



KILLEEN-TEMPLE  
METROPOLITAN PLANNING ORGANIZATION

**TAC**

**Technical Advisory  
Committee**

June 4, 2025

# Agenda

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**Killeen-Temple Metropolitan Planning Organization  
Technical Advisory Committee (TAC)**

Wednesday, June 4, 2025

Central Texas Council of Governments Building  
2180 North Main Street, Belton, Texas 76513

**Regular Meeting: 9:30 A.M.**

Virtual Link: [KTMPO TAC Meeting](#)

Call in Number: [+1 \(872\) 240-3212](#)

Access Code: 756-809-085

**AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item:** Regarding approval of minutes from the May 7, 2025, meeting. (pgs. 5-10)  
[Presenter: Uryan Nelson, KTMPO]
4. **Discussion and Action Item:** Regarding recommending approval of the FY2026-2027 Unified Planning Work Program (UPWP). (pgs. 11-12) [Presenter: Uryan Nelson, KTMPO]
5. **Discussion Item:** Regarding update of the TXDOT-KTMPO-CTCOG 5-Year Planning Agreement. (pgs. 13-15) [Presenter: Uryan Nelson]
6. **Discussion Item:** Regarding Transportation Planning Policy Board (TPPB) approval of Vice-Chair for the remainder of FY2025. (pgs. 16-17) [Presenter: Uryan Nelson]
7. **Discussion Item:** Regarding the Decision Lens Criteria Prioritization Exercise. (pgs. 18-23)  
[Presenter: Kendra Coufal, KTMPO]
8. **Discussion Item:** Regarding TxDOT quarterly Project Status Updates. (pgs. 24-33)  
[Presenter: Michael Yates, TxDOT]
9. **Discussion Item:** Regarding TPPB approval of ratification for MPO Director's requested response to Senator Cruz's office for the 2025 Surface Transportation Reauthorization Bill. (pgs. 34-65) [Presenter: Uryan Nelson]
10. **Discussion Item:** Regarding update on KTMPO TIP/MTP programmed funding and project readiness. (pgs. 66-67) [Presenter: Uryan Nelson, KTMPO]

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

11. **Discussion Item:** Regarding the public comment period for amendments to the FY2025-2028 Transportation Improvement Program (TIP) and 2050 Metropolitan Transportation Plan (MTP) for the August STIP Revision. *(pgs. 68-91)* [Presenter: Anita Janke, KTMPO]
12. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan. *(pgs. 92-94)* [Presenter: Anita Janke, KTMPO]
13. **Discussion Item:** Regarding an update on the Safe Streets & Roads For All (SS4A) Grant. *(pgs. 95-96)* [Presenter: Uryan Nelson, KTMPO]
14. **Discussion Item:** Regarding public input received through May 2025. *(pgs. 97-100)* [Presenter: Anita Janke, KTMPO]
15. **Director's Update:** *(pgs. 101-103)* [Presenter: Uryan Nelson, KTMPO]
  1. Meeting Schedule;
  2. Other Updates;
  3. Air Quality.
11. Member comments.
12. Adjourn.

**Workshop - To Follow Regular Scheduled Meeting (If Needed)**  
**AGENDA**

1. Call to order.
2. Discussion on any KTMPO items (No action will be taken on items discussed).
3. Adjourn.



# Item #3

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## Meeting Minutes



**Killeen-Temple Metropolitan Transportation Planning Organization (KTMPPO)  
Technical Advisory Committee (TAC)**

Wednesday, May 7, 2025

9:30 AM

**Regular Meeting**  
2180 North Main Street  
Belton, TX 76513

Representing	Member	Attended	Alternate Member Attended
City of Belton	Bob van Til	Y/A	Matthew Bates
City of Copperas Cove	Robert Lewis	Y	
City of Harker Heights	Kristina Ramirez	Y	
City of Killeen	Kent Cagle	Y/A	Andrew Zagars
City of Temple	Jason Deckman	Y	
Bell County	Bryan Neaves, PE	N	
Coryell County	Judge Roger Miller	Y	
Lampasas County	Commissioner Bobby Carroll	N	
HCTD	Darrell Burtner	Y	
Small and Rural Representative	Mayor Bert Henry	N	
TxDOT – Waco	Victor Goebel, PE	N	
TxDOT – Brownwood	Jason Scantling, PE	N	

*Y= Attended Y/A= Alternate Attended N=Did not attend*

*\*denotes online attendance*

**Meeting Minutes:**

1. **Call to Order:** Uryan Nelson called the meeting to order at 9:30am.
2. **Opportunity for Public Comment:** There were no public comments.
3. **Action Item:** Approve minutes from the April 2, 2025, meeting.

**Matthew Bates made a motion to approve the April 2, 2025, meeting minutes, seconded by Jason Deckman; the motion passed unanimously.**

4. **Discussion and Action Item:** Regarding recommending approval of Resolution 2025-09 recognizing June 7, 2025, as National Trails Day.

Anita Janke presented Resolution 2025-09 recognizing June 7, 2025, as National Trails Day. Ms. Janke explained National Bike Month promotes trail use and volunteerism and includes key events during the day – a beginner mountain bike ride at Dana Peak, a trail cleanup at Salado Tablerock Amphitheater Trails, and paddleboarding on Salado Creek.

**Bobby Lewis made a motion to recommend approval of Resolution 2025-09 recognizing June 7, 2025, as National Trails Day, seconded by Jason Deckman; the motion passed unanimously.**

5. **Discussion and Action Item:** Regarding Speed Sign Loaner Program.

Uryan Nelson presented the draft ILA for the Speed Sign Loaner program developed by the KTMPO. He explained that the portable speed signs were purchased with funding provided by TxDOT for safety planning activities. Kristina Ramirez asked what the request process and prioritization would look like. Mr. Nelson said that because of the number of speed signs, a prioritization process was not in place but could be developed if need be. Jason Deckman asked what the ideal length of time a city could use a speed sign for was. Matthew Bates said that around a week was ideal.

**Jason Deckman made a motion to recommend approval of the Speed Sign Loaner Program Interlocal Agreement and authorization of MPO Director to execute Interlocal Agreements with KTMPO member entities, seconded by Matthew Bates; the motion passed unanimously.**

6. **Discussion and Action Item:** Regarding an update on the Safe Streets & Roads For All (SS4A) Grant.

Uryan Nelson provided an update on the SS4A grant. KTMPO has completed all required activities and is beginning the close-out process. Although the SS4A plan was submitted to Federal Highways, the agency will only review it if it's referenced in a future funding application. Mr. Nelson also addressed the in-kind documentation and signatures needed for the grant

7. **Discussion Item:** Regarding Safe Streets & Roads for All (SS4A) Taskforce.

Jason Deckman presented the Safe Streets & Roads for All Taskforce, explaining that it was a body that would meet quarterly to share information regarding crash data and coordinate solutions to addressing road accidents and fatalities. Uryan Nelson recommended that SS4A Taskforce meetings follow TAC meetings.

8. **Discussion Item:** Regarding an update on the Safe Streets & Roads For All (SS4A) Planning and Demonstration Grant.

Uryan Nelson provided an update on SS4A grant funding opportunities for FY2025. With the Funding Opportunity open for applications, he shared several possible ideas that the KTMPO could apply for under the Planning and Demonstration Grant. He informed the TAC that FHWA has not required any revisions or updates to plans already submitted, but that staff will make modifications required so long as they do not have a negative impact on safety messaging within SS4A plans. Jason Deckman recommended against making any modifications to language within plans unless there was direct word from the federal administration about any changes needing to be made.

Uryan Nelson said that the KTMPO were primarily interested in applying for grant funding in order to implement a regional planning theme, leverage new technologies, and update the plan as needed. Andrew Zagars noted that near-miss/close-call analyses would be useful for the region, but that other technologies and studies explored would have to be tailored to the needs of different cities and counties.

**Andrew Zagars made a motion to recommend approval of Planning and Demonstration Project for the FY2025 Safe Streets and Roads for All Funding Opportunity, seconded by Matthew Bates; the motion passed unanimously.**

9. **Discussion Item:** Regarding CY2025 TIP Amendment Schedule and Amendments of TIP and MTP.

Callie Tullos provided an update on the TIP and MTP Amendments that were presented to TAC, TPPB, and the public. Anita Janke gave a summary of public engagement from the process, noting that it was generally positive. Ms. Tullos then requested the TAC to review the current TIP Projects for any amendments needed by May 15.

**10. Discussion Item:** Regarding the Draft TxDOT-KTMPO-CTCOG Planning Agreement.

Uryan Nelson provided an update to the Planning Agreement between TxDOT, KTMPO, and CTCOG. TxDOT is still in the process of deciding what changes to the agreement need to be made.

**11. Discussion Item:** Regarding the Draft 2026-2027 UPWP.

Uryan Nelson provided an update on the Draft 2026-2027 UPWP, informing the TAC that it was approved for submission and is currently under review by FHWA.

**12. Discussion Item:** Regarding Scoring Criteria Survey responses and staff recommendations.

Kendra Coufal provided an update on the project Scoring Guidelines, which emphasized more objective criteria over subjective criteria in order to ease the burden of grading and reviewing applications by the TAC. She noted that the survey determined it was unfavorable for staff to provide blind scores, or for there to be specialty scoring teams within expert areas, so both proposals were removed from the update. The takeaway from the survey was that the criteria themselves were generally approved of, and that most changes would be regarding the distribution of different point totals.

**13. Discussion Item:** Regarding TxDOT's AADT data review.

Kendra Coufal informed TAC that the 2024 ArcGIS Online Annual Average Daily Traffic review application is live, and that TAC members were sent a link to access the map and submit comments, with a deadline of Friday, May 9, 2025.

**14. Discussion Item:** Regarding KTMPO's Regional Active Transportation Update.

Anita Janke presented the developing Regional Active Transportation Plan, a project by the ATAC to identify opportunities for multi-jurisdictional trail connections and integrating safe pedestrian, bike, and shared-use paths. Ms. Janke emphasized that demonstrating planning readiness, improving grant competitiveness, and encouraging multimodal integration, were three of the distinct aims of the plan.

**15. Discussion Item:** Regarding public input received through April 2025.

Anita Janke provided a summary of public comments through April of 2025.

**16. Director's Update:**

Uryan Nelson provided an update on the schedule for the upcoming KTMPO meetings. Mr. Nelson notified TAC about the reduction of Department of Transportation staff level by 4,000, with the Texas Division being reduced by 50%. Mr. Nelson also notified TAC about the AMPO conference in Rhode Island. Mr. Nelson shared the maximum ozone air quality readings for April, which were 67 parts per billion (ppb) at the Temple station and

70 ppb at the Killeen station.

17. **Member Comments:** No Comments.

18. **Adjourn:** The meeting adjourned at 10:29am.

These meeting minutes were approved by TAC at their meeting on \_\_\_\_\_.

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Uryan Nelson, KTMPO Director

DRAFT

# Item #4

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**FY2026 & 2027 UPWP**

## Draft FY2026-2027 Unified Planning Work Program (UPWP)

### Background

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPPO) planning process for a two-year period. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive transportation planning process in the Killeen-Temple urbanized area. This work plan identifies tasks and subtasks that KTMPPO staff plan to undertake during the plan period and the associated budget for these tasks.

### 2026-2027 UPWP Timeline

February-March:	April - May:	April - July:	August - October:	Oct 1:
MPOs Draft UPWP	MPOs Submit Draft UPWP  May 1: MPOs MUST submit initial draft to TPP	MPOs & TPP Collaborate on Final UPWP  Jul 15: MPOs MUST submit final UPWP (with policy board approval).	FHWA/FTA Review & Approval  Aug 1: TPP submits all UPWPs to FHWA.  Aug - Sept: FHWA may request revisions.	Start date for approved FY 2026 UPWPs.

Staff are in the process of updating this plan for FY2026-2027. A draft version of the UPWP is included in the meeting materials and was sent to the Federal Highway Administration (FHWA) for review.

**Action Needed:** Consider recommending approval of the FY2026-2027 UPWP.



# Item #5

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## **TxDOT-KTMPO-CTCOG Planning Agreement**



June 4, 2025

**Technical Advisory Committee**

**Agenda Item # 5**

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## **TxDOT-KTMPO-CTCOG Planning Agreement**

### **Background**

The Planning Agreement agreement between Texas Department of Transportation (TxDOT), KTMPO, and Central Texas Council of Governments (CTCOG) outlines the cooperative planning and programming process between the agencies. This agreement ensures that transportation projects are developed in a coordinated manner, considering regional needs and federal requirements, and outlines how federal planning funds are distributed.

TxDOT is extending the current 2018 Planning Agreement through September 2026, while they continue internal review of the new draft. A revised agreement is now expected by late 2025. The update from TxDOT is included in the meeting packet.

**Action Needed:** No action needed; for discussion only.

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**From:** Casey Wells <[Casey.Wells@txdot.gov](mailto:Casey.Wells@txdot.gov)>  
**Sent:** Wednesday, May 28, 2025 4:39:29 PM  
**Cc:** TPP-MPO Team <[TPP-MPOTeam@txdot.gov](mailto:TPP-MPOTeam@txdot.gov)>  
**Subject:** RE: TxDOT-MPO-FA Planning Agreement

BCC: TxDOT District Planning & Development; TPP Budget and Federal Programs

Good afternoon,

We are re-evaluating the draft TxDOT-MPO-FA Planning Agreement based on discussions from the May 16<sup>th</sup> Office Hour and with internal colleagues. The additional review will add time but will ensure we are putting together a document with the right terms. In the coming 2 weeks, TPP will be issuing an extension to the current (2018) agreement pursuant to Article 1 Section B, which will extend it through September 2026. A new estimate for finalizing the new agreement is late CY 2025. Once in place, it will supersede the current agreement. We'll re-engage the MPOs when the next draft of the agreement is ready.

Thank you,

**CASEY WELLS**

Systems Planning Section Director

Texas Department of Transportation

Transportation Planning and Programming Division

[casey.wells@txdot.gov](mailto:casey.wells@txdot.gov) | M: 512-423-8986 | M3B1.11

# Item #6

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## Policy Board Vice-Chair Election Update

## **Election of Transportation Planning Policy Board (TPPB)** **Vice-Chair for FY2025**

### **Background**

KTMPo TPPB Chair, Councilmember Susan Long, has resigned from Temple City Council. KTMPo Bylaws state, "In the event that the Chairperson is unable to serve, the Vice Chairperson shall assume the office of Chairperson and call a special election at the next regular, special, or Annual Meeting to fill the office of Vice Chairperson for the remaining portion of the term."

Bell County Commissioner, Bobby Whitson, has transitioned from his role as TPPB Vice-Chair to Chair. At the May 21, 2025 TPPB meeting, a vote was held and action was taken, electing Councilmember Riakos Adams as the new TPPB Vice-Chair for the remainder of FY2025.

### **Eligible Policy Board Voting Members**

<b>City Members</b>	
<b>Entity</b>	<b>Name</b>
City of Belton	Mayor David Leigh
City of Copperas Cove	Councilmember Dale Treadway
City of Harker Heights	Mayor Michael Blomquist
City of Killeen	Councilmember Ramon Alvarez
City of Killeen	Councilmember Riakos Adams
City of Killeen	Councilmember Joseph Solomon
City of Temple	Mayor Tim Davis
City of Temple	Councilmember Mike Pilkington
Hill Country Transit	Raymond Suarez
<b>County Members</b>	
Bell County	Judge David Blackburn
Coryell County	Judge Roger Miller
Lampasas County	Commissioner Bobby Carroll
<b>TxDOT Members</b>	
Waco District	Stan Swiatek
Brownwood District	Greg Cedillo

**Action Needed:** No action needed; for discussion only.

# Item #7

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## Decision Lens Criteria Prioritization Exercise

## **Decision Lens Criteria Prioritization Exercise**

### **Background**

Years ago, TxDOT desired a data-driven system capable of leveraging data to make the project prioritization process more efficient. In 2020, TxDOT partnered with Decision Lens to provide MPOs with a fully-automated project prioritization tool to:

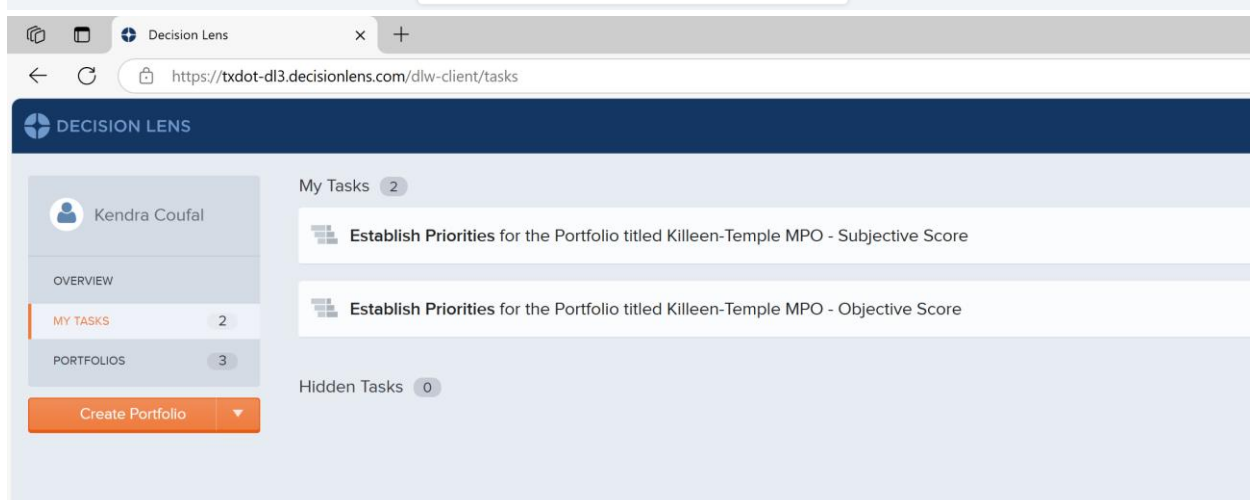
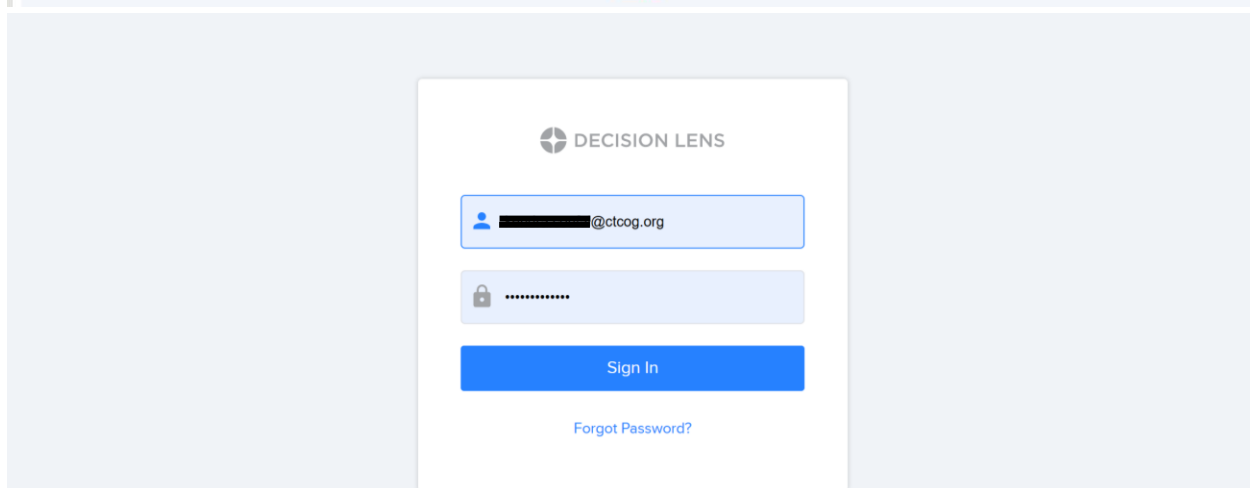
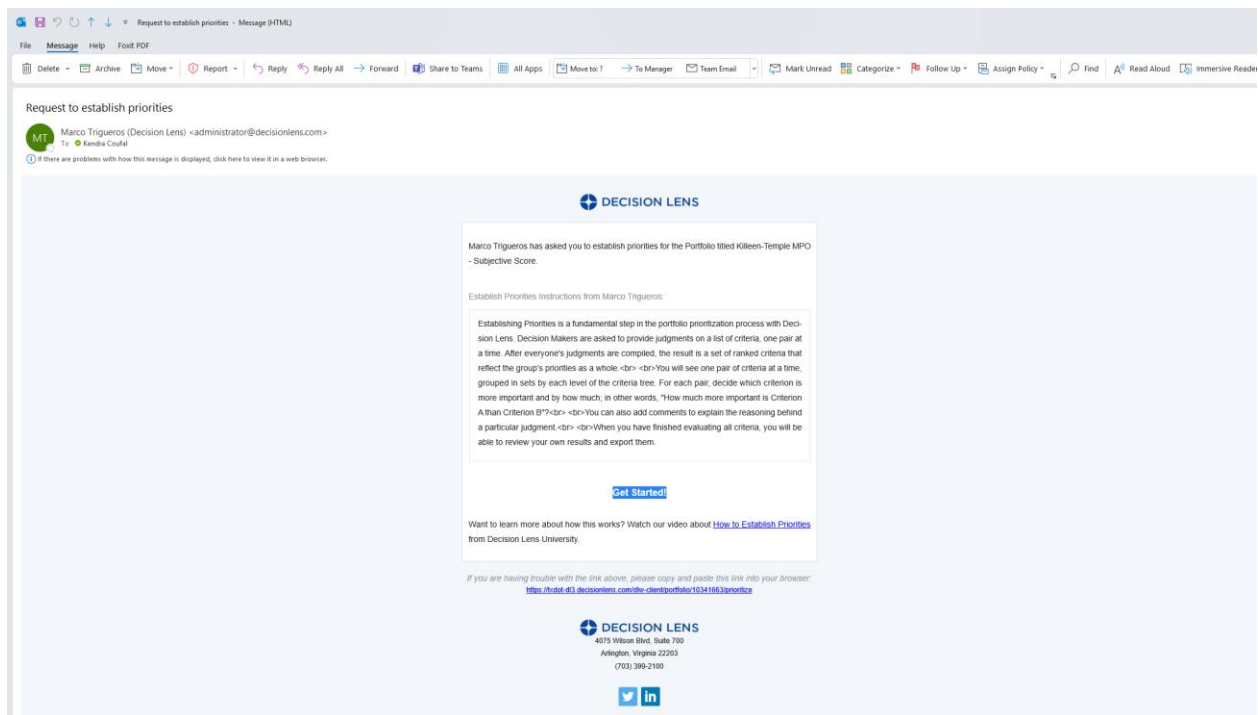
- set priorities with customized criteria,
- organize data for transparent scoring,
- improve the experience of the scoring process,
- explore funding scenarios for major planning efforts, and
- remain in compliance with federal and state requirements.

Decision Lens Client Analyst, Marco Trigueros, will provide an overview and demonstration of the Priorities Collection Process of KTMPO's scoring criteria. The TAC will be tasked with completing this exercise for Objective and Subjective scoring criteria between June 4<sup>th</sup> – June 20<sup>th</sup>. In the coming months, Decision Lens will provide an update on how the TAC Priorities compare to the currently approved Criteria weights, run a few sample projects through the different criteria scenarios, and assist the TAC with finalizing scoring criteria and weights for the next Call for Projects in the Spring of 2026.

### **Project Scoring Guidelines Timeline**

<b>Date</b>	<b>Activity</b>
<b>June 4, 2025</b>	Decision Lens demonstration of Priorities Collection Process
<b>June 4-20, 2025</b>	TAC / ATAC completion of Priorities Collection Exercise
<b>July 2, 2025</b>	Decision Lens presentation of outcomes from Priorities Collection Exercise compared to current Criteria weights; Staff present initial revisions to the Project Scoring Guidelines to reflect updated Criteria definitions to better align with Federal Regulations, declared Performance Measures, and other priorities; Begin discussion on project phasing guidelines
<b>August 6, 2025 TAC Workshop</b>	Decision Lens demonstration of how sample projects score with Priorities vs current Criteria; TAC finalize scoring criteria and weights
<b>September 3, 2025</b>	Staff present secondary revisions to the Project Scoring Guidelines to reflect updated criteria, weights, and definitions; TAC recommend approval of Project Scoring Guidelines for TPPB action in September.

**Action Needed:** No action needed; for discussion only.





Decision Lens
x
+

https://txdot-dl3.decisionlens.com/dlw-client/portfolio/10341518/prioritize

Killeen-Temple MPO - Objective Score

HOMEPAGE
Priorities Overview

Marco Trigueros has asked you to complete 21 comparisons.

Get Started

INSTRUCTIONS
21 PRIORITY COMPARISONS

Establishing Priorities is a fundamental step in the portfolio prioritization process with Decision Lens. Decision Makers are asked to provide judgments on a list of criteria, one pair at a time. After everyone's judgments are compiled, the result is a set of ranked criteria that reflect the group's priorities as a whole.  
You will see one pair of criteria at a time, grouped in sets by each level of the criteria tree. For each pair, decide which criterion is more important and by how much; in other words, "How much more important is Criterion A than Criterion B?"  
You can also add comments to explain the reasoning behind a particular judgment.  
When you have finished evaluating all criteria, you will be able to review your own results and export them.

Welcome to Decision Lens! To complete the Priorities task, you'll evaluate a set of Criteria, one pair at a time. Use this tab to view a list of all Criteria and see how much progress you've made on each.

1 of 2
Next

Decision Lens
x
+

https://txdot-dl3.decisionlens.com/dlw-client/portfolio/10341663/prioritize

Killeen-Temple MPO - Subjective Score

HOMEPAGE
Priorities Overview

Marco Trigueros has asked you to complete 23 comparisons.

Get Started

INSTRUCTIONS
23 PRIORITY COMPARISONS

Establishing Priorities is a fundamental step in the portfolio prioritization process with Decision Lens. Decision Makers are asked to provide judgments on a list of criteria, one pair at a time. After everyone's judgments are compiled, the result is a set of ranked criteria that reflect the group's priorities as a whole.  
You will see one pair of criteria at a time, grouped in sets by each level of the criteria tree. For each pair, decide which criterion is more important and by how much; in other words, "How much more important is Criterion A than Criterion B?"  
You can also add comments to explain the reasoning behind a particular judgment.  
When you have finished evaluating all criteria, you will be able to review your own results and export them.

Decision Lens
x
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https://txdot-dl3.decisionlens.com/dlw-client/portfolio/10341663/prioritize/single?c1=10341719&c2=10341730

Killeen-Temple MPO - Subjective Score

HOMEPAGE
PRIORITIES OVERVIEW
Prioritize Criteria for Subjective Score

Which is more important with respect to Subjective Score ?

Local Priority & Support
OR

The local priority & support commitment to a project.

EXTREME
VERY STRONG
MODERATE
EQUAL
MODERATE

To view more information about a Criterion, click the name.

1 of 5
Next

Use the slider above to place your vote.

Previous
Next

ore

Which is more important with respect to

Local Priority & Support

Project Scope

For each pair of Criteria, decide **which one** is more important and by **how much**.  
Use the slider to place your vote.

2 of 5

Back Next

STRONG MODERATE EQUAL MODERATE STRONG

Use the slider above to place your vote.

Previous Next

Which is more important with respect to

Subjective Score ?

OR

Project Scope

project.

STRONG MODERATE EQUAL MODERATE STRONG

Use the slider above to place your vote.

3 of 5

Back Next

You may use comments to explain your vote.  
Comments may be public or private, depending on how the Owner set up the Portfolio.

Previous Next

Which is more important with respect to

Subjective Score ?

OR

Project Scope

ict.

STRONG MODERATE EQUAL MODERATE STRONG

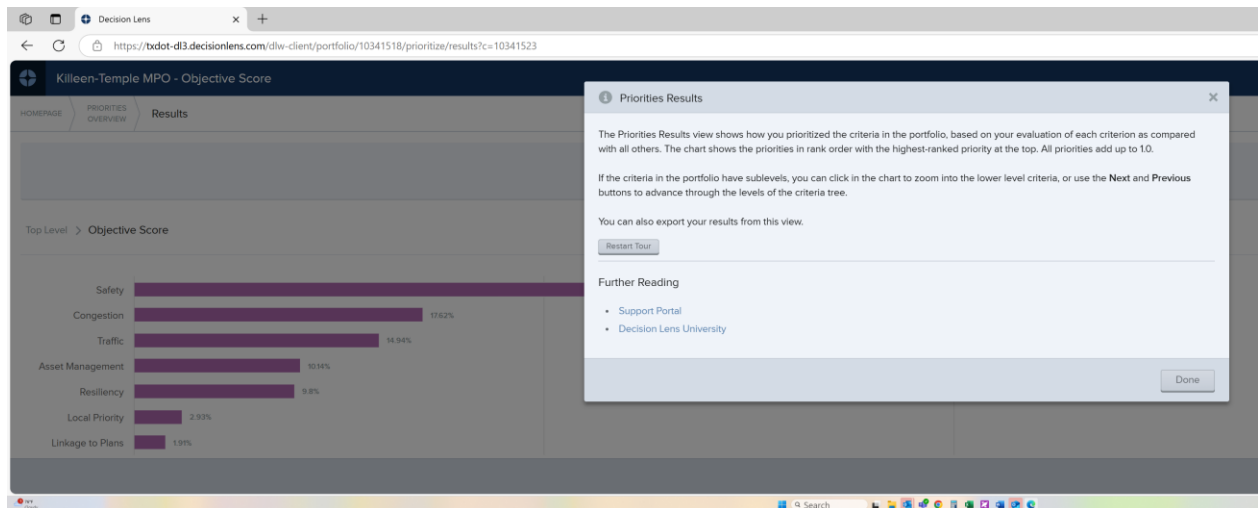
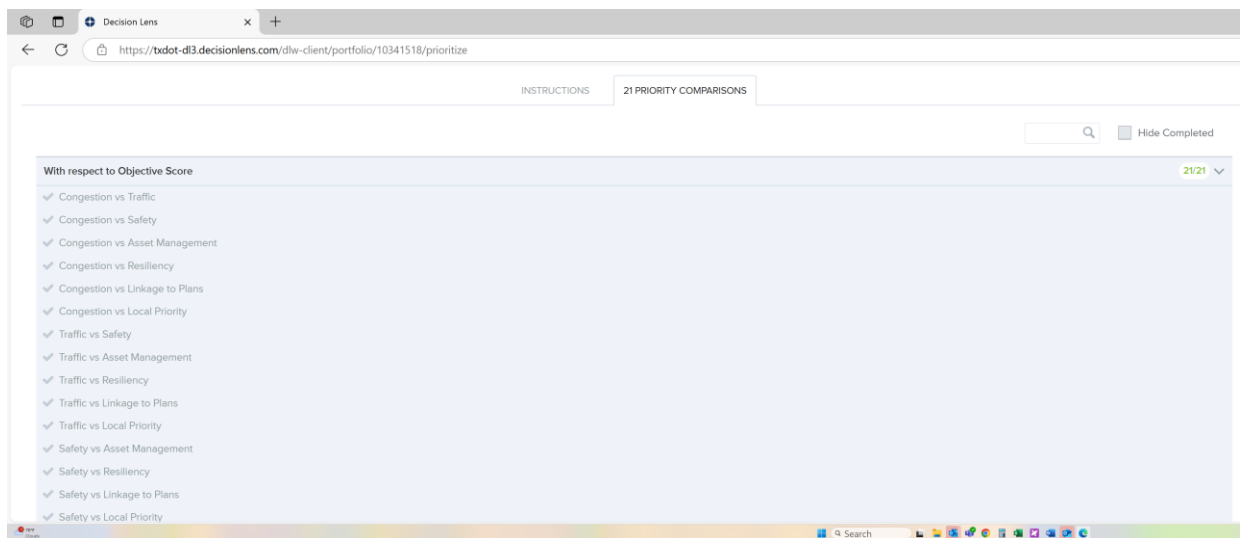
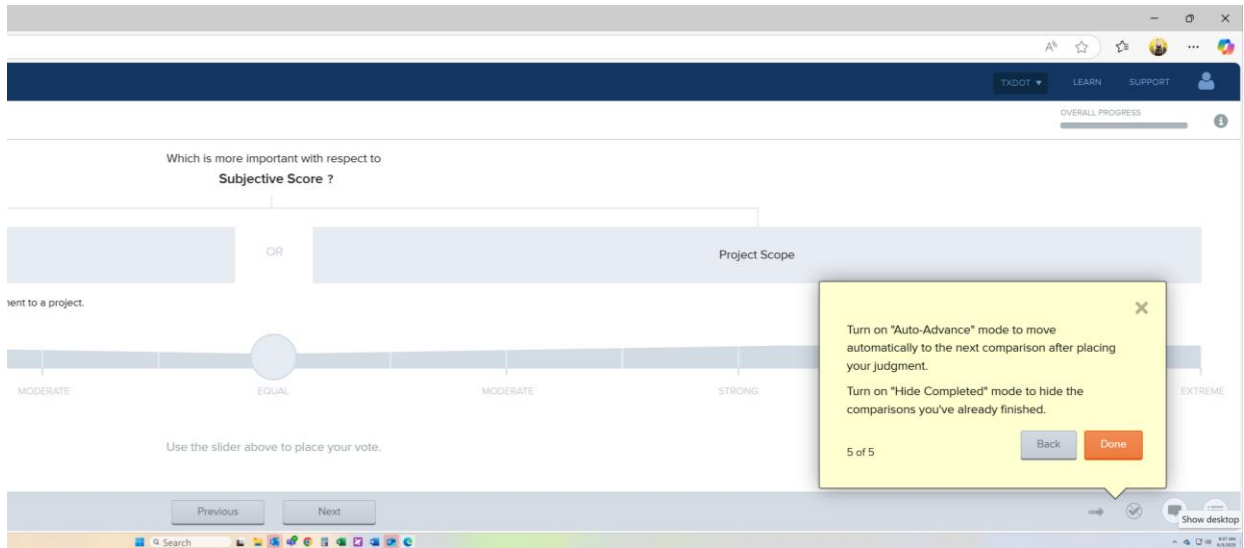
Use the slider above to place your vote.

4 of 5

Back Next

Click this icon to open a panel containing all available comparisons.  
Jump to a different comparison by choosing one from the list.

Previous Next



# Item #8

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## TxDOT Quarterly Project Status Update



June 4, 2025

**Technical Advisory Committee**

**Agenda Item # 8**

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### **TxDOT Quarterly Project Status Updates**

#### **Background**

TxDOT Belton Area Engineer, Michael Yates, P.E., will provide an update on major projects across the region.

**Action Needed:** No action needed; for discussion only.



## Belton Area Office Projects Update, June 2025



May 30, 2025

1



Connecting you with Texas

### Table of Contents

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**10** | FM 1123 Bridge Replacements

**12** | IH 35 Rest Stop

**14** | Spur 439 Mill and Overlay

**15** | Projects in Closeout

**16** | Upcoming projects

**2**

2

## SL 363 Widening

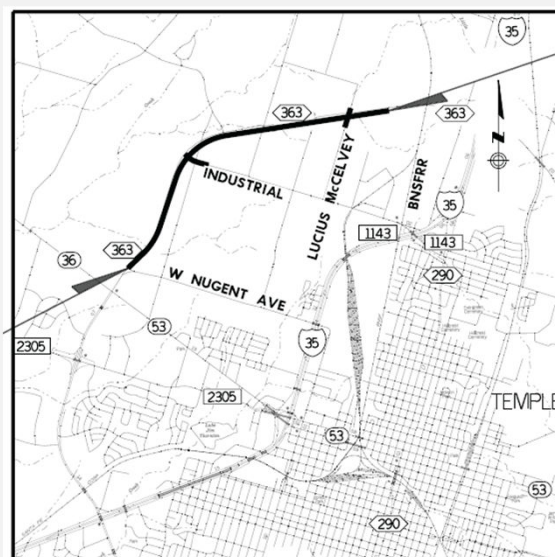
- Awarded to James Const. Group for \$53.7 mil
- Work Began June 2024
- Estimated completion Summer 2027
- Currently working on earthwork, bridges and retaining walls



3

3

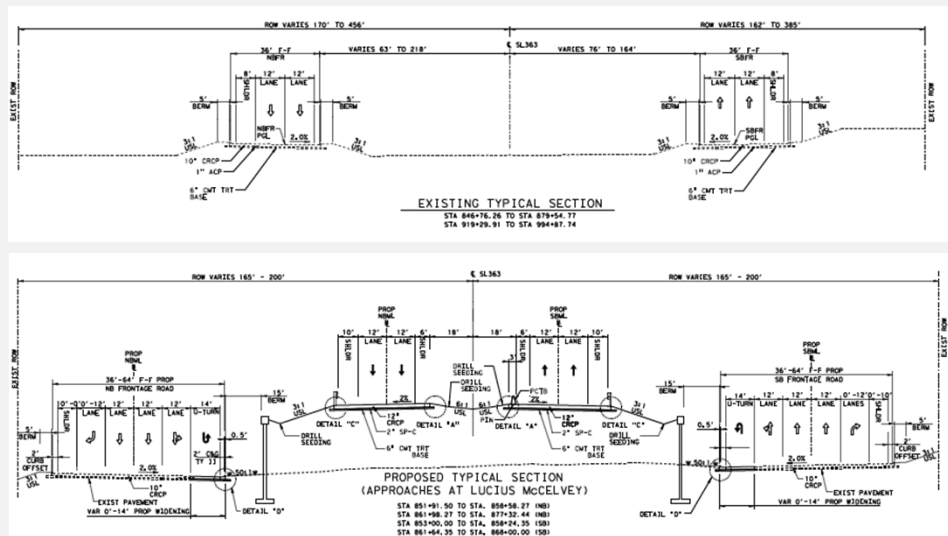
## SL 363 Widening



4

4

## SL 363 Widening



5

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## US 190 – Rogers Bypass Project

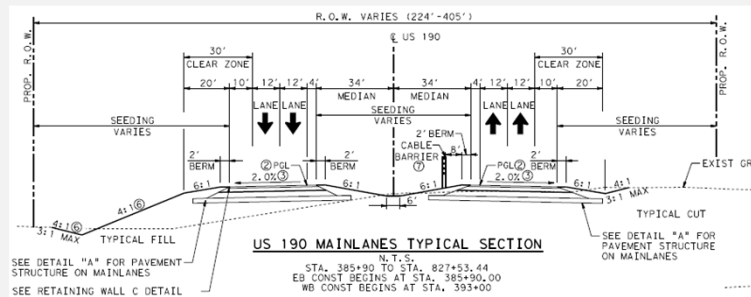
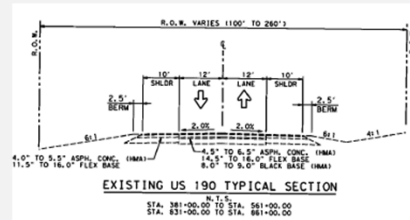
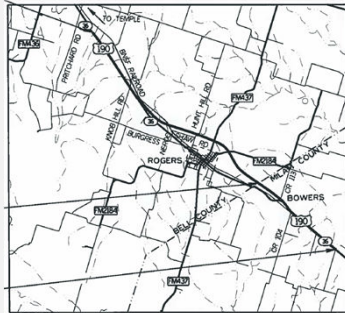
- From East of Heidenheimer to CR 113 in Milam County
- Jordan Foster Construction is the Contractor
- Time Started – June 2020
- Estimated Completion Date – Summer 2027
- Project Cost - \$77,807,569.04
- Widening of existing two-lane rural highway to divided four lane highway with a bypass around Rogers, TX.

6

6



## US 190 – Rogers Bypass Project



7

7

## US 190 – Rogers Bypass Project



8

8

## FM 1123 Bridge Replacement

- Consists of relacing three bridges over Cathey Creek, Runnels Creek and Moon Branch between Belton and Holland.

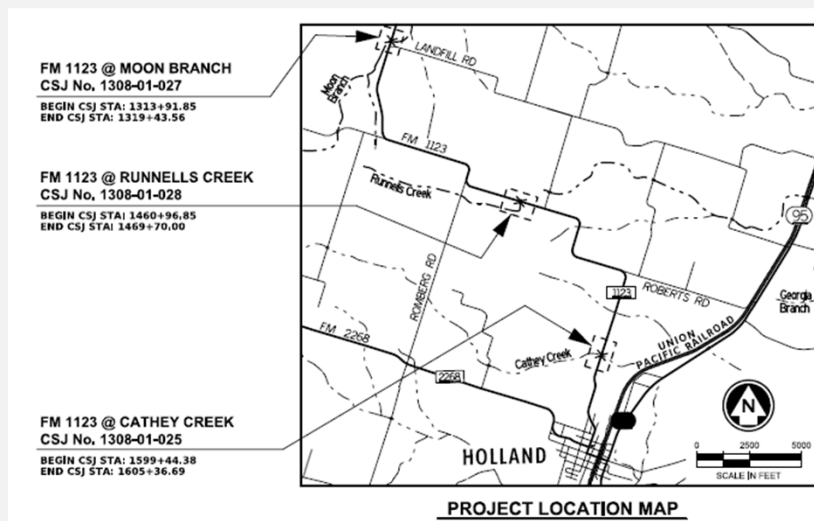
- Awarded to C.E. Barker, LTD, May of 2024
- Time Started – July 2024
- Estimated Completion Date – Fall 2025
- Project Cost - \$5,183,801.99



9

9

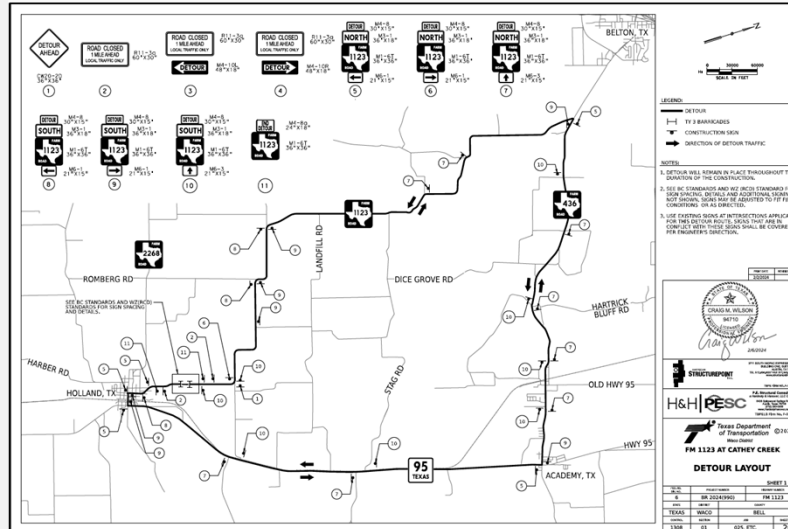
## FM 1123 Bridge Replacement



10

10

## FM 1123 Bridge Replacement



11

11

## IH-35 Rest Stop Parking Expansion

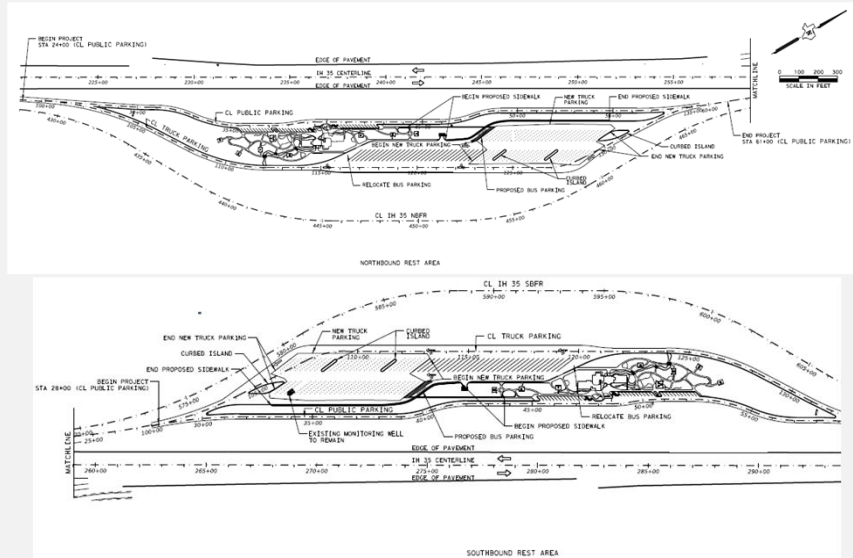
- Consists of expanding the truck parking area (103 additional parking spots) for the Northbound and Southbound rest stops south of Salado.
- Awarded to Texas Materials Group, August 2024
- Time Started – November 2024
- Estimated Completion Date – Summer 2025
- Project Cost - \$12,103,561



12

12

## IH-35 Rest Stop Parking Expansion



13

13

## Spur 439 Mill and Overlay

- Consists of Milling and Overlaying Spur 439 from FM 439 to South Nolan Creek through Nolanville.
- Awarded to Lonestar Paving, Feb. of 2025
- Time Started – March 2025
- Estimated Completion Date – Summer 2025
- Project Cost - \$1,357,784.16



14

14



## Projects in Closeout

### Belton Projects:

- SL 121 Widening
- FM 2410 Rehab
- SH 95 Bridge Replacements
- FM 436 Safety Treatments

### Gatesville Projects:

- SH 116 at SH 9 Interchange
  - SH 9 Ramp to Bus 190
  - Bus 190 median at FM 1113
- (Change order for Ped signal)



15

15

## Upcoming Projects

### Belton Projects:

- SH 195 Barrier, FM 2670 to Williamson County line- Let in May 2025
- Turkey Run Improvements on Fort Cavazos – June 2025 Letting
- IH-14 Safety Lighting project – June Letting
- SH 9/Tank Destroyer interchange improvements- Sept. 2025 Letting
- FM 2484 Rehab & Widening – Summer 2026 Letting

### Gatesville Projects:

- US190/IH-14 Copperas Cove Bypass – Nov. 2025 Letting

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# Item #9

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## 2025 Surface Transportation Reauthorization Bill

## **2025 Surface Transportation Reauthorization Bill**

### **Background**

On May 8, 2025, KTMPO Director Uryan Nelson submitted the following recommendations to Senator Ted Cruz's office on behalf of KTMPO regarding the 2025 Reauthorization Bill:

**1. Increase Planning Funds (PL):**

- Set PL funds at 3% of total formula allocations.
- Establish a funding floor to support smaller and rural MPOs.

**2. Direct Recipient Status for Planning Funds:**

- Amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients.
- Allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation, funding intended for those metropolitan area will continue to be provided to the State through the existing process.

**3. Direct Recipient Status for TMAs for Suballocated Programs:**

- Allocate STBG, CMAQ, CRP, and (if integrated) SS4A funds directly to MPOs with TMAs.

**4. Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects:**

- Eliminate the local match requirement for pl funds to ease burden on smaller MPOs.
- Reduce local match requirements and allow for flexible options for suballocated programs and allow flexible options like in-kin match.

**5. Allowing for Carryover of Planning Funds and Suballocated Funds:**

- Allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next.

**6. Formulize Safe Streets and Roads for All (SS4A):**

- Integrate SS4A into HSIP and distribute via formula to MPOs with safety plans.

**7. Expand Eligibility of Planning Funds:**

- Allow PL funds for preliminary design, fiscal administration of local projects, economic development studies, and critical data procurement.

A copy of the letter submitted to Senator Cruz's office is included in the packet.

At the May 21, 2025 TPPB meeting, action was taken to ratify KTMPO Director's response to Senator Cruz's office for the 2025 Surface Transportation Reauthorization Bill.

**Action Needed:** No action needed; for discussion only.



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May 8, 2025

The Honorable Ted Cruz  
Senate Committee on Commerce, Science, and Transportation  
United States Senate  
Washington, D.C. 20510

Dear Chairman Cruz,

On behalf of the Killeen-Temple Metropolitan Planning Organization (KTMPPO), thank you for your continued leadership on the Senate Committee on Commerce, Science, and Transportation, and for your unwavering commitment to improving our country's transportation systems. As the Committee turns its focus toward the next surface transportation reauthorization, your efforts will be critical in shaping policies that deliver real results to our communities across Texas, and the nation.

At KTMPPO, we plan for the future of transportation across 3 counties and 14 cities, serving approximately 375,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a staff of professional planners, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPPO Planning Area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, USDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

There are 410 Metropolitan Planning Organizations (MPOs) nationwide. As federally mandated and locally driven organizations, MPOs are key to ensuring that federal transportation investment reflects regional priorities. MPOs work to support project delivery, improve safety, alleviate congestion, and drive economic growth. MPOs collectively program billions of dollars in both formula and discretionary funding, advancing projects that generate meaningful, lasting benefits for the regions they serve.

As we look ahead to the expiration of the Infrastructure Investment and Jobs Act (IIJA), we are presented with a critical opportunity to reflect on its implementation and make meaningful improvements to better support the long-term needs of our national transportation system. With this in mind, KTMPPO respectfully submits the following policy priorities for your consideration as the Committee begins work on the next surface transportation authorization bill. These recommendations reflect the on-the-ground experience of our MPO as well as others across the country, and are intended to strengthen the federal-state-regional-local partnership that underpins our national infrastructure strategy:



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## #1 Increase Planning Funds

Planning is the foundation of effective project delivery. It builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development, ensuring taxpayers that every dollar is spent wisely.

Metropolitan Planning (PL) funds are the primary federal source that supports our core planning responsibilities under federal law. These funds are used to develop long-range plans, transportation improvement programs (TIPs), as well as conduct robust public engagement and performance-based planning. We are on the front lines of critical efforts such as short and long range planning activities; we are also responsible for freight coordination and congestion management efforts. These complex activities demand sophisticated modeling, extensive public outreach, and seamless interagency coordination.

Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs. While KTMP has risen to the challenge and become a vital convener for collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. This limited resource empowers us to plan for transportation systems that are responsive to the needs of our communities. As Texas continues to grow, it is essential that planning keeps pace to support safe, connected, and economically vibrant communities.

Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

### Recommendations:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Increase PL Funding:** Congress should increase metropolitan planning (PL) funds in Section 104 from a set number to a percentage. AMPO urges that planning funds be set at 3% of total formula allocations.
- **Establish a Funding Floor:** Congress should establish a dedicated funding floor to ensure that smaller MPOs, particularly those serving rural areas, receive a fair and adequate share of these vital resources, recognizing their unique planning challenges and resource constraints. This minimum, which would benefit the smallest communities, is only possible if there is an increase in overall planning funds.

## #2 Direct Recipient Status for Planning Funds

At KTMP, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

However, the current process for federal formula funding often involves lengthy approval chains and administrative hurdles. This bureaucratic red tape can delay critical projects, inflate costs, and leave our region waiting for essential repairs and upgrades. In the upcoming reauthorization, Congress has a significant opportunity to streamline this process by directly allocating Federal Highway Trust Fund formula dollars intended for local decision-making through the established metropolitan planning process directly to MPOs. This direct allocation will empower local and regional leaders to deliver smarter planning, accelerate project development, and implement better transportation projects that directly advance critical national transportation goals.

KTMPO supports granting direct recipient status to MPOs for Metropolitan Planning (PL) federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and empower us to make decisions that directly benefit our respective communities, while reaching national goals.

#### **Recommendations:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation:** To enhance efficiency, accountability, and responsiveness to regional priorities, Congress should amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients. Specifically, when the Secretary annually apportions funds to states, the Secretary shall directly sub-allocate Obligation authority and all associated responsibilities to metropolitan planning organizations that have formally chosen direct recipient status for funding allocated under 23 U.S.C. § 104(b)(6) or 49 U.S.C. § 5305(g). This direct relationship will simplify administrative processes and ensure that vital planning resources are directly aligned with locally developed regional transportation plans and priorities.
- **Opt-out Option:** Congress should allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation. For MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process.

#### **#3 Direct Recipient Status for TMAs for Suballocated Programs**

Similarly to PL, KTMPO believes certain capital formula funds should be sent directly to MPOs covering Transportation Management Areas<sup>1</sup> (TMAs) with an opt-out option. This approach would simplify administration, improve project delivery timelines, and enhance accountability for performance-based decision-making.

#### **Recommendations:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

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<sup>1</sup>TMA: An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area (TMA).

[Source: Federal Transit Administration](#)



- **Direct Suballocation to MPOs with TMAs:** Congress should allocate obligation authority and funding directly to MPOs within a transportation management area for those programs Congress has created or intended funding to be suballocated, including STBG, CMAQ, and CRP. For the purposes of this proposal, and contingent upon the integration of the Safe Streets for All program into HSIP as outlined in priority #6, we have included a portion of the HSIP program.
- **Opt-out Option:** Congress should allow MPOs within TMAs that do not wish to directly receive these capital funds to opt-out of direct suballocation. For TMA MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process. However, the respective MPO shall retain project selection priority for these funds, accompanied by strengthened requirements to ensure robust regional coordination and alignment with regional priorities.

#### **#4 Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects**

Effective transportation planning is the fundamental first step in guiding sound infrastructure investments and achieving national transportation goals. KTMPO is tasked with developing comprehensive transportation plans, conducting vital analyses, and engaging the public in a process that shapes the future of our transportation networks. However, the requirement for a 20% local match to access federal PL funds creates an unnecessary barrier to these essential activities. Requiring a local match for the very funds intended to support federally mandated planning activities places a disproportionate burden on KTMPO. We strongly urge Congress to eliminate the local match requirement for PL funds. This action will provide us with the necessary flexibility to dedicate our resources directly to the essential planning work that underpins sound transportation investments and benefits the residents of the KTMPO Region.

Our region encompasses both urban and rural communities with varying levels of fiscal capacity. These local governments often face steep barriers in accessing capital funding due to high local match requirements and are forced to forgo critical infrastructure improvements because they simply cannot meet the non-federal cost share—despite the urgency of these infrastructure, safety and other mobility needs.

Additionally, to ensure that all regions have reliable access to federal capital transportation funds and can effectively address their critical infrastructure needs, we urge Congress to establish reduced local match requirements for key capital programs (STBG, HSIP, CMAQ, and CRP). Additionally, flexible options for meeting the local match, such as allowing in-kind contributions or leveraging other resources, would provide crucial flexibility and ensure that vital projects are not unduly delayed due to local funding limitations. Reducing this financial barrier will empower communities to invest in essential infrastructure improvements, leading to a safer, more efficient, transportation network for the nation.

#### **Recommendations:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Eliminate the Local Match Requirement for PL:** Congress should eliminate the local match requirement for PL funds to provide MPOs with greater flexibility to address critical infrastructure needs. Reducing this financial burden will particularly benefit rural and

economically distressed communities that often face challenges in accessing essential federal funds

- **Reduce Local Match Requirements and Allow for Flexible Options for Suballocated Programs:** Congress should also establish reduced local match requirements for State and suballocated funds be used in projects in small urban (under 200,000) and rural areas. Furthermore, flexible options for meeting the local match, such as in-kind contributions or leveraging other federal resources, should be provided to accommodate the unique financial circumstances of different regions.

#### **#5 Allowing for Carryover of Planning Funds and Suballocated Funds**

Many of KTMP's projects, such as our I-35/ I-14 Expansion, Chaparral Rd, US-190 Bypass, as well as many other local projects, require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. To ensure the seamless progression of critical long-term infrastructure projects, Congress should allow for the carryover of federal transportation funds from one fiscal year to the next. This crucial flexibility will eliminate unnecessary disruptions, promote consistent progress on projects vital for enhancing safety, improving mobility, and bolstering economic growth. By allowing for the carryover of funds, Congress can facilitate more cost-effective project management and ensure the timely delivery of essential transportation improvements to communities across the nation.

#### **Recommendation:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Allow Carryover of PL Funds and Suballocated Funds:** Congress should allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next by aligning obligation authority and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

#### **#6 Formulize Safe Streets and Roads for All (SS4A)**

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations.

In contrast, the SS4A program fills critical gaps by allowing KTMP and the member governments in our region to develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. In the KTMP region, we've seen firsthand how early investments in safety planning help us identify dangerous corridors and prioritize projects that save lives.



SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

**Recommendation:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Formulize SS4A:** The Safe Streets for All program should be incorporated into the Highway Safety Improvement Program and distributed (via formula) to MPOs who have and/or are developing safety action plans. The funding can be used by MPOs and Rural Transportation Planning Organizations<sup>2</sup> (RTPOs) to develop and implement safety action plans. MPOs who choose not to participate would be excluded from receiving funding and funds should be redistributed to the State for projects eligible under HSIP. Many of the programmatic requirements included in the SS4A program should carry over and be included.

**#7 Expand Eligibility of Planning Funds**

Under current law, Metropolitan Planning (PL) funds are narrowly defined to support required federal planning activities. However, MPOs are being asked to do much more: assist local governments with project development/delivery, support grant applications, manage public engagement, procure regional data, and coordinate economic development studies.

In the KTMPPO Region, our MPO is often the first call when local governments need technical assistance or help navigating federal programs. With expanded eligibility, we could better support our partners, fill capacity gaps, and ensure that federal transportation investments are responsive to both local priorities and national performance objectives.

**Recommendation:**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Expand Eligible Uses of PL:** Congress should expand the eligible uses of PL funds to include activities such as preliminary design, fiscal administration of local projects, economic development studies directly linked to transportation, and critical data procurement. This expanded flexibility will empower MPOs to proactively address emerging regional needs and enhance transportation planning in a more meaningful way.

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<sup>2</sup> Rural Transportation Planning Organizations (RTPOs) are designated to develop transportation improvement programs and long-range plans for non-metropolitan areas. Federal transit law (49 U.S.C. § 5301 et seq) and the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning spell out provisions for the organizations. [Source: Federal Transit Administration](#)



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We thank Chairman Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation. We appreciate the consideration of these proposals and look forward to being proactive partners in this process. KTMPPO would welcome the opportunity to share additional information or discuss these priorities further.

Sincerely,

A handwritten signature in blue ink, appearing to read "Uryan Nelson", followed by a long horizontal flourish.

Uryan Nelson  
Director  
Killeen-Temple MPO  
2180 N Main St, Belton, TX 76513  
[uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org) | 254-770-2373

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Increase Planning Funds

### **Description of the Request:**

#### Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### Overview

Planning is the foundation of effective project delivery. It builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development, ensuring taxpayers that every dollar is wisely spent.

Metropolitan Planning (PL) funds are the primary federal source that supports our core planning responsibilities under federal law. These funds are used to develop long-range plans, transportation improvement programs (TIPs), as well as conduct robust public engagement and performance-based planning. We are on the front lines of critical efforts such as We are on the front lines of critical efforts such as short and long range planning activities; we are also responsible for freight coordination and congestion management efforts. These complex activities demand sophisticated modeling, extensive public outreach, and seamless interagency coordination.

Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs. While KTMPO has risen to the challenge and become a vital convener for collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. This limited resource

empowers us to plan for transportation systems that are responsive to the needs of our communities. As Texas continues to grow, it is essential that planning keeps pace to support safe, connected, and economically vibrant communities.

Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

#### Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Increase PL Funding:** Congress should increase metropolitan planning (PL) funds in Section 104 from a set number to a percentage. AMPO urges that planning funds be set at 3% of total formula allocations.
- **Establish a Funding Floor:** Congress should establish a dedicated funding floor to ensure that smaller MPOs, particularly those serving rural areas, receive a fair and adequate share of these vital resources, recognizing their unique planning challenges and resource constraints. This minimum, which would benefit the smallest communities, is only possible if there is an increase in overall planning funds.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support to strengthen the planning foundations that allow Texas MPOs to deliver real, measurable transportation benefits across the state.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** Yes, increase in funding

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No



**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Legislative Language on Increasing PL Funds
- Attached as PDF Letter to Chairman Cruz

**(a) Increasing PL Funding Levels**

(1) In section 104(b)(1) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(2) In section 104(b)(2) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(3) In section 104(b)(3) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(4) Section 104(b)(6)(B) shall be replaced with

'(B) The total amount for metropolitan planning for all States shall be 3% of the amount remaining after distributing amounts under paragraphs (4) and (5).

(5) In section 104(b)(6) add at the end the following:

(D) Minimum Guarantee – An MPO designated by a governor shall receive no less than \$300,000 from funding apportioned under section 104(b)(6)(B) of this title

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Direct Recipient Status for Metropolitan Planning (PL) Funds

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

At KTMPO, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

However, the current process for federal formula funding often involves lengthy approval chains and administrative hurdles. This bureaucratic red tape can delay critical projects, inflate costs, and leave our region waiting for essential repairs and upgrades. In the upcoming reauthorization, Congress has a significant opportunity to streamline this process by directly allocating Federal Highway Trust Fund formula dollars intended for local decision-making through the established metropolitan planning process directly to MPOs. This direct allocation will empower local and regional leaders to deliver smarter planning, accelerate project development, and implement better transportation projects that directly advance critical national transportation goals.

KMTPO supports granting direct recipient status to MPOs for Metropolitan Planning (PL) federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and

empower us to make decisions that directly benefit our respective communities, while reaching national goals.

### Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation:** To enhance efficiency, accountability, and responsiveness to regional priorities, Congress should amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients. Specifically, when the Secretary annually apportions funds to states, the Secretary shall directly sub-allocate Obligation authority and all associated responsibilities to metropolitan planning organizations that have formally chosen direct recipient status for funding allocated under 23 U.S.C. § 104(b)(6) or 49 U.S.C. § 5305(g). This direct relationship will simplify administrative processes and ensure that vital planning resources are directly aligned with locally developed regional transportation plans and priorities.
- **Opt-out Option:** Congress should allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation. For MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Legislative Language on Direct Recipient Status for PL Funds
- Attached as PDF Letter to Chairman Cruz

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Direct Recipient Status for Transportation Management Area (TMA) MPOs for Suballocated Federal Programs

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

At KTMPO, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

KTMPO supports granting direct recipient status to MPOs for certain suballocated federal funds. This approach would simplify administration, improve project delivery timelines, and enhance accountability for performance-based decision-making.

Our MPO is already responsible for setting priorities and selecting projects for these programs. However, bureaucratic delays and red-tape often inhibit our ability to meet planning deadlines, implement local projects on time, and adapt quickly to emerging infrastructure needs. Providing MPOs in Transportation Management Areas (i.e., with populations above 200,000) the option to become direct recipients, with an opt-out option, will eliminate unnecessary bureaucracy and ensure timely investment in infrastructure that improves safety, supports growth, and delivers results for our communities.

### Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation to MPOs with TMAs:** Congress should allocate obligation authority and funding directly to MPOs within a transportation management area for those programs Congress has created or intended funding to be suballocated, including STBG, CMAQ, and CRP. For the purposes of this proposal, and contingent upon the integration of the Safe Streets for All program into HSIP as outlined in separate request, we have included a portion of the HSIP program.
- **Opt-out Option:** Congress should allow MPOs within TMAs that do not wish to directly receive these capital funds to opt-out of direct suballocation. For TMA MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process. However, the respective MPO shall retain project selection priority for these funds, accompanied by strengthened requirements to ensure robust regional coordination and alignment with regional priorities.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Legislative Language on Direct Recipient Status for TMAs for Suballocated Programs
- Attached as PDF Letter to Chairman Cruz



## Direct Allocation of Funding to MPOs for Suballocated Programs

(a) **PURPOSE** – The purpose of this legislation is as follows:

- (1) Reduce burdensome bureaucracy and redundant administration by ensuring that Federal Highway Trust Fund dollars intended to be used by regional and local governments to deliver results are done so without delay
- (2) Ensure that regional and local governments are quickly able to deliver projects that address performance measures outlined in 23 USC 150.
- (3) Support better planning, development, and implementation of projects that will build a effective and efficient transportation system that supports the national economy and transportation priorities

(b) **Providing Regional and Local Governments with Direct Access to Federal funding**

(1) Section 104 of title 23 is amended by adding the following at the end:

**‘(i) Direct Suballocation of Funding to Metropolitan Planning Organizations**

- (1) Each year, prior to making an allocation described in section (b), the Secretary shall set aside funding in an amount defined in paragraph (2) for each State that has a transportation management area as described in 134(k), such funding will be directly allocated to the metropolitan planning organizations in the State that have a transportation management area based upon the ratio of their population compared to the total population of all metropolitan planning organizations with a transportation management area in that State.
- (2) Regional Suballocation Amounts – Prior to allocating funding described in section (b) of this section, the Secretary shall set aside the following amounts from a State that has a transportation management area in its State:
  - (A) 40% of the funds allocated to a State under 23 USC 104(b)(2)
  - (B) 20% of the funds allocated to a State under 23 USC 104(b)(3)
  - (C) 65% of the funds allocated to a State under 23 USC 104(b)(4)
  - (D) 45% of the funds allocated to a State under 23 USC 104 (b)(7)

(3) Opt-Out

- (A) An MPO in a transportation management area may elect to opt out of receiving a direct allocation by sending a letter jointly signed by the MPO and the State DOT

recognizing that an MPO does not want to receive or be responsible for receipt of Federal funds directly.

- (B) The Secretary may declare to opt-out any Metropolitan Planning Organization in a Transportation Management area if such organization has repeatedly demonstrated an inability to manage and be responsible for managing Federal funds, the Secretary shall notify the Senate Environment and Public Works Committee and the House Transportation & Infrastructure Committee of its intent to with-hold such allocation in writing no less than 90 days before the end of a fiscal year detailing its reasoning for such withholding, identifying actions that have led to the withholding of suballocated funds and steps that a metropolitan transportation planning organization must take before suballocation is restored.
- (C) For MPOs that Opt-out of suballocation, funding intended to go to that area shall be provided to the State, but shall be allocated in the metropolitan area that funding was intended for and the metropolitan planning organization shall have project selection priority.

(4) Federal Rules and Requirements

- (A) Metropolitan Planning Organizations with a transportation management area who directly receive Federal funds are subject to responsible for following and conforming to all relevant all rules, regulations, and guidance that are outlined in this title and associated guidance, rules, and regulations.
- (B) Program Integrity – Funding allocated under subsection (2) of this section shall be allocated to a metropolitan planning organization as funding coming from the individual programs outlined in subsection (2) and an MPO shall ensure that funding obligated meets the statutory requirements of the programs listed in subsection (2).

(5) Project selection –

- (A) Alignment with Performance-based Planning -- A metropolitan planning organization that directly receives funding shall select projects for obligation derived from the performance-based planning process outlined in section 134 of title 23, as well as section 150 of title 23.
- (B) Local Government Involvement – In addition to the required involvement of the public, city and county officials, transit agencies, and the public, the following shall be considered in obligating funds that are directly allocated
  - (i) Regional economic competitiveness
  - (ii) Regional diversity
  - (iii) Land-Use

(C) Performance based competition – An MPO may develop a competitive process whereby local governments and transportation agencies submit projects for consideration if such competition includes clearly defined performance metrics which will be used to score and determine project selection.

(6) Project Identification – Every an MPO shall make public a list and description of projects that were selected and the reasoning for their selection that includes how the project addresses regionally established national performance measures.

**(c) Conforming Amendments**

(1) Section 133(d) is amended in the following ways:

(A) 133(d)(1)(A) is amended by striking '55' and replacing it with '25'

(B) Section 133(d)(1)(A)(i) is struck and following subclauses are renumbered

(2) Section 133(d)(3) is revised to read:

'(3) Local Consultation –

(A) For funding suballocated to areas between 50,000 and 200,000 and areas under 50,000 with a Federally designated Regional Transportation Planning Organization a State shall only fund projects that are locally selected through the MPO process and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested.

(3) Section 170(e) is amended by

(A) Section 170(e)(1)(A) is amended by striking '65' and replacing it with '20'

(B) Section 170(e)(1)(A)(i) is struck and the following subclauses are renumbered

(C) Section 170(e)(4) is amended to read as follows:

(4)COORDINATION IN URBANIZED AREAS.—

'For funding suballocated in areas between 50,000 and 200,000 and areas under 50,000 with a Federally designated Regional Planning Organization a State shall only fund projects that are locally selected through the MPO process and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested..

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

Effective transportation planning is the fundamental first step in guiding sound infrastructure investments and achieving national transportation goals. KTMPO is tasked with developing comprehensive transportation plans, conducting vital analyses, and engaging the public in a process that shapes the future of our transportation networks. However, the requirement for a 20% local match to access federal PL funds creates an unnecessary barrier to these essential activities. Requiring a local match for the very funds intended to support federally mandated planning activities places a disproportionate burden on KTMPO. We strongly urge Congress to eliminate the local match requirement for PL funds. This action will provide us with the necessary flexibility to dedicate their limited resources directly to the essential planning work that underpins sound transportation investments and benefits the residents of the KTMPO region.

Our region encompasses both urban and rural communities with varying levels of fiscal capacity. These local governments often face steep barriers in accessing capital funding due to high local match requirements and are forced to forgo critical infrastructure improvements because they

simply cannot meet the non-federal cost share—despite the urgency of these infrastructure, safety and other mobility needs.

Additionally, to ensure that all regions have reliable access to federal capital transportation funds and can effectively address their critical infrastructure needs, we urge Congress to establish reduced local match requirements for key capital programs (STBG, HSIP, CMAQ, and CRP). Additionally, flexible options for meeting the local match, such as allowing in-kind contributions or leveraging other resources, would provide crucial flexibility and ensure that vital projects are not unduly delayed due to local funding limitations. Reducing this financial barrier will empower communities to invest in essential infrastructure improvements, leading to a safer, more efficient, transportation network for the nation.

#### Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Eliminate the Local Match Requirement for PL:** Congress should eliminate the local match requirement for PL funds to provide MPOs with greater flexibility to address critical infrastructure needs. Reducing this financial burden will particularly benefit rural and economically distressed communities that often face challenges in accessing essential federal funds
- **Reduce Local Match Requirements and Allow for Flexible Options for Suballocated Programs:** Congress should also establish reduced local match requirements for State and suballocated funds be used in projects in small urban (under 200,000) and rural areas. Furthermore, flexible options for meeting the local match, such as in-kind contributions or leveraging other federal resources, should be provided to accommodate the unique financial circumstances of different regions.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of

AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Legislative Language on Eliminating Local Match for Planning Funds and Right-Sizing Match for Rural Capital Projects
- Attached as PDF Letter to Chairman Cruz

**(a) Local Match**

- (1) Congress finds the following
  - (A) Metropolitan Planning Organizations are coalitions or municipal governments and transportation agencies
  - (B) Metropolitan Planning Organizations typically do not have a tax base or other source of significant or recurring revenue
  - (C) Metropolitan Planning Organizations are created in part to address mandates set forth by Congress under section 134 of title 23
- (2) Eliminating a Local Match Requirement for PL funds
  - (A) Section 120(c) is amended by adding the following at the end

‘(5) Metropolitan planning funds – The Federal share payable for activities authorized by section 134 of title 23 and apportioned under section 104(b)(6) of title 23 shall be 100 percent.’

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Allowing for Carryover of Planning Funds and Suballocated Funds

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPPO Planning] area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

Many of KTMPPO's projects, such as our I-35/ I-14 Expansion, Chaparral Rd, US-190 Bypass, as well as many other local projects, require extensive coordination and span multiple fiscal years. Often times, these critical efforts do not align neatly with the federal fiscal calendar. To ensure the seamless progression of critical long-term infrastructure projects, Congress should allow for the carryover of federal transportation funds from one fiscal year to the next. This crucial flexibility will eliminate unnecessary disruptions, promote consistent progress on projects vital for enhancing safety, improving mobility, and bolstering economic growth. By allowing for the carryover of funds, Congress can facilitate more cost-effective project management and ensure the timely delivery of essential transportation improvements to communities across the nation.

#### **Recommendations**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:



- **Allow Carryover of PL Funds and Suballocated Funds:** Congress should allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next by aligning obligation and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Letter to Chairman Cruz

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Formulize Safe Streets and Roads for All (SS4A)

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations.

In contrast, the SS4A program fills critical gaps by allowing KTMPO and the member governments in our region to develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. In the KTMPO region, we've seen firsthand how early investments in safety planning help us identify dangerous corridors and prioritize projects that save lives.

SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework

that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

#### Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Formulize SS4A:** The Safe Streets for All program should be incorporated into the Highway Safety Improvement Program and distributed (via formula) to MPOs who have and/or are developing safety action plans. The funding can be used by MPOs and Rural Transportation Planning Organizations (RTPOs) to develop and implement safety action plans. MPOs who choose not to participate would be excluded from receiving funding and funds should be redistributed to the State for projects eligible under HSIP. Many of the programmatic requirements included in the SS4A program should carry over and be included.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Letter to Chairman Cruz

## **FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process**

### **Requestor:**

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: [uryan.nelson@ctcog.org](mailto:uryan.nelson@ctcog.org)

Phone Number: 254-770-2373

**Title of the Project or Request:** Expand Eligibility of Planning Funds

### **Description of the Request:**

#### **Background**

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

#### **Overview**

Under current law, Metropolitan Planning (PL) funds are narrowly defined to support required federal planning activities. However, MPOs are being asked to do much more: assist local governments with project development/delivery, support grant applications, manage public engagement, procure regional data, and coordinate economic development studies.

In the KTMPO Region, our MPO is often the first call when local governments need technical assistance or help navigating federal programs. With expanded eligibility, we could better support our partners, fill capacity gaps, and ensure that federal transportation investments are responsive to both local priorities and national performance objectives.

#### **Recommendations**

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Expand Eligible Uses of PL:** Congress should expand the eligible uses of PL funds to include activities such as preliminary design, fiscal administration of local projects, economic development studies directly linked to transportation, and critical data

procurement. This expanded flexibility will empower MPOs to proactively address emerging regional needs and enhance transportation planning in a more meaningful way.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

**Is this a request for changes to an existing program:** Yes

**Does this request involve an authorization of funding:** No

**Names of Offices Supporting the Request:** N/A

**Names of Organizations Supporting the Request:** The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

**Has this Request Been Previously Authorized:** No

**Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):**

- Attached as PDF Letter to Chairman Cruz

# Item #10

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## TIP/MTP Programmed Funding and Project Readiness

## **TIP/MTP Programmed Funding and Project Readiness**

### **Background**

Over the past year TxDOT has been meeting with MPOs across the state to review funding program carryover levels and coordinate strategies aimed at maintaining a healthy pipeline of projects. Discussions have primarily centered around the use of CMAQ (Category 5) and STP-MM (Category 7) funds. TxDOT has strongly encouraged all MPOs to continue utilizing available funding as quickly as possible.

Additionally, in October 2024, TxDOT instituted a legislative rule change which allows for unspent carryover funds (in Category 5 & 7) above 200% of the yearly allocation amount to be transferred from the MPO to TxDOT Districts. The rationale behind this is to incentivize the use of those funds and to ensure that all funds received from the federal government stay inside the state.

This item was last discussed at the January 8<sup>th</sup> TAC meeting. As of December 2024, TxDOT's programmed funding report showed that KT MPO had a 314% carryover for FY25 which would make \$8.14M subject to the legislative rule.

As of May 2025, TxDOT's programmed funding report showed that KT MPO had 282% carryover for FY25, which would make \$6.32M subject to the legislative rule.

Although we are exceeding the 200% set by the commission for FY25 this does not take into account future projects programmed in years FY26-28. Within the current TIP window (FY25-28), the majority of expected funding is programmed.

**Action Needed:** No action needed; for discussion only.

# **Item #11**

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**FY25-28 TIP and 2050 MTP Public  
Comment Period for the August STIP  
Revision**



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**Public Comment Period for Amendments to the  
FY25-28 TIP and 2050 MTP for the August STIP Revision**

**Background**

The Transportation Improvement Program (TIP) is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four-year period. The current TIP covers FY25-FY28. Projects included in the TIP must be consistent with the MTP and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

The Metropolitan Transportation Plan (MTP) is the 25-year long range planning document for KT MPO. The 2050 MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document's 25-year planning horizon. The project listing is fiscally constrained based on the projected funding the MPO expects to receive in the 25-year planning period. The document also lists regionally significant unfunded projects. Projects must be included in the funded section of the MTP in order to receive state or federal funding.

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The following projects will undergo formal amendments:

- B40-08, CSJ: 0909-36-205, Project Name: Sparta Road SUP
  - Revise project description
- K45-03, CSJ: 0909-36-185, Project Name: W Rancier Ave
  - Revise project description, revise project limits
- HCTD Transit Projects
  - Delete a project, add a project, and revise a project's cost

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The following projects will undergo administrative amendments:

- H40-03c, CSJ: 3409-01-011, Project Name: FM 3481 @ Chaparral Road (Phase 3A)
  - Update the project description in the MTP listing only
- T35-36a, CSJ: 0320-01-074, Project Name: Veterans Memorial Blvd Enhancements, Phase 1
  - Update the description in the MTP listing only to match the updated TIP project

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The following projects *may* undergo formal amendments:

- W35-01, CSJ: 0231-19-003, Project Name: US 190 Bypass (Part 2)\*
  - Revise project description

*\*pending updated information*

June 4, 2025

## Technical Advisory Committee

## Agenda Item # 11

### FY2025-2028 TIP and 2050 MTP Plan Adoption Schedule

Date	Activity
May 15, 2025	Deadline to receive Amendments to the FY2025-2028 TIP and 2050 MTP
June 23 - July 7, 2025	Public Comment Period
June 26, 2025 8:30am-10:00am Pending approval	Killeen Arts and Activities Center 801 N. 4 <sup>th</sup> St. B, Killeen, TX 76541
June 26, 2025 2:00pm-3:00pm	Virtual Meeting
June 28, 2025 10:00am-1:00pm Pending approval	Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522
June 30, 2025 2:00pm-5:00pm	Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513
July 5, 2025 9:00am-12:00pm	Barrow Brewing at the Farmer's Market 108 Royal St., Salado, TX 76571
July 2, 2025	TAC considers recommending approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending significant public comments received.
July 16, 2025	TPPB considers approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending significant public comments received.
August 1-15, 2025	Staff submit Amendments into the eSTIP

**Action Needed:** No action needed; for discussion only.

# Formal Amendments

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# **B40-08: Sparta Road SUP**

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**Revise project description**

# 2050 MTP PROJECT LISTING

## KTMP Short Range Funded Projects (FY25-28 TIP)

### Current MTP Project Listing

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B40-08	0909-36-205	Sparta Road SUP	Tiger Dr to Dunn's Canyon Rd	Construct a protected right-turn lane on Loop 121 into Sparta Rd, and a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.	1	\$ 845,000	2028	9TAP
August 2025 Formal Amendment								
B40-08	0909-36-205	Sparta Road SUP	Tiger Dr to Dunn's Canyon Rd	Construct a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.	1	\$ 845,000	2028	9TAP

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM										
DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY		PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-205	VA	2028	C	Belton		Belton	\$845,000	
LIMITS FROM:	Tiger Dr					REVISION DATE:		May-25		
LIMITS TO:	Dunn's Canyon Rd					MPO ID:		B40-08		
DESCRIPTION:	Construct a protected right-turn lane on Loop 121 into Sparta Rd, and a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.					FUNDING CATEGORY:		9TAP		
						PROJECT HISTORY:				
REMARKS:										
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:					
PRELIMINARY ENGINEERING:		\$0			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:		\$0			9TAP	\$676,000	\$0	\$169,000	\$0	\$845,000
CONSTRUCTION:		\$845,000	\$845,000			\$0	\$0	\$0	\$0	\$0
CONSTRUCTION ENGINEERING:		\$0			TOTAL	\$676,000	\$0	\$169,000	\$0	\$845,000
CONTINGENCIES:		\$0								
INDIRECTS:		\$0								
BOND FINANCING:		\$0								
TOTAL PROJECT COST (YOE):		\$845,000								

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM										
DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY		PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-205	VA	2028	C	Belton		Belton	\$845,000	
LIMITS FROM:	Tiger Dr					REVISION DATE:	May-25			
LIMITS TO:	Dunn's Canyon Rd					MPO ID:	B40-08			
DESCRIPTION:	Construct a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.					FUNDING CATEGORY:	9TAP			
REMARKS:	Sparta Road SUP					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:					
PRELIMINARY ENGINEERING:	\$0		\$845,000	\$845,000	CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	
RIGHT OF WAY:	\$0				9TAP	\$676,000	\$0	\$169,000	\$0	\$845,000
CONSTRUCTION:	\$845,000					\$0	\$0	\$0	\$0	\$0
CONSTRUCTION ENGINEERING:	\$0				TOTAL	\$676,000	\$0	\$169,000	\$0	\$845,000
CONTINGENCIES:	\$0									
INDIRECTS:	\$0									
BOND FINANCING:	\$0									
TOTAL PROJECT COST (YOE):	\$845,000									





**PROJECT NAME:**

**Sparta Rd**

**PROJECT ID:**

**B40-08**

Construct a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.

**Legend**

— Project



# **K45-03: W Rancier Ave**

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**Revise project description, revise project limits**

# 2050 MTP PROJECT LISTING

## KTMP Short Range Funded Projects (FY25-28 TIP)

### Current MTP Project Listing

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
K45-03	0909-36-185	W Rancier Ave	Ft Hood St (SH 195) to W S Young Dr	Construct 6 ft concrete sidewalks with pedestrian signals, ADA ramps and crosswalks along W Rancier Ave	1	\$ 3,240,000	2027	10 CR

### August 2025 Formal Amendment

K45-03	0909-36-185	W Rancier Ave	Ft Hood St (SH 195) to N. 38th Street (SH 439)	Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.	1	\$ 3,240,000	2027	10 CR
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# HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION  
FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY		PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-185	CS	2027	C	Killeen		Killeen	\$3,240,000	
LIMITS FROM: Ft Hood St (SH 195)						REVISION DATE:	May-25			
LIMITS TO: W S Young Dr						MPO ID:	K45-03			
DESCRIPTION: Construct 6 ft concrete sidewalks with pedestrian signals, ADA ramps and crosswalks along W Rancier Ave						FUNDING CATEGORY:	10CR			
REMARKS:						PROJECT HISTORY:				
						July 2021 KTMPO selected project Switched funding to CAT 10 CR in Aug. 2023				
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:					
PRELIMINARY ENGINEERING:		\$161,935			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:		\$0			10CR	\$2,592,000	\$0	\$648,000	\$0	\$3,240,000
CONSTRUCTION:		\$3,240,000	\$3,240,000			\$0	\$0	\$0	\$0	\$0
CONSTRUCTION ENGINEERING:		\$291,153			TOTAL	\$2,592,000	\$0	\$648,000	\$0	\$3,240,000
CONTINGENCIES:		\$64,800								
INDIRECTS:		\$95,839								
BOND FINANCING:		\$0								
TOTAL PROJECT COST (YOE):		\$3,853,727								

# HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION  
FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0909-36-185	CS	2027	C	Killeen	Killeen	\$3,240,000
LIMITS FROM:	Ft Hood St (SH 195)					REVISION DATE:	Aug-25	
LIMITS TO:	N. 38th Street (SH 439)					MPO ID:	K45-03	
DESCRIPTION:	Consruct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.					FUNDING CATEGORY:	10CR	
REMARKS: W Rancier Ave						PROJECT HISTORY:		
						July 2021 KTMPO selected project Switched funding to CAT 10 CR in Aug. 2023		
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:				
PRELIMINARY ENGINEERING:	\$7,850,460	\$3,240,000	CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$7,403,965		10CR	\$2,592,000	\$0	\$648,000	\$0	\$3,240,000
CONSTRUCTION:	\$42,919,373			\$0	\$0	\$0	\$0	\$0
CONSTRUCTION ENGINEERING:	\$1,000,000		TOTAL	\$2,592,000	\$0	\$648,000	\$0	\$3,240,000
CONTINGENCIES:	\$10,874,444							
INDIRECTS:	\$95,839							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$70,144,081							



**PROJECT NAME:**

**W Rancier  
Ave**

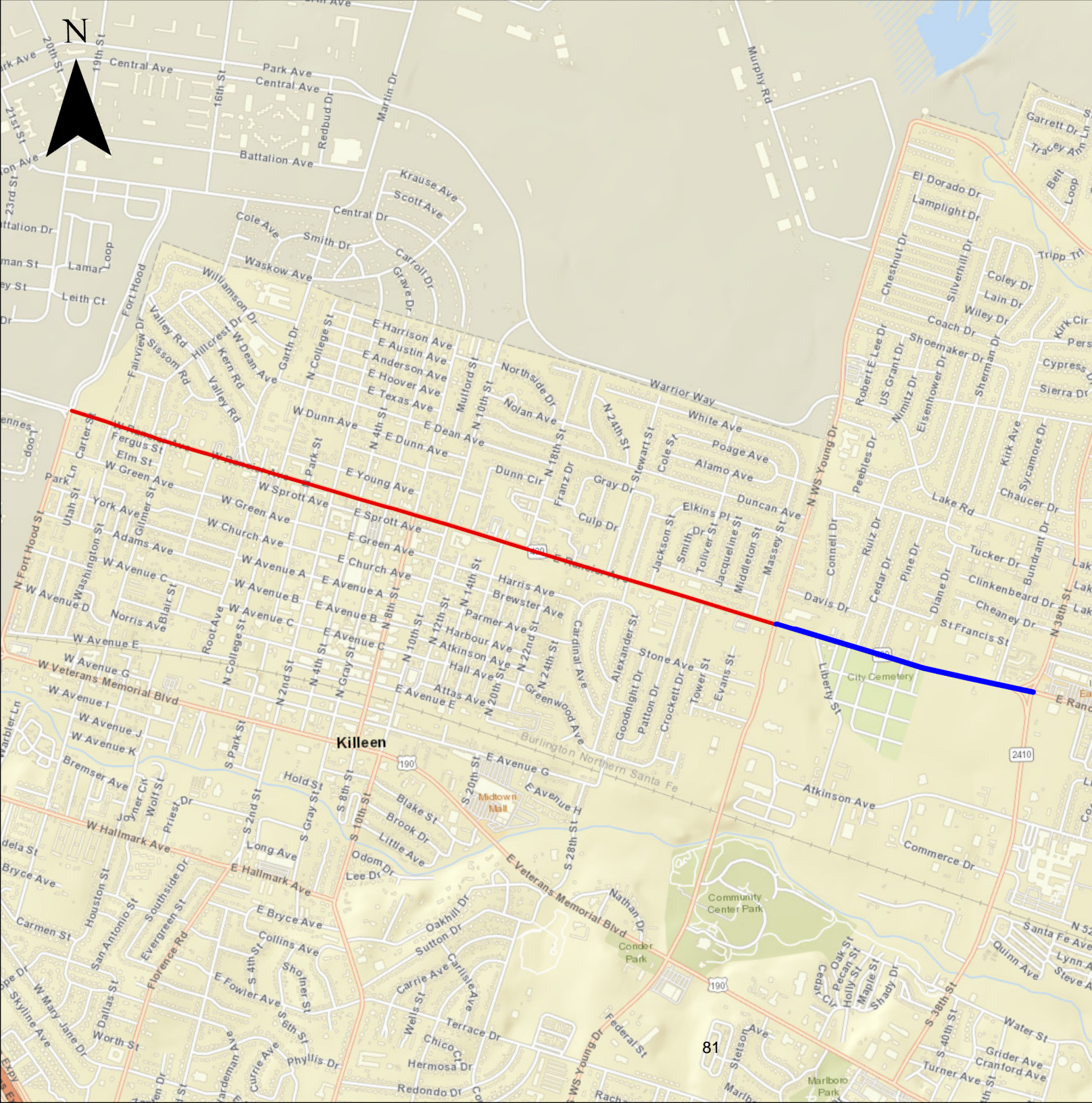
**PROJECT ID:**

**K45-03**

Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.

**Legend**

— Current Project  
— August Update



# HCTD Transit Projects

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**Delete a project, add a project, and  
revise a project's cost**

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FY 2025**

TxDOT Waco District YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Hill Country Transit District	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$75,000
		<b>State Funds from TxDOT</b>	\$0
<b>Apportionment Year</b>	2023	<b>Other Funds</b>	\$75,000
<b>Project Phase</b>	Operations	<b>Fiscal Year Cost</b>	<b>\$150,000</b>
		<b>Total Project Cost</b>	\$150,000
<b>Brief Project Description</b>	Operating	<b>Trans. Dev. Credits to be Requested</b>	0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Hill Country Transit District	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$153,286
		<b>State Funds from TxDOT</b>	\$0
<b>Apportionment Year</b>	2023	<b>Other Funds</b>	\$38,322
<b>Project Phase</b>	Operations	<b>Fiscal Year Cost</b>	<b>\$191,608</b>
		<b>Total Project Cost</b>	\$191,608
<b>Brief Project Description</b>	Operating- Mobility Management	<b>Trans. Dev. Credits to be Requested</b>	0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			



**REQUESTED REVISIONS**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$102,728
		State Funds from TxDOT	\$0
		Other Funds	\$102,728
Apportionment Year	2023	Fiscal Year Cost	\$205,456
Project Phase	Operations		
Brief Project Description	Operating	Total Project Cost	\$205,456
		Trans. Dev. Credits to be Requested	0
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$0
Project Phase			
Brief Project Description	Remove project	Total Project Cost	\$0
		Trans. Dev. Credits to be Requested	0
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$125,558
		State Funds from TxDOT	\$0
		Other Funds	\$31,390
Apportionment Year	2023	Fiscal Year Cost	\$156,948
Project Phase	Capital		
Brief Project Description	Capital - Microtransit Software	Total Project Cost	\$156,948
		Trans. Dev. Credits to be Requested	0
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			



# Administrative Amendments

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# **H40-03c: FM 3481 @ Chaparral Road (Phase 3A)**

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**Update the project description in the MTP listing only**

# 2050 MTP PROJECT LISTING

## KTMP Short Range Funded Projects (FY25-28 TIP)

### Current MTP Project Listing

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
H40-03c	3409-01-011	FM 3481 @ Chaparral Road	0.3 mi N of Chaparral Road to 0.3 mi S of Chaparral Road	Construct new signalized intersection on FM 3481 approximately 0.12 mi S of existing intersection. Realign Chaparral Road and widen to 4-lanes with a continuous center turn lane and 12 ft shared use paths on both sides.	27	\$ 6,678,325	2028	2M, 3LC

### August 2025 MTP Listing Only Administrative Amendment

H40-03c	3409-01-011	FM 3481 @ Chaparral Road (Phase 3A)	0.3 mi N of Chaparral Road to 0.3 mi S of Chaparral Road	Construct new signalized intersection on FM 3481 approximately 0.12 mi S of existing intersection. Realign Chaparral Road, construct an approximate 20' retaining wall, and widen to 2-lanes with a turn lane at the FM 3481 intersection.	27	\$ 6,678,325	2028	2M, 3LC
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**PROJECT NAME:**

FM 3481 @  
Chaparral  
Road (Phase  
3A)

**PROJECT ID:**

**H40-03c**

Construct new  
signalized intersection  
on FM 3481  
approximately 0.12 mi  
S of existing  
intersection. Realign  
Chaparral Road,  
construct an  
approximate 20'  
retaining wall, and  
widen to 2-lanes with a  
turn lane at the FM  
3481 intersection.

**Legend**

— Project

# **T35-36a: Veterans Memorial Blvd Enhancements, Phase 1**

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**Update the description in the MTP  
listing only to match the updated TIP  
project**

# 2050 MTP PROJECT LISTING

## KTMP Short Range Funded Projects (FY25-28 TIP)

### Current MTP Project Listing

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
T35-36a	0320-01-074	Veterans Memorial Blvd Enhancements, Phase 1	0.15 mi S of Ave U to 0.15 N of Ave U	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 8,370,000	2026	10, 3LC
August 2025 MTP Listing Only Administrative Amendment								
T35-36a	0320-01-074	Veterans Memorial Blvd Enhancements, Phase 1	0.15 mi S of Ave U to 0.15 N of Ave U	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	5	\$ 8,370,000	2026	10, 3LC





**PROJECT NAME:**

**Veterans  
Memorial Blvd**

**PROJECT ID:**

**T35-36a**

Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks and trails.

**Legend**

— Project

# Item #12

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## KTMPO Regional Active Transportation Plan Update



## **KTMPO Regional Active Transportation Plan Update**

### **Background**

KTMPO adopted the Regional Multimodal Plan (RMP) on September 20, 2018. The plan explored ways to adapt to evolving transportation modes by shifting the focus to a broader approach that included biking, walking, and public transit.

In 2020, The Texas Department of Transportation (TxDOT) began the Texas Active Transportation Plan Inventory. In the Fall of 2023, TxDOT conducted a combined outreach effort for the Statewide Active Transportation Plan and the Statewide Multimodal Transit Plan. The Existing State of Active Transportation Report was made available in February 2025.

During the September 11, 2024, BPAC meeting, KTMPO staff recommended developing a Regional Active Transportation Plan that identifies opportunities for multi-jurisdictional trail connections and to promote innovative strategies that support walking, cycling, and other forms of active transportation. The plan will focus on integrating safe routes to school, sidewalks, bike paths, transit stops, parks, and shared-use paths across the region.

### **Objective**

- Develop a comprehensive GIS-based inventory to support the creation of a Regional Active Transportation Plan, prioritizing safety, sidewalk infrastructure around schools, and neighborhood connectivity. The inventory will identify existing infrastructure, gaps, and opportunities for walking, biking, and rolling (micromobility), with a focus on creating safe, accessible, and convenient routes for children and families.
- The Regional Active Transportation Plan will support healthier lifestyles, reduce traffic congestion near schools, and foster stronger, more connected communities.
- Utilize public engagement, TAC/PB and ATAC to prioritize desired connectivity in the development of the regional Active Transportation Plan.
- The plan demonstrates planning readiness, improves grant competitiveness, will help prioritize projects and encourages multimodal integration.

**Regional Active Transportation Plan Update Schedule**

<b>Dates</b>	<b>Task</b>
<b>December 12, 2024 – October 15, 2025</b>	Staff Research
<b>May 1 – 9, 2025</b>	Develop Table of Contents
<b>May 1- June 13, 2025</b>	Data Collection – Existing Infrastructure (Map Layering - roads, parks, sidewalks, bike lanes, transit stops, crash data & waterways)
<b>May 14, 2025</b>	ATAC Mtg Update
<b>May 20 – September 1, 2025</b>	Develop Chapter Content & Begin Writing
<b>June 23 – July 21, 2025</b>	Public Comment Period – Inventory Map Layers
<b>June 26, 2025 8:30am-10:00am Pending approval</b>	Killeen Arts and Activities Center 801 N. 4 <sup>th</sup> St. B, Killeen, TX 76541
<b>June 28, 2025 10:00am-1:00pm Pending approval</b>	Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522
<b>June 30, 2025 2:00pm-5:00pm</b>	Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513
<b>July 5, 2025 9:00am-12:00pm</b>	Barrow Brewing at the Farmer’s Market 108 Royal St., Salado, TX 76571
<b>July 9, 2025 2:00pm-3:00pm</b>	Virtual Meeting
<b>August 13, 2025</b>	ATAC Workshop followed by Mtg Update
<b>September 3 &amp; 17, 2025</b>	Final Review
<b>September 15-29, 2025</b>	Final Public Comment Period
<b>October 1 &amp; 15, 2025</b>	TAC/PB Recommend Plan Adoption

**Action Needed:** No action needed; for discussion only.

# Item #13

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## SS4A Grant Update

SS4A Grant Update

Background

CTCOG & KTMPO’s [SS4A Central Texas Roadway Safety Action Plan](#) was completed in March 2025.

In-Kind Match Update

SS4A In-Kind/Invoice Tracker				
July 2023 - May 2025				
Total Spent	In-Kind Match (20%)	In-Kind Received (logged)	In-kind dollars with signed forms	In-Kind Hours Received
\$981,719.03	\$196,343.81	\$166,710.30	\$56,011.27	1,059



TPPB approved submittal of the Planning and Demonstration Grant Application at their meeting on May 21, 2025. CTCOG Executive Committee also approved submittal of the Grant Application at their meeting on May 22, 2025. Staff and members from Kimley-Horn’s Consulting team are working together to complete and submit the Planning and Demonstration Grant Application to USDOT by June 26, 2025.

The Safety Taskforce will hold their first meeting on June 4, 2025 at 10:30am, immediately following the TAC meeting.

**Action Needed:** No action needed; for discussion only.

# Item #14

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## Public Comment



June 4, 2025

**Technical Advisory Committee**

**Agenda Item # 14**

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### **Public Input Received through the Previous Month**

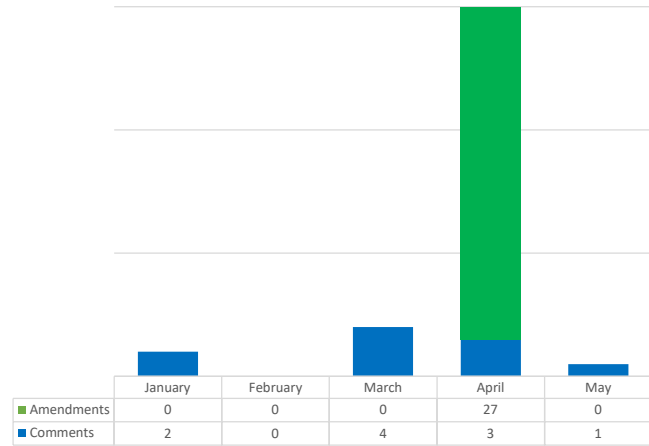
KTMPo has been collecting public comments received online, via emails, public meetings, workshops, community activities, social media platforms, web maps and other forms of communication. Staff bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and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

**Action Needed:** No action needed; for discussion only.

Public Comments 2025						
Date Received	Source	Topic	Jurisdiction	Comment	KTMPO Response	Name
5/21/2025	Email	Safety	Multi	Please put in a traffic light here. With the way they continue to let people build complete neighborhoods and don't widen the road baffles my mind, but to not put in a light at an intersection when this road has quadrupled at least the numbers of cars on it and is used as a cut through when I 35 is backed up, which is every day, is crazy. Almost daily at rush-hour Hartrick Bluff trying to get onto 93 there could be anywhere from 30 to 50 plus cars deep just waiting. Enough is enough. Or maybe widen and put in turn lanes. It will only get worse once the construction on I 35 and I 14 starts. 381-949 W FM 93, Temple, Texas, 76502	<p>City of Temple's Response: We have a capital project that is scheduled to go out for bids in July 2025 that will install a traffic signal at the intersection of FM 93 &amp; Hartrick Bluff Road and will widen the road north of FM 93. This project will implement some of the improvements the resident mentioned. Also, in response to the new residential development, we have a project in the planning phase to widen Hartrick Bluff south of FM 93.</p> <p>TxDOT Waco District: There is currently no project identified in the 2050 MTP for FM 93.</p> <p>TxDOT responded to the citizen.</p> <p>All appropriate jurisdictions were included on the email communication.</p>	This comment was not received directly by the MPO. It was forwarded by the TxDOT Waco District.
4/16/2025	Email	Safety	Multi	I do have a constituent from Killeen who has been complaining about the speed limit on Hwy 195 at Chaparral. The constituent says that it's too fast. He also complained about how irresponsible drivers are through there. I attempted to explain that there are plans already in the works for the intersection.	Staff researched both the 2050 MTP Project Listing and the Safe Streets and Roads for All (SS4A) Safety Action Plan. Staff informed the Central Texas District Liaison that high vehicle speeds were identified as a concern in the SS4A Plan and provided links to download the full project matrix. All appropriate jurisdictions were included on the email.	Chip Howell

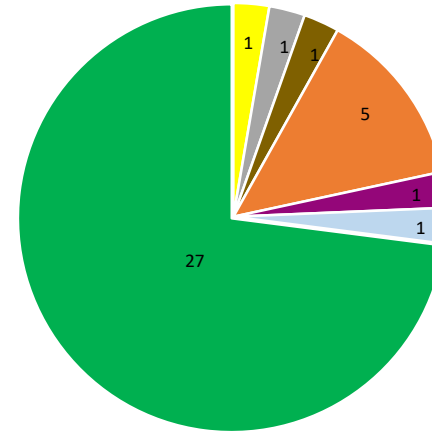
**PUBLIC COMMENTS  
JANUARY 1 - MAY 31, 2025**

**PUBLIC COMMENTS BY THE NUMBERS**

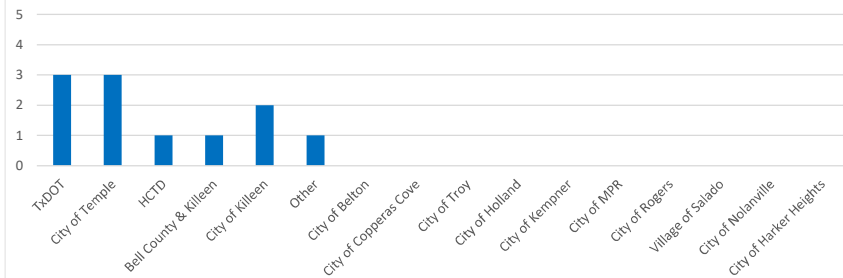


**PUBLIC COMMENTS BY TOPICS**

- ADA
- Congestion
- Road/Highway Project
- Safety
- Other
- Public Transit
- Amendments



**PUBLIC COMMENTS BY JURISDICTION**



updated 6/2/2025



# Item #15

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## Director's Update



June 4, 2025

## Technical Advisory Committee

**Agenda Item # 15**

### **Director's Update**

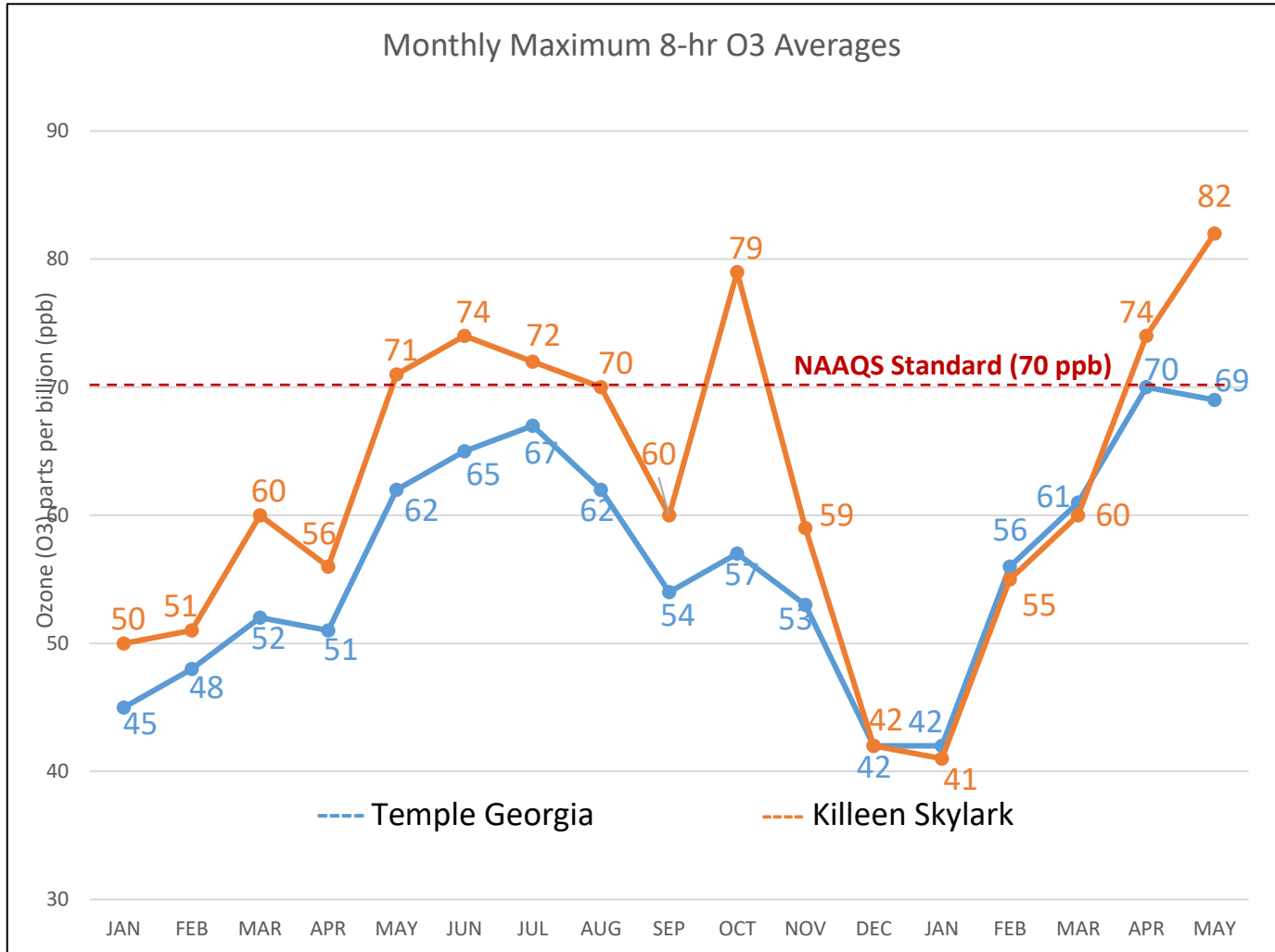
a) Listed below are the upcoming KTMPPO meetings:

<b>Date</b>	<b>Meeting</b>
<b>June 18, 2025</b>	Transportation Planning Policy Board
<b>July 2, 2025</b>	Technical Advisory Committee Meeting
<b>July 16, 2025</b>	Transportation Planning Policy Board
<b>August 6, 2025</b>	Technical Advisory Committee Workshop
<b>August 13, 2025</b>	Active Transportation Advisory Committee Meeting

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

b) Other Updates:

c) Air Quality



Compliance with EPA Ozone				3-year average (Calculated on May 30, 2025)
Standard: 4th Highest Annual Value				
	2023	2024	2025*	
Temple	76	61	66	68
Killeen	76	71	71	73

**Action Needed:** No action needed; for discussion only.

# KTMPO Meeting Attendance

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KTMPO TPPB Meeting Attendance												
Entity	Name	Date Appointed	10/16/2024	1/22/2025	2/19/2025	3/19/2025	4/16/2025	5/21/2025	6/18/2025	7/16/2025	9/10/2025	10/15/2025
Belton	Mayor David Leigh	1/14/2020	P	M	M	M	M	P				
Copperas Cove	Councilmember Dale Treadway	2/19/2025	M	P	M	M	M	M				
Harker Heights	Mayor Michael Blomquist	5/16/2023	P	M	M	M	P	M				
Killeen	Councilmember Riakos Adams	7/25/2022	M	-	P	-	-	M				
Killeen	Councilmember Ramon Alvarez	7/25/2022	-	-	-	M	P	-				
Killeen	Councilmember Joseph Solomon	9/6/2023	-	M	-	-	-	M				
Temple	Mayor Tim Davis	8/15/2013	M	M	P	M	M	M				
Temple	Vacant as of 5/21/2025	5/17/2018	M	P	P	P	P	-				
Temple	Councilmember Mike Pilkington	11/16/2023	M	M	M	M	M	P				
Bell County	Judge David Blackburn	3/11/2019	-	M	M	-	P	-				
Bell County #2	Commissioner Bobby Whitson	6/17/2024	M	M	-	M	M	M				
Coryell County	Judge Roger Miller	-	M	-	-	M	M	-				
Lampasas County	Bobby Carroll	6/28/2021	-	-	-	-	-	-				
TxDOT Waco District	Stan Swiatek	-	P	M	M	M	P	P				
TxDOT Brownwood District	Greg Cedillo	1/17/2023	-	-	-	O	O	-				
HCTD	Raymond Suarez	10/25/2023	M	M	M	P	P	P				

Attendance Legend	
Member	M
Proxy	P
Online	O
Not Present	-

KTMPO TAC Meeting Attendance												
Entity	Name	Date Appointed	10/2/2024	1/8/2025	2/5/2025	3/5/2025	4/2/2025	5/7/2025	6/4/2025	7/2/2025	9/3/2025	10/1/2025
Belton	Bob Van Til	10/13/2020	Meeting Cancelled/ No Quorum	M	M	M	M	P				
Copperas Cove	Bobby Lewis	11/20/2018		M	M	M	M	M				
Harker Heights	Kristina Ramirez	11/10/2020		M	P	P	M	M				
Killeen	Kent Cagle	1/14/2020		P	-	P	P	P				
Temple	Jason Deckman	3/17/2021		M	M	M	-	M				
Bell County	Bryan Neaves			-	-	-	-	-				
Coryell County	Judge Roger Miller			-	-	-	M	M				
Lampasas County	Bobby Carroll	6/28/2021		-	-	-	-	-				
HCTD	Darrell Burtner	10/23/2020		M	M	M	M	M				
Small and Rural Rep	Bert Henry	7/24/2024		M	-	-	M	-				
TxDOT Waco District	Victor Goebel	12/4/2017		M	M	-	-	-				
TxDOT Brownwood District	Jason Scantling			O	M	-	-	-				

# KTMPO Contacts, Acronyms, and Terms

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# Transportation Planning Policy Board

City Members			
Entity	Name	Number	Email
City of Belton	Mayor David Leigh	254-933-1000	<a href="mailto:dkleigh@beltontexas.gov">dkleigh@beltontexas.gov</a>
City of Copperas Cove	Councilmember Dale Treadway	254-547-4221	<a href="mailto:dtreadway@copperascovetx.gov">dtreadway@copperascovetx.gov</a>
City of Harker Heights	Mayor Michael Blomquist	254-953-5600	<a href="mailto:mblomquist@harkerheights.gov">mblomquist@harkerheights.gov</a>
City of Killeen	Councilmember Ramon Alvarez	254-383-7981	<a href="mailto:ralvarez@killeentexas.gov">ralvarez@killeentexas.gov</a>
City of Killeen	Councilmember Riakos Adams	254-290-5330	<a href="mailto:radams@killeentexas.gov">radams@killeentexas.gov</a>
City of Killeen	Councilmember Joseph Solomon	254-501-7600	<a href="mailto:jsolomon@killeentexas.gov">jsolomon@killeentexas.gov</a>
City of Temple	Mayor Tim Davis	254-298-5301	<a href="mailto:tdavis@templetx.gov">tdavis@templetx.gov</a>
City of Temple	Councilmember Mike Pilkington	254-534-1472	<a href="mailto:mpilkington@templetx.gov">mpilkington@templetx.gov</a>
Hill Country Transit	Raymond Suarez	254-933-3700	<a href="mailto:rsuarez@takethehop.com">rsuarez@takethehop.com</a>
County Members			
Bell County	Judge David Blackburn	254-933-5105	<a href="mailto:david.blackburn@bellcounty.texas.gov">david.blackburn@bellcounty.texas.gov</a>
Bell County	<b>Chair</b> , Commissioner Bobby Whitson	254-933-5105	<a href="mailto:bobby.whitson@bellcounty.texas.gov">bobby.whitson@bellcounty.texas.gov</a>
Coryell County	Judge Roger Miller	254-865-5911	<a href="mailto:countyjudge@coryellcounty.org">countyjudge@coryellcounty.org</a>
Lampasas County	Commissioner Bobby Carroll	512-734-1860	<a href="mailto:bobbycarroll49@yahoo.com">bobbycarroll49@yahoo.com</a>
TxDOT Members			
Waco District	Stan Swiatek	254-867-2700	<a href="mailto:stan.swiatek@txdot.gov">stan.swiatek@txdot.gov</a>
Brownwood District	Greg Cedillo	325-643-0410	<a href="mailto:greg.cedillo@txdot.gov">greg.cedillo@txdot.gov</a>
Non-Voting Members			
Fort Cavazos	Brian Dosa	254-287-2113	<a href="mailto:brian.l.dosa.civ@army.mil">brian.l.dosa.civ@army.mil</a>
FHWA - Texas Division	Justin P. Morgan	512-536-5943	<a href="mailto:justin.morgan@dot.gov">justin.morgan@dot.gov</a>

## Technical Advisory Committee

Voting Members			
Entity	Name	Number	Email
City of Belton	Bob van Til	254-933-5813	<a href="mailto:bvantil@beltontexas.gov">bvantil@beltontexas.gov</a>
City of Copperas Cove	Robert Lewis	254-547-4221	<a href="mailto:rlewis@copperascovetx.gov">rlewis@copperascovetx.gov</a>
City of Harker Heights	Kristina Ramirez	254-953-5663	<a href="mailto:kramirez@harkerheights.gov">kramirez@harkerheights.gov</a>
City of Killeen	Kent Cagle	254-501-7700	<a href="mailto:kcagle@killeentexas.gov">kcagle@killeentexas.gov</a>
City of Temple	Jason Deckman	254-298-5668	<a href="mailto:bchandler@templetx.gov">bchandler@templetx.gov</a>
Small and Rural Rep. (Salado)	Mayor Bert Henry	254-947-5060	<a href="mailto:bhenry@saladotx.gov">bhenry@saladotx.gov</a>
Bell County	Vacant	-	-
Coryell County	Judge Roger Miller	254-865-5911	<a href="mailto:countyjudge@coryellcounty.org">countyjudge@coryellcounty.org</a>
Lampasas County	Commissioner Bobby Carroll	512-734-1860	<a href="mailto:bobbycarroll49@yahoo.com">bobbycarroll49@yahoo.com</a>
Hill Country Transit District	Darrell Burtner	254-933-3700	<a href="mailto:dburtner@takethehop.com">dburtner@takethehop.com</a>
TxDOT - Waco District	Victor Goebel	254-867-2873	<a href="mailto:victor.goebel@txdot.gov">victor.goebel@txdot.gov</a>
TxDOT - Brownwood District	Jason Scantling	325-643-0411	<a href="mailto:jason.scantling@txdot.gov">jason.scantling@txdot.gov</a>
Non-Voting Members			
FHWA - Texas Division	Justin P. Morgan	512-536-5943	<a href="mailto:justin.morgan@dot.gov">justin.morgan@dot.gov</a>
Fort Cavazos	Brian Dosa	254-287-2113	<a href="mailto:brian.l.dosa.civ@army.mil">brian.l.dosa.civ@army.mil</a>
TxDOT - TPP	Todd Gibson	512-486-5048	<a href="mailto:todd.gibson@txdot.gov">todd.gibson@txdot.gov</a>
TxDOT Bell County	Michael Yates	254-939-3778	<a href="mailto:stephen.kasberg@txdot.gov">stephen.kasberg@txdot.gov</a>
City of Nolanville	Teresa Chandler	254-698-6335	<a href="mailto:tchandler@nolanvilletx.gov">tchandler@nolanvilletx.gov</a>



## Active Transportation Advisory Committee

Members				
Interest	Entity	Name	Number	Email
Municipality	City of Belton	Joe Dyer (Vice-Chair)	(254) 317-0687	<a href="mailto:jdyer@beltontexas.gov">jdyer@beltontexas.gov</a>
Municipality	City of Copperas Cove	Jeff Stoddard	(254) 542-2719	<a href="mailto:jstoddard@copperascovetx.gov">jstoddard@copperascovetx.gov</a>
Municipality	City of Harker Heights	Amy Atkins	(254) 953-5657	<a href="mailto:aatkins@harkerheights.gov">aatkins@harkerheights.gov</a>
Municipality	VACANT	VACANT		
Municipality	City of Nolanville	Teresa Chandler	(254) 551-6622	<a href="mailto:tchandler@nolanvilletx.gov">tchandler@nolanvilletx.gov</a>
Municipality	City of Temple	Jason Deckman	(254) 298-5668	<a href="mailto:jdeckman@templetx.gov">jdeckman@templetx.gov</a>
Fort Cavazos	Ft. Cavazos	Gene Roberts	(254) 402-9432	<a href="mailto:edward.e.roberts4.civ@army.mil">edward.e.roberts4.civ@army.mil</a>
TxDOT Waco District	TxDOT Waco District	Rachael Perry	(254) 366-9513	<a href="mailto:Rachael.Perry@txdot.gov">Rachael.Perry@txdot.gov</a>
Public Transit	HCTD	James Wickham	(254) 933-3700	<a href="mailto:jwickham@takethehop.com">jwickham@takethehop.com</a>
County Government	VACANT	VACANT		
Cycling	Tri-City Bicycles	Chad Welch		<a href="mailto:welchc01@live.com">welchc01@live.com</a>
Cycling	Sun Country Cycling	Geary McCabe (Chair)	(254) 447-7793	<a href="mailto:geary.mccabe@gmail.com">geary.mccabe@gmail.com</a>
Cycling	BS&W Cycling Club	Keller Matthews		<a href="mailto:kellbiker@gmail.com">kellbiker@gmail.com</a>
Pedestrian	Citizen Rep.	Kara Escajeda		<a href="mailto:Kara.Escajeda@tpwd.texas.gov">Kara.Escajeda@tpwd.texas.gov</a>
Bicycle & Pedestrian Tourism	City of Gatesville	Holly Owens	(254) 290-0545	<a href="mailto:howens@gatesvilletx.com">howens@gatesvilletx.com</a>
Running Events	Barrow Brewing	KD Hill		<a href="mailto:kd@barrowbrewing.com">kd@barrowbrewing.com</a>
Pedestrian	VACANT	VACANT		
Equestrian	VACANT	VACANT		
Youth	VACANT	VACANT		
Other	VACANT	VACANT		

## Freight Advisory Committee

Voting Members			
Entity	Name	Number	Email
Baca Transport LLC	Adam Nezeri	254-760-0226	<a href="mailto:bacatransportllc@gmail.com">bacatransportllc@gmail.com</a>
BellTec	Kevin Shuff	1-800-242-9410	<a href="mailto:kevin.shuff@belltec.net">kevin.shuff@belltec.net</a>
BNSF	Zachary Baker	817-593-4297	<a href="mailto:zachary.baker@bnsf.com">zachary.baker@bnsf.com</a>
Cameron Industrial Foundation	Ginger Watkins	254-697-4970	<a href="mailto:gwatkins@cameronindustrialfoundation.com">gwatkins@cameronindustrialfoundation.com</a>
Heart of Texas Defense Alliance	Keith Sledd	254-690-4045	<a href="mailto:keith.sledd@hotda.org">keith.sledd@hotda.org</a>
North American Strategy for Competitiveness	Tiffany Melvin	214-855-0129	<a href="mailto:tiffany@nasconetwork.com">tiffany@nasconetwork.com</a>
City of Temple	Jason Deckman	254-298-5668	<a href="mailto:jdeckman@templetx.gov">jdeckman@templetx.gov</a>
Temple & Central Texas Railway	Elvar "JR" Leal	904-518-2129	<a href="mailto:Elvar.Leal@Patriotrail.com">Elvar.Leal@Patriotrail.com</a>

## KTMPO Staff

Position	Name	Number	Email
MPO Director	Uryan Nelson	254-770-2373	<a href="mailto:uryan.nelson@ctcog.org">uryan.nelson@ctcog.org</a>
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## Commonly Used Transportation Related Acronyms and Terms

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

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

# End of Packet

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