includes a 2-year budget plan for MPO planning dollars and outlines estimated planning funds to be received by the MPO over the 2-year planning period. It also includes a detailed workplan that explains how the MPO plans to expend those funds during that time-frame.

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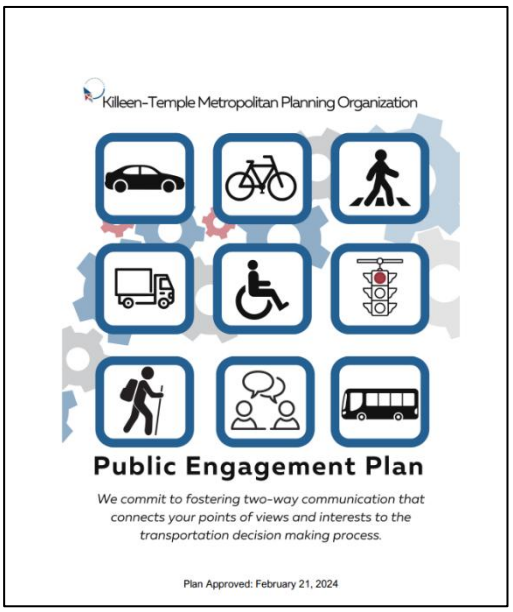
Public Engagement Plan (PEP)

Title 23, U.S.C. Section 450.316, requires that MPOs develop a Public Engagement Plan (PEP) approved by the Transportation Planning Policy Board. The PEP serves as a living document and resource to KTMPO staff, member entities, and the public, which outlines equitable public engagement strategies and supports transportation planning practices. KTMPO's PEP is reviewed every three years and updated as needed to reflect changes in federal or state requirements, demographic shifts, and outreach techniques. KTMPO requests public review and comment on the PEP during each plan update or amendment.



Other Complementary Guiding Documents

Although not required for public review, KTMPO also follows additional guidance to complement our public engagement practices:

- The **Limited English Proficiency (LEP) Plan** identifies reasonable steps for providing language assistance to persons with Limited English Proficiency (LEP) who wish to engage in KTMPO programs and activities. LEP persons are those who do not speak English as their primary language and have limited ability to read, write, or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP individuals that assistance is available.

- The **Title VI Plan** ensures all programs, policies, and activities comply with various nondiscrimination laws and regulations included in Title VI of the Civil Rights Act of 1964. This federal law protects individuals, groups, and organizations from discrimination based on race, color, or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach (i.e., religion, sex, disability, age), reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

- The **Environmental Justice (EJ) Methodology** identifies where underserved populations, known as Environmental Justice Communities of Concern (EJCOC), reside so decision-makers can plan transportation projects that improve quality of life for these communities that face barriers to affordable, equitable, reliable, and safe transportation (USDOT, n.d.).

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PUBLIC ENGAGEMENT

What is Public Engagement?

In compliance with federal requirements (Title 23 U.S.C. Section 450.316) to create and offer opportunities for public involvement, KTMPO engages the public and stakeholders through two-way communication as a key planning practice to assist in establishing and developing regional goals and objectives to connect our community's points of view and interests to the transportation decision-making process. KTMPO follows guiding principles from the U.S. Department of Transportation's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making:

- Provide for meaningful engagement that is an opportunity for the community to influence the transportation decision-making process;
- Ensure diversity, equity, inclusion, and accessibility to the transportation decision-making process for our community;
- Align the transportation strategies of our region through coordination with member entities and consideration of public input;
- Cultivate trust and transparency with our communities; and
- Continuous evaluation of engagement processes through public surveys and internal reviews.

The Foundation to Public Engagement **starts with YOU, the public. This gear graphic demonstrates where YOU, the public, participate in the KTMPO transportation decision-making planning process. It is not representative of the complete process – but emphasizes a contact point for YOU to get involved.**

- **A BLUE gear represents YOU, the public.**
- **A RED gear represents Killeen-Temple Metropolitan Planning Organization (KTMPO).**
- **A GRAY gear represents KTMPO's governing body.**

The Requirements and Best Practices for Meaningful Public Engagement **are the blueprint to transparent decision-making.**

The Plan Development in Respect to Public Engagement **informs:**

- **Public Engagement Plan,**
- **Metropolitan Transportation Plan,**
- **Transportation Improvement Plan,**
- **Congestion Management Process.**

The Process of Public Engagement **is early, meaningful, and ongoing.**

The Effectiveness of Public Engagement **is an ever-evolving evaluation of outreach methods.**

Why is Public Engagement important?

KTMPO believes that creating a diverse and inclusive environment is not only the right thing to do, but it also fuels innovation, enhances creativity, and drives the collective success of our region and the State of Texas. We want to develop a culture of mutual concern where relational connections are built, everyone feels heard and respected, and we all come away with the desire to make a difference. To accomplish these values, KTMPO is dedicated to advancing transportation planning by actively eliminating barriers to public involvement, ensuring greater access and engagement for all.

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Performance-Based Planning & Programming

Performance-based planning and programming refers to the application of performance management to achieve desired performance outcomes for the multimodal transportation system. The objective is to ensure transportation investment decisions are made based on their ability to meet established goals.

States and MPOs must invest resources in projects to achieve individual targets that collectively will make progress toward National Goals (Title 23, U.S.C. Section 150). Specific quantitative criteria published by the Secretary of Transportation measure whether these goals have been achieved. KTMPO supports state and federal performance measures by incorporating performance standards into project submission and scoring processes, declaring region-specific standards through formal Resolutions, and reporting target outcomes to appropriate boards and agencies as required. KTMPO Performance Targets can be found in the most recent Transportation Improvement Program.

The National Goals and Performance Management Measures for the Federal Highway Programs as established in legislation are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To 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** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To 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.

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TxDOT Funding Categories

TxDOT Funding Categories include:

Preventive Maintenance and Rehabilitation (CAT 1)

Preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. Preventive Maintenance defined as work to preserve, rather than improve the structural integrity of a pavement or structure. Rehabilitation the installation, replacement and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations.

Metropolitan and Urban Corridor Projects (CAT 2)

Mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

Non-Traditionally Funded Transportation Projects (CAT 3)

Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.

Statewide Connectivity Corridor Projects (CAT 4)

Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors. Projects must be located on the Texas Highway Trunk System, NHS, connections to major ports or border crossings, the National Freight Network, or hurricane evacuation routes.

Congestion Mitigation and Air Quality Improvement (CAT 5)

Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.

Structures Replacement & Rehabilitation (CAT 6)

Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.

Metropolitan Mobility & Rehabilitation (CAT 7)

Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.

Safety (CAT 8)

Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program (HSIP), Systemic Widening Program (SSW), and Road to Zero (RTZ).

Transportation Alternatives Program (CAT 9)

Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.

Supplemental Transportation Projects (CAT 10)

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.

Carbon Reduction (CAT 10CR)

Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

District Discretionary (CAT 11)

Projects eligible for federal or state funding selected at the discretion of the TxDOT District.

Strategic Priority (CAT 12)

Projects with specific importance to the state including those that generally promote economic opportunity, congestion and connectivity, energy sector access, border and port connectivity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.

Develop Authority (DA)

Focuses on advanced planning activities. Specific projects selected by the districts in coordination with MPOs to ensure alignment with the MTP.

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KTMPO Resources

Transportation Planning Policy Board
Technical Advisory Committee
Active Transportation Advisory Committee
Freight Advisory Committee

Leadership & Staff

KTMPO Plans

Meeting Schedule & Agendas

Public Comment Form

Killeen-Temple Metropolitan Planning Organization
Texas Department of Transportation
Federal Highway Administration
Federal Transit Administration

Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, Texas 76513
254-770-2200