



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

February 18, 2026

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board (TPPB)
Wednesday, February 18, 2026**

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

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPO TPPB 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 January 21, 2026, meeting (*pgs. 5-11*). [Presenter: Bobby Whitson, KTMPO Chair]
4. **Discussion and Action Item:** Regarding approval of Consultants to complete KTMPO Task Orders (*pgs. 12-42*). [Presenter: Uryan Nelson, KTMPO]
5. **Discussion and Action Item:** Regarding approval of KTMPO Draft Public Engagement Schedule for 2026 (*pgs. 43-46*). [Presenter: Anita Janke, KTMPO]
6. **Discussion Item:** Regarding an update from TxDOT Planning and Programming Division (*pgs. 47-48*). [Presenter: Caroline Mays, TxDOT Senior Director of Planning and Model Programs]
7. **Discussion Item:** Regarding FY25 KTMPO Planning Metrics (*pgs. 49-50*). [Presenter: Callie Tullos, KTMPO]
8. **Discussion Item:** Regarding FY25 HCTD Service Performance and Marketing Recap (*pgs. 51-59*). [Presenter: Nicole Crim, Hendrickson Transportation Group]
9. **Discussion Item:** Regarding KTMPO Federal Certification Review (*pgs. 60-64*). [Presenter: Uryan Nelson, KTMPO]
10. **Discussion Item:** Regarding the Draft FY27-30 Transportation Improvement Program (TIP) and the Draft 2027 Unified Transportation Program (UTP) (*pgs. 65-71*). [Presenter: Callie Tullos, 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 KTMO's Travel Demand Model (TDM) update (*pgs. 72-75*). [Presenter: Tay Floyd, KTMO]
12. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan (RATP) (*pgs. 76-80*). [Presenter: Anita Janke, KTMO]
13. **Discussion Item:** Regarding transportation grants (*pgs. 81-84*). [Presenter: Ashlynn Uschek, KTMO]
14. **Discussion Item:** Regarding public input received through the previous month (*pgs. 85-88*). [Presenter: Anita Janke, KTMO]
15. **Director's Update:** (*pgs. 89-94*). [Presenter: Uryan Nelson, KTMO]
 - a) Meeting Schedule;
 - b) Other Updates;
 - c) Air Quality.
16. Member comments. [Presenter: Bobby Whitson, KTMO Chair]
17. Adjourn.

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

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

ITEM #3

Meeting Minutes



Killeen-Temple Metropolitan Transportation Planning Organization (KTMPO)
Transportation Planning Policy Board
 Wednesday, January 21, 2026
 9:30 AM

Regular Meeting
 2180 North Main Street
 Belton, TX 76513

Representing	Member	Attended	Alternate Attended
City of Belton	Mayor David Leigh	Y/A	Bob van Til
City of Copperas Cove	Councilmember Dale Treadway	Y	
City of Harker Heights	Mayor Michael Blomquist	Y/A	Kristina Ramirez
City of Killeen	Councilmember Ramon Alvarez	N	
City of Killeen	Vice Chair, Riakos Adams	Y	
City of Killeen	Councilmember Joseph Solomon	N	
City of Temple	Mayor Tim Davis	Y	
City of Temple	Councilmember Karl Kuykendall	Y	
City of Temple	Councilmember Mike Pilkington	Y	
HCTD	Raymond Suarez	Y	
Bell County	Judge David Blackburn	N	
Bell County	Chair, Commissioner Bobby Whitson	Y	
Coryell County	Judge Roger Miller	Y*	
Lampasas County	Commissioner Bobby Carroll	N	
TxDOT – Waco	Stan Swiatek, PE	Y	
TxDOT – Brownwood	Greg Cedillo, PE	N	

Y= Attended Y/A= Alternate Attended N=Did not attend*denotes online attendance

Meeting Minutes:

1. **Call to Order:** Commissioner Bobby Whiston called the meeting to order at 9:32 am.
2. Opportunity for Public Comment: There were no public comments.
3. **Action Item:** Regarding approval of minutes from the October 15, 2025, meeting.

Councilmember Riakos Adams made a motion to approve the October 15, 2025, meeting minutes, seconded by Councilmember Dale Treadway; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding the March Transportation Planning Policy Board meeting date.

Uryan Nelson, KTMP Director, informed the Board that staff will be attending the AMPO Spring Fly-In during the third week of March. Consequently, he requested to reschedule the March 18 meeting to either March 23 or March 24.

Councilmember Riakos Adams made a motion to move the March Transportation Planning Policy Board meeting date to the 24th of the month, seconded by Councilmember Dale Treadway; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding amendments to the FY26-27 Unified Planning Work Program (UPWP) for Golden Shovel website development and TetraTech Transportation Improvement Program (TIP) Module software.

Kendra Coufal, KTMP Senior Planner, provided an update on the amendments to the FY26-27 Unified Planning Work Program (UPWP) for Golden Shovel website development and TetraTech TIP Module Software. Staff requests to move:

- \$35,000 from FY26 Task 4, Subtask 4.1 to FY26 Task 1, Subtask 1.4
- \$15,000 from FY26 Task 4, Subtask 4.1 to FY27 Task 1, Subtask 1.4

Councilmember Riakos Adams made a motion to approve the amendments to the FY26-27 Unified Planning Work Program (UPWP) for Golden Shovel website development and TetraTech Transportation Improvement Program (TIP) Module software, seconded by Councilmember Dale Treadway; the motion passed

unanimously.

6. **Discussion and Action Item:** Regarding Amendments to the Public Engagement Plan (PEP) to reflect updated Texas Open Meetings Act requirements and other updates.

Anita Janke, KTMP Regional Planner, provided an update on the amendments to the Public Engagement Plan (PEP) to reflect updated Texas Open Meetings Act requirements and other updates.

KTMP is amending the PEP to include the following amendment:

- Notice of public meeting must be posted for at least 3 business days
- Additionally, although we already do the below tasks, to go above and beyond and ensure stronger alignment with TxDOT’s Strategic Public Engagement Guidance (SPEG), other possible amendments to the PEP include:
 - Using the TxDOT SPEG one-page checklist in early planning to minimize participation barriers, including accessibility, language, cultural or personal considerations, obligations, skills or education, and potential misunderstandings of the project.
 - Provide a narrative in the Public Engagement Summary describing the actions taken and explaining how engagement decisions were made
 - Limited English Proficiency (LEP)
 - Using accessible formats for printed materials, digital content and the spoken word
 - Having translation services available
 - Develop partnerships with Spanish-language organizations to amplify messages

Councilmember Tim Davis made a motion to approve the Amendments to the Public Engagement Plan (PEP), seconded by Councilmember Riakos Adams; the motion passed unanimously.

7. **Discussion and Action Item:** Regarding Amendments to the FY25-28 TIP and 2050 Metropolitan Transportation Plan (MTP)

Anita Janke provided an update on the amendments to the FY2025-2028 TIP and 2050 Metropolitan Transportation Plan (MTP). The following projects Hill Country Transit District Projects are undergoing formal amendments:

- The amendment proposes repurposing funds originally allocated to reimburse a portion of the Mobility Manager’s salary toward the purchase of a new ADA-

compliant van. This vehicle will replace an aging unit in the fleet, ensuring continued accessibility and reliability for riders with disabilities.

- The amendment proposes transferring funds from the Planning Activities and ADA Capital categories to Capital Preventive Maintenance. This reallocation will ensure that vehicles and equipment remain in a state of good repair, supporting reliability and extending their service life.

The C50-07 Copperas Cove TA project is undergoing an administrative amendment:

- The City of Copperas Cove has been awarded a project through the 2025 Transportation Alternatives (TA) project call. The project has a current let date of September 2027, will construct sidewalk segments and ADA improvements along Avenue D and FM 1113 between Myra Lou Avenue and BU 190E. The scope includes ADA-compliant curb ramps, crosswalks, drainage bridges, and safety lighting to enhance accessibility and pedestrian safety. This amendment adds the project to the grouped project listing in the FY25-28 Transportation Improvement Program (TIP).

Councilmember Riakos Adams made a motion to approve the Amendments to the FY25-28 TIP and 2050 Metropolitan Transportation Plan (MTP), seconded by Councilmember Dale Treadway; the motion passed unanimously.

8. **Discussion and Action Item:** Regarding the annual adoption of Safety Performance Measures (PM1).

Callie Tullos, KTMPPO Regional Planner, provided an update on the annual adoption of Safety Performance Measures (PM1). TAC recommended approval of these targets and Resolution at their January 7th meeting:

- Traffic Fatalities: Zero deaths by 2050 model, a target reduction number of 52 fatalities.
- Serious Injuries: 25% reduction, a target reduction number of 310 serious injuries.
- Number of Non-Motorized Fatalities and Serious Injuries: Zero deaths by 2050 model, a target reduction number of 31 fatalities.

Councilmember Riakos Adams made a motion to approve the annual adoption of Safety Performance Measures (PM1), seconded by Councilmember Dale Treadway; the motion passed unanimously.

9. **Discussion and Action Item:** Regarding the annual adoption of HCTD Transit Asset Management Plan (TAMP) and Performance Measures.

Kendra Coufal provided an update on the annual adoption of HCTD Transit Asset Management Plan (TAMP) and Performance Measures.

Councilmember Riakos Adams made a motion to approve the annual adoption of HCTD Transit Asset Management Plan (TAMP) and Performance Measures, seconded by Councilmember Mike Pilkington; the motion passed unanimously.

10. **Discussion and Action Item:** Regarding the annual adoption of HCTD Public Transportation Agency Safety Plan (PTASP) and Performance Measures.

Kendra Coufal provided an update on the annual adoption of HCTD Public Transportation Agency Safety Plan (PTASP) and Performance Measures.

Councilmember Riakos Adams made a motion to approve the annual adoption of HCTD Public Transportation Agency Safety Plan (PTASP) and Performance Measures, seconded by Councilmember Dale Treadway; the motion passed unanimously.

11. **Discussion Item:** Regarding TxDOT semi-annual Project Status updates.

Michael Yates, TxDOT Area Manager, gave an update on the current projects and their status.

12. **Discussion Item:** Regarding quarterly TIP Project Readiness updates & Draft 2027 UTP.

Uryan Nelson provided an update on the TIP Project Readiness and 2027 UTP draft.

13. **Discussion Item:** Regarding FY25 Annual Performance Expenditure Report (APER) and the FY25 Annual Project Listing (APL).

Uryan Nelson provided an update on the FY25 APER and FY25 APL.

14. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan (RTAP).



Anita Janke provided an update on the Regional Active Transportation Plan.

15. **Discussion Item:** Regarding public input received through previous months.

Anita Janke provided an update on the public input received through previous months.

16. **Director's Update:**

Uryan Nelson briefed the TPPB on several items including: Upcoming Meetings, AMPO/TEMPO updates, Reauthorization, Statewide Review of Functional Classification, FY25 SS4A Application, Build Grants, TVC Grant Program, Upcoming Certification Review for CTCOG, and Air Quality Updates.

17. **Member Comments:**

Raymond Suarez, Hill Country Transit District (HCTD), briefed the Board on his recent visit to the Pentagon, where the HCTD was presented the Army Community Partnership Award. The ceremony was held in the Pentagon Hall of Heroes on December 9, 2025.

18. **Adjourn:** The meeting adjourned at 10:33 am.

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

ATTEST:

Commissioner Bobby Whitson, Chair

Uryan Nelson, KTMPO Director

ITEM #4

Consultants to Complete
KTMPO Task Orders

Consultants for KTMP Task Orders

In late 2025, KTMP initiated a Vendor Request through CTCOG's 791 Purchasing Cooperative, resulting in 4 Vendors vetted to conduct planning and technical services. After further review, KTMP elected to solicit Task Order Requests for Congestion Management Process Update, Travel Demand Model Demographics, and Regional Asset Vulnerability and Resiliency Study Update to 3 of the 4 Vendors with a response date of Friday, January 30th. Due to the recent winter storm, the response deadline was extended until Friday, February 6th.

KTMP received 1 response for the Congestion Management Process Update, 1 response to the Travel Demand Model Demographics, and 3 responses to the Regional Asset Vulnerability and Resiliency Study Update. Staff have evaluated each of Responses and will present a recommendation on the most qualified Consultant to conduct each of the Tasks. The Consultant Evaluation Report, Task Order Requests, and Responses are attached for review.

Evaluation Criteria

Cost: Competition sets the reasonableness of price, therefore comparing the prices of all the proposals gives the evaluators a point of reference in determining if the proposed cost satisfies the requirements of the RFP.

Qualifications/Experience: This is the proposer's ability to perform successfully. Also, take into account past performance information, proposed key personnel, subcontractors, etc.

Strategy or Implementation Plan: This is the area that reflects the overall plan or strategy that the proposer will use to meet the requirements of CTCOG. Consider the project timeline, training, equipment, implementation, or solution by the proposer to meet CTCOG's overall objective.

Financial Stability: This indicates the proposer's ability to financially support the project. Consider the length of time the company has been in business, annual revenues and expenditures, current projects, and other factors that can impact the available finances of the company.

Disclaimer: The following scoring matrix was created in compliance with the Central Texas Council of Governments' Procurement Policy and Procedure Manual.

Action Needed: Regarding approval of Consultants to complete KTMP Task Orders for Congestion Management Process Update, Travel Demand Model Demographics, and Regional Asset Vulnerability and Resiliency Study Update.

Task Order: RVRF Study

Scoring Matrix - Staff A

Evaluation Criteria	Weight	Consultants & Score (1-5)		
		LOI	Kimley-Horn	Foresite
Cost	40%	3	5	3
Proposed Methodology	40%	3	4	3
Qualifications of Firm/Staff	15%	4	5	2
Financial Stability	5%	4	4	4
Total Score (Out of 20)		14	18	12
Weighted Score		3.2	4.55	2.9
% of Best		0.7032967	1	0.63736264
Rank		2	1	3

Scoring Matrix - Staff B

Evaluation Criteria	Weight	Consultants & Score (1-5)		
		LOI	Kimley-Horn	Foresite
Cost	40%	3	4	3
Proposed Methodology	40%	4	4	4
Qualifications of Firm/Staff	15%	4	4	1
Financial Stability	5%	4	5	3
Total Score (Out of 20)		15	17	11
Weighted Score		3.6	4.05	3.1
% of Best		0.88888889	1	0.7654321
Rank		2	1	3

Scoring Matrix - Staff C

Evaluation Criteria	Weight	Consultants & Score (1-5)		
		LOI	Kimley-Horn	Foresite
Cost	40%	4	5	4
Proposed Methodology	40%	5	5	4
Qualifications of Firm/Staff	15%	3	5	3
Financial Stability	5%	4	5	4
Total Score (Out of 20)		16	20	15
Weighted Score		4.25	5	3.85
% of Best		0.85	1	0.77
Rank		2	1	3

Overall Rank

	Consultants & Ranks		
	LOI	Kimley-Horn	Foresite
Staff A	2	1	3
Staff B	2	1	3
Staff C	2	1	3
Avg. Rank	2	1	3

TASK ORDER REQUEST
Congestion Management Process 2025 Update

Killeen-Temple Metropolitan Planning Organization invites consultants under the General Planning Services agreement to respond to the following Task:

Implement and Update the Congestion Management Process

KTMPPO adopted a Congestion Management Process in October 2013 that provides a framework for identifying congestion problems and possible solutions for our region. The CMP includes a vision, goals, and objectives; a CMP network identified for further analysis; potential performance measures and monitoring plan; and possible mitigation strategies. KTMPPO's CMP is available on the KTMPPO website at <http://www.ktmpo.org/planning/plans/>.

KTMPPO staff is seeking a consultant to assist in further development and implementation of the CMP, to include the following:

- Collect data and monitor system performance;
- Identify congestion problems and needs;
- Identify and evaluate strategies;
- Update the CMP accordingly with a prioritized list of policies, programs, and projects;
- Monitor strategy effectiveness.

Consultants responding to this request are asked to submit the following:

- 1) Task Order Proposal: Describe proposed approach to completing task(s), to include scope of services, tentative schedule, estimated budget, and deliverables.
- 2) Project Experience: Provide separate sheet listing previous projects completed that are similar to the specified task(s); include references with contact information.

Information above should be submitted electronically by 12:00 noon on January 30th, 2026 to tay.floyd@ctcog.org. Please limit submittal to 5 pages total.

Please contact Tay Floyd with any questions you may have at 254-770-2387.

TASK ORDER REQUEST CONGESTION MANAGEMENT PROCESS 2025 UPDATE

Proposed Approach

Kimley-Horn and Associates, Inc. (Kimley-Horn) brings a depth of experience in developing and updating congestion management processes (CMP) that are both technically sound and practical for MPO implementation. The proposed approach for KTMPO builds upon our firm's extensive work delivering CMPs and CMP updates for Transportation Management Areas (TMA) across the country. Our team has successfully integrated CMPs with Metropolitan Transportation Plans (MTP), performance management frameworks, and programming processes, **ensuring that congestion management strategies directly support long-range planning and near-term investment decisions.** This experience allows our team to tailor the CMP update to KTMPO's scale, data environment, and staff capacity while maintaining full consistency with federal CMP requirements.

The project will be led by **Anais Schenk, AICP** as project manager, bringing direct experience managing CMP and MTP efforts for MPOs and state DOTs nationwide, as well as firsthand understanding of MPO operations from her prior role working within a metropolitan planning organization. Her deep bench of experience working in mitigation of travel demand to reduce congestion will allow for greater efficiency in establishing well-vetted and quantifiable solutions. She will be supported by **James McGill, AICP**, whose prior service as a KTMPO staff member provides invaluable institutional knowledge of the region's transportation system, planning history, and stakeholder context. James's experience developing and implementing CMPs and MTPs—both from the MPO staff perspective and as a consultant—allows the team to approach this update with a clear understanding of KTMPO's expectations, past practices, and decision-making processes. This continuity reduces onboarding time, streamlines coordination with staff, and ensures the updated CMP remains aligned with KTMPO's established planning framework. In addition, the project team will draw on the expertise of **Allison Fluitt, PE, AICP** who brings more than 20 years of experience working with regional agencies on transportation planning and policy initiatives. Together, this team offers a blend of technical expertise, institutional familiarity, and practitioner perspective that supports efficient coordination and a well-calibrated CMP update.

Kimley-Horn's recent CMP and MTP work includes development of a CMP for the KYOVA Interstate Planning Commission, CMP updates for multiple MPOs in South Carolina, and the integration of congestion management and performance measures into large metropolitan MTP updates in regions such as Charlotte and Indianapolis. These efforts demonstrate our ability to apply probe-based data, travel demand model outputs, and weighted prioritization frameworks to identify congestion hot spots, evaluate strategies, and link CMP findings to long-range planning and programming decisions. Drawing on this experience, we will deliver a CMP update for KTMPO that is technically rigorous, clearly documented, and directly used by staff and policymakers as a tool for managing congestion and guiding future investments.

Scope of Services and Deliverables

Kimley-Horn will update the CMP through a structured, performance-based approach while incorporating updated data, refined methodologies, and current best practices. **Primarily we propose to provide resources and tools to gain efficiency in the CMP to reduce future staff and consultant time allocated to updating the CMP as well as prioritizing projects for the Transportation Improvement Program (TIP).** The effort will begin with a review and evaluation of existing performance measures and data sources to confirm their continued relevance, reliability, and appropriateness for current conditions. This includes consideration of multimodal performance measures, where feasible, and a review of the weighting framework used to integrate multiple datasets. Once performance measures are finalized, system performance on the CMP network will be updated using a combination of legacy data sources and newer datasets, allowing for continuity with prior CMP findings while improving analytical robustness. Throughout this process, trends over time will be documented, and any data limitations or methodological considerations affecting comparability will be clearly identified, with key findings communicated through targeted coordination and public engagement activities.

Building on the updated performance analysis, Kimley-Horn will identify congestion hot spots, bottlenecks, and reliability issues across the CMP network using a methodology consistent with the weighted framework established in the prior CMP and refined based on decisions made during the performance measure evaluation. Kimley-Horn will identify congestion needs that will then be linked to an updated congestion management strategy toolbox that emphasizes operational, demand management, and multimodal strategies, with targeted capacity improvements considered where appropriate. Strategies will be evaluated and ranked based on their applicability to observed congestion conditions and their consistency with regional goals. The CMP

document will be updated to integrate technical findings, prioritize policies, programs, and projects, and clearly demonstrate how congestion management strategies inform metropolitan planning and programming, reinforcing KTMPO's federal certification through a performance-based approach aligned with the federal metropolitan planning factors. Finally, the CMP will include a refined monitoring framework and tools to support ongoing evaluation of strategy effectiveness, creating a CMP that can be efficiently updated in the future.

Task 1 – Project Initiation and Management

Anais will provide overall project management and coordination throughout the CMP update for efficient delivery, clear communication, and adherence to KTMPO's schedule and expectations. This task will include development and maintenance of a work plan and timeline, regular coordination meetings with KTMPO staff, and ongoing progress tracking. Kimley-Horn will manage internal quality control and support timely review cycles to facilitate incorporation of KTMPO's feedback.

Task 1 Deliverables:

- One (1) project kickoff meeting and up to ten (10) virtual coordination meetings with KTMPO staff
- Preparation of a project schedule outlining key tasks, milestones, and deliverables, with up to two (2) revisions to the schedule
- Invoice and progress reports

Task 2 – Performance Measures and Data Collection

Kimley-Horn will review existing CMP performance measures and recommend refinements or new measures, including active transportation measures where data availability and methodological consistency allow. KTMPO will be advised on the benefits, limitations, and comparability of available data sources, with key considerations documented to support informed decisions. System performance on the CMP network will be updated using recommended measures, relying on legacy data sources where it is feasible to maintain continuity and supplemented by newer datasets, as appropriate. The task will also include a review of the weighting framework used to integrate multiple datasets to confirm alignment with current best practices and federal requirements. This approach reduces manual data processing and supports transparent, consistent monitoring across CMP update cycles.

Task 2 Deliverables:

- Technical memo documenting evaluation of performance measures, available data, final performance measures to be used, and performance measure results

Task 3 – Identification of Congestion Problems and Needs

Kimley-Horn will analyze CMP performance measure data to identify congested corridors, bottlenecks, and reliability issues across the CMP network, building on the weighted hot spot framework established in the 2016 CMP and incorporating updated performance measures, staff input, and decisions made earlier in the process. Congestion patterns will be evaluated by facility type and geography, with consideration of both recurring congestion and non-recurring reliability issues related to incidents, work zones, or other disruptions. Supporting data such as traffic volumes, crash history, and incident information will be used to provide context and identify likely congestion drivers, with results clearly describing the location, severity, and contributing factors of congestion. **As an optional task, Kimley-Horn will develop a congestion hot spot identification tool that applies KTMPO's weighting framework to normalize and combine multiple datasets, generate corridor-level composite scores, and produce ranked congestion priorities by facility type and geographic area.**

Task 3 Deliverables:

- Technical memorandum describing methodology for hot spot identification

Task 4 – Strategy Identification and Evaluation

Building on the strategy categories identified in the existing CMP, the update will refine the congestion management strategy toolbox to reflect current regional conditions and best practices. Emphasis will remain on transportation systems management and operations, demand management, and multimodal strategies, while recognizing that targeted capacity improvements may be appropriate where operational strategies alone are insufficient. Strategies will be evaluated based on their ability to address identified congestion causes, their anticipated effectiveness, and their consistency with regional goals, policies and plans particularly the MTP. Where feasible, specific strategy types will be linked to observed congestion conditions, such as operational improvements for congested signalized corridors or reliability-focused strategies for incident-prone facilities. This evaluation will provide a clear basis for prioritizing strategies and supporting their inclusion in planning and programming documents.

Task 4 Deliverables:

- Strategy descriptors and specifics
- Clarified ranking of strategies and appropriateness by segment

Task 5 – CMP and Prioritization

The CMP document will be drafted to incorporate revised system performance findings, congestion needs, and strategy evaluations. The CMP will include a prioritized list of policies, programs, and projects that respond directly to identified congestion conditions, considering factors such as congestion severity, anticipated strategy effectiveness, and consistency with regional goals. The final CMP will include prioritization that combines corridor performance scores with qualitative and policy-based factors—such as strategy applicability, multimodal considerations, and alignment with regional objectives—to support transparent and repeatable prioritization of CMP strategies, programs, and projects. The updated CMP will clearly demonstrate how these priorities inform the MTP and TIP, consistent with federal CMP requirements for TMAs. **As an optional task, Kimley-Horn will develop a streamlined prioritization workflow tool that translates technical results into consistent CMP priorities.**

Task 5 Deliverables:

- Updated CMP document incorporating technical memoranda and deliverables from previous tasks

Task 6 – Monitoring of Strategy Effectiveness

The updated CMP will refine the approach for monitoring the effectiveness of congestion management strategies over time by framework will be designed to allow KTMPO to repeat analyses in future CMP updates using consistent methods and data, identifying performance measures and data sources that support ongoing evaluation of strategy outcomes. The monitoring reinforces the CMP as a continuing, performance-based process.

As an optional add-on, Kimley-Horn will develop a dashboard that enables KTMPO staff to view performance measures, corridor trends, and congestion priorities over time, filter results by geography or facility type, and conduct annual or interim monitoring.

Should KTMPO be interested in partnering with Kimley-Horn on both the Regional Asset Vulnerability and Resiliency Study as well as the Congestion Management Process, we would propose integrating the dashboards into a single platform that provides one source for viewing corridors of concern—such as identified hot spots—along with proposed projects and the resulting rankings from both efforts, resulting in a cost savings on both projects.

Task 6 Deliverables:

- Technical memorandum documenting methods for monitoring performance and strategy effectiveness

Task 7 – Public Outreach and Stakeholder Engagement

Kimley-Horn will support public outreach and stakeholder engagement efforts by developing targeted materials and facilitating engagement activities that are scaled appropriately to the scope of the CMP update and coordinated with existing engagement channels, schedules, and forums identified in the Public Engagement Plan (PEP), such as standing TAC meetings, stakeholder briefings, and web-based communications. Outreach will focus on clearly communicating congestion trends, key findings, and potential strategies in a format accessible to technical stakeholders, partner agencies, and the public. Kimley-Horn will coordinate closely with KTMPO staff to align outreach activities with existing engagement channels and schedules, and to incorporate input from local jurisdictions, transit providers, and other regional partners. Feedback gathered through this process will be summarized and used to refine CMP findings and strategy recommendations, ensuring the updated CMP reflects regional priorities and stakeholder perspectives while remaining grounded in technical analysis.

Task 7 Deliverables:

- Public participation plan that aligns with adopted practices
- Attendance at two (2) public meetings, two (2) stakeholder TAC meetings, and one (1) board meeting for a total of five (5) meetings along with PowerPoints, handout, and sign-up sheets

Tentative Schedule

This tentative schedule reflects our preliminary understanding of the project. We understand the project is desired to be started in the spring and completed in the fall. If an earlier deadline is required, we will revise the schedule accordingly.

TASK DESCRIPTION	2026					
	APR	MAY	JUN	JUL	AUG	SEP
Task 1 – Project Initiation and Management						
Task 2 – Performance Measures and Data Collection						
Task 3 – Identification of Congestion Problems and Needs						
Task 4 – Strategy Identification and Evaluation						
Task 5 – CMP and Prioritization						
Task 6 – Monitoring of Strategy Effectiveness						
Task 7 – Public Outreach and Stakeholder Engagement						

Estimated Budget

The cost proposal is structured to provide flexibility and may be adjusted to emphasize different levels of consultant involvement based on KTMPO’s preferred approach. Three implementation options are available.

- **Option 1:** The scope may be modified to focus on development of CMP tools that increase efficiency for future updates as a standalone effort, with an estimated cost of approximately \$33,500. Under this approach, Kimley-Horn would concentrate on delivering repeatable technical tools and workflows as shown in bold in the tasks above.
- **Option 2:** The scope may be modified to focus on components of the technical analysis including hot spot analysis, CMP and prioritization, and monitoring. This approach would reduce the overall consulting budget, resulting in a project cost of approximately \$78,000, while maintaining the overall CMP framework and schedule, but would rely on KTMPO staff for other key elements such as data collection, strategy identification, and outreach.
- **Option 3:** Kimley-Horn would complete the full scope of services as described, including technical analysis, documentation, monitoring, outreach, and tools for a total project cost of \$136,350.

In all cases, the proposed cost assumes that KTMPO would cover any expenses associated with proprietary or non-public data sources, except as specified in below, allowing the consultant effort to remain focused on technical work and CMP development while providing KTMPO flexibility in data procurement and implementation. Kimley-Horn can provide access to Replica and is very familiar with the travel demand model, NPMRDS, and available no-cost or low-cost data in the region.

Task No.	Task Description	Budget
1	Project Initiation and Management	\$15,400
2	Performance Measures and Data Collection	\$28,600
3	Identification of Congestion Problems and Needs	\$18,650
4	Strategy Identification and Evaluation	\$14,300
5	CMP and Prioritization	\$27,150
6	Monitoring of Strategy Effectiveness	\$17,000
7	Public Outreach and Stakeholder Engagement	\$15,250
	Total	\$136,350

Project Experience

KYOVA Interstate Planning Commission Congestion Management Process | West Virginia-Ohio-Kentucky

Kimley-Horn is developing the CMP for the tri-state TMA and Metropolitan Planning Area in coordination with the Regional Intergovernmental Council MPO, while also updating the region's Travel Demand Model. The team is using probe-based data and the updated model to establish baseline conditions, engage stakeholders through the CMP Steering Committee, and identify strategies to address recurring and non-recurring congestion and reduce single-occupancy vehicle travel. These strategies will be tied to congested corridors and supported by performance measures to monitor effectiveness over time.

Project Reference: Saleem Salameh, KYOVA Interstate Planning Commission, Technical Study Director | ssalameh@citynet.com | 304.523.7434

South Carolina Department of Transportation (SCDOT) Congestion Management Plan (CMP) Pilot Program | Statewide, South Carolina

Kimley-Horn is leading the effort to develop CMPs for all the MPOs in the state of South Carolina. SCDOT is revisiting its planning best practices and through conversations with MPOs has determined that the effectiveness of CMPs should be enhanced. Kimley-Horn is developing this new process through the CMP development efforts for the Charleston, Greenville, and Columbia regions. We are customizing our approach to meet unique timing needs, data availability variances, and differing staff resources. Kimley-Horn will develop a best practices guide stemming from these pilot CMPs that can be used to apply this process statewide.

Project Reference: Siddiqui Chowdhury, South Carolina DOT, Chief System Performance Engineer | siddiquick@scdot.org | 803.737.1262

SCDOT Congestion Management Process Updates for the Charleston, Greenville, and Columbia Regions | Statewide, South Carolina

Kimley-Horn is partnering with SCDOT in leading a redevelopment of the state of South Carolina's approach to MPO CMPs. Kimley-Horn is responsible for gathering and analyzing data from state and local sources, conducting stakeholder and general public outreach in each MPO, and crafting guidance for a process that meets statewide needs, addresses regional goals, and is transferable to other locations across the state. This process had included identifying strategies for congestion mitigation and prioritization criteria to apply those strategies to corridors within each region. These prioritization criteria were adapted to the unique needs and data sources to the regions. This was further integrated into the pilot Statewide RMP, which Kimley-Horn is supporting to revise the process by which MPOs and Councils of Government (COGs) develop transportation improvement programs for their regions. The purpose of developing this new program is to increase funding and better align policies and measures with SCDOT's strategic goals. The current task order includes developing an analysis tool and beta evaluation of approximately 100 miles of corridors across South Carolina.

Project Reference: Siddiqui Chowdhury, South Carolina DOT, Chief System Performance Engineer | siddiquick@scdot.org | 803.737.1262

Charlotte Regional Transportation Planning Organization (CRTPO) Charlotte Transportation Planning Services 2055 Long Range Metropolitan Transportation Plan | Charlotte, North Carolina

Kimley-Horn is supporting CRTPO in developing its MTP and CMP, including a two-tiered project prioritization process that, for the first time, incorporates intersection and interchange projects. As part of the 2055 MTP update, Kimley-Horn is also leading development of an Active Transportation Corridor tool, in collaboration with the Bicycle Pedestrian Working Group, to help jurisdictions identify need, latent demand, and prioritize active transportation investments using publicly available data.

Project Reference: Bob Cook, Charlotte Regional Transportation Planning Organization (formerly Mecklenburg-Union MPO), Secretary | rcook@ci.charlotte.nc.us | 704.336.8643

Indianapolis MPO, 2050 Metropolitan Transportation Plan Major Update (CIRCLE 2050 MTP Update) | Indianapolis, Indiana

Kimley-Horn was selected by IMPO to prepare the CIRCLE 2050 MTP, including a statistically valid survey and stakeholder outreach to inform updates to regional funding allocation. Key tasks include revisiting performance measures, updating the CMP, and integrating emerging priorities such as resilience, carbon reduction, housing, and equity into the plan's goals and project prioritization criteria.

Project Reference: Jen Higginbotham, Indianapolis Metropolitan Planning Organization, Principal Planner II | jen.higginbotham@indympo.org | 317.327.7587

TASK ORDER REQUEST
Travel Demand Model Demographics

Killeen-Temple Metropolitan Planning Organization invites consultants under the General Planning Services agreement to respond to the following Task:

TDM Demographics:

Provide travel demand model master network and traffic analysis zone databases in the current TexPACK format for the Killen-Temple Metropolitan Planning Organization for 2025, 2030, and 2055. The primary tasks to accomplish this include:

- Review, and if needed, update base year master network attributes, alignments and coding.
- Provide 2030 interim and 2055 horizon year networks to include attributes, alignments and coding to reflect the KTMPO's existing and committed projects.
- Provide updated TAZ geographies containing all physical and attribute edits; and
- Provide zonal level demographic data for the 2025 base year, the 2030 interim year, and the 2055 horizon years.

Consultants responding to this request are asked to submit the following:

- 1) Task Order Proposal: Describe proposed approach to completing task(s), to include scope of services, tentative schedule, estimated budget, and deliverables.
- 2) Project Experience: Provide separate sheet listing previous projects completed that are similar to the specified task(s); include references with contact information.

Information above should be submitted electronically by 12:00 noon on January 30th, 2026 to tay.floyd@ctcog.org. Please limit submittal to 5 pages total.

Please contact Tay Floyd with any questions you may have at 254-770-2387.

TASK ORDER REQUEST

TRAVEL DEMAND MODEL DEMOGRAPHICS

Proposed Approach

Kimley-Horn brings extensive experience delivering travel demand model demographic updates for Metropolitan planning organizations (MPO)s across Texas. Our team has most recently completed demographic and socioeconomic updates for the **Longview MPO** and the **Rio Grande Valley MPO**, developing base year, interim year, and horizon year demographics aligned with Texas Demographic Center (TDC) control totals, TxDOT guidance, and MPO-specific assumptions. Through these efforts, our team has coordinated closely with TxDOT's Transportation Planning and Programming (TPP) group and is familiar with their review expectations and data standards.

Building on this experience, Kimley-Horn's **approach for KTMO** is focused on **delivering an efficient**, well-coordinated update that reflects both statewide guidance and local development realities. Demographic updates form the foundation of all subsequent travel demand modeling, and it is **critical that base year conditions are accurately represented** and that future growth assumptions reasonably reflect land availability, development patterns, and physical and environmental constraints across the region. This focus supports a demographic framework that can be confidently carried forward into future modeling and planning efforts.

The project will be led by **Hamza Khan, PE**, who brings more than **11 years of experience** supporting travel demand modeling, demographic development, and transportation planning efforts for MPOs, TxDOT districts, and local agencies across Texas. Hamza has direct experience developing Traffic Analysis Zone (TAZ)-level demographic inputs, reviewing and updating master networks, and working with MPO staff to align technical assumptions with local knowledge and planning priorities. His hands-on involvement throughout the project will support clear communication, timely decision-making, and consistent coordination. Kimley-Horn's proposed approach emphasizes:

- Validation of base year conditions
- Targeted stakeholder input to inform future growth assumptions
- Close coordination with KTMO staff to review and confirm demographic allocation decisions for future forecast

By pairing technical expertise with practical MPO experience, this approach will provide KTMO with a reliable and clearly documented demographic and network update that supports ongoing modeling, planning, and programming needs.

Scope of Services and Deliverables

Kimley-Horn will provide the following scope of services to update the KTMO travel demand model demographics and master network.

Task 1 – Project Management

Kimley-Horn will provide overall project management and coordination to support efficient delivery of the demographic and network updates. This task includes project administration, schedule development and tracking, coordination with KTMO staff, and invoicing. Kimley-Horn will manage the project to align with KTMO's anticipated timeline and coordinate review cycles to support timely completion.

- One (1) project kickoff meeting with KTMO staff to review the scope, approach, deliverables, schedule, and roles.
- Up to five (5) virtual coordination meetings with KTMO staff to discuss progress, review interim work products, and address questions or comments.
- Preparation of a project schedule outlining key tasks, milestones, and deliverables, with up to two (2) revisions to the schedule based on KTMO coordination or changes in project needs.

Task 1 Deliverables:

- Project schedule.
- Invoice and progress reports.

Task 2 – Base Year Updates (Demographics and Network)

Kimley-Horn will prepare a 2025 base year demographic and network for the KTMPO travel demand model.

Task 2.1 Base Year Demographics

- Update 2025 TAZ-level population, households, group quarters, household size, income, and employment by type using GIS-based methods consistent with TexPACK and TxDOT socioeconomic guidelines.

Base Year Network

- Review and update the 2025 master network (alignments, lane counts, speeds, attributes, and coding) to match existing conditions and ensure consistency with the updated TAZ structure and TexPACK requirements.

Task 2 Deliverables:

- 2025 Base Year demographic dataset (TransCAD and ArcGIS formats).
- 2025 Base Year master network (TransCAD and ArcGIS formats).
- High-level maps illustrating base year population and employment distribution by TAZ.

Task 3 – Stakeholder Engagement (Optional)

Kimley-Horn will conduct targeted stakeholder engagement to support the demographic update by validating base year conditions and informing future growth assumptions. KTMPO will assist in identifying appropriate stakeholders, such as representatives from member jurisdictions and agencies familiar with local development activity. Kimley-Horn will use this engagement to present base year demographic conditions, gather input on areas of growth, redevelopment, or limited development potential, and document feedback to guide subsequent population and employment allocation.

- Facilitation of one (1) in-person stakeholder meeting to review base year demographics and gather input on anticipated growth patterns.
- Attend one (1) Technical Advisory Committee (TAC) meeting to present findings from interim and horizon year updates.

Task 3 Deliverables:

- Summary of stakeholder input documenting key comments related to base year conditions and anticipated areas of future growth.

KTMPO Responsibilities:

- KTMPO may elect to complete this task internally and provide the results to Kimley-Horn.

Task 4 – Interim and Horizon Year Updates (Demographics and Network)

Kimley-Horn will prepare the 2030 interim year and 2055 horizon year demographic and network inputs for the KTMPO travel demand model. This task builds on the validated 2025 base year and incorporates KTMPO-approved control totals, stakeholder input, and known development activity to produce reasonable and consistent future-year forecasts.

Task 4.1 Interim and Horizon Year Demographics

- Develop TAZ-level population, households, group quarters, household size, income, employment by type, and area type estimates for the 2030 and 2055 analysis years.
- Incorporate information on known or anticipated large-scale developments, including input from stakeholder

- engagement, to inform allocation of population and employment.
- Develop, review, and obtain KTMPO concurrence on the methodology for allocation of future-year population and employment based on land availability, development patterns, physical and environmental constraints, and other relevant factors.

Interim and Horizon Year Network Updates

- Develop 2030 and 2055 roadway networks reflecting KTMPO's existing and committed projects.
- Update network attributes, alignments, and coding as needed to ensure consistency with the future-year demographic inputs and TexPACK requirements.
- Coordinate future-year network assumptions with KTMPO staff to confirm consistency with adopted plans and schedules.

Task 4 Deliverables:

- 2030 Interim Year demographic dataset (TransCAD and ArcGIS formats).
- 2055 Horizon Year demographic dataset (TransCAD and ArcGIS formats).
- 2030 Interim Year roadway network (TransCAD and ArcGIS formats).
- 2055 Horizon Year roadway network (TransCAD and ArcGIS formats).
- High-level maps illustrating changes in population and employment between the 2025 base year and 2055 horizon year by TAZ.

Task 5 – Technical Memorandum

Kimley-Horn will prepare a concise technical memorandum documenting the demographic and network update process. The memorandum will summarize the overall approach, key assumptions, data sources, stakeholder input, and notable considerations used to develop the base year, interim year, and horizon year demographics and networks. The memorandum will be intended to support KTMPO's understanding of the updates and provide a clear reference for future use and coordination.

Task 5 Deliverables:

- Technical memorandum summarizing the methodology, assumptions, data sources, stakeholder input, and key considerations for the demographic and network updates.

Tentative Schedule

This tentative schedule reflects our preliminary understanding of the project and the assumption that Transportation Planning and Programing (TPP) will need the model in spring or early summer to support their development timeline. If an earlier deadline is required, we will adjust the schedule accordingly.

TASK DESCRIPTION	2026					
	FEB	MAR	APR	MAY	JUN	JUL
Task 1 – Project Management						
Task 2 – Base Year Updates (Demographics and Network)						
Task 3 – Stakeholder Engagement (Optional)						
Task 4 – Interim and Horizon Year Updates (Demographics and Network)						
Task 5 – Technical Memorandum						

Estimated Budget

The total estimated budget for this project is \$75,000.

Task No.	Task Description	Budget
1	Project Management	\$5,500
2	Base Year Updates (Demographics and Network)	\$30,000
3	Stakeholder Engagement (Optional)	\$8,000
4	Interim and Horizon Year (Demographics and Network)	\$25,000
5	Technical Memorandum	\$6,500
	Total Without Optional Task	\$67,000
	Total (With Optional Task)	\$75,000

Project Experience

Rio Grande Valley Travel Demand Model Update | McAllen, Texas

Kimley-Horn supported the Rio Grande Valley MPO in updating its regional travel demand model, including revisions to both the demographic and network databases. The effort involved developing updated base year (2019), interim year (2024), and forecast year (2050) demographic and socioeconomic data in coordination with TxDOT and the Texas Demographic Center (TDC). Using The University of Texas at San Antonio (UTSA) TDC datasets, Kimley-Horn established and distributed control totals for population, households, income, and employment across Traffic Analysis Zones (TAZs) within the model area, which includes Cameron County, Hidalgo County, and portions of Starr County. The model update also incorporated refinements to the roadway network, including facility types, functional classifications, centroid connectors, and area type designations. The updated model, developed in TransCAD and integrated into TxDOT's TexPACK system, reflects validated base year conditions and provides interim and horizon-year forecasting capability. These updates established a reliable foundation for regional mobility analysis, corridor studies, and long-range transportation planning across the Rio Grande Valley region.

Project Reference: Michael Medina, PTP, Rio Grande Valley Metropolitan Planning Organization, Executive Director
| mmedina@rgvmpo.org | 956.682.3481 Ext. 302

Longview Travel Demand Model Demographic and Socioeconomic Update | Longview, Texas

Kimley-Horn updated the Longview Metropolitan Planning Organization's (MPO) socioeconomic data for their travel demand model as part of a demographic and socioeconomic update completed in 2023. The project encompassed reviewing and updating socioeconomic data, aligning demographic data with control totals, and fine-tuning area type designations and density ranges. Kimley-Horn reviewed socioeconomic data requirements, ensuring alignment with the model architecture and facilitating stakeholder understanding through coordination meetings and working group sessions. Kimley-Horn updated demographic data 2018 base year, multiple interim years (2023, 2028, and 2033), and a 2050 horizon year, aligning TxDOT and TexPACK guidelines. The Longview MPO's travel demand model was updated with new socioeconomic data, providing a revised foundation for regional transportation planning.

Project Reference: Bryan McBride, Longview MPO, MPO Director | bmcbride@longviewtexas.gov | 903.237.1062

KTMPO Regional Transportation Statistics and Metrics Dashboard/Data Dashboard | Belton, Texas

The Kimley-Horn team has been supporting Central Texas MPOs with the development of data visualization tools for use by staff, policymakers, and the public. Using Microsoft Power BI, the team has built tools that allow users to interact with and analyze crash, census, vehicle miles traveled, and asset management data. The team is also building public-facing tools using ArcGIS Enterprise that will allow users to dynamically interact with both program and project level information included in MPO transportation planning documents. In addition to tool development, Kimley-Horn is developing concept of operations documentation, multi-lingual public-facing dashboard tutorial videos, and a dashboard use and maintenance guide for staff to support KTMPOs efforts to continue updating the dashboard with new data upon project completion.

Project Reference: Uryan Nelson, Killeen-Temple MPO, Director | uryan.nelson@ctcog.org | 254.770.2373

Travel Demand Model Development and On-Call Modeling | Cheyenne, Wyoming

Kimley-Horn refined and calibrated a travel demand model for the Cheyenne MPO as part of the Plan Cheyenne long range plan update. This model was converted from CUBE to TransCAD by Caliper Corporation. Kimley-Horn aggregated sociodemographic and transportation network data for years 2019 and 2045 to create a calibrated travel demand model for the MPO to be used in long range transportation planning, and other traffic studies. Tasks included data collection and analysis, model development, traffic forecasting, documentation, and model run assistance. Kimley-Horn is currently serving as an on-call consultant to Cheyenne MPO for all modeling related tasks.

Project Reference: Christopher Yaney, City of Cheyenne, MPO Director | cyaney@cheyennecity.org | 307.638.4308

Regional Intergovernmental Council Travel Demand Model Update | Charleston, West Virginia

Kimley-Horn performed an update of the regional travel demand model for the Charleston, WV area for a new base year of 2023 and a new future year of 2050. This overhaul of their model and data sets included updating TAZs, socioeconomic data, assistance with data forecasting, data allocation, and a revised TransCAD model updated to the latest version of the software. Kimley-Horn created a new socioeconomic data forecasting tool to allocate future data growth. The forecasting work was accomplished through a combined analysis of past trends and forecasts, and data was vetted through local planners to reach ultimate consensus on control totals and TAZ level forecasts. This model was used, among other things, to assist in the development of the region's metropolitan transportation plan.

Project Reference: Jeffery Mace, Regional Intergovernmental Council, Transportation Program Manager | jmace@wvregion3.org | 304.744.4258

TASK ORDER REQUEST
Regional Asset Vulnerability and Resiliency Study Update

Killeen-Temple Metropolitan Planning Organization invites consultants under the General Planning Services agreement to respond to the following Task:

Asset Vulnerability and Resiliency Study

KTMP staff is seeking a consultant to assist in the updating of the Vulnerability and Resiliency Study staff previously had conducted in 2019. Using the established processes as presented in the 2019 Vulnerability and Resiliency Study, the primary tasks to accomplish this include:

- Conduct an inventory and analysis of existing roadway assets and vulnerability/risk assessments of these facilities following FHWA tool guidelines.
- Identification of suggested improvements to vulnerable roadways and other assets.
- Identification and analysis of alternate routes to meet FHWA and TxDOT standards.

Staff will collect all relevant data and deliver it to consultants prior to the start of the study update.

Consultants responding to this request are asked to submit the following:

- 1) Task Order Proposal: Describe proposed approach to completing task(s), to include scope of services, tentative schedule, estimated budget, and deliverables.
- 2) Project Experience: Provide separate sheet listing previous projects completed that are similar to the specified task(s); include references with contact information.

Information above should be submitted electronically by 12:00 noon on January 30th, 2026 to tay.floyd@ctcog.org. Please limit submittal to 5 pages total.

Please contact Tay Floyd with any questions you may have at 254-770-2387.

TASK ORDER REQUEST REGIONAL ASSET VULNERABILITY AND RESILIENCY STUDY UPDATE

KT MPO | 1.30.26



FORESITE
group

D/B/A Foresite Consulting Group of Texas, LLC

**FORESITE GROUP, LLC
DBA FORESITE CONSULTING GROUP OF TEXAS, LLC**

5049 Edwards Ranch Road, Suite 400
Fort Worth, Texas 76107
o | 770.368.1399
w | ForesiteGroup.net

**POINT OF CONTACT: Erik Steavens
esteavens@fg-inc.net**

1 | TASK ORDER PROPOSAL

Describe proposed approach to completing task(s), to include scope of services, tentative schedule, estimated budget, and deliverables.

The Foresite Group proposes to assist the Killeen-Temple MPO in updating its Vulnerability and Resiliency Study. Our approach centers on modernizing the 2019 baseline using current FHWA toolkits and TxDOT standards to ensure the Killeen-Temple region’s transportation network is prepared for evolving environmental and operational risks.

1. SCOPE OF SERVICES

We have divided the scope into four primary tasks to ensure a comprehensive update:

TASK 1: PROJECT INITIATION & DATA INTEGRATION

- Review the 2019 Vulnerability and Resiliency Study to identify baseline metrics and gaps.
- Acquire latest guidance from TxDOT and FHWA on matters related to resiliency and vulnerability.
- Process, audit, and confirm relevant data provided by KTMPO staff.
- Confirm the list of hazard events most relevant to KTMPO.

TASK 2: ASSET INVENTORY & VULNERABILITY ASSESSMENT

- Update the inventory of existing roadway assets.
- Gather latest hazard event data from Federal databases.
- Conduct vulnerability and risk assessments using FHWA tool guidelines (such as the Vulnerability Assessment Scoring Tool - VAST)
- Use ArcGIS Pro analysis to determine the potential exposure risk of previously identified hazard events including but not limited to flooding from rainfall, flooding from dam breach, wildfire, drought or high temperature, key infrastructure disruption points, and critical land use.

TASK 3: IMPROVEMENT IDENTIFICATION & MITIGATION STRATEGY

- Identify specific high risk roadway segments and assets based on the vulnerability assessment completed in Task 2. Complete this analysis for each potential hazard event and for roadway and rail networks.
- Develop clear maps and tables in KTMPO sub-areas with the identified road segments and asses.
- Develop a prioritized list of suggested improvements for vulnerable infrastructure.

TASK 4: ALTERNATE ROUTE ANALYSIS

- Identify and analyze alternate routes to provide redundancy for high-risk corridors.
- Ensure all proposed routes meet FHWA and TxDOT standards.

2. SCHEDULE

The Foresite Group proposes a six-month study effort for the update. The table below shows the proposed timeline. Our team can start as soon as Notice to Proceed is received.

TASK / MILESTONE	MONTH 1	MONTH 2	MONTH 3	MONTH 4	MONTH 5	MONTH 6
Project Kickoff & Data Review	●					
Inventory & FHWA Risk Assessment		●	●			
Improvement Identification				●		
Alternate Route Analysis				●	●	
Draft Report & Presentation						●
Final Study Update Delivery						●

3. DELIVERABLES

The following items will be submitted to KTMPO staff:

1. **Draft & Final Study Update Report:** A comprehensive document detailing the methodology, assessment results, and recommendations.
2. **Vulnerability Maps:** High-resolution GIS-based maps visualizing at-risk assets and suggested alternate routes. Associated data layers and files will be provided to the MPO as well.
3. **Project Prioritization Matrix:** A spreadsheet tool ranking improvements based on risk level and cost-benefit analysis.
4. **Technical Memorandum:** Summary of FHWA tool application and TxDOT compliance.

4. FEE

The Foresite Group proposes a lump see fee of **\$78,700**.

2 | PROJECT EXPERIENCE

Provide separate sheet listing previous projects completed that are similar to the specified task(s); include references with contact information.

COMPREHENSIVE PLANS

Town of Pecos City, TX - SS4A Comprehensive Safety Action Plan

Foresite Group developed a Safe Systems-based SS4A Action Plan for Pecos City to enhance safety in a rapidly growing community. The plan focuses on cost-effective, high-impact strategies and innovative funding solutions tailored to the city's unique needs, including accommodating an influx of semi-permanent residents from the oil and gas industry. The plan delivers data management, policy recommendations, and a prioritized list of capital projects eligible for federal and local funding. Key services included data collection, GIS analysis, infrastructure planning, project prioritization, safety assessments, public outreach, and transportation planning to advance safety for all road users in Pecos City.

Reference: Griffin Moreland, Assistant to the City Manager | 432-445-2421 | gmoreland@pecostx.gov

Clay County, FL - SS4A Comprehensive Safety Action Plan

Foresite Group was commissioned to create a Safe Systems-based plan aligned with Clay County's Safe Streets for All (SS4A) initiative, representing a significant step toward improving safety countywide. This collaborative effort emphasizes innovative funding solutions and the implementation of cost-effective, high-impact strategies tailored to Clay County's unique needs and the needs of its local cities as towns. The SS4A Action Plan will deliver three primary outcomes: robust data management, actionable policy recommendations, and a prioritized list of capital projects eligible for federal and local funding. Key services include data collection, GIS analysis, infrastructure planning, project prioritization, public outreach, safety analysis, and transportation planning, ensuring a comprehensive approach to advancing transportation safety for all road users in Clay County.

Reference: Michael Slaughter, Special Projects Coordinator | 904.439.1898 | michael.slaughter@claycountygov.com

Union City, GA - SS4A Comprehensive Safety Action Plan

Foresite Group was commissioned to create a Safe Systems-based plan aligned with Union City's Safe Streets for All (SS4A) initiative, representing a significant step toward improving safety citywide. This collaborative effort emphasizes innovative funding solutions and the implementation of cost-effective, high-impact strategies tailored to Union City's unique needs. The SS4A Action Plan will deliver three primary outcomes: robust data management, actionable policy recommendations, and a prioritized list of capital projects eligible for federal and local funding. Key services include data collection, GIS analysis, infrastructure planning, project prioritization, public outreach, safety analysis, and transportation planning, ensuring a comprehensive approach to advancing transportation safety for all road users in Union City.

Reference: Sonja Fillingame, City Manager | 770.964.2288 | sfillingame@unioncityga.org

Albany, GA - SS4A Comprehensive Safety Action Plan

Foresite Group developed a Comprehensive Safety Action Plan for Albany and Dougherty County within an accelerated timeline. The city's grant expires in May 2025, necessitating the team to finalize the plan by April 2025 to align with FHWA's criteria and fulfill grant requirements. Foresite Group is managing the project and coordinating with subconsultants to ensure timely completion before the grant closeout.

Reference: Tanner Anderson, City of Albany Planning | 229.438.3901 | taanderson@albanyga.gov

Effingham County, GA - SS4A Comprehensive Safety Action Plan

Foresite Group was engaged to develop a Safe Systems-based plan aligned with Effingham County's Safe Streets for All (SS4A) initiative, marking the first step in identifying issues and solutions to improve countywide safety. This collaborative effort focuses on data collection, formulating alternatives, and prioritizing impactful, cost-effective strategies. The SS4A Action Plan will deliver data management, policy recommendations, and a prioritized list of capital projects eligible for federal and local funding. Working closely with county staff, Foresite Group accelerated the study's timeline, allowing for 2024 demonstration funding applications. Key services include data collection, GIS analysis, infrastructure planning, master plan updates, policy and project inventory, public outreach, safety analysis, and transportation planning. The Foresite Team managed and developed a Comprehensive Safety Action Plan for the County.

Reference: Danielle Carver, Procurement and Capital Projects Manager | 912.754.2159 x4572 | dcarver@effinghamcounty.org

Barrow County, GA - SS4A Comprehensive Safety Action Plan

Foresite Group was commissioned to create a Safe Systems-based plan aligned with Barrow County's Safe Streets for All (SS4A) initiative, marking a critical first step in identifying issues and solutions to enhance countywide safety. This collaborative effort focuses on innovative funding and the implementation of cost-effective, high-impact strategies. The SS4A Action Plan will deliver three key outcomes: data management, policy recommendations, and a prioritized list of capital projects eligible for federal and local funding. Key services include data collection, GIS analysis, infrastructure planning, project prioritization, public outreach, safety analysis, and transportation planning. Foresite Team managed and developed a SS4A Comprehensive Safety Action Plan for the County. The plan included recommendations for roadway and active transportation improvements.

Reference: Chris Yancey, Director of Public Works | 770.867.7640 | cyancy@barrowga.org

Leesburg, GA - Comprehensive Plan

Foresite Group is developing a strategic master plan for the City of Leesburg to replace its current compliance based Comprehensive Plan. This plan will seek to define a shared vision for the growth and development of Leesburg for the next 20 years.

Reference: Bob Alexander, City Manager | 229-759-6464 | bob.alexander@cityofleesburgga.com

Long Beach Island, NJ - Resilient Long Beach Island (LBI) Project

Through the shared vision for a resilient barrier island, this project has created a detailed action plan for regional resilience and is designing projects and supporting regulatory changes to address current and future climate impacts across the island. As the community of Long Beach Island confronts escalating flood risks driven by rising sea levels, this endeavor represents an extensive island-wide engagement and resilience planning effort steered by NJ DEP through the Resilient New Jersey program from 2021 to 2025. Staff members were a subconsultant on this effort. Staff worked on developing transportation options for the study.

Reference: Julie A Conroy, AICP Project Manager | 617.468.4647 | jconroy@kleinfelder.com

GRANTS / FUNDING

Lafayette, GA - SS4A Raise Grant Negotiations

Foresite Group has been engaged by the City of LaFayette to assist in negotiating and executing a grant agreement between the City and the Federal Highway Administration (FHWA). Our services include refining the scope of the Safety Action Plan, coordinating with city staff, engaging in discussions with FHWA on the proposed scope of work, and developing the necessary documentation required for the city's grant agreement. Foresite Group was asked to assist the city in securing \$260,000 in federal funds for a comprehensive safety action plan to assess roadway and active transportation solutions for their community.

Reference: David Hamilton, City Manager | 706.639.1501 | dhamilton@cityoflafayettega.org

Villa Rica, GA - SS4A Grant Services

Foresite Group has been engaged by the City of Villa Rica to assist in negotiating and executing a grant agreement between the City and the Federal Highway Administration (FHWA). Our services include refining the scope of the Safety Action Plan, coordinating with city staff, engaging in discussions with FHWA on the proposed scope of work, and developing the necessary documentation required for the city's grant agreement.

Reference: Diana DeSanto, Deputy City Manager | 678.840.1213 | ddesanto@villarica.gov

BIKE AND PED PLANS / CORRIDOR PLANS

Effingham County, GA - Bike and Pedestrian Plan

The plan, known as Active Effingham, marks the county's first comprehensive assessment of active transportation, aiming to establish a multi-layered system of interconnected bicycle and pedestrian facilities throughout Effingham County. Led by Foresite Group, this framework plan focuses on enhancing accessibility, promoting safety, and encouraging active transportation as a viable option for residents and visitors. Additionally, the plan will assist the county in developing design standards for new developments, ensuring future growth aligns with the initiative's goals. By defining clear requirements for developers to incorporate pedestrian- and cyclist-friendly elements, the plan fosters a cohesive and sustainable approach to urban and rural development across the county. Foresite managed and developed the plan on behalf of the county.

Reference: Jonathan Hulme, County Engineer | 912.754.8067 | jhulme@effinghamcounty.org

City of Atlanta, GA - Cycle Atlanta: Phase 1.0

Foresite Group was retained to assist the lead consultant to provide additional transportation planning and traffic engineering services for this project. Cycle Atlanta: Phase 1 is a supplement to the Connect Atlanta Plan. It represents a strategy to create a complete and connected network of high-quality bicycle facilities in the core of the City. The focus of the study is on five cycling corridors that extend

from the Atlanta BeltLine into the center of the City. Foresite Group completed a corridor traffic analysis, bikeway traffic impact case studies, corridor alignment cost estimates, and final deliverables for a presentation of the findings and reports.

Reference: Alta Planning + Design, John Cock, Vice President | 704.255.6200 | johncock@altaplanning.com

Forsyth County, GA - Bike/Ped Master Plan Update

Foresite Group worked with another consultant and was tasked with updating the Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan. In order to update the plan, Foresite Group took an extensive inventory of existing bicycle and pedestrian infrastructure, and reviewed every planned and on-going project in the county that had bicycle and pedestrian aspects. In addition to the existing projects, Foresite Group worked with a team of stakeholders and the County to identify new projects for the county to pursue. In order to identify new projects, Foresite Group utilized data obtained from STRAVA (a fitness app for smartphones) to identify where users were going and how they were getting to their destinations. The data revealed many project corridors that previous plans did not consider and helped to prioritize high-use corridors in desperate need of improvement.

Reference: Tim Allen, PE, Assistant Director of Traffic and Transportation Engineering | 770.781.2165 | tllallen@forsythco.com

Forsyth County, GA - SR 369 Corridor Analysis and Widening

Through an on-call agreement with the County, Foresite Group worked with another consultant was tasked with widening SR 369 from two lanes to four lanes from SR 9 to SR 306 for a two-mile span. Foresite Group is performing a traffic analysis along the entire corridor, intersection improvements for all affected intersections, and traffic signal design for a new interchange on GA 400 that our team is working on concurrently. Coordination with Forsyth County DOT is necessary to help design the entire corridor to provide adequate facilities for future traffic volumes as well as working with a new Walmart development during this project.

Reference: Tom Fravel, PE, Senior Project Manager IV, Roadway | 678.892.4963 | tom.fravel@stvinc.com

City of Opelika, AL - Opelika Road Corridor Plan

Foresite Group worked with another consultant to develop a corridor master redevelopment plan for Opelika Road in Auburn, Alabama. This declining commercial corridor connects the City of Opelika with downtown Auburn and Auburn University. Through extensive public involvement, Foresite Group drafted a transportation plan that will fit with the land use changes envisioned by the community. Specific tasks included infrastructure and policy inventories, visioning, safety and capacity analyses, alternatives analysis, and modeling.

Reference: Justin Steinmann, AICP, Principal Planner | 334.501.3045 | jsteinmann@auburnalabama.org

City of Newnan, GA - Livable Centers Initiative (LCI) Plan

The Newnan Town Center LCI is an effort to tie the east side of the City proper into a successful downtown area. There are many opportunities to create a sense of connectivity through smart transportation infrastructure. One such opportunity is the West Georgia campus to the northwest of the LCI, which will bring student walkers and bikers into Downtown Newnan. The industrial sites which have been vacated over time could become attractions as well as a source of consumer traffic for other commercial areas. A well-defined transportation network that embraces all modes is the recipe for success. Foresite Group worked with Urban Collage/Lord Aeck Sargent for the LCI Plan to identify existing deficiencies in road network as well as bicycle and pedestrian deficiencies by surveying and inventorying the area. Based on the findings, our team developed traffic projections for land use changes relative to the existing land uses, specified three locations where a detailed capacity analysis would be necessary, analyzed connection points to the new public safety center, and addressed relationships between the new University of West Georgia Newnan Campus and the Downtown area. Public involvement was essential to create the transportation and circulation plans, pedestrian plans, and transportation implementation plans.

Reference: Michael Klahr, Public Works Director | 770.253.8433 x225 | mklahr@cityofnewnan.org

TASK ORDER REQUEST REGIONAL ASSET VULNERABILITY AND RESILIENCE STUDY UPDATE

Proposed Approach

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is seeking consultant support to update its **2019 Regional Vulnerability and Resiliency Study** by incorporating updated hazard data, roadway conditions, and improved Federal and State resilience guidance into its Regional Vulnerability and Resiliency Framework (RVRF) and applying the RVRF to the call for projects to assign resilience scores. The 2019 Study successfully established baseline asset inventories, identified critical corridors, and introduced a vulnerability evaluation consistent with FHWA frameworks. However, since 2019, multiple factors may warrant an update, including:

- Updated Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) floodplain mapping or climate hazard datasets
- Increased frequency and intensity of wildfire and flood-related disruptions across Central Texas
- Updated TxDOT, CTCOG, and local plans; hazard mitigation documents; and Metropolitan Transportation Plan (MTP) priorities
- Federal Infrastructure Investment and Jobs Act (IIJA) and PROTECT Program funding eligibility considerations
- Supply-chain, freight, and emergency response constraints exposed during COVID-19 and recent weather events

This update will build directly upon the **RVRF approach established in the 2019 Study** to apply a resilience score to the call for projects in advance of the next MTP update. This update may also include options to modernize vulnerability scoring, refine mitigation strategies, and evaluate **alternate routes for freight, evacuation, emergency access, and network continuity**. The result will be a defensible, GIS-enabled, and MPO-ready update that supports future planning, investment prioritization, and discretionary funding pursuits.

The project will be led by **Macy Falcon, AICP**, serving as **project manager**. Macy brings extensive experience in resilience and transportation planning for MPOs and state DOTs, working with regional and state partners to develop resilience plans and integrate resilience strategies into core MPO planning processes. She will be supported by **James McGill, AICP**, whose previous service as a KTMPO staff member provides deep institutional knowledge of the region's transportation system, planning history, and stakeholder environment. James's experience enables the team to approach this update with a clear understanding of KTMPO's expectations, established practices, and decision-making processes. **Ryan Graves, AICP** will serve as **deputy project manager and local point of contact**, providing day-to-day support, maintaining close coordination with KTMPO staff, and ensuring timely responsiveness to ongoing project needs. The team is further supported by **Allison Fluit, PE, AICP**, who has more than 20 years of experience leading transportation planning and policy initiatives for regional agencies. Collectively, the team offers a strong blend of technical expertise, institutional familiarity, and practitioner insight, supporting efficient coordination and effective implementation of the **RVRF**.

Kimley-Horn brings a **balanced combination of national resiliency expertise and KTMPO/TxDOT regional familiarity**. Macy, James, Ryan, and Allison have supported MPOs, state DOTs, and regional planning councils through FHWA resilience pilots, risk-based corridor assessments, MTP integration, and Emergency/All-Hazards work. At the same time, our firm has directly supported KTMPO member governments, TxDOT Waco District, and Central Texas municipalities on projects involving roadway operations, critical corridors, freight, and evacuation routing—allowing immediate alignment with local context and data.

Scope of Services and Deliverables

The following scope reflects the tasks identified in the Task Order Request, tailored to align with FHWA methodologies and the 2019 Study framework, while adding optional modernized analysis, alternate route screening, and identification of suggested improvements.

Task 1 – Project Initiation and Coordination

Kimley-Horn will provide overall project initiation, coordination, and management to support efficient delivery of the study, clear communication, and alignment with KTMPO's schedule, data availability, and policy objectives. This task includes conducting a project kickoff meeting, confirming and validating required datasets, and establishing the analytical and GIS workflow framework. Kimley-Horn will coordinate closely with KTMPO staff to confirm available datasets, verify updates to local hazard mitigation plans, MTP elements, and CTCOG datasets, and ensure continuity with the 2019 vulnerability and consequence scoring framework while incorporating minor refinements consistent with FHWA

guidance. KTMPO will participate in coordination activities and provide available data, policy inputs, and confirmation of assumptions, as needed, to support study continuity and applicability. Ongoing coordination will also be used to align the study schedule and outputs with KTMPO's upcoming MTP and Transportation Improvement Program (TIP) project call timing and intended use cases.

Task 1 Deliverables:

- One (1) project kickoff meeting with KTMPO staff to review project objectives, scope, schedule, datasets, roles, and assumptions
- Project management plan outlining coordination approach, schedule, and communication protocols
- Data request and verification list documenting hazard, asset, and supporting datasets to be provided by KTMPO and other sources
- Updated methodology summary confirming continuity with the 2019 vulnerability and consequence scoring framework and identifying minor refinements
- Kickoff confirmation notes summarizing use case assumptions, project call timing, dataset status, and expected methodological improvements

Task 2 – Roadway Asset Inventory and Vulnerability Assessment

Kimley-Horn will update the roadway asset inventory and integrate current hazard and climate datasets with the existing 2019 vulnerability scoring structure. This task refines exposure, sensitivity, and consequence factors to support alternate routing and mitigation strategies in subsequent tasks while maintaining compatibility with MTP scoring workflows and the Project Vulnerability Scoring Spreadsheet. Analysis may incorporate: FEMA NFHL floodplains, CMIP6-based precipitation and temperature hazards, National Risk Index overlays, wildfire exposure potential, critical facilities, freight and emergency corridors, traffic volumes, functional classification, and network redundancy and consequence factors.

Kimley-Horn will evaluate which hazard and asset datasets have materially changed since 2019 and recommend targeted updates rather than full dataset replacements where appropriate. Existing TransCAD datasets and outputs from the 2019 study will be incorporated into updated GIS workflows to ensure methodological continuity. Coordination with KTMPO and partner agencies will occur throughout this task to confirm data availability, validate asset assumptions, and verify preferred hazard sources, ensuring consistency with regional context and intended MTP and project call applications.

A single stakeholder workshop will be conducted to review draft datasets and GIS outputs, confirm preferred hazard and asset inputs, validate assumptions, and ensure continuity with the 2019 exposure + sensitivity + consequence framework prior to completing vulnerability scoring. This task will apply the updated RVRF to the call for projects using the Project Vulnerability Scoring Spreadsheet.

Task 2 Deliverables:

- Updated roadway asset inventory
- GIS-based vulnerability scoring
- Updated exposure and hazard maps
- Dataset update memorandum summarizing significant changes since 2019 and justification for targeted updates
- Project Vulnerability Scoring Spreadsheet populated with updated scoring inputs

Task 3 – Mitigation Strategies and System Improvements (Optional)

Building on the roadway vulnerability assessment results, Kimley-Horn will identify and evaluate mitigation strategies that reduce hazard-related disruption, improve system performance under stress, and support future funding and programming eligibility. This task focuses on translating vulnerability findings into actionable, MPO-ready strategies rather than standalone project development. Potential strategies may include capital improvements such as elevation, drainage, and structural enhancements; operational and TSMO solutions; nature-based or hybrid approaches; freight and emergency access improvements; and policy or programmatic actions tied to MTP and TIP updates. Implementation considerations, including lead agency responsibilities, anticipated timeframes, and permitting or interagency coordination needs, will be documented to support practical application.

Kimley-Horn will coordinate with KTMPO staff and partner agencies to ensure that mitigation strategies align with regional priorities, existing planning frameworks, and MPO programming processes. This coordination will help ground proposed strategies in realistic operational and capital contexts and confirm how mitigation outputs can inform MTP scoring, TAC review, and funding eligibility decisions. The resulting strategy list and evaluation matrix will be structured to support MPO decision-making and integration into existing planning and programming workflows rather than serve as an independent project identification effort.

Task 3 Deliverables:

- Mitigation strategy list organized by asset type, hazard, and mitigation category.
- Evaluation matrix aligned with MPO use cases and programming considerations.

- Implementation considerations summary identifying lead agencies, timeframes, and coordination or permitting factors.
- MTP compatibility memorandum describing how mitigation strategies inform project scoring and regional programming decisions.

Task 4 – Alternate Route and Network Continuity Analysis (Optional)

Building on the vulnerability assessment and consequence scoring, Kimley-Horn will evaluate **alternate routing options that support freight movement, evacuation, emergency response, and overall network continuity**. This task enhances the core methodology by examining system redundancy and continuity under stress, rather than serving as a standalone project identification effort. The analysis will consider **functional role and connectivity; access to critical facilities such as hospitals, schools, shelters, and logistics centers; freight movement needs; incident detour suitability; redundancy and service coverage; and resilience tradeoffs between implementation cost and risk reduction**.

Kimley-Horn will coordinate with KTMPO and relevant partner agencies to incorporate regional priorities and practical use cases related to freight, emergency response, evacuation, and continuity planning. Coordination will be used to confirm critical facility networks and priority corridors and to ensure that alternate route evaluations are grounded in realistic operational contexts and aligned with MPO planning frameworks, MTP connectivity priorities, and TIP investment pathways. Evaluation results will be structured to support MPO decision-making and long-range strategy development, recognizing that alternate routing analysis is intended to supplement—not replace—existing planning and programming processes.

Task 4 Deliverables:

- Alternate route assessment memorandum summarizing methodology, findings, and key tradeoffs
- GIS-based alternate route mapping and supporting datasets
- Evaluation results documenting route performance across continuity and redundancy factors
- Recommended candidate corridors or routes for further consideration in MPO programming or long-range planning, if applicable

Task 5 – Reporting, Presentation Materials and Deliverables

Kimley-Horn will prepare a clear, concise, and MPO-ready study update that builds on the 2019 Vulnerability and Resiliency framework, incorporates updated data and methodologies, and maintains compatibility with MTP and TIP scoring workflows. The study update will be structured to support MPO committee and board review, long-term use in regional planning and programming, and future project call applications. Throughout this task, Kimley-Horn will coordinate with KTMPO staff to ensure materials are accurate, accessible, and formatted to meet MPO review and decision-making needs, including confirmation of deliverable formats for long-term data storage and GIS integration.

Should KTMPO be interested in partnering with Kimley-Horn on both the Regional Asset Vulnerability and Resiliency Study as well as the Congestion Management Process, we would propose integrating the dashboards into a single platform that provides one source for viewing corridors of concern—such as identified hot spots—along with proposed projects and the resulting rankings from both efforts resulting in a cost savings on both projects.

As an optional enhancement, Kimley-Horn may develop a structured, GIS-based prioritization tool to identify and rank vulnerable transportation assets across the regional network. The tool would apply transparent criteria to evaluate hazard exposure, asset sensitivity, network consequence, and implementation considerations such as criticality, redundancy, and readiness. A custom ArcGIS workflow would perform the underlying geospatial analysis and scoring, enabling KTMPO to dynamically assess evolving risk conditions, compare assets across jurisdictions, and support data-driven prioritization of resilience and mitigation investments over time. **The tool can be readily adapted to support full TIP-related scoring criteria as part of KTMPO's project call process.**

Kimley-Horn will also develop presentation materials tailored to MPO staff, committees, and boards, coordinating with KTMPO to confirm audience, technical depth, briefing format, and meeting logistics. This coordination will ensure the study update and supporting materials are effectively communicated and positioned for adoption, implementation, and future application.

Task 5 Deliverables:

- Updated Vulnerability and Resiliency Study (PDF), including:
 - Summary sheet documenting compatibility with MTP and TIP scoring workflows.
 - Alternate routing memorandum and recommended routes (optional).
 - Mitigation strategies matrix and concept summaries (optional).
- GIS datasets and map package, including vulnerability scoring results and hazard maps.
- Presentation materials for MPO staff, committees, and boards (PowerPoint).
- Optional GIS-based prioritization tool.

Tentative Schedule

Estimated duration is **5-6 months** from NTP, subject to data access, review, and alignment with the call for projects.

	2026					
	FEB	MAR	APR	MAY	JUN	JUL
Task 1 – Project Initiation and Coordination						
Task 2 – Roadway Asset Inventory and Vulnerability Assessment						
Task 3 – Mitigation Strategies and System Improvements (Optional)						
Task 4 – Alternate Route and Network Continuity Analysis						
Task 5 – Reporting, Presentation Materials, and Deliverables						

Estimated Budget

Task No.	Task Description	Budget
1	Project Initiation and Coordination	\$18,500
2	Roadway Asset Inventory and Vulnerability Assessment	\$23,000
3	<i>Mitigation Strategies and System Improvements (Optional)</i>	<i>\$11,000</i>
4	<i>Alternate Route and Network Continuity Analysis (Optional)</i>	<i>\$5,500</i>
5	Reporting, Presentation Materials, and Deliverables	\$16,500
5A	<i>GIS-based prioritization tool (Optional)</i>	<i>\$6,500</i>
	Total Without Optional Task	\$58,000
	Total (With Optional Task)	\$74,500
	Total (With Optional Tasks and Prioritization Tool)	\$81,000

Project Experience

Capital Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan | Austin, Texas

Kimley-Horn assisted CAMPO with the development of its fiscally constrained 2050 Regional Transportation Plan, which included a structured project evaluation and prioritization process consistent with FHWA resilience planning frameworks. Projects were scored using multimodal performance criteria that incorporated elements of system need, asset condition, equity, and planning-level exposure/sensitivity considerations to support resilient infrastructure investment over a 25-year horizon. To facilitate a transparent project call, Kimley-Horn developed a planning-level cost estimation tool and an online scoring and submission platform that enabled CAMPO member jurisdictions to submit, evaluate, and compare projects using standardized criteria. The resulting prioritization process supported regional decision-making, improved coordination across jurisdictions, and provided a defensible basis for programming projects within the constrained plan.

Project Reference: Ashby Johnson, CAMPO, Executive Director | ashby.johnson@campotexas.org | 512.215.9252

TxDOT Work Authorization No. 5 | Statewide, Texas

Kimley-Horn is conducting a comprehensive technical assessment of Texas' hurricane evacuation routes and coastal highways, developing criteria, methodologies, and tools to evaluate system needs. Work includes reviewing existing datasets, conducting stakeholder interviews, creating evaluation criteria, and developing a standardized assessment methodology suitable for scenario planning across districts. Kimley-Horn is performing a needs assessment using this methodology, calibrating results against historic evacuation events, and producing refined findings. Building on these results, the team will develop improvement scenarios for up to five corridors, evaluated resilience benefits and tradeoffs, conducted Return on Investment (ROI) analyses using federal tools, and prepared short-mid-and long-range recommendations.

Project Reference: Giacomo Yaquinto, AICP, TxDOT, Statewide Planning Branch Manager | robert.yaquinto@txdot.gov | 737.308.9411

Long Range Transportation Plan Resiliency/Vulnerability Assessment Phase II - Sarasota Manatee MPO | Sarasota, Florida

The Sarasota/Manatee MPO Resiliency Study evaluated the region's transportation system to identify vulnerabilities and strengthen resilience to storm surge, nuisance flooding, and wildfire hazards. The project inventoried roadway and bridge assets, assessed exposure and criticality, and prioritized facilities that support evacuation routes, access to critical services, and regional mobility. Using a data-driven methodology aligned with FDOT's Resilience Action Plan and informed by extensive stakeholder engagement, the study produced a refined list of high-priority roadway segments and cost-effective mitigation strategies. The results provide clear, implementable recommendations for integrating resilience into the MPO's LRTP, project prioritization, and future investment decisions, helping improve system reliability, safety, and long-term sustainability across the Sarasota/Manatee region.

Project Reference: Ryan Brown, AICP, Sarasota/Manatee MPO, Planning Manager | ryan@mympo.org | 941.259.6043

Polk Transportation Planning Organization (TPO) Resiliency Plan | Polk County, Florida

The Polk Transportation Resiliency and Carbon Reduction Plan evaluated the Polk TPO's transportation system to address climate-related risks while advancing federal carbon reduction requirements. The project assessed roadway and critical facility vulnerabilities to flooding and wildfire hazards using a data-driven framework that considered exposure, likelihood, and system criticality, including traffic volumes, evacuation routes, and access to essential services. In parallel, the plan established federally required greenhouse gas performance targets and identified transportation strategies and projects eligible for resilience and carbon reduction funding. The resulting recommendations support integration of resilience and emissions reduction into the LRTP, helping the Polk TPO prioritize investments that improve system reliability, reduce emissions, and strengthen the region's ability to respond to future hazards.

Project Reference: Ryan Kordeck, Polk TPO, Executive Director | ryankordeck@polk-country.net | 863.534.6558

February 6, 2026

Killeen-Temple Metropolitan Planning Organization
C/O Tane'ya Floyd
Central Texas Council of Governments Building
2180 N. Main Street/P.O. Box 729
Belton, TX 76513

RE: Task Order Request | Regional Asset Vulnerability and Resiliency Study Update

Dear Mr. Floyd:

LEC Engineering, Inc. d/b/a LOI Engineers (LOI) is pleased to submit this response to the Killeen-Temple Metropolitan Planning Organization's (KTMPPO) Task Order Request for a Regional Asset Vulnerability and Resiliency Study update. We understand this effort as a focused update to KTMPPO's 2019 study, building directly on the established methodology and datasets to ensure continuity, technical consistency, and defensible results aligned with FHWA vulnerability assessment guidance and TxDOT standards.

Our team has the experience to guide KTMPPO through a focused update of its Asset Vulnerability and Resiliency Study; to apply FHWA-consistent vulnerability and risk assessment methods using KTMPPO-provided data; and to prepare clear, well-documented findings that align with TxDOT standards and support defensible planning and coordination decisions.

Delivering this update requires senior leadership with direct experience applying FHWA guidance, working within MPO environments, and aligning planning-level analysis with TxDOT expectations. The effectiveness of this effort depends on practical judgment, methodological discipline, and an understanding of how vulnerability findings are used to support coordination, prioritization, and investment decisions.

- **Fred Lopez, FAICP CTP – Principal-in-Charge.** Fred brings more than 25 years of experience in transportation planning, capital coordination, and implementation within local and regional government. He has held senior leadership roles with the City of El Paso, where he was responsible for transportation planning, capital programming, and implementation of adopted policies tied to roadway and infrastructure investment. His experience supports continuity with established methodologies and clear, defensible documentation appropriate for MPO use.
- **Marty Boyd – Project Manager.** Marty brings more than three decades of experience leading transportation planning and implementation efforts for large, federally funded programs. As Advanced Transportation Planning Director for the TxDOT El Paso District, she oversaw advanced planning initiatives supporting more than \$2.2 billion in transportation investments, providing deep expertise in FHWA guidance, MPO coordination, and alignment with TxDOT standards.

LOI's focus throughout this update will be on clarity, methodological consistency, and practical documentation that KTMPPO staff can rely on to inform future planning, coordination, and investment decisions. Please feel free to contact me directly if you have any questions regarding this proposal

Respectfully Submitted,

LOI



Fred Lopez, FAICP CTP
Planning Practice Lead

LOI Engineers
2101 E. Missouri Ave. Suite B
El Paso, Texas 79903
915-781-1532
flopez@loi-engineers.com

Task 1 - Data Review and Asset Inventory

Task 1.1 Review of KTMPO-Provided Data

- Review KTMPO-provided roadway and GIS datasets, including centerline geometry, functional classification, jurisdiction and ownership attributes, traffic-related fields, prior vulnerability assessment inputs, and associated spatial layers.
- Evaluate datasets for completeness, internal consistency, and suitability for vulnerability screening consistent with FHWA guidance and TxDOT standards.

Task 1.2 Confirmation of Roadway Asset Inventory

- Confirm the roadway asset inventory used in the 2019 Asset Vulnerability and Resiliency Study using KTMPO-provided data.
- Verify asset attributes including facility type, network role, limits, jurisdiction, and classification for consistency with the established study framework.
- Document and coordinate any identified discrepancies or missing attributes with KTMPO staff using existing information.

Task 1.3 Preparation of Assets for Vulnerability Screening

- Organize and standardize the confirmed roadway asset inventory to support vulnerability and risk screening.
- Align asset attributes with FHWA vulnerability assessment frameworks, standardize identifiers, and structure the dataset for analysis consistent with TxDOT expectations.

Task 1.4 Documentation of Data Assumptions and Limitations

- Document data assumptions, known limitations, and dataset constraints relevant to vulnerability assessment.
- Establish a clear analytical baseline for subsequent tasks based on available KTMPO-provided data.

This update to the KTMPO 2019 Asset Vulnerability and Resiliency Study will apply a structured, data-driven process that maintains methodological continuity while evaluating current conditions. The work will begin with a review, confirmation, and standardization of KTMPO-provided roadway and GIS datasets to establish a consistent asset inventory and analytical baseline aligned with FHWA guidance and TxDOT standards. Data assumptions, limitations, and constraints will be documented to support transparency and traceability.

An FHWA-aligned vulnerability and risk screening framework will then be applied to evaluate exposure, sensitivity, and relative risk across the roadway network. The analysis will identify and prioritize vulnerable roadway segments, develop high-level improvement concepts tied to observed vulnerability patterns, and evaluate existing alternate routes for critical segments. Findings will be documented in a clear, defensible format consistent with the 2019 study to support KTMPO planning, programming, and future study updates.

Task 2 - Vulnerability and Risk Assessment

Task 2.1 Vulnerability Screening Framework

- Apply a vulnerability screening framework consistent with FHWA vulnerability assessment guidance to evaluate roadway assets identified in Task 1 in a manner that supports network-level comparison and prioritization.
- Assess exposure, sensitivity, and relative risk at the network level using KTMPO-provided data and the established approach from the 2019 study.
- Structure the framework to support repeatable application and consistency with federal and TxDOT expectations.

Task 2.2 Exposure Evaluation

- Evaluate exposure of roadway assets to relevant hazards using KTMPO-provided datasets.
- Assess exposure based on the presence and extent of hazard conditions affecting roadway segments across the regional network.

Task 2.3 Sensitivity and Asset Performance Considerations

- Assess asset sensitivity by evaluating roadway characteristics that influence performance under hazard conditions, including facility type, functional role, and known constraints reflected in KTMPO-provided data.
- Apply sensitivity criteria consistently across the network to support comparative evaluation.

Task 2.4 Risk Characterization

- Integrate exposure and sensitivity considerations to characterize and clearly document relative risk across the roadway network.
- Apply FHWA vulnerability assessment concepts and maintain consistency with the methodology used in the 2019 study to support comparison across study updates.
- Document risk characterization in a clear, traceable manner.

Task 2.5 Documentation of Assumptions and Methods

- Document assumptions, data limitations, and methodological decisions applied in the vulnerability and risk assessment.
- Confirm consistency with FHWA guidance and traceability of conclusions derived from available data.

Task 3 - Identification of Vulnerable Assets and Improvements

Task 3.1 Identification of Vulnerable Roadway Assets

- Identify roadway segments exhibiting elevated vulnerability based on the results of the Task 2 vulnerability and risk assessment.
- Focus on segments where exposure and sensitivity combine to increase risk to system performance.
- Document findings in a consistent, traceable manner to support clear differentiation among vulnerable segments across the regional roadway network.

Task 3.2 Prioritization of Vulnerable Segments

- Differentiate vulnerable roadway segments into relative priority groupings based on contribution to overall network performance and resilience.
- Reflect functional role, connectivity, and observed vulnerability characteristics, consistent with FHWA guidance and the approach used in the 2019 study.

Task 3.3 Development of High-Level Concepts

- Develop high-level improvement concepts for roadway segments identified as vulnerable, focused on enhancing system performance and resilience and responsive to observed vulnerability patterns.
- Frame concepts in feasibility-oriented, general terms, such as operational improvements, infrastructure upgrades, or network redundancy considerations.

Task 3.4 Documentation of Improvement Rationale and Assumptions

- Document the rationale, assumptions, and constraints associated with identified improvement concepts, including their relationship to observed vulnerabilities, system performance, and network context.

Task 4 – Alternate Route Identification and Analysis

Task 4.1 Identification of Critical and Vulnerable Segments for Alternate Routing

- Identify roadway segments where elevated vulnerability or functional importance warrants consideration of alternate routes.
- Base identification on the results of Tasks 2 and 3, focusing on segments critical to maintaining operational network continuity during hazard events.

Task 4.2 Identification of Existing Alternate Routes

- Identify existing roadway segments that may serve as feasible alternate routes for vulnerable or critical segments identified in Task 4.1 using KTMPO-provided data.

Task 4.3 High-Level Evaluation of Alternate Routes

- Conduct a high-level evaluation of identified alternate routes to assess their ability to support continuity of travel under disruption conditions, consistent with FHWA vulnerability assessment concepts and TxDOT standards.
- Evaluate general factors including connectivity, functional classification, and continuity within the existing network.

Task 4.4 Documentation of Assumptions and Limitations

- Document assumptions, constraints, and data limitations associated with alternate route identification and evaluation within the existing roadway network.

Task 5 – Documentation and Deliverables

Task 5.1 Preparation of Updated Study Materials

- Compile findings from Tasks 1 through 4 into updated study materials consistent with the structure and intent of the 2019 Asset Vulnerability and Resiliency Study.
- Present methods, assumptions, and results in a clear, organized format that supports review, reference, and future decision-making.

Task 5.2 Coordination with KTMPO Staff

- Coordinate with KTMPO staff to review draft materials and finalize technical accuracy, consistency with FHWA guidance, and alignment with TxDOT standards.
- Focus coordination on clarification of methods and findings.

Task 5.3 Incorporation of Review Comments

- Address KTMPO staff comments on draft materials and incorporate agreed-upon revisions.

Task 5.4 Final Deliverables

- Prepare final study materials suitable for inclusion in KTMPO records and future planning and programming use, consistent with KTMPO practices.

Tentative Schedule, Estimated Budget, and Deliverables

Task	Description	Key Staff	Schedule (Weeks)	Level of Effort (Hours)	Budget	Deliverables
1.	Data Review and Asset Inventory	<ul style="list-style-type: none"> Project Manager Principle-in-Charge Senior Planner GIS Manager 	Weeks 1 - 4	45 Hours	\$ 8,850	<ul style="list-style-type: none"> Confirmed and standardized roadway asset inventory consistent with the 2019 study framework. Asset dataset organized and structured for vulnerability and risk screening. Documentation of data assumptions, limitations, and analytical baseline incorporated into study materials.
2.	Vulnerability and Risk Assessment	<ul style="list-style-type: none"> Project Manager Senior Planner GIS Manager 	Weeks 5 - 8	95 Hours	\$ 13,675	<ul style="list-style-type: none"> Network-level vulnerability and risk assessment results based on FHWA vulnerability assessment concepts. Exposure, sensitivity, and relative risk outputs documented in a traceable and repeatable format. Documentation of assumptions, data limitations, and methods incorporated into updated study materials.
3.	Identification of Vulnerable Assets and Improvements	<ul style="list-style-type: none"> Project Manager Senior Planner GIS Manager 	Weeks 9 - 14	195 Hours	\$ 27,900	<ul style="list-style-type: none"> Identification of roadway segments exhibiting elevated vulnerability. Relative prioritization groupings reflecting network role, connectivity, and vulnerability characteristics. High-level, feasibility-oriented improvement concepts for vulnerable roadway segments. Documentation of improvement rationale, assumptions, and constraints incorporated into study materials
4.	Alternate Route Identification and Analysis	<ul style="list-style-type: none"> Project Manager Senior Planner GIS Manager Planner Planning Technician 	Weeks 15 - 18	125 Hours	\$ 18,125	<ul style="list-style-type: none"> Identification of critical and vulnerable roadway segments requiring alternate route consideration. Identification of existing alternate routes within the regional roadway network. High-level evaluation results for alternate routes consistent with FHWA concepts and TxDOT standards. Documentation of assumptions and limitations incorporated into study materials.
5.	Documentation and Deliverables	<ul style="list-style-type: none"> Principle-in-Charge Project Manager Senior Planner 	Weeks 19 - 22	90 Hours	\$ 12,750	<ul style="list-style-type: none"> Draft updated Asset Vulnerability and Resiliency Study incorporating findings from Tasks 1–4. Final updated Asset Vulnerability and Resiliency Study suitable for KTMPO records and future planning and programming use. Supporting tables, figures, and datasets used to produce the study update.
TOTAL			22 Weeks	550 Hours	\$ 81,300	

Project Experience

1 EL Paso Regional Climate Action Plan



- Prepared benefit-cost analyses for transportation and roadway-related adaptation measures to support comparison of risk reduction, system performance, and feasibility.
- Evaluated tradeoffs among alternative strategies under funding, jurisdictional, and implementation constraints.
- Structured technical analyses for staff review under a compressed schedule, with results incorporated into plan technical sections.
- Documented agency roles and statutory authority affecting implementation and coordination of investments.

CLIENT
City of El Paso

LOCATION
El Paso, TX

CONTACT
Fernando Berjano
BerjanoFL@elpasotexas.gov
(915) 337-2517

2 El Paso County Growth Management Plan



- Led countywide analysis integrating growth trends, subdivision activity, land availability, and service coverage into a unified, staff-usable framework.
- Developed GIS-based mapping of growth areas, annex locations, emergency response, and infrastructure service capacity to support coordinated decision-making
- Standardized and reconciled fragmented datasets across jurisdictions to establish a defensible baseline for planning and capital evaluation.
- Delivered analysis on an accelerated schedule aligned with budgeting and capital planning cycles, with outputs incorporated into County operations.

CLIENT
County of El Paso

LOCATION
El Paso, TX

CONTACT
Jorge Reyes
Jo.Reyes@epcounty.com
(915) 546-2015

3 Town of Anthony Staff Augmentation Services



- Provided planning staff augmentation supporting zoning administration, development review, and infrastructure-related decisions.
- Reviewed development proposals with focus on roadway access, functional classification, and compliance with adopted standards.
- Prepared transportation-related development standards, including roadway classifications, cross-sections, and access management.
- Supported roadway capital planning by linking zoning decisions, traffic analysis, and long-term maintenance considerations.

CLIENT
City of El Paso

LOCATION
Anthony, TX

CONTACT
Valerie Armendariz
Varmendariz@townofanthony.org
(915) 886-3944
ext 1010

4 Paso Del Norte Trail Planning and Implementation Services



- Developed a strategic implementation plan for a multi-jurisdictional transportation corridor, translating a long-range vision into implementable segments.
- Evaluated corridor segments based on right-of-way, facility type, safety, cost, and phased readiness, supported by detailed mapping.
- Prepared project scoping, budget estimates, and prioritization to support phased investment and coordinated delivery across agencies.
- Linked corridor segments to eligible state and federal funding sources to support implementation and long-term coordination

CLIENT
Paso Del Norte
Health Foundation

LOCATION
El Paso, TX

CONTACT
Jana Renner
jrenner@pdnfoudnation.org
(915) 337-2517

5 Our Pharr Our Future Comprehensive Plan



- Led preparation of a comprehensive plan integrating land use, mobility, drainage, and capital planning in a major freight corridor and key Rio Grande Valley transportation hub.
- Coordinated with City staff to align transportation and infrastructure recommendations with operational constraints.
- Developed an implementation program identifying priority actions, responsible departments, and sequencing for transportation investments.
- Produced staff-usable guidance supporting corridor reinvestment, development review, and coordination of mobility and freight decisions

CLIENT
City of Pharr

LOCATION
Pharr, TX

CONTACT
Joe Garza
Joe.Garza@pharr-tx.gov
(956) 402-4242

ITEM #5

KTMPO Draft Public Engagement
Schedule for 2026

KTMPO Public Engagement Schedule for 2026

Leveraging KTMPO’s [Public Engagement Plan](#), staff have developed an initial Draft Public Engagement Schedule for 2026 of outreach and educational opportunities to actively involve the public in the planning and implementation of transportation projects and programs that reflect community needs. Staff will conduct community research and implement targeted outreach and engagement strategies to increase meaningful participation. In addition, staff will work to build stronger partnerships with local stakeholders and transportation advocates to inform and empower transit, roadway, and alternative mode users throughout the transportation planning process.

Staff will continue to research outreach and educational opportunities for additional modes such as transit and freight and will provide an updated Public Engagement Schedule in the coming months.

Action Needed: Regarding approval of KTMPO Public Engagement Schedule for 2026.

2026 Stakeholder Engagement Schedule

Date	Activity	Stakeholder Lead	Date Resolution Presented to TAC/PB	Resources
February	Love the Bus Month – School Bus	KTMPO – Social		NAPT
April 1, 2026	National Walking Day	KTMPO - Social		U.S. DOT National Walking Day in 2026 Calendar Labs
April 6 – 13, 2026	Distracted Driving Awareness Month to include Put the Phone Away or Pay	KTMPO – TAC/PB	March	National Safety Council, US.DOT NHTSA
May May 3 May 15 May 11 May 20 Pending Pending May 9	National Bike Safety Month Ride a Bike Day Bike to Work Day Bike to Work Week Annual Ride of Silence Walk, Bike & Roll to School BSWH McLane's Bike Rodeo Adaptive Bike Rodeo	KTMPO - ATAC Opportunity Opportunity Opportunity Opportunity Opportunity McLane's Children City of Copperas Cove Parks and Recreation Department	April	The League of American Bicyclists League of American Bicyclists Ride of Silence
June 6	National Trails Day	KTMPO – ATAC Opportunity	May	

September 26, 2026	National Car Seat Check Saturday	KTMPO – Social Opportunity		Jolie.person@txdot.org - CAR SEAT CHECKUPS AND EDUCATIONAL WORKSHOPS
October	Pedestrian Safety Month	KTMPO – ATAC	September	NHTSA
October Date	Unplug Texas Day	KTMPO – ATAC	September	Unplug Texas – Texas Recreation and Park Society
November 15	World Day of Remembrance for Road Traffic Victims	KTMPO - Social		National Safety Council Vision Zero Network World Day of Remembrance for Road Traffic Victims
December	Holiday Season Drunk Driving Campaign	KTMPO – Social		National Safety Council Traffic Safety Marketing NHTSA

ITEM #6

Update from TxDOT Planning
and Programming Division

An Update from TxDOT Planning and Programming Division

Caroline Mays, TxDOT Senior Director of Planning and Model Programs will provide an update from the Planning and Programming Division.

Action Needed: No action needed; for discussion only.

ITEM #7

FY25 KTMPO Planning Metrics

KTMPO's FY25 Planning Metrics

KTMPO staff will provide an overview of KTMPO's FY25 Planning Metrics.



Action Needed: No action needed; for discussion only.

ITEM #8

FY25 HCTD Service Performance
and Marketing Recap

HCTD's FY25 Service Performance & Marketing Recap

Nicole Crim of Hendrickson Transportation Group will provide an overview of Hill Country Transit District's FY25 Service Performance and Marketing Recap.

Action Needed: No action needed; for discussion only.



FY 25 SERVICE PERFORMANCE & MARKETING RECAP

January 21, 2026

2025 SERVICE PERFORMANCE



THE HOP: FY 2025 SERVICE PERFORMANCE



TOTAL RIDERSHIP

699,579

URBAN: 470,728

RURAL: 16,556

FORT CAVAZOS: 212,295



RIDER SATISFACTION

**96% OF RIDERS FOUND
THEIR RIDE SATISFACTORY**



ON-TIME PERFORMANCE

**86% DEMAND RESPONSE
AND MICROTRANSIT TRIPS**



AVERAGE WAIT TIME

13:30 MINUTES
FOR "LEAVE NOW" TRIP REQUESTS



SAFETY PERFORMANCE

**1.42 INCIDENTS PER 100K
MILES TRAVELED**



CUSTOMER SERVICE

1:15 AVERAGE WAIT TIME
.04% COMPLAINTS PER 100K



2025 RIDER SURVEY



THE HOP: FY 2025 RIDER SURVEY RESULTS



AGE OF RIDERS

35 - 64: 46%
18 - 34: 31%
65+: 20%
0 - 17: 3%



HOUSEHOLD INCOME

<\$56K: 86%
\$56K - \$169K: 7%
>\$169K: 2%

917 SURVEYS COLLECTED
RESPONSES FROM ALL SERVICE AREAS



TRAVEL PURPOSE

SHOPPING: 59%
MEDICAL: 57%
WORK: 59%
RECREATION: 28%
SCHOOL: 19%

RIDERS ABLE TO MAKE MULTIPLE SELECTIONS

RIDER PROFILE: LOW-INCOME, MIDDLE-AGED,
USES TRANSIT ALMOST DAILY FOR EVERYDAY
NEEDS, AND IS GENERALLY SATISFIED.



BOOKING FREQUENCY

>1/WEEK: 73%
INFREQUENT: 22%
FIRST TIME: 2.5%
NO RESPONSE: 2.5%



TOP POSITIVE ACCOLADES

COST OF SERVICE
DRIVER BEHAVIOR
OVERALL SYSTEM

99% CONFIDENCE LEVEL
4% MARGIN OF ERROR



2025 MARKETING RECAP

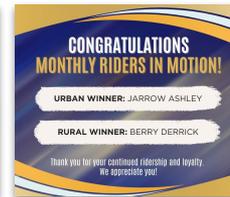
Q1

- ✓ Annual Planning
- ✓ Marketing Workshop
- ✓ City/Urban One-Pagers
- ✓ Contract with Robby Stengel
- ✓ Rebranding



Q2

- ✓ Annual Planning
- ✓ New KPI Report
- ✓ Senior One-Pager
- ✓ New Website
- ✓ Annual Social Media Editorial Calendar
- ✓ Proactive Media Relations
- ✓ Rebranding
- ✓ Service Change Planning
- ✓ Increased Social Media Postings (Monthly)



REBRANDING UPDATE

Major Actions to Date:

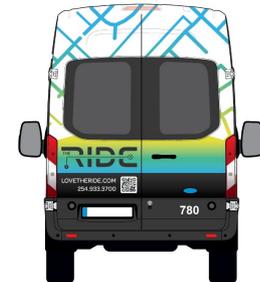
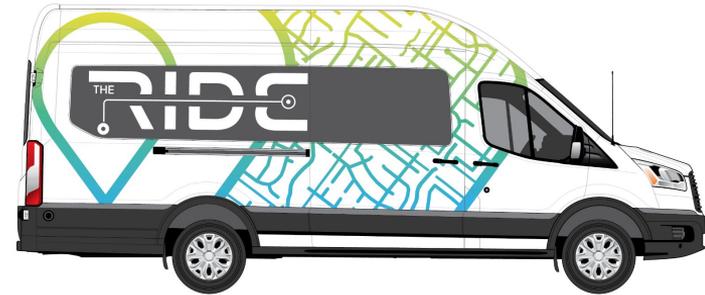
- 7/24/25 - Board authorized an NTE budget of \$500K
- 9/25/25 - Board chose final vehicle wrap design

Current Activities:

- Staff has identified potential grant funding and is currently finalizing application process and coordination
- Staff is working to finalize an RFP for vehicle wraps, decals and other physical signage

Ideal Timeline:

- Marketing & Website - Q3 → Q4 '26
- Vehicle Wraps - Q4 '26



ITEM #9

KTMPO Federal Certification Review

KTMPO Federal Certification Review

Representatives from Federal Highway Administration and from Federal Transit Administration will be conducting a joint Federal Certification Review April 15-16th of the transportation planning process of the Killeen-Temple Transportation Management Area (TMA) as required by Title 23 United States Code, Section 134(k)(5). Certification is required for all TMAs at least once every four years. The most recent review was conducted in 2022.

Topics to be discussed include:

- MPO Agreements, Roles, and Responsibilities
- Unified Planning Work Program
- Planning and Environmental Linkages
- Public Participation Process
- Travel Demand Forecasting
- Transportation Plan and Transportation Improvement Program Development
- Transportation Performance Management
- Congestion Management Process
- Environmental Justice and Title VI
- Freight Planning
- Bicycle and Pedestrian Planning
- Transportation Planning Factors
- Fiscal Constraint

Feedback from the Review and a report will be presented to the Technical Advisory Committee and Policy Board as soon as it is received.

Additional Resources about the MPO Planning Processes & Requirements:

[TxDOT MPO Handbook](#)

[TxDOT STIP Handbook](#)

Action Needed: No action needed; for discussion only.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

January 13, 2026

In Reply Refer to:
HPP-TX

Announcement of the Transportation Management Area (TMA)
Certification Review for the Killeen-Temple
Metropolitan Planning Organization
(KTMPO)

Bobby Whitson (KTMPO Chair)
Bell County Commissioner, Pct. 2
101 E Central Ave
Belton, TX 76513

Dear Chairman Whitson:

A federal certification is required by law for all Transportation Management Area (TMA – an urbanized area over 200,000 in population), at least once every four years as required by Title 23 United States Code (USC) Section 134(k)(5) per 23 USC 134. The last TMA Certification Review for KTMPO was completed by FHWA and FTA Region 6 in May 2022. Our staff have been working closely with representatives of the Texas Department of Transportation (TxDOT) and the Killeen-Temple Metropolitan Planning Organization (KTMPO) to arrange a review of the metropolitan transportation planning (“3-C”) process for the region. This letter is to formally notify you that the FHWA and FTA Region 6 will be conducting our on-site joint federal certification review of the KTMPO from April 15-16th, 2026.

The federal certification review will be held in person at the KTMPO office, 2180 North Main Street in Belton, Texas. For regional planning partners with limited travel or availability a virtual on-line option for participation will also be available. It is important that the regional planning partners leadership and staff (TxDOT Planning Division, TxDOT District, Transit, MPO) fully participate in the KTMPO federal certification review. Furthermore, we would appreciate if the Hill Country Transit District (HCTD) regional transit agency leadership and staff would attend and participate in this federal certification review. Please contact Kirk D. Fauver (512) 536-5952 of the FHWA Texas Division, or Tony Ogboli at (817) 978-0566 of the FTA Region 6 with any questions concerning this review. We look forward to seeing you in April 2026.

Sincerely yours,

David Bartels, Director
Planning and Program Development
Federal Transit Administration
Region 6

Ed Burgos-Gomez, Acting Director
Program Development
Federal Highway Administration
Texas Division



KILLEEN-TEMPO MPO (KTMPO) TMA CERTIFICATION REVIEW AGENDA April 15-16, 2026

LOCATION: 2180 North Main Street, Belton, TX 76513

Wednesday, April 15, 2026 (Day #1)

Start Time	Review Topics	Discussion Lead
8:30-8:50 AM	1st Interview with Local Elected Official	FHWA-FTA Only
9:00-9:20 AM	2 nd Interview with Local Elected Official	FHWA-FTA Only
9:30-10:30 AM	KTMPO Policy Board Meeting	
10:40-11:00AM	3 rd Interview with Local Elected Official	FHWA-FTA Only
11:00-11:30 AM	BREAK	
11:30-12:30 PM	LUNCH	
12:30-12:45 PM	Introduction and Purpose of Review	FHWA-FTA Region 6
12:45-1:00 PM	Background History of KTMPO	KTMPO
1:00-2:00 PM	Public Participation Process (PPP)	FHWA-FTA Region 6
2:00-2:45 PM	Integration of Safety into the MPO Planning Process	FHWA-FTA Region 6
2:45-3:15 PM	BREAK	
3:15-3:45 PM	2050 Metropolitan Transportation Plan and Financial Plan Update (including Ops & Maintenance Costs and Revenues)	KTMPO
3:45-4:45 PM	Congestion Management Process (CMP)	KTMPO
4:45-5:00 PM	BREAK	
5:00-6:00 PM	FTA-FHWA Regional Roundtable Discussion	MPO Stakeholders, TxDOT District, TPP, FTA/FHWA, KTMPO, Public Transit

Thursday, April 16, 2026 (Day #2)

Start Time	Review Topics	Discussion Lead
8:30-9:00 AM	Freight and Intermodal Planning	FHWA-FTA Region 6
9:00-9:30 AM	Transportation Performance Management (TPM)	FHWA-FTA Region 6
9:30-10:30 AM	Unified Planning Work Program (UPWP)	KTMPO
10:30-11:00 AM	BREAK	
11:00-11:15 AM	MPO Staffing and Training Needs	KTMPO
11:15-11:45 AM	Preliminary FHWA-FTA Observations	FHWA-FTA Region 6
11:45-12:15 PM	Close Out of Review and Next Steps	FHWA-FTA Region 6
12:15 PM	Adjourn (Day #2)	

ITEM #10

Draft FY27-30 TIP and Draft 2027
UTP

Draft FY27-30 Transportation Improvement Program (TIP) and the Draft 2027 Unified Transportation Program (UTP)

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. Projects included in the TIP must be consistent with the [Metropolitan Transportation Plan \(MTP\)](#) and are chosen based on project rank, readiness, and available funding in TxDOT's most recent [Unified Transportation Plan \(UTP\)](#). In coordination with State and Federal partners, the TIP is to be updated every two years with the last update occurring in 2024, spanning FY25-28. The next TIP update is to occur in 2026, spanning FY27-30.

Following KTMPO's [Public Engagement Plan](#), the Draft FY27-30 TIP will undergo a 30-day public comment period with two public forums across the region. After the public comment period ends, the final FY27-30 TIP will be considered for approval by the Technical Committee and Policy Board. The approved FY27-30 TIP will be submitted to TxDOT on/before June 1, 2026. A tentative schedule is provided below:

Schedule:

- February 4, 2026—TAC review of draft FY27-30 TIP; for discussion only;
- February 18, 2026—TPPB review of draft FY27-30 TIP; for discussion only;
- March 11, 2026—TAC recommends approval of draft FY27-30 TIP.
- March 24, 2026—TPPB approves draft FY27-30 TIP. KTMPO initiates public involvement process;
- March 23, 2026- April 21, 2026—30 day public comment period with two public forums;
- May 6, 2026—TAC recommends approval of FY27-30 TIP;
- May 20, 2026—TPPB approves FY27-30 TIP;
- June 1, 2026—KTMPO submits FY27-30 TIP to TxDOT.

Action Needed: No action needed; for discussion only.

CAT 2											UTP (FY26-35)		TIP (FY27-30)		
Fiscal Year	FY25-28 TIP			Out Years (FY31-35)							UTP (FY26-35)		TIP (FY27-30)		
	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035					
Current Carryover from FY25-28 TIP	\$ (9,284,182)	\$ (28,672,163)	\$ (21,825,471)	\$ (6,813,274)	\$ 8,215,255	\$ 25,210,744	\$ 44,305,742	\$ 62,836,624	\$ 83,995,851	\$ 107,190,097	Carryover FY2025	\$ 39,288,498	Carryover FY2026	\$ (9,284,182)	
UTP Allocations	\$ 13,441,320	\$ 13,092,019	\$ 12,525,017	\$ 15,012,197	\$ 15,028,529	\$ 16,995,489	\$ 19,094,998	\$ 18,530,882	\$ 21,159,227	\$ 23,194,246	UTP Allocations (FY26-35) Total	\$ 168,073,924	UTP Allocations (FY27-30) Total	\$ 55,657,762	
Current FY25-28 TIP	\$ 62,014,000	\$ 32,480,000	\$ 5,678,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY26-28) Total	\$ 100,172,325	Current FY25-28 TIP (FY26-28) Total	\$ 38,158,325	
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 79,683,890	\$ -	\$ -	\$ -	\$ 41,000,000	Desired Added UTP Projects (FY26-35) Total	\$ 125,683,890	Desired Added UTP Projects (FY27-30 TIP) Total	\$ 5,000,000	
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - "Current FY25-28 TIP (FY26-28) Total"		("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY26-28) Total"		
Current FY25-28 TIP MPO IDs and Estimated Cost	W35-01: \$62,014,000	W40-04b: \$32,480,000	H40-03c: \$5,678,325	-	-	-	-	-	-	-	\$ 107,190,097	\$ 8,215,255	-	-	
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	T35-36b: \$5,000,000	-	T35-36c: \$5,000,000 T15-06k: \$40,454,890 C50-04c: \$7,296,000 C50-04d: \$10,133,000 W30-17: \$16,800,000	-	-	-	-	W35-04c: \$18,000,000 W35-04b: \$23,000,000	\$ (18,493,793)	\$ 3,215,255	-	-

CAT 7											UTP (FY26-35)		TIP (FY27-30)	
Fiscal Year	FY25-28 TIP			Out Years (FY31-35)							UTP (FY26-35)		TIP (FY27-30)	
	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035				
Current Carryover from FY25-28 TIP	\$ 27,306,123	\$ 25,402,248	\$ (7,126,777)	\$ 214,828	\$ 7,556,433	\$ 14,898,038	\$ 22,239,643	\$ 29,581,248	\$ 36,922,853	\$ 44,264,458	Carryover FY2025	\$ 23,652,919	Carryover FY2026	\$ 27,306,123
UTP Allocations	\$ 8,020,204	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	UTP Allocations (FY26-35) Total	\$ 74,094,649	UTP Allocations (FY27-30) Total	\$ 29,366,420
Current FY25-28 TIP	\$ 4,367,000	\$ 9,245,480	\$ 39,870,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY26-28) Total	\$ 53,483,110	Current FY25-28 TIP (FY26-28) Total	\$ 49,116,110
Desired Added UTP Projects	\$ -	\$ 5,039,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	Desired Added UTP Projects (FY26-35) Total	\$ 30,039,000	Desired Added UTP Projects (FY27-30 TIP) Total	\$ 5,039,000
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - "Current FY25-28 TIP (FY26-28) Total"		("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY26-28) Total"	
Current FY25-28 TIP MPO IDs and Estimated Cost	C50-01: \$1,267,000 N40-06: \$1,000,000 S45-01: \$2,100,000	B45-02: \$2,550,480 T40-13b: \$2,000,000 B40-07a: \$4,695,000	K30-13a: \$32,880,000 H30-05c: \$5,500,000 D50-02: \$1,490,630	-	-	-	-	-	-	-	\$ 44,264,458	\$ 7,556,433	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	B40-11b: \$4,052,000 B50-01: \$987,000	-	-	-	-	-	-	-	W50-04: \$25,000,000	\$ 14,225,458	\$ 2,517,433	-	-

CAT 9											UTP (FY26-35)		TIP (FY27-30)	
Fiscal Year	FY25-28 TIP			Out Years (FY31-35)							UTP (FY26-35)		TIP (FY27-30)	
	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035				
Current Carryover from FY25-28 TIP	\$ 3,810,376	\$ 4,663,951	\$ 12,526	\$ 866,101	\$ 1,719,676	\$ 2,573,251	\$ 3,426,826	\$ 4,280,401	\$ 5,133,976	\$ 5,987,551	Carryover FY2025	\$ 2,902,138	Carryover FY2026	\$ 3,810,376
UTP Allocations	\$ 908,238	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	UTP Allocations (FY26-35) Total	\$ 8,590,413	UTP Allocations (FY27-30) Total	\$ 3,414,300
Current FY25-28 TIP	\$ -	\$ -	\$ 5,505,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY26-28) Total	\$ 5,505,000	Current FY25-28 TIP (FY26-28) Total	\$ 5,505,000
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,759,000	Desired Added UTP Projects (FY26-35) Total	\$ 3,759,000	Desired Added UTP Projects (FY27-30 TIP) Total	\$ -
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - "Current FY25-28 TIP (FY26-28) Total"		("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY26-28) Total"	
Current FY25-28 TIP MPO IDs and Estimated Cost	-	-	B40-08: \$845,000 H50-04: \$1,210,000 N40-11: \$3,250,000 T50-07: \$200,000	-	-	-	-	-	-	-	\$ 5,987,551	\$ 1,719,676	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	C50-03: \$2,329,000 H50-03: \$1,430,000	\$ 2,228,551	\$ 1,719,676	-	-

CAT 10 CR

Carryover FY2025: \$192,849	FY25-28 TIP		Out Years (FY31-35)									
		TIP (FY27-30)	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
Fiscal Year												
Current Carryover from FY25-28 TIP	\$ (1,098,580)	\$ (4,338,580)	\$ (4,338,580)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UTP Allocations	\$ 1,355,595			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current FY25-28 TIP	\$ 2,647,024	\$ 3,240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fiscal Year												
Current FY25-28 TIP MPO IDs and Estimated Cost	S45-03: \$647,024 T40-13a: \$2,000,000	K45-03: \$3,240,000	-	-	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	-	-

UTP (FY26-35)	
Carryover FY2025	\$ 192,849.00
UTP Allocations (FY26-35) Total	\$ 1,355,595
Current FY25-28 TIP (FY26-28) Total	\$ 5,887,024
Desired Added UTP Projects (FY26-35) Total	\$ -
("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - "Current FY25-28 TIP (FY26-28) Total"	\$ (4,338,580)
("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - ("Current FY25-28 TIP (FY26-28) Total" + "Desired Added UTP Projects (FY26-35) Total")	\$ (4,338,580)

TIP (FY27-30)	
Carryover FY2026	\$ (1,098,580)
UTP Allocations (FY27-30) Total	\$ -
Current FY25-28 TIP (FY26-28) Total	\$ 3,240,000
Desired Added UTP Projects (FY27-30 TIP) Total	\$ -
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY26-28) Total"	\$ (4,338,580)
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY26-28) Total" + "Desired Added UTP Projects (FY27-30 TIP) Total")	\$ (4,338,580)

CAT 4

Carryover FY2025: \$72,926,032	FY25-28 TIP		Out Years (FY31-35)									
		TIP (FY27-30)	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
Fiscal Year												
Current Carryover from FY25-28 TIP	\$ 93,755,686	\$ 113,740,445	\$ 132,859,685	\$ 155,775,565	\$ 178,716,375	\$ 204,659,719	\$ 233,807,929	\$ 262,095,026	\$ 294,394,249	\$ 329,799,896	\$ 329,799,896	\$ 329,799,896
UTP Allocations	\$ 20,829,654	\$ 19,984,759	\$ 19,119,240	\$ 22,915,880	\$ 22,940,810	\$ 25,943,344	\$ 29,148,210	\$ 28,287,097	\$ 32,299,223	\$ 35,405,647	\$ 35,405,647	\$ 35,405,647
Current FY25-28 TIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fiscal Year												
Current FY25-28 TIP MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	-	-

UTP (FY26-35)	
Carryover FY2025	\$ 72,926,032
UTP Allocations (FY26-35) Total	\$ 256,873,864
Current FY25-28 TIP (FY26-28) Total	\$ -
Desired Added UTP Projects (FY26-35) Total	\$ -
("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - "Current FY25-28 TIP (FY26-28) Total"	\$ 329,799,896
("Carryover FY2025" + "UTP Allocations (FY26-35) Total") - ("Current FY25-28 TIP (FY26-28) Total" + "Desired Added UTP Projects (FY26-35) Total")	\$ 329,799,896

TIP (FY27-30)	
Carryover FY2026	\$ 93,755,686.00
UTP Allocations (FY27-30) Total	\$ 84,960,689
Current FY25-28 TIP (FY26-28) Total	\$ -
Desired Added UTP Projects (FY27-30 TIP) Total	\$ -
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY26-28) Total"	\$ 178,716,375
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY26-28) Total" + "Desired Added UTP Projects (FY27-30 TIP) Total")	\$ 178,716,375

KTMPO Eligible Categories
 Cat 2: Metropolitan & Urban Corridor Projects
 Cat 7: Metropolitan Mobility & Rehabilitation
 Cat 9: Transportation Alternatives
TxDOT Waco District Eligible Categories
 Cat 4: Statewide Connectivity Corridor Projects - Urban
 Cat 10: Carbon Reduction
 Cat 11: TxDOT District Transportation Maintenance, Safety, or Mobility Projects

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C50-04c	N/A	BUS 190 Phase 3	S Main St / Hwy Ave / Leonhard St to Robertson Ave	Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared use path and 6' sidewalk.	22	\$ 7,296,000	2031*	CAT 2
C50-04d	0231-02-070	BUS 190 Phase 4	Robertson Ave to E Ave D	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	10	\$ 10,133,000	2031*	CAT 2
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	\$5,678,325 -CAT 2M \$1,000,000 -CAT 3LC	2028	CAT 2
T15-06k	0015-14-109	IH35 - IH14 to SL 363	From IH 14 to SL 363	This project will reconstruct and widen IH 35 from IH 14 to SL 363 from 6 to 8 lanes divided. Direct connector ramps will also be constructed at the SL 363 interchange. This funding is for the Preliminary Engineering component of the project.	1	\$40,454,890	2031	CAT 2
T35-36b	0320-01-085	Veterans Memorial Blvd Enhancements, Phase 2	0.15mi N of Ave U to Ave R	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	5	\$ 5,000,000	2029	CAT 2
T35-36c	0320-01-086	Veterans Memorial Blvd Enhancements, Phase 3	Ave R to Ave O	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	5	\$ 5,000,000	2031	CAT 2
W30-17	1835-01-026	FM 93	SH 317 to Wheat Rd	Widen from 2 ln to 4 ln divided, shared use path	N/A	\$16,800,000	2031	CAT 2
W35-01	0231-01-003 0231-02-067	US 190 Bypass	0.6 mi W of FM 2657 to US 190 W of Clarke Rd	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	3	\$ 127,975,830	2026	CAT 2
W35-04b	N/A	FM 439 Phase 2	SP 439 to FM 93	The project would widen FM 439 from 2 lanes to a 4 lane divided highway with improved bicycle and pedestrian facilities.	8	\$ 23,000,000	2035	CAT 2
W35-04c	N/A	FM 439 Phase 3	SP 439 to FM 93'	The project would widen FM 439 from 2 lanes to a 4 lane divided highway with improved bicycle and pedestrian facilities.	12	\$ 18,000,000	2035	CAT 2
W40-04b	2502-01-024	Loop 121 Phase 2	US 190/IH 14 to IH35	Widen Loop 121 from US190/IH 14 to IH 35 from 2 to 4 lane divided roadway with a raised median, 10 ft Shared Use Path (SUP) on the north and east side, and 6 ft sidewalk on the south and west side.	6	\$ 32,480,000	2027	CAT 2

MPO ID	0231-01-003 0231-02-067	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	2035	Funding Category
B40-07a	0909-36-210	Connell Street Reconstruction Phase 1	Loop 121 to 0.3 miles N of Huey Rd	Widen Connell St between Loop 121 and 0.3 miles N of Huey Rd from 2 to 4 lanes with a 5' sidewalk.	12	\$ 4,695,000	2027	CAT 7
B40-11b	N/A	Wheat Road Phase 2	IH 14 to FM93/2nd	This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of the road. Minor Collector-T-Plan Classification.	13	\$ 4,052,000	2027	CAT 7
B45-02	0015-05-051 0015-18-007	E 6th Ave Sidewalk	SH 317 (Main St.) to IH-35	Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from SH 317 (Main St) to FM 817 (Waco Rd) to IH-35.	2	\$ 2,550,480	2027	CAT 7
B50-01	N/A	FM 93 (6th Ave) Pavement Improvements	Main Street (FM317) at 6th Avenue to 6th Avenue to IH-35	Refreshing the streetscape by milling overlaying the travel lanes. Major Arterial -T_Plan Classification.	3	\$ 987,000	2027	CAT 7
D50-02	0909-36-211	Front Ave Downtown Connector	E Main St. to Settlers Point Plaza	Reconstruct Front Ave between E Main St and Settlers Point Plaza as a 2-lane asphalt roadway with curb and gutter; add a 10-foot wide shared use path and reconstruct the existing culvert.	15	\$ 1,490,630	2028	CAT 7
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Old Nolanville Road to Nolan Middle School	Upgrade Warriors Path between Nolan MS and Old Nolanville Road by adding a left turn lane, curb & gutter, and sidewalks; add a traffic signal at the Old Nolanville Rd intersection.	11	\$ 5,500,000	2028	CAT 7
K30-13a	0909-36-175	Chaparral Rd Phase 1A	Trimmier Rd to E Trimmier Rd	Widen Chaparral Rd between Trimmier Rd and E Trimmier Rd from 2 lanes to 4 lanes with a continuous center turn lane. Add 8 ft bicycle lane and 5 ft sidewalk or Shared Use Path on both sides of the road.	4	\$ 32,880,000	2028	CAT 7
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 foot wide hike/bike trail along the old Georgetown Railroad from the Leon River to S 31st St (FM 1741) and renovate the historic MK&T Truss Bridge.	7	\$ 2,000,000	2027	CAT 7
W50-04	N/A	BUS 190 Killeen Complete Streets	From SH 195 to WS Young Drive	This project will reconstruct BU 190 in Downtown Killeen to add sidewalks and shared use paths. West of 10th street, the existing angle parking will be removed and replaced with sidewalks and parallel parking. Final ROW will vary to preserve the existing building stock.	4	\$ 25,000,000	2035	CAT 7
C50-01	0909-39-136	Ashley Drive Connection	Concord Drive to FM 116 (N. 1st Street)	Extend Ashley Drive by constructing a new 4 lane undivided street with sidewalks on both sides from Concord Drive to FM 116 (N. 1st Street); construct new intersection at FM 116.	5	\$ 1,267,000	2026	CAT 7
N40-06	0909-36-208	Railroad Crossing Safety	Pleasant Hill to Jackrabbit	Improve the at-grade railroad crossing at Pleasant Hill Rd and Jackrabbit Rd to include signal improvements, street widening, and track leveling.	10	\$ 1,000,000	2026	CAT 7
S45-01	0909-36-183	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pulverize the existing asphalt, stabilize the remaining base and apply two inch HMAC surface along Royal Street from Smith Branch Rd to FM 2268; install ribbon curb on both sides of the road and sidewalk on one side of the road.	46	\$ 2,100,000	2026	CAT 7

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 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	CAT 9
C50-03	N/A	BNSF Pedestrian Crossing	From W Ave. D to W Ave. B	Construct a signalized pedestrian crossing over the BNSF Lampasas Line at N 17th Street. Raise road at grade crossing and reconstruct N 17th Street. Construct 6' sidewalk from Copperas Cove High School to north side of W Ave. B.	14	\$ 2,329,000	2035	CAT 9
H50-03	N/A	Beeline Lane Pedestrian Improvements	From Indian Trail (FM 3423) to Amy Lane	Construct a 6'-8' connector sidewalk along both sides of E. Beeline Lane between Indian Trail (FM 3423) and Amy Lane (collector).	13	\$ 1,430,000	2035	CAT 9
H50-04a	2696-02-010	FM 3423 (Indian Trail Drive) Sidewalk Phase 1	0.3 mi. S of IH-14 to 0.3 mi. N of IH-14	Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi. S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (Mcdonalds).	8	\$ 1,210,000	2028	CAT 9
N40-11	0909-36-207	Nolan Creek Off System Trail	Bridge on Old Nolanville Road to Main St	Construct a 1.23 mile 10 ft. multi-use pedestrian trail along Nolan Creek from Old Nolanville Rd east to near Ridgeway Ct @ Harvest Dr and then north to Main St & the IH-14 frontage road.	20	\$ 3,250,000	2028	CAT 9
R45-02	0909-36-200	Holland Downtown Pedestrian Improvements	Front St to Lexington St	The project will construct 12-foot wide sidewalks along W. Travis St from Front St to Lexington St. The project will include ADA curb ramps, crosswalks, lighting and signage.	State selected project	\$ 1,663,070	2026	CAT 9
R45-03	0909-36-201	Little River-Academy School & Neighborhood Connector	Lamar St to SH 95	Construct more than a mile of 8ft wide sidewalk along north side of FM 436 (W. Main St) between Lamar St. and SH 95; add multiple new crosswalks, ADA ramps, and new signage.	State selected project	\$ 4,127,817	2026	CAT 9
S45-07	0909-36-203	Village of Salado Mill Creek Dr Downtown Connector	N Chisolm Trail to N. Main St	The project will construct 6ft wide sidewalk along Mill Creek Dr from Chisolm Trail to the existing sidewalk at N Main St. The project will also include ADA curb ramps and signage.	State selected project	\$ 1,080,172	2026	CAT 9
T50-07	0909-36-206	Cedar Road Safety Crossing	Cedar Road to Cypress Creek Apartments	Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr.	17	\$ 200,000	2028	CAT 9

ITEM #11

KTMPO Travel Demand Model
Update

Travel Demand Model (TDM) Update

Federal planning regulations under 23 CFR Part 450 require MPOs to use analytical, performance-based methods to evaluate future transportation conditions, and travel demand models are the standard tool used nationwide to meet those requirements.

A Travel Demand Model (TDM) is a planning tool that helps predict how people travel, where they go, when they travel, and which modes and routes they choose—now and in the future.

The travel demand model helps the MPO:

- Understand how people and goods move across the region
- Identify current and future congestion and mobility needs
- Evaluate projects consistently across cities, counties, and modes

Takeaway: The model provides objective, regional data to support board decisions.

The model supports project scoring by:

- Documenting regional need (future congestion, corridor importance, growth impacts)
- Quantifying benefits using common measures:
 - Travel time and delay reduction
 - System efficiency and reliability
 - Multimodal access and connectivity
- Allowing fair comparison across:
 - Roadway, transit, safety, and active transportation projects

Result: A transparent and equitable project ranking process.

The model supports project selection by:

- Prioritizing projects with the greatest long-term regional benefit
- Aligning selections with the MTP and TIP
- Strengthening eligibility and competitiveness for state and federal funding
- Protecting limited transportation resources

Final takeaway:

The Board sets priorities.

The model provides the evidence to support them.

General Notes:

- The current Model has a 2015 base year, a 2045 interim year and a 2050 forecast year. (TPP contracted the development of a forecast model for the MPO's use to develop the 2050 MTP. The model was delivered in June 2023.)
- The next MTP due date is July 2029.
- TPP's goal to deliver the model between 12 and 18 months before the MTP due date. Estimated model delivery is between January and July 2028.
- Since new survey data was collected between 2023 and 2024 and will be available for next model, the 2055 model will be a calibration. A calibrated model uses recent survey data to generate current trip rates.
- The latest saturation counts were collected May-June 2025.
- The upcoming calibrated model will have a 2025 base year, a 2030 interim year, and a 2055 horizon year.
- The MPO's model area boundary will expand potentially; however, it is not feasible that the expansion will be official prior to the initiation of the 2055 model. It is recommended that the MPO perform the necessary research to determine the requirements for an expansion. The FHWA and TPP-S Planners are the best point of contact for these requirements. (Note that there must be documentable justification).
- TPP requested that the MPO allocate the necessary funds to contract the development of the demographic data needed for the base, interim and forecast years. TPP has committed to the developing the base year network, however, the MPO's contract should include a check of the base year network and the coding of the interim and forecast year networks. The TPP has provided a contract template that includes TPP demographic data and network specifications.
- The anticipated 2055 model architecture will be consistent with the previous models as a three-step structure. (Generation, Distribution and Assignment). The MPO has discussed and decided adding mode choice was not appropriate for the 2055.
- KTMPPO plans to be an active participant in the model development. TPP informed the MPO of training opportunities. The MPO can request specific training and presentation at future Committee and Policy Board meetings.

KTMPPO's Responsibilities: TDM Network, Geography & Demographics

KTMPPO is currently soliciting a consultant to provide travel demand model master network and traffic analysis zone databases in the current TexPACK format for KTMPPO for 2025, 2030, and 2055. The primary tasks to accomplish include:

- Review, and if needed, update base year master network attributes, alignments and coding.
- Provide 2030 interim and 2055 horizon year networks to include attributes, alignments and coding to reflect the KTMPPO's existing and committed projects.
- Provide updated TAZ geographies containing all physical and attribute edits; and
- Provide zonal level demographics for the 2025 base, 2030 interim, and 2055 horizon years.

Killeen-Temple MPO 2055 Model Development Timeline (15 Month Delivery)				
Task ID	Task Name	Start Date	Completion Date	Responsibility
1	Travel Demand Model Kick-Off Meeting		1/28/2026	TPP
2	Develop Demographic CMT/HH Distributions	2/2/2026	3/13/2026	UTSA
3	Master Network Development	2/2/2026	5/1/2026	MPO
4	Master TAZ Geography Development	5/4/2026	7/31/2026	MPO
5	Develop TAZ Level Demographics - Base Year	8/3/2026	12/4/2026	MPO
6	Develop Production & Attraction Rates	12/7/2026	3/12/2027	TPP
7	Develop Special Generator Data	12/7/2026	1/8/2027	TPP
8	Count Annotation and Screenlines	1/11/2027	2/11/2027	TPP
9	External Station Analysis	2/15/2027	3/12/2027	TPP
10	Develop Base Year Model	3/15/2027	9/10/2027	TPP
11	Develop Forecast Year(s) TAZ Demographics	12/7/2026	4/9/2027	MPO
12	Develop Forecast Model	9/13/2027	3/10/2028	TPP
13	Develop Model Review and Documentation	3/13/2028	4/21/2028	TPP
14	Deliver Model to MPO		4/24/2028	TPP
15	MPO Training	4/24/2028	4/28/2028	TPP
16	MPO MTP Update		7/24/2029	TPP

MPO Request that the Model is Delivered Between 12 and 18 Months.

Analysis Years: 2025, 2030, 2055 Survey Data Collection Dates: 2021-2022 TDM Type: Calibration TDM Development Steps: (Generation, Distribution, Assignment) Assignment: Daily Model Area Boundary Consist(s) of 3 counties: Bell County, Coryell (partial), Lampassas (partial) Notes:

Action Needed: No action needed; for discussion only.

ITEM #12

Update to the Regional Active
Transportation Plan (RATP)

KTMPO Regional Active Transportation Plan Update

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.

Previous Update

As the first round of public engagement concluded, it became evident that the schedule underestimated the time required for data collection, processing, and analysis, and did not fully account for the level of detail and coordination involved.

- GIS Limitations.
- Some communities involved in the project have limited GIS infrastructure, which has slowed progress on spatial analysis. Additionally, we are in the process of transitioning to a new GIS

platform, which will enhance our capabilities, but the full switch is expected to occur within the next six months. Until then, mapping and analysis will remain constrained.

- Mapping and Data Interpretation Challenges
- To streamline the process, staff combined two plans into a single survey. While this approach aimed to increase efficiency, it ultimately resulted in less clarity. Although we received over 70 responses, many lacked specific location data (such as intersections), making them difficult to map accurately. As a result, a significant portion of the feedback is open to interpretation.

New Update

Momentum continues to build with two exciting developments that strengthen regional collaboration and connectivity:

- **Post Oak Ridge State Park Integration**

Texas Parks and Wildlife Department (TPWD) is advancing plans for [Post Oak Ridge State Park](#) in Lampasas County. Staff are exploring opportunities to include the park as a connector within the Regional Active Transportation Plan creating a win for everyone by linking recreation and mobility. TPWD will wait to share any data until after the first round of public meetings to ensure consistent messaging across the project. They are also consulting with their IT and Legal teams to confirm the appropriate protocols before releasing any GIS layers. There will be a public meeting in Lampasas on Thursday, January 15, 2026, from 6:00-8:00 PM at the Lampasas County Annex.

- **Texas A&M–Central Texas**

Texas A&M University–Central Texas requested a letter of support for a Texas Parks and Wildlife Department Recreation Grant. In response, we extended an offer to involve KTMP as a project partner. This collaboration demonstrates planning readiness, strengthens grant competitiveness, and promotes multimodal integration, a win for both organizations.

Digital Map

The digital map now reflects the initial round of public feedback and incorporates pedestrian and bicycling icons that are sourced directly from the Safe Streets and Roads for All (SS4A) map.

[Digital Map Link](#)

Regional Active Transportation Plan Update Schedule

Dates	Task
June 23 – July 21, 2025	45-day Public Comment Period – Inventory Map Layers
June 23 – July 21, 2025	Comments may be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2364 U.S. Postal Service: Killeen-Temple MPO C/O Anita Janke, RATP P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday July 21, 2025 to be included in the official record of public meeting.
June 26, 2025 10:00 am – 12:00 pm	Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513
June 26, 2025 2:00pm-3:00pm	Virtual Meeting Join from your computer, tablet, or smartphone. https://meet.goto.com/938515829 <i>Get the app now and be ready when your first meeting starts:</i> https://meet.goto.com/install You can also dial in using your phone. Telephone Number: +1 (224) 501-3412 Access Code: 938-515-829
June 28, 2025 10:00am-1:00pm	Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522
June 27, 2025 6:30 – 7:30pm	City of Killeen Parks & Recreation Bike Rodeo 2201 East Veterans Memorial Blvd., Killeen, TX 76543
January 26, 2026 – March 2, 2026	30-day Final Public Comment Period
January 26, 2026 – March 2, 2026	Comments may be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2364 U.S. Postal Service: Killeen-Temple MPO C/O Anita Janke, RATP P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday January 12, 2026 to be included in the official record of public meeting.

TBD	Meet-and-Greet / Open House Style – In Person <i>(Copperas Cove area)</i>
January 27, 2026 11:45 am – 1:00 pm	Virtual Meeting Join from your computer, tablet, or smartphone. https://meet.goto.com/938515829 <i>Get the app now and be ready when your first meeting starts:</i> https://meet.goto.com/install You can also dial in using your phone. Telephone Number: +1 (224) 501-3412 Access Code: 938-515-829
TBD	Formal Meeting Followed by Open House – In Person <i>(Salado area)</i>
February 11, 2026	ATAC reviews the draft Regional Active Transportation Plan and considers recommending approval of proposed plan, contingent upon any public comments received during the public comment period.
March 4, 2026	TAC reviews the Regional Active Transportation Plan and considers recommending approval of the proposed plan, contingent upon any public comments received during the public comment period.
March 24, 2026	TPPB considers approval of the Regional Active Transportation Plan for adoption, contingent upon any public comments received during the public comment period.

Action Needed: No action needed; for discussion only.

ITEM #13

Transportation Grants

Transportation Grants

The following list of Transportation Grants have been compiled as a resource for KTMPPO regional partners.

1. (BUILD) Grant Program (FY 2026)

- **Program Status:** Open (Competitive). **Application Deadline:** February 24, 2026 (5:00 PM ET). **Funding Limits:** \$1M–\$25M (Rural) | \$5M–\$25M (Urban) | No minimum for Planning.
- **Overview**
 - Provider: Department of Transportation (DOT) via IIJA Funds.
 - Purpose: To fund surface transportation projects that have a significant local or regional impact and support national goals.
 - Selection Timeline: Awards are expected to be announced by June 28, 2026.
- **Eligible Project Types**
- *The Secretary may fund any surface transportation project necessary to advance program goals, including:*
 - Road & Rail: Highway and bridge projects, passenger rail, and freight rail.
 - Transit & Intermodal: Public transportation and intermodal projects.
 - Maritime & Aviation: Port infrastructure (including inland and land ports) and surface transportation components of airport projects.
 - Specialized Infrastructure: Projects on Tribal land, culvert replacement/rehabilitation, and stormwater runoff prevention for habitat improvement.
- https://www.transportation.gov/sites/dot.gov/files/2025-12/FY_2026_BUILD_NOFO_Final.pdf

2. All-Electric Vehicle & Equipment Program

- **Program Status:** Open (First-come, first-served). **Application Deadline:** August 31, 2026 (5:00 PM CST). **Available Funding:** ~\$29.7 Million remaining (\$109.2M Total Portfolio).
- **Overview**
 - Provider: Texas Volkswagen Environmental Mitigation Program (TxVEMP) via TCEQ.
 - Purpose: To repower or replace older diesel vehicles and equipment with all-electric models to reduce emissions.
- **Eligible Project Categories**
- *To qualify, applicants must replace/repower models from the following categories:*
 - Large Trucks: Class 8 Local Freight and Port Drayage Trucks (Model Years 1992–2009).
 - Buses: Class 4-8 School, Shuttle, and Transit Buses (School buses must be 2009 or older).
 - Medium Trucks: Class 4-7 Local Freight Trucks (Model Years 1992–2009).
 - Specialized Equipment: * Airport Ground Support: Tugs, stair trucks, and forklifts (Tier 0–2 diesel).
 - Port Cargo Handling: Forklifts and handling equipment (8,000+ lb lift capacity).

- Freight Switchers: Locomotives moving rail cars within a yard (Pre-Tier 4).
- Infrastructure: Additional funding is available for electric or hydrogen refueling stations when paired with a vehicle purchase.
- <https://www.tceq.texas.gov/agency/trust/all-electric>

3. State Infrastructure Bank (SIB) Loan

- **Program Status:** Open (Currently accepting applications). **Application Deadline:** Last Monday of every month. **Funding Limits:** Up to **\$58M per project** | Up to **\$116M per borrower**.
- **Overview**
 - Provider: Texas Department of Transportation (TxDOT).
 - Purpose: To provide innovative, low-interest financing to help communities accelerate infrastructure needs.
- **Eligible Project Costs**
- *SIB funds cover costs incidental to construction/reconstruction, including:*
 - Pre-Construction: Engineering, design, environmental studies, and legal/financial fees.
 - Acquisition: Right-of-Way (ROW) and utility relocation.
 - Construction: On-system or off-system work, inspections, and construction engineering.
 - Local Support: Local match requirements, joint bid contributions (AFA), and rising cost contingencies.
- <https://www.txdot.gov/business/grants-and-funding/state-infrastructure-bank.html>

4. EDA Public Works & Economic Adjustment Assistance (PWEAA)

- **Program Status:** Open (Rolling/Ongoing—No Deadline) **Funding Limits:** \$100,000 (Floor) to \$30M (Ceiling) **Match Requirement:** Typically 50% (can be as low as 20% for severely distressed areas)
- **Overview**
 - **Provider:** Economic Development Administration (EDA).
 - **Purpose:** To help distressed communities upgrade physical infrastructure to attract new industry and create long-term, private-sector jobs.
 - **Key Feature:** This is a **rolling application**; there is no fixed deadline. They review applications as they come in until the money is gone.
- **Eligible Transportation Uses**
 - **Construction:** Roads, bridges, rail spurs, and port improvements that serve a specific economic hub.
 - **Planning:** Technical assistance or design for infrastructure that supports regional competitiveness.
 - **Non-Construction:** Revolving loan funds (RLF) or strategy grants for economic recovery.
- <https://grants.gov/search-results-detail/346815>

5. **EDA Disaster Recovery**

- **Program Status:** Open (Rolling/Ongoing applications) **Available Funding:** \$1.45 Billion (FY 2025/2026 Supplemental) **Key Requirement:** Must align with a **Comprehensive Economic Development Strategy (CEDS)**.
- **Overview**
 - **Provider:** Economic Development Administration (EDA).
 - **Purpose:** To support long-term economic recovery and resilience in regions impacted by natural disasters through strategic planning and infrastructure construction.
 - **Lead Role:** EDA acts as the lead agency for the **Economic Recovery Support Function (ERSF)** under the National Disaster Recovery Framework.
- **Eligible Project Types**
- *The EDA funds both "hard" and "soft" infrastructure aimed at job creation:*
 - **Construction:** Public works projects such as water/sewer systems, **access roads**, and industrial park improvements.
 - **Strategic Planning:** Developing economic recovery strategies and disaster resilience plans.
 - **Business Support:** Rebuilding business districts and creating economic opportunities to bolster employment.
 - **Resilience:** Projects designed to help communities "withstand and recover" from future catastrophic incidents.
- <https://www.eda.gov/strategic-initiatives/disaster-recovery>

Action Needed: No action needed; for discussion only.

ITEM #14

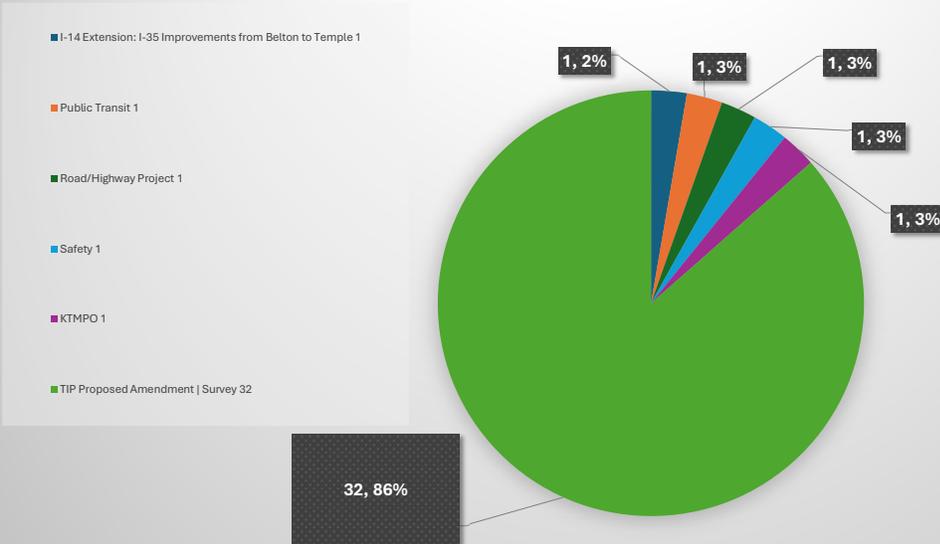
Public Input Received through
Previous Month

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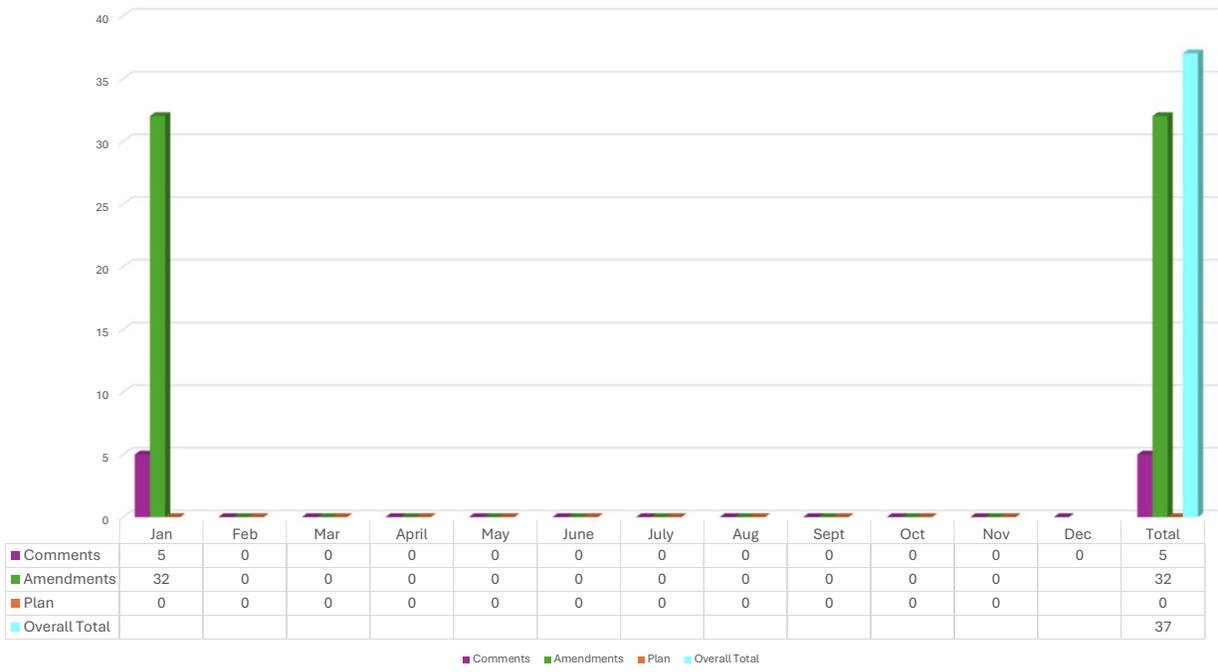
KTMPO has been collecting public comments received online, via emails, public meetings, workshops, community activities, social media platforms, web maps and other forms of communication. Staff bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and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

Action Needed: No action needed; for discussion only.

PUBLIC COMMENTS BY TOPICS



PUBLIC COMMENTS BY THE NUMBERS



Public Comments							
2026							
Date Received	Source	Topic	Jurisdiction	Comment	Is the Project in the 2050 MTP?	KTMPO Response	Name
1/29/2026	Social Media	Bike/Ped	KTMPO	Location of the Post Oak Ridge State Park presentation.	No	Staff provided the three ways to attend the meeting and moved the information up on the post.	J.O
1/10/2026	Public Comment Period	Safety	City of Copperas Cove	Wolf Road needs lighting and sidewalks	No	Thank you for your comment regarding sidewalks and roadway safety. We recognize the importance of safety in all transportation planning efforts. While this specific project is not included in the Metropolitan Transportation Plan (MTP), your comment has been noted and will be forwarded to the appropriate local jurisdiction for their review.	C.C
1/13/2026	Social Media	I-14 Extension: I-35 Improvements from Belton to Temple	TxDOT - Waco	"This was presented at the property owner meeting in 2024" [schematic Segment 1 Existing and Proposed Typical Sections along I-35]	Yes	KTMPO provided two responses to Ms. Bieb. In the first response, KTMPO thanked her for commenting on the post, clarified that the organization was promoting the TxDOT public meeting, and stated that KTMPO could not confirm project details because the project was believed not to be included in the 2050 Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP). The response also directed her to TxDOT for further information and provided a point of contact. In the second response, KTMPO provided clarification that the project is in fact included in the 2050 MTP and TIP, listed the relevant MPO project identification numbers, and invited Ms. Bieb to contact the MPO directly for additional information. - <i>Summarized</i>	K.B.
1/13/2026	Email Phone Website	Public Transit	HCTD CTRTAG	I am reaching out because I have several employees who work at Fort Hood and are having a difficult time accessing reliable transportation. I would love to schedule a call with a staff member to review how the HOP works, requesting rides, etc.	No	My apologies for the delay in responding to your email. Thank you for reaching out—it's always a pleasure to connect with folks working to help their clients access transportation options. I'd like to add you to our quarterly meetings invite, so you can receive first hand updates about transit activities in our region. Even if you're unable to attend, you'll still receive the information we share. Tomorrow, I'll also send an email introducing you to the HCTD staff. How does that sound and if you want to go in a different direction, please let me know. <i>Thanks again.</i>	R.H.
1/13/2026	Other	Road/Highway Project	TxDOT - Brownwood	Andrew of Will Scott called to find out if the construction project to US 190 & 2536 Big Divide has been awarded.	No	Staff provided information so Andrew could self refer to Brownwood District first and then Waco District. Respondent mentioned he had the point of contacts for those districts.	Andrew

ITEM #15

Director's Update

Director’s Update

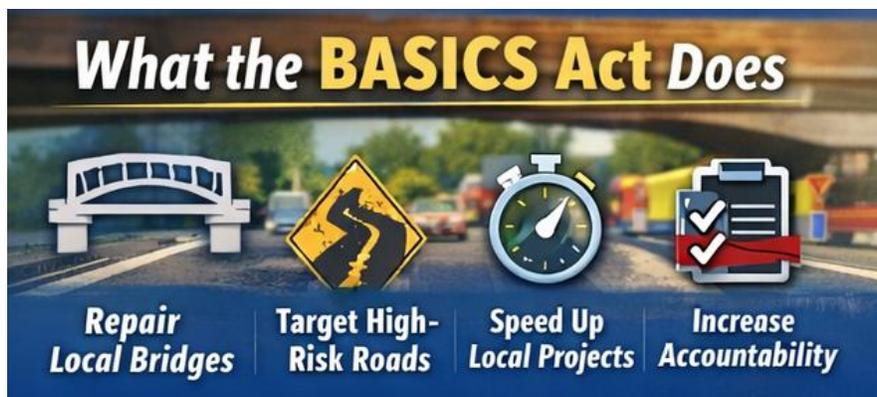
a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
March 11, 2026	Technical Advisory Committee Meeting
March 24, 2026	Transportation Planning Policy Board Meeting
April 1, 2026	Technical Advisory Committee Meeting
April 15, 2026	Transportation Planning Policy Board 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:

- i. AMPO/TEMPO Updates
- ii. Reauthorization, BASICS Act
- iii. FY25 SS4A Award
- iv. Other Updates



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America’s transportation system depends on a safe and reliable network of roads and bridges in every region of the country. [The BASICS Act](#) focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation’s most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America’s roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

The BASICS Act ([H.R. 7437](#)) — Section-by-Section Summary *(Bridges And Safety Infrastructure for Community Success)*

Section 1. Short Title. Designates the bill as the “BASICS (Bridges And Safety Infrastructure for Community Success) Act.”

Section 2. Definitions. Provides definitions for terms used in the Act.

Section 3. Apportionment. Revises statutory percentages in §104(b)(1)–(3), (7), and (8), which govern the distribution of funding among core highway programs. These adjustments move funding from the rigid National Highway Performance Program (NHPP) and into the Surface Transportation Block Grant (STBG) program—the most flexible program that benefits states and local governments alike—and the safety-focused Highway Safety Improvement Program (HSIP). **This increases flexibility and reflects the fact that data show that States routinely transfer funding from NHPP into STBG.**

Additionally, this section increases funding for metropolitan planning (PL) and creates a new funding stream for regional transportation planning organizations (RTPOs) to ensure that all areas, regardless of population, have access to high-quality, federally funded planning assistance.

Finally, this section continues the successful Bridge Formula Program from the Infrastructure Investment and Jobs Act (IIJA) under a new name, the Strengthening Bridges Formula Program, which is added to the core formula programs.

Section 4. Surface Transportation Block Grant Program. Improves transparency and strengthens local involvement by requiring States to consult with local governments before obligating STBG suballocated funds in areas under 50,000 that are not represented by a regional transportation planning organization. This ensures that State programming in small and rural areas reflects local priorities and needs.

Section 5. Strengthening Bridges Formula Program. Continues the Bridge Formula Program from the IIJA as a new core formula program—section 180 of title 23—called the “Strengthening Bridges Formula Program.” Funding would be divided among States based on need, keeping the \$45 million minimum apportionment from the IIJA. Unlike the IIJA however, this new program would require States to suballocate 25 percent of funding to areas based on population. This ensures that local governments, which own an outright majority of poor condition bridges, are guaranteed access to funding to repair or replace these assets. The program would also include a robust requirement that suballocated funds be used for projects selected by regional planning organizations and local governments.

This program would continue key set-asides from the IIJA and maintain the 100 percent federal cost share for off-system bridges owned by Tribal or local governments.

Section 6. Highway Safety Improvement Program. Strengthens local and regional access to safety funding by requiring States to suballocate 25 percent of HSIP funds using the same population-based structure as STBG and the new bridge program. Apportionment changes in section 3 of this bill ensures that the new suballocation requirements **do not take away from safety funding available to States.**

Project selection follows the same framework used in Section 5, ensuring that MPOs, RTPOs, and local governments remain central to identifying safety priorities consistent with federal requirements and national goals. The section also ensures that locally led safety projects are eligible for HSIP funding.

Section 7. Transferability. Currently, only suballocated funding under STBG and PL funds are exempt from transferability. This section ensures that all suballocated dollars, under both existing programs (the

Carbon Reduction Program) and new programs/programs with new suballocation requirements (HSIP, Strengthening Bridges Formula Program), are protected from transfer.

Second, this section adds in a requirement that States can only transfer HSIP dollars after first making them available competitively to local governments. Given our ongoing road safety crisis, we should not be transferring safety funds without ensuring all safety needs have been met.

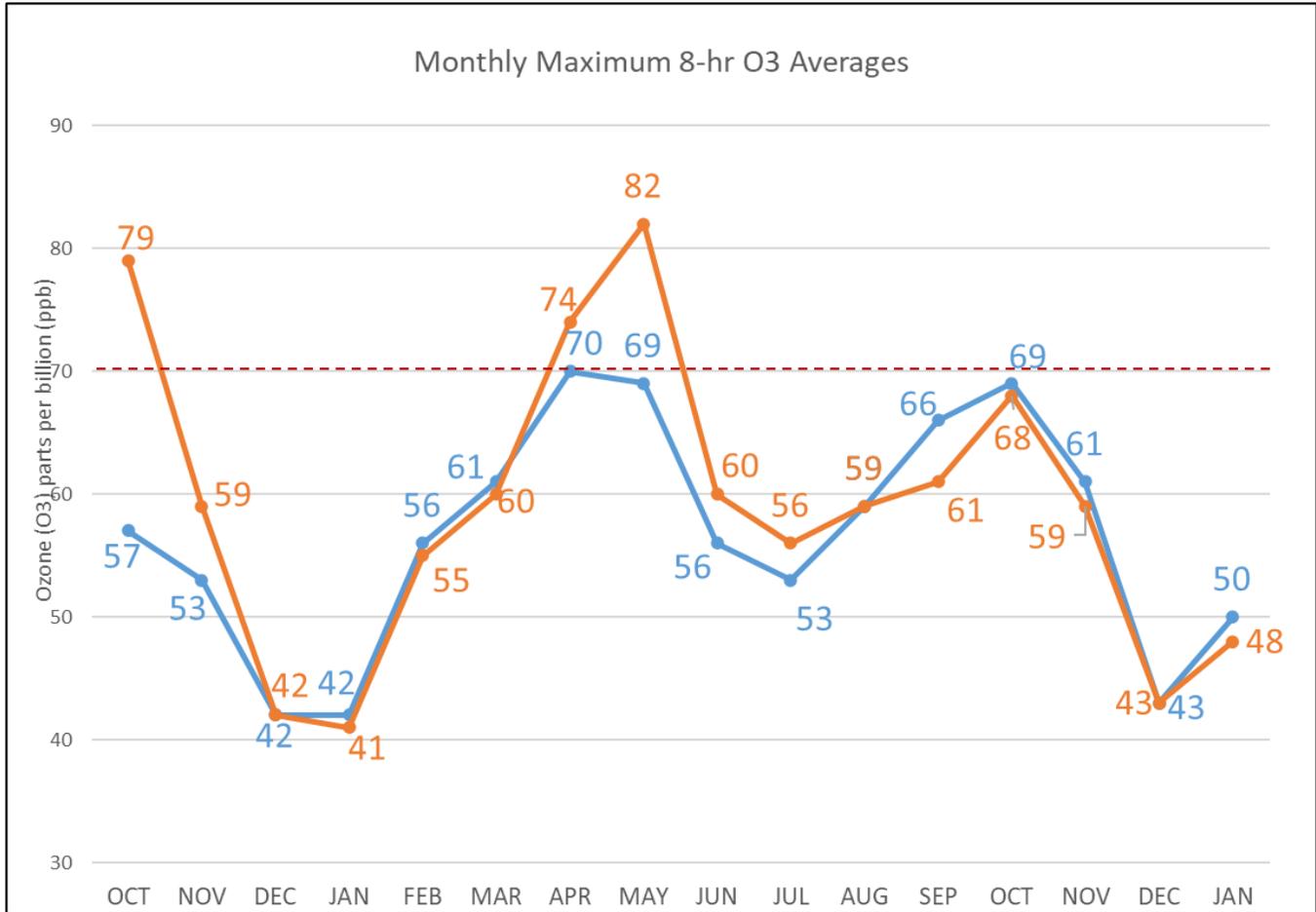
Section 8. Project Selection. Expresses the sense of Congress that suballocated funds under STBG, HSIP, the Carbon Reduction Program, and the new bridge formula program should be obligated only to projects selected locally and regionally. **This reaffirms Congress’s long-standing intent that suballocated funding be programmed through regional and local decision-making structures, consistent with the consultation and coordination requirements of title 23.**

Section 9. Metropolitan Planning. Strengthens the metropolitan planning program to better support federally required planning activities and advance timely project delivery. The section provides a 100 percent federal share for PL funds so that metropolitan planning organizations can meet statutory planning responsibilities and minimize administrative delays. It also updates and modernizes eligible uses of planning funds to reflect the full lifecycle of project development, including activities such as early scoping, data and modeling improvements, and multimodal systems planning.

Finally, the section directs the Secretary to establish a voluntary pathway for MPOs to become direct recipients of planning funds, promoting administrative efficiency, reducing pass-through delays, and supporting more streamlined project development. It also requires the U.S. Department of Transportation to provide MPOs access to federal financial management systems, improving transparency and accountability.

Section 10. Rural Transportation Planning. Establishes a dedicated rural and nonmetropolitan planning program under section 135(n) to support statewide rural engagement and strengthen the capacity of RTPOs and other regional entities. States must distribute funds through a formula for federally designated RTPOs and a competitive grant process for non-federally designated regional planning entities, subject to Secretarial approval. The section guarantees a minimum allocation of \$300,000 per year for each designated RTPO and provides a 100 percent federal share for all activities carried out under the program, ensuring consistent planning capacity across rural areas.

c) Air Quality



	Compliance with EPA Ozone Standard: 4th Highest Annual Value			3-year average (Calculated on February 4, 2026)
	2024	2025	2026*	
Temple	61	66	44	58
Killeen	71	71	43	62

Action Needed: No action needed; for discussion only.

End of Packet