KTMPO

KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TAC Technical Advisory Committee

March 11, 2026

Agenda

Killeen-Temple Metropolitan Planning Organization
Technical Advisory Committee (TAC)
Wednesday, March 11, 2026

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

Regular Meeting: 9:30 A.M.

Virtual Link: KTMPO TAC Meeting

Call in Number: +1 (872) 240-3212
Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item**: Regarding approval of minutes from the February 4, 2026, meeting *(pgs. 5-8)* [Presenter: Uryan Nelson, KTMPO]
4. **Discussion and Action Item:** Regarding recommendation to approve Resolution 2026-04 recognizing April 2026 as National Distracted Driving Awareness Month *(pgs. 9-11)* [Presenter: Anita Janke, KTMPO]
5. **Discussion Item:** Regarding Policy Board approval of Consultants to complete KTMPO Task Orders *(pgs. 12-42)*. [Presenter: Uryan Nelson, KTMPO]
6. **Discussion and Action Item:** Regarding amendments to the FY26-27 Unified Planning Work Program (UPWP) for Travel Demand Model (TDM) Demographics and Network *(pgs. 43-48)* [Presenter: Kendra Coufal, KTMPO]
7. **Discussion Item:** Regarding the Bridges and Safety Infrastructure for Community Success (BASICS) ACT *(pgs. 49-59)*. [Presenter: Katie Economou, AMPO]
8. **Discussion Item:** Regarding INRIX-TxDOT Data License and INRIX Signal Analytics *(pgs. 60-75)* [Presenter: James Kuhr, INRIX]
9. **Discussion Item:** Regarding amendments to the 2050 Metropolitan Transportation Plan (MTP) *(pgs. 76-80)*. [Presenter: Callie Tullos, KTMPO]
10. **Discussion Item**: Regarding the Draft FY27-30 Transportation Improvement Program (TIP) *(pgs. 81-83)*. [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 KTMPO Federal Certification Review *(pgs. 84-88)*. [Presenter: Uryan Nelson, KTMPO]
12. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan *(pgs. 89-95)*. [Presenter: Anita Janke, KTMPO]
13. **Discussion Item:** Regarding public input received through the previous month *(pgs. 96-98)*. [Presenter: Anita Janke, KTMPO]
14. **Director's Update:** *(pgs. 99-101)*. [Presenter: Uryan Nelson, KTMPO]
    1. Meeting Schedule;
    2. Other Updates;
    3. Air Quality.
15. Member comments. [Presenter: Uryan Nelson, KTMPO]
16. Adjourn.

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

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

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ITEM #3

Meeting Minutes

Killeen-Temple Metropolitan Transportation Planning Organization (KTMPO)
Technical Advisory Committee (TAC)
Wednesday, February 4, 2026
9:30 AM

Regular Meeting
2180 North Main Street Belton, TX 76513

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

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

Meeting Minutes:

1. **Call to Order:** Uryan Nelson called the meeting to order at 9:32am.

2. **Opportunity for Public Comment:** There were no public comments.

3. **Action Item:** Approve minutes from the January 7, 2026, meeting.

   Jason Deckman made a motion to approve the January 7, 2026, meeting minutes, seconded by Robert Lewis; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding recommendation to approve KTMPO Public Engagement Schedule for 2026.

   Anita Janke, KTMPO Regional Planner, briefed the committee on planned 2026 public outreach initiatives. These activities are pending approval from the TAC and TPPB.

   Robert Lewis made a motion to recommend approval of the KTMPO Public Engagement Schedule for 2026, seconded by Jason Deckman; the motion passed unanimously.

5. **Discussion Item:** Regarding FY25 KTMPO Planning Metrics.

   Callie Tullos, Regional Planner, presented an overview of the 2025 planning metrics for KTMPO.

6. **Discussion Item:** Regarding FY25 HCTD Service Performance and Marketing Recap.

   Nicole Crim, Hendrickson Transportation Group, provided a presentation on the FY25 HCTD Service Performance and Marketing Recap.

7. **Discussion Item:** Regarding KTMPO Federal Certification Review.

   Uryan Nelson, KTMPO Director, provided an update on the upcoming federal certification review. Mr. Nelson noted that a new Federal Highway Administration representative has been assigned to the region and will attend the Policy Board meeting later this month.

8. **Discussion Item:** Regarding the Draft FY27-30 Transportation Improvement Program (TIP).

   Callie Tullos provided an overview of the development process for the Draft FY27-30 Transportation Improvement Program (TIP).

9. **Discussion Item:** Regarding KTMPO's Travel Demand Model update.

   Tay Floyd, KTMPO Regional Planner, provided an update on KTMPO's Travel Demand Model update.

10. **Discussion Item:** Regarding an update on Consultant responses to KTMPO Task Orders.

    Kendra Coufal, KTMPO Senior Planner, provided an update on Consultant responses to KTMPO Task Orders.

11. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan.

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

12. **Discussion Item:** Regarding transportation grants.

    Ashlynn Uschek, KTMPO Regional Planner, provided an update on upcoming transportation funding opportunities.

13. **Discussion Item:** Regarding public input received through the previous month.

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

14. **Director's Update:**

    Uryan Nelson briefed the TAC on several items, including upcoming Board Meetings, upcoming AMPO and TEMPO Meeting Dates, Reauthorization Efforts, SS4A FY25 Award, and an Air Quality update.

15. **Member Comments:**

    Bob van Til, City of Belton, concurred with earlier comments made by Jason Deckman, City of Temple, expressing appreciation to staff for their work on the TIP.

16. **Adjourn: The meeting adjourned at 10:17am.**

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

    _____
    Uryan Nelson, KTMPO Director

ITEM #4

April 2026 is National Distracted Driving Awareness Month

March 11, 2026

Technical Advisory Committee **Agenda Item # 4**

April 2026 as National Distracted Driving Awareness Month

Background

The National Highway Traffic Safety Administration (NHTSA), in partnership with the US Department of Transportation (DOT), state DOT's, and other national safety organizations, promote April as National Distracted Driving Awareness Month.

Distracted driving remains one of the leading causes of traffic crashes, injuries, and fatalities across Texas and the nation, many of which are preventable. According to the Texas Department of Transportation (TxDOT), the KTMPO region experienced 397 crashes attributed to distracted driving, resulting in four fatalities and ten serious injuries, with the most affected demographic being males between the ages of 16 and 35; and activities such as texting, using mobile devices, adjusting in-vehicle systems, eating, or other distractions significantly increase crash risk.

In Central Texas, roadway safety is a shared regional priority. Recognizing April as Distracted Driving Awareness Month supports ongoing safety initiatives, public education efforts, and regional transportation planning goals aimed at reducing serious injuries and fatalities.

Included in the meeting packet is Resolution 2026-04 supporting April as National Distracted Driving Awareness Month and the safe operation of vehicles in Texas. This proclamation aligns with state and national safety campaigns and reinforces Central Texas' commitment to safer roadways for drivers, passengers, pedestrians, bicyclists, and transit users.

KTMPO encourages area cities to also support and promote National Distracted Driving Awareness Month as deemed appropriate in accordance with city and county orders.

For more information: NHTSA - Distracted Driving

Action Needed: Consider recommending approval of Resolution 2026-04 recognizing April 2026 as National Distracted Driving Awareness Month.

KTMPO
KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2026-04

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION SUPPORTING APRIL 2026 AS NATIONAL DISTRACTED DRIVING AWARENESS MONTH

WHEREAS; The National Highway Traffic Safety Administration (NHTSA) has declared the month of April 2026 as National Distracted Driving Awareness Month; and

WHEREAS; distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, talking to people in your vehicle, adjusting the entertainment or navigation system; and

WHEREAS; you cannot drive safely unless the task of driving has your full attention and any non-driving activity is a potential distraction and increases your risk of crashing; and

WHEREAS; since September 1, 2017, it has been illegal to read, write, or send a text while driving in Texas, with fines of up to $200 for violators; and

WHEREAS; Whereas, in 2024 alone, the Killeen-Temple Metropolitan Planning Organization (KTMPO) region experienced 397 crashes attributed to distracted driving, resulting in four fatalities and ten serious injuries, with the most affected demographic being males between the ages of 16 and 35; and

WHEREAS; the Texas Department of Transportation (TxDOT) is fully committed to ending all traffic related deaths on Texas roads and is reminding all Texans to put their phones down and give driving their full attention whenever they are behind the wheel; and

WHEREAS; the KTMPO is committed to increasing awareness and reducing distracted driving through community outreach and data-driven public engagement strategies; and

NOW, THEREFORE, BE IT RESOLVED that the KTMPO urges all motorists to put down their phones and focus solely on the task of driving while operating a vehicle for their safety and the safety of those around them.

BE IT FURTHER RESOLVED that the KTMPO will continue to expand Distracted Driving *education and awareness efforts* for all drivers across the region, agencies and community representatives are encouraged to partner with us in promoting year-round public education, outreach, and engagement strategies throughout 2026, specifically targeting males ages 16–35, who experience the highest number of traffic fatalities.

PASSED AND ADOPTED on this 24th day of March 2026 at a regular meeting of the KTMPO Policy Board, which was held in compliance with the Open Meetings Act, Texas Government Code, 551.001*, et seq.*, and at which a quorum was present and voting.

ATTEST:

Commissioner Bobby Whitson,
KTMPO TPPB Chair

Uryan Nelson, KTMPO Director

ITEM #5

Policy Board Approval of Consultants to Complete KTMPO Task Orders

March 11, 2026

Technical Advisory Committee **Agenda Item # 5**

Consultants for KTMPO Task Orders

Background

In late 2025, KTMPO initiated a Vendor Request through CTCOG's 791 Purchasing Cooperative, resulting in 4 Vendors vetted to conduct planning and technical services. After further review, KTMPO 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.

KTMPO 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.

At the February 18th Policy Board meeting, staff presented evaluations and a recommendation on the most qualified Consultant to conduct each Task. Policy Board made a motion to approve Kimley-Horn to complete all KTMPO Task Orders. Execution of the contracts are contingent upon identification and authorization of project funding. The agreements will be finalized once funding has been secured and all necessary approvals have been obtained.

The Consultant Evaluation Report, Task Order Requests, and Responses are included in the meeting packet.

Action Needed: No action needed; for discussion only.

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/St	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/St	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/St	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

Central Texas Council of Governments Building
2180 N. Main Street/P.O. Box 729
Belton, TX 76513

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

KTMPO 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. KTMPO's CMP is available on the KTMPO website at http://www.ktmpo.org/planning/plans/.

KTMPO 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 | rwcook@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

KTMPO
KILLEEN-TEMPLE
metropolitan planning organization

Central Texas Council of Governments Building
2180 N. Main Street/P.O. Box 729
Belton, TX 76513

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 KTMPO** 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 KTMPO staff to review and confirm demographic allocation decisions for future forecast

By pairing technical expertise with practical MPO experience, this approach will provide KTMPO 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 KTMPO 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 KTMPO staff, and invoicing. Kimley-Horn will manage the project to align with KTMPO's anticipated timeline and coordinate review cycles to support timely completion.

- One (1) project kickoff meeting with KTMPO staff to review the scope, approach, deliverables, schedule, and roles.
- Up to five (5) virtual coordination meetings with KTMPO 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 KTMPO 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.

	2026					
TASK DESCRIPTION	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 mode 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

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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

KTMPO 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

KTMPO | 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 costeffective, 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 th 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 | tlallen@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 Fluitt, 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	*Mitigation Strategies and System Improvements (Optional)*	*$11,000*
4	*Alternate Route and Network Continuity Analysis (Optional)*	*$5,500*
5	**Reporting, Presentation Materials, and Deliverables**	**$16,500**
5A	*GIS-based prioritization tool (Optional)*	*$6,500*
	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 | ryankordek@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 (KTMPO) Task Order Request for a Regional Asset Vulnerability and Resiliency Study update. We understand this effort as a focused update to KTMPO'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 KTMPO through a focused update of its Asset Vulnerability and Resiliency Study; to apply FHWA-consistent vulnerability and risk assessment methods using KTMPO-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 KTMPO 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
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El Paso, Texas 79903
915-781-1532
flopez@loi-engineers.com

Scope of Services

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.

Project Understanding and Approach

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	• Project Manager • Principle-in-Charge • Senior Planner • GIS Manager	Weeks 1 - 4	45 Hours	$ 8,850	• 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	• Project Manager • Senior Planner • GIS Manager	Weeks 5 - 8	95 Hours	$ 13,675	• 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	• Project Manager • Senior Planner • GIS Manager	Weeks 9 - 14	195 Hours	$ 27,900	• 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	• Project Manager • Senior Planner • GIS Manager • Planner • Planning Technician	Weeks 15 - 18	125 Hours	$ 18,125	• 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	• Principle-in-Charge • Project Manager • Senior Planner	Weeks 19 -22	90 Hours	$ 12,750	• 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
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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
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Joe.Garza@
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(956) 402-4242

ITEM #6

Amendments to the FY26-67 Unified Planning Work Program (UPWP) for Travel Demand Model (TDM) Demographics and Network

March 11, 2026

Technical Advisory Committee **Agenda Item # 6**

Amendments to the FY26-27 Unified Planning Work Program (UPWP)

Background

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

The FY26-27 UPWP includes funds for Travel Demand Model Demographics and Network Evaluation in FY26 and FY27, however there is a slight shortfall of funds currently programmed for this task. A budget amendment is needed to accurately account for the updated expenditure and to expend the funds entirely in FY26.

Task 4, Subtask 4.2 – Travel Demand Model

FY26 Subtask 4.2 has a current budget of $28,178.
Updated expenditures include:

- Consultant work for Travel Demand Model Demographics and Network Evaluation

Anticipated expenses for FY26 are $67,000, resulting in a budget shortfall.

FY27 Subtask 4.2 has a current budget of $28,178
Updated expenditures include:

- No Travel Demand Model Demographics and Network Evaluation will be completed in FY27.

Anticipated expenses for FY27 are $0, resulting in a budget surplus.

Task 3, Subtask 3.3 – Active Transportation Master Plan

FY27 Subtask 3.3 has a current budget of $22,906.
Updated expenditures include:

- No Active Transportation Master Plan update will be completed in FY27.

Anticipated expenses for FY27 are $0, resulting in a budget surplus.

Amendments

Staff request to move:

- $28,178 from FY27 Task 4, Subtask 4.2 to FY26 Task 4, Subtask 4.2
- $22,906 from FY27 Task 3, Subtask 3.3 to FY26 Task 4, Subtask 4.2

There are no overall program or outcome changes to any Task as a result of this amendment.

Action Needed: Consider recommending approval of Amendments to the FY26-27 UPWP.

Budget after Amendment #1

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMPO	$593,774	$0	$0	$0	$593,774	$10,896
1.2	KTMPO	$113,615	$0	$0	$0	$113,615	
1.3	KTMPO	$25,000	$0	$0	$0	$25,000	
1.4	KTMPO	$87,500	$0	$0	$0	$87,500	
1.5	KTMPO	$85,000	$0	$0	$0	$85,000	
	Total	**$904,889**	**$0**	**$0**	**$0**	**$904,889**	**$10,896**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMPO	$622,178	$0	$0	$0	$622,178	$10,781
1.2	KTMPO	$119,296	$0	$0	$0	$119,296	
1.3	KTMPO	$25,000	$0	$0	$0	$25,000	
1.4	KTMPO	$47,500	$0	$0	$0	$47,500	
1.5	KTMPO	$90,000	$0	$0	$0	$90,000	
	Total	**$903,974**	**$0**	**$0**	**$0**	**$903,974**	**$10,781**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMPO	$43,174	$0	$0	$0	$43,174	
2.2	KTMPO	$38,629	$0	$0	$0	$38,629	
	Total	**$81,803**	**$0**	**$0**	**$0**	**$81,803**	**0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMPO	$45,332	$0	$0	$0	$45,332	
2.2	KTMPO	$40,560	$0	$0	$0	$40,560	
	Total	**$85,892**	**$0**	**$0**	**$0**	**$85,892**	**0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMPO	$65,897	$0	$0	$0	$65,897	
3.2	KTMPO	$11,361	$0	$0	$0	$11,361	
3.3	KTMPO	$143,253	$0	$0	$0	$143,253	$10,896
3.4	KTMPO	$34,084	$0	$0	$0	$34,084	
3.5	HCTD	$0	$16,717	$0	$16,717	$33,434	
3.6	HCTD	$0	$29,512	$0	$29,512	$59,024	
	Total	**$254,595**	**$46,229**	**$0**	**$46,229**	**$347,053**	**$10,896**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMPO	$69,191	$0	$0	$0	$69,191	
3.2	KTMPO	$17,042	$0	$0	$0	$17,042	
3.3	KTMPO	$22,906	$0	$0	$0	$22,906	$10,781
3.4	KTMPO	$35,789	$0	$0	$0	$35,789	
3.5	HCTD	$0	$16,717	$0	$16,717	$33,434	
3.6	HCTD	$0	$29,512	$0	$29,512	$59,024	
	Total	**$144,928**	**$46,229**	**$0**	**$46,229**	**$237,386**	**$10,781**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMPO	$23,169	$0	$0	$0	$23,169	$10,896
4.2	KTMPO	$28,178	$0	$0	$0	$28,178	
	Total	**$51,347**	**$0**	**$0**	**$0**	**$51,347**	**$10,896**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMPO	$145,803	$0	$0	$0	$145,803	$10,781
4.2	KTMPO	$28,178	$0	$0	$0	$28,178	
	Total	**$173,981**	**$0**	**$0**	**$0**	**$173,981**	**$10,781**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMPO	$0	$0	$0	$0	$0	
	Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMPO	$0	$0	$0	$0	$0	
	Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6a: Funding Summary - FY 2026

UPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	$904,889	$0	$0	$0	$904,889	$10,896
2	Data Development and Maintenance	$81,803	$0	$0	$0	$81,803	
3	Short Range Planning	$254,595	$46,229	$0	$46,229	$347,053	$10,896
4	Metropolitan Transportation Plan	$51,347	$0	$0	$0	$51,347	$10,896
5	Special Studies	$0	$0	$0	$0	$0	
	Total	**$1,292,634**	**$46,229**	**$0**	**$46,229**	**$1,385,092**	**$32,688**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply trans
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY 2027

UPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	$903,974	$0	$0	$0	$903,974	$10,781
2	Data Development and Maintenance	$85,892	$0	$0	$0	$85,892	
3	Short Range Planning	$144,928	$46,229	$0	$46,229	$237,386	$10,781
4	Metropolitan Transportation Plan	$173,981	$0	$0	$0	$173,981	$10,781
5	Special Studies	$0	$0	$0	$0	$0	
	Total	**$1,308,775**	**$46,229**	**$0**	**$46,229**	**$1,401,233**	**$32,343**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY	$1,791,406
Estimated Unexpended TPF Carryover (WO 3) from	$1,111,896
TOTAL TPF for FY 2026 and FY 2027	**$2,903,302**

Amendment #2 Presented March 2026 - Reason in Bottom Tab

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMPO	$593,774	$0	$0	$0	$593,774	$10,896
1.2	KTMPO	$113,615	$0	$0	$0	$113,615	
1.3	KTMPO	$25,000	$0	$0	$0	$25,000	
1.4	KTMPO	$87,500	$0	$0	$0	$87,500	
1.5	KTMPO	$85,000	$0	$0	$0	$85,000	
	Total	**$904,889**	**$0**	**$0**	**$0**	**$904,889**	**$10,896**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMPO	$622,178	$0	$0	$0	$622,178	$10,781
1.2	KTMPO	$119,296	$0	$0	$0	$119,296	
1.3	KTMPO	$25,000	$0	$0	$0	$25,000	
1.4	KTMPO	$47,500	$0	$0	$0	$47,500	
1.5	KTMPO	$90,000	$0	$0	$0	$90,000	
	Total	**$903,974**	**$0**	**$0**	**$0**	**$903,974**	**$10,781**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMPO	$43,174	$0	$0	$0	$43,174	
2.2	KTMPO	$38,629	$0	$0	$0	$38,629	
	Total	**$81,803**	**$0**	**$0**	**$0**	**$81,803**	**0**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMPO	$45,332	$0	$0	$0	$45,332	
2.2	KTMPO	$40,560	$0	$0	$0	$40,560	
	Total	**$85,892**	**$0**	**$0**	**$0**	**$85,892**	**0**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMPO	$65,897	$0	$0	$0	$65,897	
3.2	KTMPO	$11,361	$0	$0	$0	$11,361	
3.3	KTMPO	$143,253	$0	$0	$0	$143,253	$10,896
3.4	KTMPO	$34,084	$0	$0	$0	$34,084	
3.5	HCTD	$0	$16,717	$0	$16,717	$33,434	
3.6	HCTD	$0	$29,512	$0	$29,512	$59,024	
	Total	**$254,595**	**$46,229**	**$0**	**$46,229**	**$347,053**	**$10,896**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMPO	$69,191	$0	$0	$0	$69,191	
3.2	KTMPO	$17,042	$0	$0	$0	$17,042	
3.3	KTMPO	$0	$0	$0	$0	$0	$10,781
3.4	KTMPO	$35,789	$0	$0	$0	$35,789	
3.5	HCTD	$0	$16,717	$0	$16,717	$33,434	
3.6	HCTD	$0	$29,512	$0	$29,512	$59,024	
	Total	**$122,022**	**$46,229**	**$0**	**$46,229**	**$214,480**	**$10,781**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMPO	$23,169	$0	$0	$0	$23,169	$10,896
4.2	KTMPO	$79,262	$0	$0	$0	$79,262	
	Total	**$102,431**	**$0**	**$0**	**$0**	**$102,431**	**$10,896**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMPO	$145,803	$0	$0	$0	$145,803	$10,781
4.2	KTMPO	$0	$0	$0	$0	$0	
	Total	**$145,803**	**$0**	**$0**	**$0**	**$145,803**	**$10,781**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMPO	$0	$0	$0	$0	$0	
	Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMPO	$0	$0	$0	$0	$0	
	Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6a: Funding Summary - FY 2026

UPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	$904,889	$0	$0	$0	$904,889	$10,896
2	Data Development and Maintenance	$81,803	$0	$0	$0	$81,803	
3	Short Range Planning	$254,595	$46,229	$0	$46,229	$347,053	$10,896
4	Metropolitan Transportation Plan	$102,431	$0	$0	$0	$102,431	$10,896
5	Special Studies	$0	$0	$0	$0	$0	
	Total	**$1,343,718**	**$46,229**	**$0**	**$46,229**	**$1,436,176**	**$32,688**

sportation [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply trans
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY 2027

UPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	$903,974	$0	$0	$0	$903,974	$10,781
2	Data Development and Maintenance	$85,892	$0	$0	$0	$85,892	
3	Short Range Planning	$122,022	$46,229	$0	$46,229	$214,480	$10,781
4	Metropolitan Transportation Plan	$145,803	$0	$0	$0	$145,803	$10,781
5	Special Studies	$0	$0	$0	$0	$0	
	Total	**$1,257,691**	**$46,229**	**$0**	**$46,229**	**$1,350,149**	**$32,343**

nds. TxDO [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Fu
[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY	$1,791,406
Estimated Unexpended TPF Carryover (WO 3) from	$1,111,896
TOTAL TPF for FY 2026 and FY 2027	**$2,903,302**

ITEM #7

Bridges and Safety Infrastructure for Community Success (BASICS) Act

Bridges and Safety Infrastructure for Community Success (BASICS) Act

Background
The BASICS Act is a bipartisan transportation bill intended to modernize federal surface transportation policy with a stronger emphasis on local and regional infrastructure priorities. While still under consideration in Congress, it's positioned as part of what will eventually replace the current surface transportation authorization (which expires September 30, 2026).

- The BASICS Act Toolkit
- Congressional press release
- A section-by-section summary
- A one-pager

Core Objectives:

1. Increase Local and Regional Decision-Making
The Act would expand access to federal transportation dollars for cities, counties, MPOs (metropolitan planning organizations), and rural planning organizations (RTPOs) — not just state Departments of Transportation. It emphasizes giving local planners more control over project selection and funding.

2. Rebalance Federal Funding Flows
Under current practice, the bulk of federal transportation funds flow through state DOTs. The BASICS Act would shift that formula so a larger share of core formula money (e.g., Surface Transportation Block Grants) is available directly to local governments and regional entities, giving them more predictable control and reducing administrative barriers.

3. Strengthen Bridge and Safety Funding
The bill proposes to:

- Continue and expand federal bridge investment programs with formula funding tied to bridge condition and ownership, particularly benefiting locally owned structures.
- Ensure at least 25 % of the Highway Safety Improvement Program (HSIP) funds are distributed based on population/geographic categories, giving localities improved access for safety projects. These changes aim to ensure safety and bridge repair priorities are supported across urban, small urban, and rural areas.

4. Boost Planning Capacity
The Act would increase funding to MPOs and establish or expand planning programs for rural regions, helping build local planning expertise and support coordinated decision-making between local, regional, and state partners.

5. Increase Transparency and Accountability
Provisions emphasize clearer project selection processes, transparent use of federal funds, and stronger collaboration across all levels of government.

Support and Advocacy

The BASICS Act has received support from a broad coalition of organizations representing local governments, regional planning groups, and transportation practitioners — including the National League of Cities, National Association of Counties, Association of Metropolitan Planning Organizations, National Association of Regional Councils, and others. These groups argue the bill would help ensure federal funds reach the areas and projects that local communities prioritize.

How It Might Affect Transportation Planning & Funding

- Greater local control over federal transportation funds (especially formula funds).
- Expanded funding for bridges and safety projects with an emphasis on local ownership and high-risk corridors.
- More resources for regional planning capacity and cross-jurisdiction coordination.
- Potential shift in how federal funds are allocated between states and local governments, which has drawn both support and some concern from state DOT communities.

Supporters believe it strengthens local and regional planning roles in how transportation dollars are spent. Some critics, particularly in state DOT and highway engineer circles, have warned that shifting funding balances could complicate state-level planning and delivery of large network projects.

Where It Fits in the Bigger Picture

The BASICS Act is part of the broader surface transportation reauthorization process, which historically happens every several years (e.g., SAFETEA-LU, MAP-21, FAST Act, IIJA) to authorize federal highway, bridge, and transit programs. It aims to inform or be incorporated into the next long-term law covering federal aid to highways, safety, and multimodal transportation after the current authorization expires next year.

Action Needed: No action needed; for discussion only.

BASICS ACT

"BASICS" – Bridges And Safety Infrastructure for Community Success Act

THE BASICS, EXPLAINED

The **BASICS Act** updates federal surface transportation programs to better match how America's transportation system actually works. It focuses on directing funding to the roads and bridges people use every day, improving safety outcomes, and ensuring federal dollars move efficiently to projects that are planned, prioritized, and ready to deliver.

WHY THIS BILL EXISTS

Local and regional governments plan for, own, and operate most of the nation's transportation infrastructure. These systems carry daily travel, regional freight, and national supply chains, but federal transportation funding remains concentrated on a limited portion of the network.

75% & 50%
Of Road Miles & Public Bridges are Locally-Owned

43%
Of the Federal-Aid Highway System is Locally-Owned

85%
Of Roadway Fatalities Occur off the Interstate

50%
Of Locally-Owned Roads are in Poor Condition

Regions & local governments receive only 16% of federal transportation funding → *Result* → **persistent mismatch between responsibility, risk, & funding**

WHAT THE BILL DOES

- **Fixes bridges based on condition and ownership:** Strengthens the Bridge Formula Program by prioritizing poor-condition bridges and requiring a 25% population-based suballocation to ensure local access.
- **Delivers local and regional priority projects faster:** Expands the Surface Transportation Block Grant program to increase predictable, flexible funding for states, regions, and local governments to advance critical local projects.
- **Targets safety dollars to high-risk roads:** Strengthens the Highway Safety Improvement Program by increasing available safety funding and suballocating 25 percent for regional delivery in urban and rural areas.
- **Strengthens accountability and local project selection:** Reinforces locally-driven project selection and improves follow-through from planning to obligation.
- **Builds planning capacity to deliver better projects faster:** Modernizes Metropolitan Planning funding and improves coordination between planning, performance measures, and project development to support efficient delivery.
- **Supports rural transportation:** Strengthens Rural Transportation Planning Organizations to help rural communities plan strategically and advance priority projects.
- **Protects local and regional dollars:** Limits the ability to shift funds out of suballocated programs, ensuring transportation dollars remain available for their intended safety and infrastructure purposes.

BASICS ACT

"BASICS" – Bridges And Safety Infrastructure for Community Success Act

THE LOT COALITION

The bill aligns with priorities advanced by the **Local Officials for Transportation (LOT) Coalition**, representing cities, towns, counties, rural transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs), and regional councils nationwide.

Together, our members plan for, own, and operate the majority of the nation's transportation infrastructure. The LOT Coalition advocates for federal transportation policies that recognize the integral role that communities play in our transportation system and strengthen the infrastructure that connects people, neighborhoods, and businesses.

Toolkit

Questions? Contact Katie Economou, AMPO Legislative Director, at keconomou@ampo.org

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.

[DATE, 2026]

The Honorable [Name]
[Location]
[Location]

Dear [Congress[wo]man/Senator _____]:

On behalf of [the Regional Council/ X County/ Y City], I urge you to support and co-sponsor H.R.7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

As a [County Councilmember of X county] in [your district/state], I am also a board member of the [INSERT MPO], which helps direct [$$$] in annual federal transportation funding across [X] counties and [Y] cities to improve safety, reduce congestion, and support economic growth for [Z] residents.

What the BASICS Act does:

- **Strengthens regional planning and uses federal dollars wisely.** Created by Congress, Metropolitan Planning Organizations (MPOs) are responsible for developing fiscally-constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funding so MPOs can meet growing federal requirements and deliver stronger plans and better project selection that reflects long-term communities needs.
- **Delivers regional priorities faster.** 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.
- **Ensures transparency and collaboration.** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency by reinforcing collaboration across federal, state, regional, and local partners to ensure that local voices are heard and transportation investments reflect what communities [like mine] need most.
- **Focuses on road safety.** With nearly 100 roadway deaths each day, the BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP). It also ensures that 25 percent of HSIP funds are delivered through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All program.
- **Invests in repairing locally-owned bridges.** Counties own 38 percent of U.S. bridges. The BASICS Act ensures bridge funding reflects this reality by directing resources proportionally to locally owned bridges in each state. As a [county councilmember], this means more support for repairing the worst-condition bridges in my community.

The BASICS Act is supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), and the U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

There is nothing more basic than local roads and bridges. By supporting the BASICS Act, you will help ensure that cities, counties, and Metropolitan Planning Organizations, including [INSERT MPO] have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies and serve our residents every single day.

[FOR HOUSE MEMBERS] I ask you to reach out to the cosponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can help support the BASICS Act in the next federal surface transportation reauthorization.

[FOR SENATORS] I ask you to reach out to the cosponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can introduce a bipartisan Senate companion bill.

Thank you for your leadership and consideration. Strengthening regional planning and empowering local decision-makers is essential to creating a safer, more connected, and economically prosperous future.

Sincerely,

[Your Name]

February ___, 2026

Dear Representative _____:

RE: Support/Cosponsor the BASICS Act (H 7437)

I am writing to urge you to support and cosponsor local transportation legislation (HR 7437) that proposes reforms that further empower local decision-makers and local areas in deciding how federal highway resources are invested.

Specifically, this bipartisan legislation (HR 7437)--the *BASICS (Bridges And Safety Infrastructure for Community Success) Act*--as recently introduced by Rob Bresnahan (R-PA) and Kristen McDonald Rivet (D-MI) seeks to "modernize" the nation's surface transportation law by increasing the role of local areas and local/regional decision-makers in deciding how federal highway formula dollars to the states--totaling $62 billion this year--are invested locally.

All of the reforms in HR 7437 reflect priorities identified and advanced by the "LOT Coalition," representing mayors - USCM, cities -NLC, counties - NACo, and various regional transportation and development agencies - AMPO, NADO and NARC.

HR 7437 seeks to reaffirm and strengthen longstanding commitments to local decision-making and local areas and advance several needed reforms, most notably:

- Increase local decision making in project selection in urban and rural areas,
- Guarantee that local bridge funds are allocated to locally owned bridges,
- Ensure that a portion of highway safety funds are directed to locally selected safety projects,
- Limit state authority to transfer Highway Safety Improvement Program funds when local safety projects are pending, and
- Prohibit states from transferring any formula funds intended for suballocation to local areas.

Finally, HR 7437's policy reforms respond directly to the growing need for increased investment in local transportation infrastructure, the network of local streets, roads and bridges now carrying a growing share of the nation's economic output and mobility. These new demands and stresses on our municipal and county owned infrastructure are being driven by e-commerce, remote work, new technologies and other new economy changes, which the next surface transportation renewal must address.

It is particularly notable that while local governments own nearly four out of every five miles of the nation's roads and streets, including 43 percent of the Federal-Aid Highway System, this critical infrastructure receives a relatively small share of the many billion of dollars in federal highway formula funding that is allocated annually to the states.

We appreciate your leadership as Congress begins work on the surface transportation renewal and urge your support for including HR 7437 in any House renewal plan.

Thank you for your efforts to improve the performance of our nation's surface transportation infrastructure and we look forward to working with you on these important and timely issues.

Sincerely,

ITEM #8

INRIX-TxDOT Data License and INRIX Signal Analytics

INRIX-TxDOT Data License and INRIX Singal Analytics

Background

INRIX is a private transportation analytics company that aggregates anonymous mobility data from connected vehicles, mobile devices, fleet telematics, and other sources to measure how traffic moves on roadways. This includes:

- Real-time and historical travel speeds
- Travel times
- Congestion patterns
- Segment-level analytics (bottlenecks, average speeds, delays)

This data does not track individual drivers; it's aggregated and anonymized so patterns and metrics can be analyzed without identifying specific vehicles or people.

INRIX and TxDOT Data License

INRIX and TxDOT have a data contract in place that makes INRIX data available to public planning partners such as:

- TxDOT divisions
- TxDOT contractors and consultants
- Cities, Counties, MPOs
- Texas research partners and universities

These agencies can request data products and analytical services for various uses such as:

Traffic Patterns & Performance

- Historical speed profiles and congestion trends for network evaluation.
- Integrating with agency roadway and volume data to identify high-congestion corridors.
    - (e.g., the *100 Most Congested Road Sections* analysis)

Operations & Modeling

- Segment-level travel time analytics for performance measurement and mobility reporting.
- Trip analytics, which help identify common origin–destination flows and corridor usage patterns.

Safety Applications

- Enhanced truck alerts (via partners like Drivewyze) for slowdown warnings based on INRIX real-time traffic conditions.

Traffic Signal & Adaptive Operations

- Used in some pilot signal systems to adapt timing using probe speed data rather than physical loop detectors.

These uses allow TxDOT planners and operators to make strategic and tactical decisions with safer, more efficient processes than relying purely on field-installed sensors or manual counts.

INRIX Signal Analytics (not included in the TxDOT Contract) is a cloud-based analytics platform built on INRIX's probe data that helps agencies monitor and optimize traffic signal performance — without installing additional hardware in the field.

Core Capabilities

- Intersection performance metrics: delay, queues, travel time, and movement counts derived from vehicle trajectories through signalized intersections.
- Network-wide insights: agencies can compare performance across all signals and corridors, not just those with physical detectors.
- Data visualizations & trends: dashboards and charts that highlight when and where signals are underperforming.
- Proactive improvements: helps prioritize retiming efforts, detect equipment issues, and validate before/after impacts of operations changes.

Why It's Useful

- No hardware costs: Traditional signal timing data often relies on loop detectors or radar — expensive to install and maintain. INRIX uses existing probe data to derive metrics.
- Whole-network view: Rather than isolated intersections, agencies get a system-wide picture of signal performance.
- Faster identification of issues: Agencies can spot trends and problems much faster than waiting for field studies or citizen complaints.

For more information on INRIX-TxDOT License Agreement or the INRIX Signal Analytics, you may reach out to Terri Johnson (Terri.Johnson@inrix.com) or James Kuhr (james.kuhr@inrix.com).

Action Needed: No action needed; for discussion only.

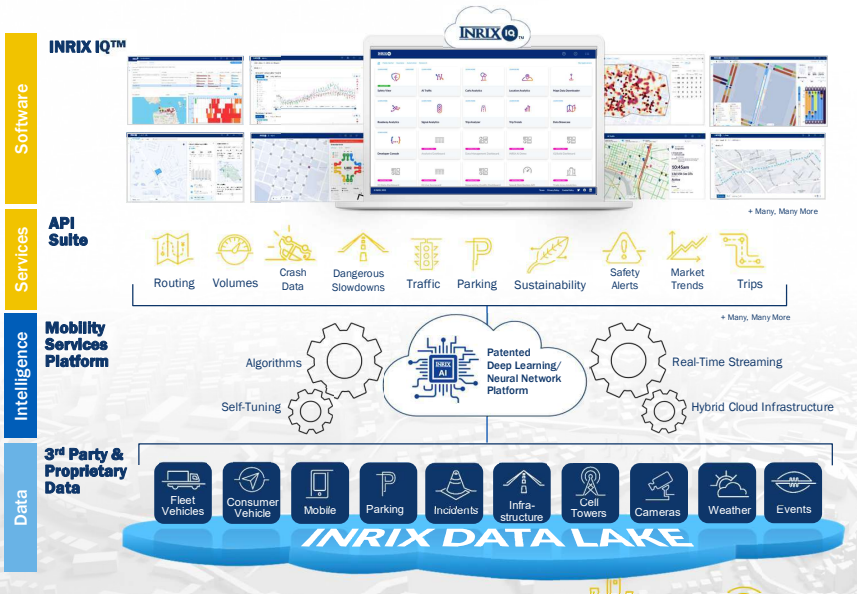
INRIX Presentation to KTMPO Technical Committee

James Kuhr, Customer Success Manager

INRIX

Intelligence that Moves the World

INRIX Mobility Platform



Value Proposition:

- Speed
- Stability
- Scalability

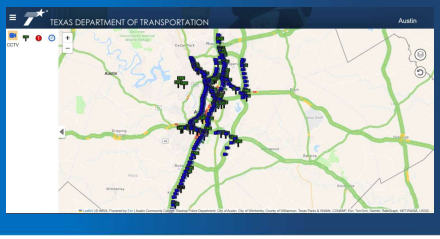
For mission critical solutions

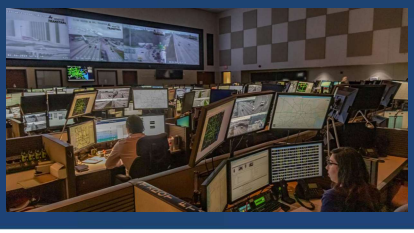
Real-Time Traffic Flow Data

INRIX-calculated speed and travel time data for each segment of the covered roadway updated every minute.

Real-Time Traffic Data Feed Elements

- Segment Id
- Time
- Speed
- Average Speed (typical historical)
- Reference Speed (free flow)
- Score (denotes real-time data)
- Confidence Value
- Travel Time

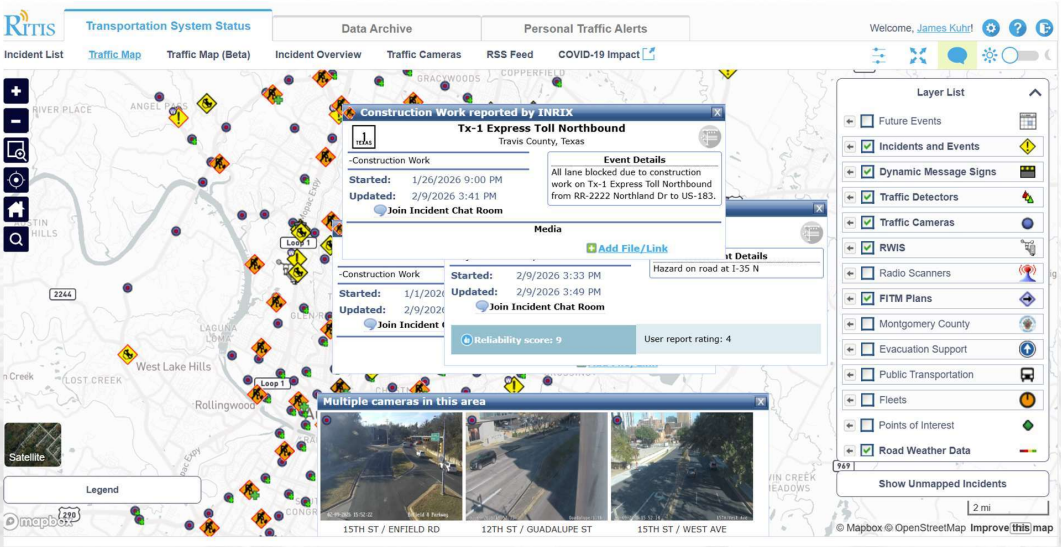




INRIX Real-time Data - APIs Comparison Table

API	KEY DATA ELEMENTS
Traffic Tiles	Quad key (tile ID), Segment speed (color-coded), Congestion thresholds, Timestamp, map type (satellite, road), Zoom level, Tile resolution
Segment Speed	Segment ID (XD or TMC), Current speed, Average speed, Reference speed, Travel time, Confidence values, Fusion scores, Speed change percentage, Timestamp
Routing	Start/end points, Calculated travel time, Confidence level, Data source fusion indicators, Historical and predictive travel time values
Incidents	Incident type, Severity level, Start and end time, Location, Status, Description and impact, Source confidence, Verification status

RITIS: Real Time Traffic Data



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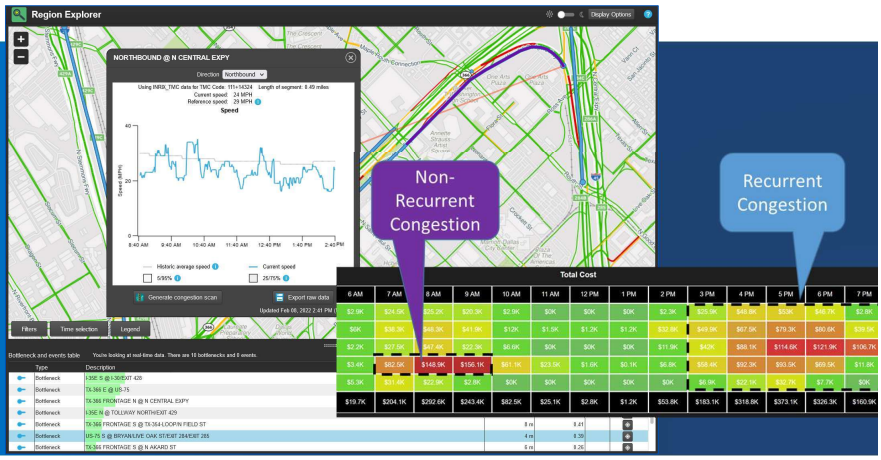
INRIX Roadway Analytics powered by the CATT Lab

Collection of web-based data visualization and retrieval modules that allow users to visualize data on maps or in other interactive graphics, create and download customized reports, and download raw INRIX data for off-line analysis.

Probe Data Analytics Suite (PDA Suite)

- Massive Data Downloader
- Congestion Scan
- Trend Maps
- Performance Charts
- Performance Summaries
- Bottleneck Ranking
- User Delay Costs
- Arterial Performance Modules
- Performance Dashboard
- Performance Summary Report Guides



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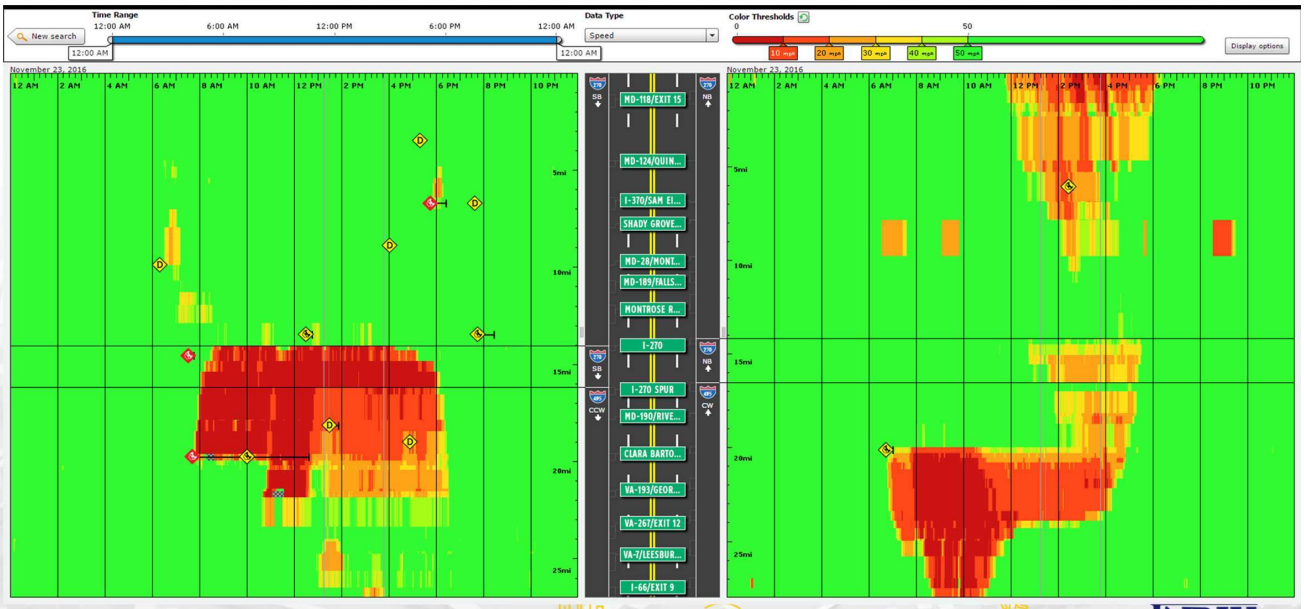
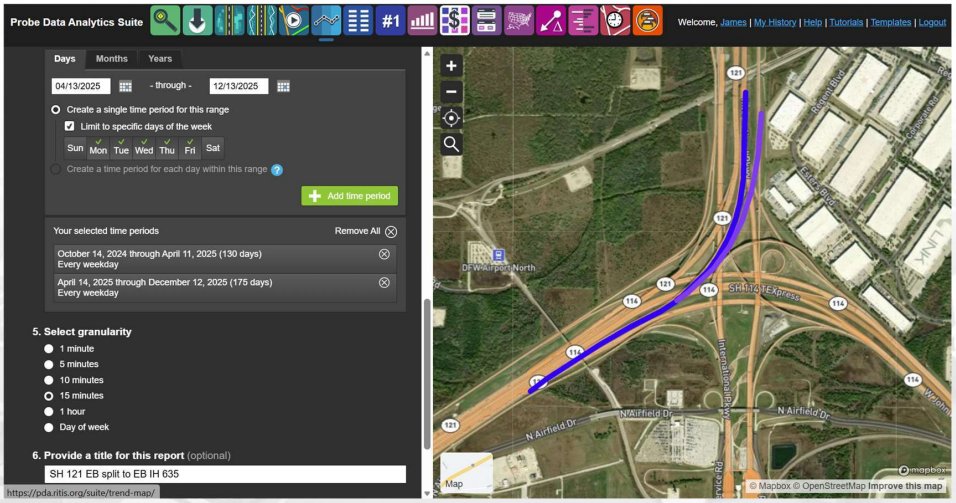
Historical Data Analysis Tools – RITIS Probe Data Analytics (PDA)

- Great for:
  - Rapid response to legislative, media, and public requests
  - Problem confirmation
  - Justifying projects
  - Before & After Studies
  - Federally Mandated Reporting
  - Research
  - Planning Studies
  - Operations AARs
  - Decision Support
  - Real-time Operations
  - Incident Detection

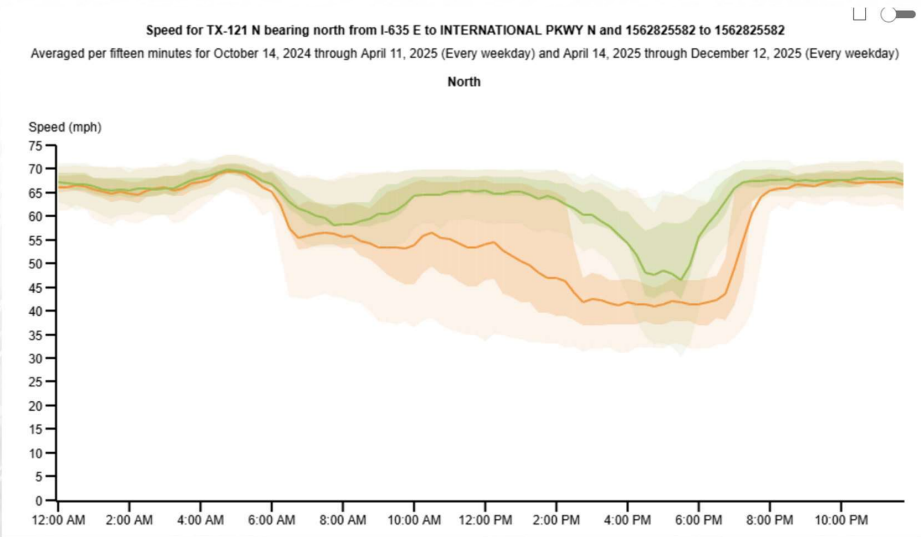
RITIS (Regional Integrated Transportation Information System)



RITIS Example Dallas Texas



RITIS Example Dallas Texas

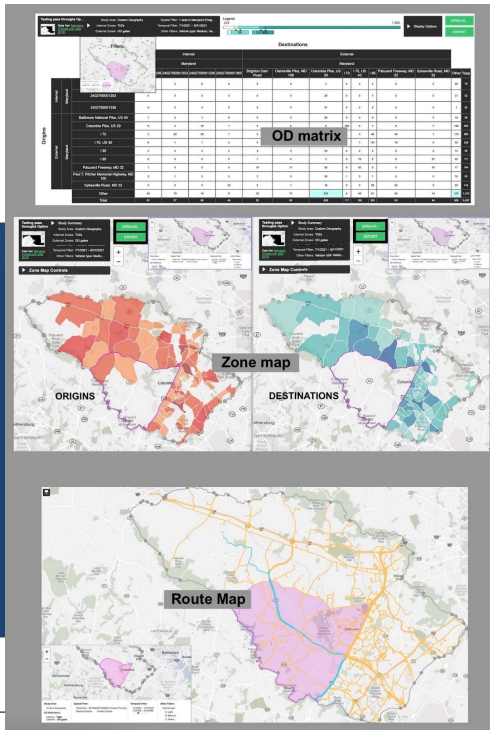


INRIX Trip Analytics powered by the CATT Lab

Collection of web-based data visualization and retrieval modules that allow users to create visualizations within the platform to explore and download results.

Roadway Analytics Features

- *O-D Matrix.* Understanding of zone-to-zone origin-destination patterns.
- *Segment Analysis.* Illustration of where users of specific highway links(s) are coming from or going to, as in a traditional select-link analysis.
- *Route Analysis.* Identification of where there are multiple path choices for drivers between two areas, what percentage of drivers take each route, and travel times along each route.



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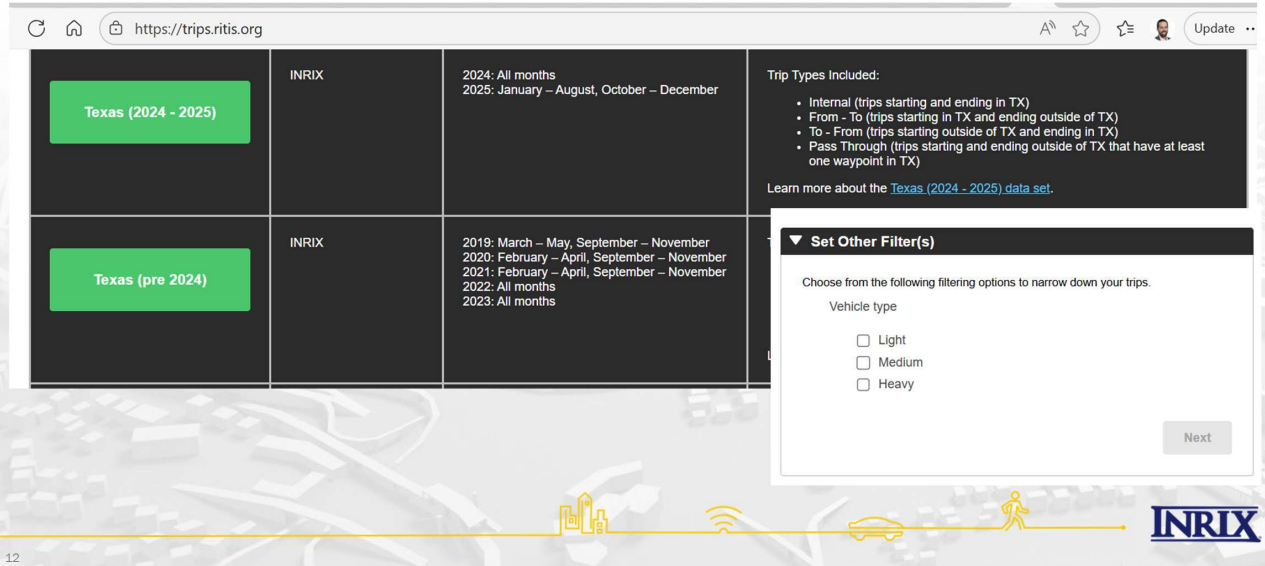
Trip Path and Origin/Destination Data



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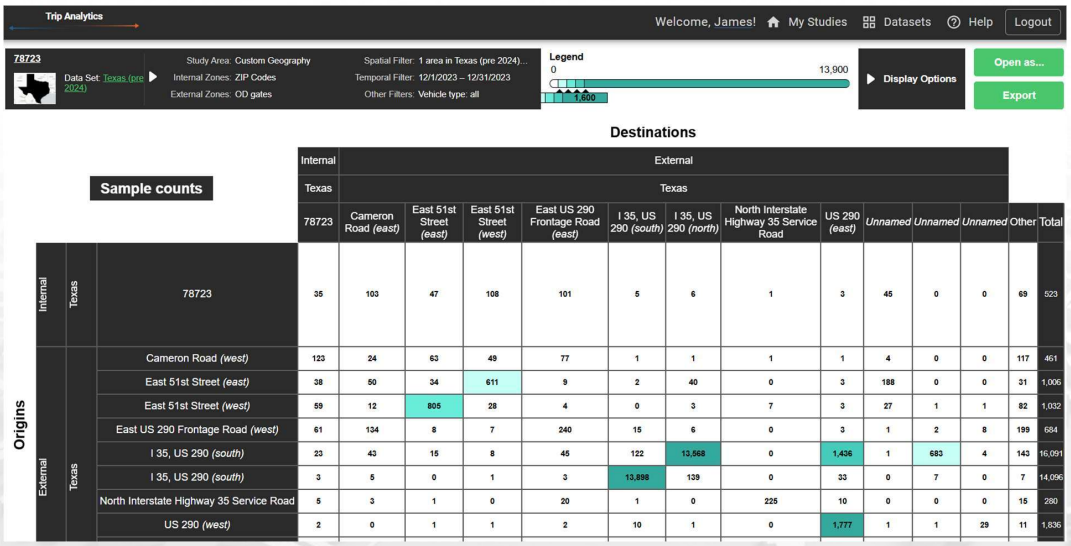
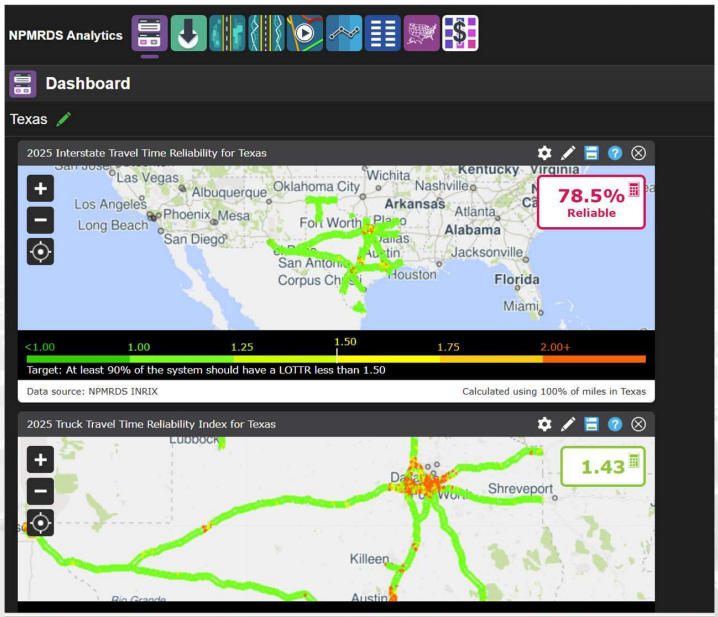
Outputs of a Trip Analysis



NPMRDS - Expanded

To meet Map 21 data reporting requirements to FHWA

- Uses consistent historical probe data
- Has defined quality controls
- Is applied uniformly across all states



INRIX Signal Analytics: Powerful Tools for Data Driven Decisions

Proactively manage and monitor signals

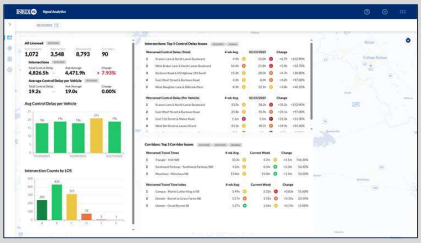
Web Based Tools
No data storage or software installation

Complete Coverage
Available at any signalized intersection in a network

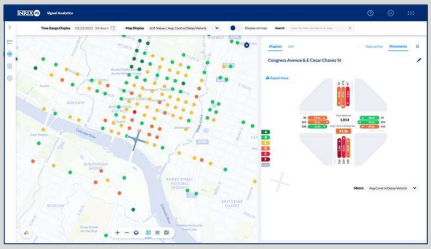
Ready to Use
See performance measures without any infrastructure

15

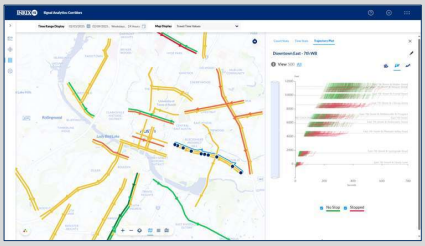
Daily Dashboard and Email



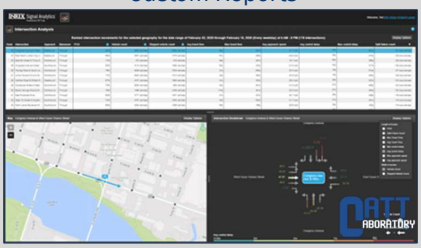
Intersection Analysis



Corridor Analysis



Custom Reports



INRIX

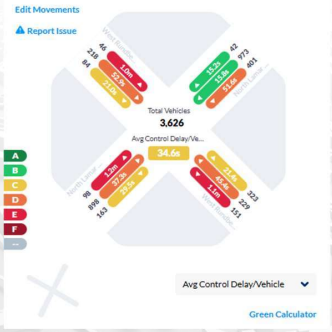
High Level Use Cases

IDENTIFY
Find corridors and intersections that are operating poorly or need investigation.

PRIORITIZE
Adjust projects and timelines based on real measured data.

VALIDATE
Confirm and calibrate models.
Validate public complaints.

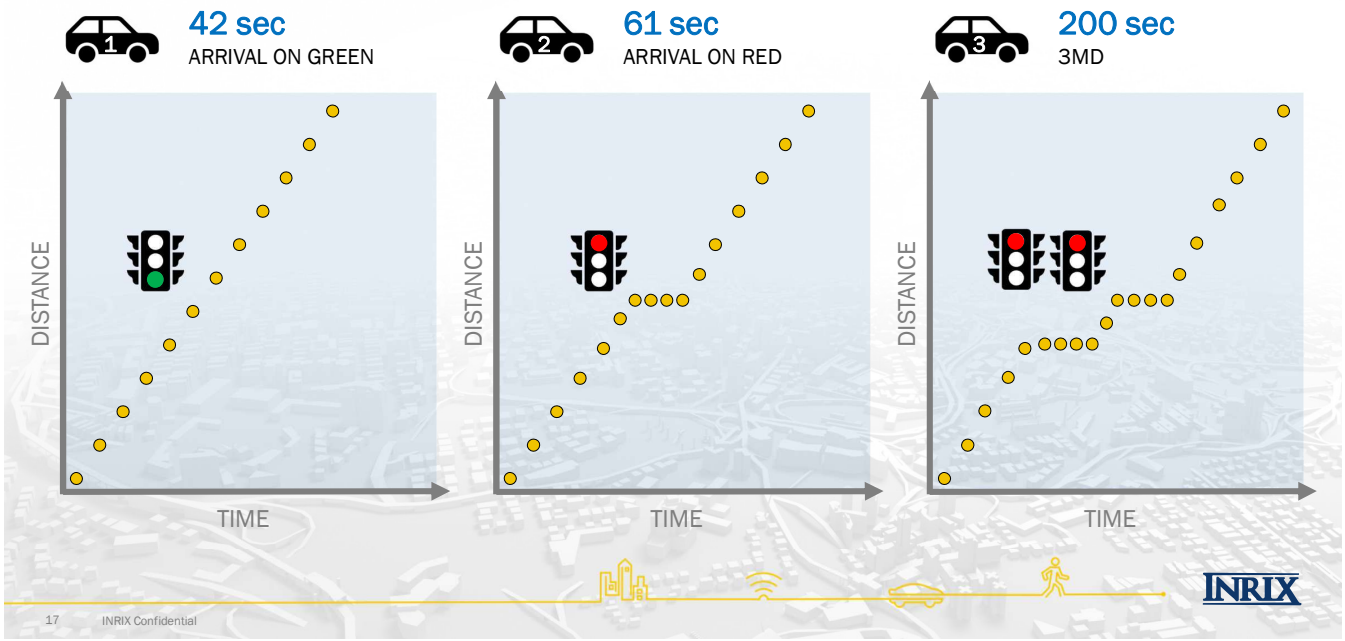
QUANTIFY
Measure the impact of an investment.



INRIX

16 INRIX Confidential

Examples



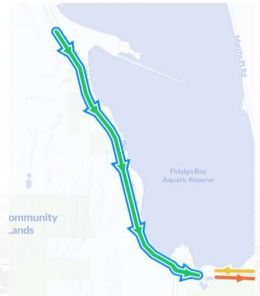
What Metrics?

Signalized Intersections

Metrics

- Travel Time
- Approach Speed
- Control Delay
- Level of Service
- Turn Ratios
- Vehicle Count
- 3MD
- Stops/AOG
- Time-Space Diagram

Corridors



Metrics

- Travel Time
- Running Speed
- Vehicle Count
- Time-Space Diagram
- Travel Time Index
- Level of Travel Time Reliability
- Planning Time Index
- Free Flow Travel Time

TomTom Partnership

In addition to current data providers INRIX will begin leveraging TomTom Data in Signal Analytics

INRIX IQ Signal Analytics + tomtom

Impact

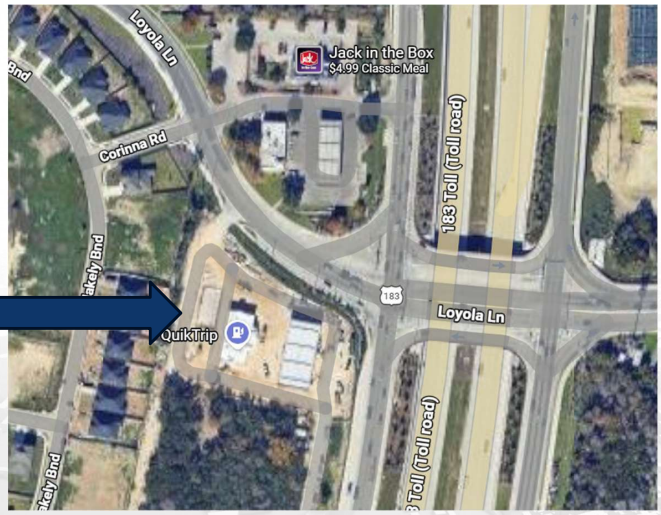
- Significantly expanded vehicle observation coverage
- Enhanced statistical reliability for key signal performance metrics
- Existing visualizations and Signals API remain fully intact

Enables New Applications

- Turn Movement Ratios at unsignalized intersections

Example Issue: Loyola and 183 Toll (Ed Bluestein)

New construction, blocked part of the lane



Demo

Current U.S. Signal Analytics Customers

pennsylvania DEPARTMENT OF TRANSPORTATION

Ohio Department of Transportation

GXRC GREATER NASHVILLE REGIONAL COUNCIL

city of greenville South Carolina

COLORADO Department of Transportation

MDOT Michigan Department of Transportation

CITY OF TALLAHASSEE

Massachusetts Bay Transportation Authority

massDOT Massachusetts Department of Transportation

CITY of BOSTON

City of Dublin OHIO, USA

North Central Texas Council of Governments

CITY OF AUSTIN FOUNDED 1839

CORPUS CHRISTI MPO METROPOLITAN PLANNING ORGANIZATION

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Kootenai MPO

MARICOPA ASSOCIATION of GOVERNMENTS

VDOT Virginia Department of Transportation

WASHINGTON COUNTY OREGON

FRANKLIN COUNTY OHIO

mesa·az

NEW YORK CITY DOT

d. District Department of Transportation

SJTPO South Jersey Transportation Planning Organization

OSCEOLA COUNTY

OVERLAND PARK KANSAS

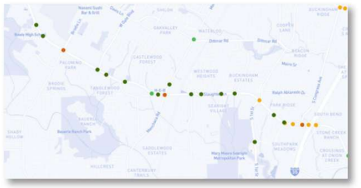
Austin & Corpus Christi

Revolutionizing Project Selection

- Used for the Congestion Management Plan
- Corpus Christi renewed last week
- Increased from 65 signals to 137

- "The INRIX Analytics truly let our region understand the details of our congestion." Rob MacDonald, MPO Director

- Austin co-developed the product with us and used it during the pandemic to monitor corridors and still uses it today for special events and general health checks



Signals along slaughter lane from Austin

- "INRIX provides signal level metrics like delay and split failures that we cannot get from probe data analytics," Lance Ballard, P.E., Kimley-Horn traffic engineer
- Pandemic_Case_Study_Austin.pdf

Austin Mobility Management Center

Pay back the investment

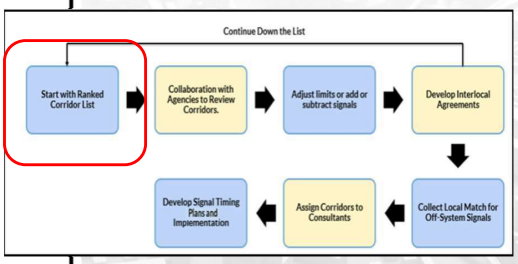
- Austin 2024 MMC Report
- Focused on improving the most affected traffic movements, monitoring the results through the INRIX Signal Analytics dataset.
- "By comparing the before and after delay from INRIX Signal Analytics, the MMC had an average delay improvement of **35% for the target movement of 23% for the total intersection** in 2022. These actions impacted an estimated 14 million trips in 2022." – Lance Ballard

North Central Texas Council of Governments (NCTCOG)

Made it available to all members, and revolutionized project selection

MOVING BEYOND CALL-FOR-PROJECTS

- NCTCOG will no longer use a Call for Projects to select RTSP corridors.
- Corridors will now be ranked using a consistent, data-driven process (INRIX metrics and regional context).
- NCTCOG will coordinate with agencies to:
  - Confirm interest in improving timing plans.
  - Identify additional signals or corridors impacted.
  - Adjust project boundaries as needed.
- Ensures fairness, consistency, and maximum regional benefit.



Thank you!

James Kuhr, Customer Success Manager, James.Kuhr@inrix.com

ITEM #9

Amendments to the 2050 Metropolitan Transportation Plan (MTP)

March 11, 2026

Technical Advisory Committee **Agenda Item # 9**

Amendments to the 2050 Metropolitan Transportation Plan

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

A formal amendment makes major changes that must go out for public review and comment, while an administrative amendment makes only minor corrections that do not alter project intent or scope and do not require public review or comment.

Proposed Formal Amendments:

The Draft FY27-30 TIP contains 18 Highway Projects and 28 Transit Projects that are either being carried forward from the previous TIP or are newly added, some of which have updated let dates and project details. This new TIP listing will be reflected in the 2050 MTP and can be found in the meeting packet under Agenda Item 9.

Other Amendments to the MTP include:

Add two Highway Projects:

MPO ID	CSJ	Project Name	Estimated Cost
W30-17	1835-01-026	FM 93 - Phases I and 2	$15,000,000
K30-13b	0909-36-172	Chaparral Road - Phase 2	$35,000,000

Delete three Highway Projects:

MPO ID	Project Name	Estimated Cost
B45-01b	Belton GT Rails to Trails Phase 2	$1,864,000
B45-12	IH 35 Safety Improvements	$1,864,000
B50-03	W 6th Ave	$2,745,000

Administrative Amendments:

MPO ID	CSJ	Project Name	Amendment
C50-03	Not set	BNSF Pedestrian Crossing	Add Project to UTP Out Years (FY31-36)
C50-04c	Not set	BUS 190 Phase 3	
H50-03	Not set	Beeline Lane Pedestrian Improvements	
T15-06k	0015-14-109	IH35 - IH14 to SL 363	
W35-04b	Not set	FM 439 Phase 2	
W35-04c	Not set	FM 439 Phase 3	
W50-04	Not set	BUS 190 Killeen Complete Streets	

Regionally Significant Projects

Regionally Significant Projects are those that are on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (23 CFR 450.104). MPOs are required to include new highways, major widening, or new interchange construction that, even if paid for by local funds, significantly affect the region's air quality and traffic patterns for planning, coordination, and public disclosure purposes.

Please notify staff of any Regionally Significant projects within your city/county to be included in this Project Listing.

A tentative amendment schedule is provided below:

2050 MTP Plan Adoption Schedule

Date	Activity
March 11, 2026	TAC review of draft 2050 MTP; for discussion only;
March 24, 2026	TPPB review of draft 2050 MTP; for discussion only;
March 23 – April 27, 2026	30 Day Public Comment Period 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 P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday April 27, 2026, to be included in the official record of public meeting.
	Public Meeting
	Public Meeting
May 6, 2026	TAC considers recommending approval of draft 2050 MTP
May 20, 2026	TPPB considers approval of draft 2050 MTP

Action Needed: No action needed; for discussion only.

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Carryover FY2025: $39,288,498	FY25-28 TIP			TIP (FY27-30)		Out Years (FY31-35)					
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
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	$ 86,030,870	$ 110,378,472
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	$ 24,347,602
Current FY25-28 TIP	$ 62,014,000	$ 32,480,000	$ 5,678,325	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Desired Added UTP Projects	$ -	$ -	$ -	$ 10,133,000		$ 69,550,890	$ -	$ -	$ -	$ 41,000,000	
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
Current FY25-28 TIP MPO IDs and Estimated Cost	**W35-01:** $62,014,000	**W40-04b :** $32,480,000	**H40-03c:** $5,678,325	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	**C50-04d:** $10,133,000 **T35-36b:** $5,000,000 (To be included once in 2027UTP)		**T35-36c:** $5,000,000 **T15-06k:** $40,454,890 **C50-04c:** $7,296,000 **W30-17:** $16,800,000**	-	-	-	**W35-04c:** $18,000,000 **W35-04b:** $23,000,000	

UTP (FY27-36)	
Carryover FY2026	$ 11,294,317
UTP Allocations (FY27-36) Total	$ 178,980,206
Current FY25-28 TIP (FY27-28) Total	$ 38,158,325
Desired Added UTP Projects (FY27-36) Total	$ 120,683,890
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 152,116,198
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - ("Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total")	$ 31,432,308

TIP (FY27-30)	
Carryover FY2026	$ 11,194,317
UTP Allocations (FY27-30) Total	$ 55,657,762
Current FY25-28 TIP (FY27-28) Total	$ 38,158,325
Desired Added UTP Projects (FY27-30 TIP) Total	$ 10,133,000
	$ 48,291,325
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 28,693,754
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY27-28) Total"+ "Desired Added UTP Projects (FY27-30 TIP) Total")	$ 18,560,754

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Carryover FY2025: $23,652,919	FY25-28 TIP			TIP (FY27-30)		Out Years (FY31-35)					
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
Current Carryover from FY25-28 TIP	$ 28,573,123	$ 25,169,248	$ (8,626,777)	$ (1,285,172)	$ 6,056,433	$ 13,398,038	$ 20,739,643	$ 28,081,248	$ 35,422,853	$ 35,422,853	$ 42,764,458
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	$ 7,341,605
Current FY25-28 TIP	$ 3,100,000	$ 10,745,480	$ 41,137,630	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Desired Added UTP Projects		$ 5,039,000	$ -		$ -	$ 35,000,000	$ -	$ -	$ -	$ 25,000,000	
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
Current FY25-28 TIP MPO IDs and Estimated Cost	**N40-06:** $1,000,000 **S45-01:** $2,100,000	**B40-07a:** $4,695,000 **B45-02:** $2,550,480 **T40-13b:** $3,500,000	**D50-02:** $1,490,630 **H30-05c:** $5,500,000 **K30-13a:** $32,680,000 **C50-01:** $1,267,000	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	**B40-11b:** $4,052,000 **B50-01:** $987,000	-	-	-	**K30-13b:** $35,000,000	-	-	-	**W50-04:** $25,000,000	

UTP (FY27-36)	
Carryover FY2026 (To be Verified)	**$ 23,652,919**
UTP Allocations (FY27-36) Total	$ 73,416,050
Current FY25-28 TIP (FY27-28) Total	$ 51,883,110
Desired Added UTP Projects (FY27-36) Total	$ 65,039,000
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 45,185,859
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - ("Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total")	$ (19,853,141)

TIP (FY27-30)	
Carryover FY2026 (To be Verified)	**$ 28,573,123**
UTP Allocations (FY27-30) Total	$ 29,366,420
Current FY25-28 TIP (FY27-28) Total	$ 51,883,110
Desired Added UTP Projects (FY27-30 TIP) Total	$ 5,039,000
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 6,056,433
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY27-28) Total"+ "Desired Added UTP Projects (FY27-30 TIP) Total")	$ 1,017,433

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Carryover FY2025 $2,902,138	FY25-28 TIP			TIP (FY27-30)		Out Years (FY31-35)					
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
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	$ 5,133,976	$ 5,987,733
UTP Allocations	$ 908,238	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,575	$ 853,757
Current FY25-28 TIP	$ -	$ -	$ 5,505,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Desired Added UTP Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,759,000	
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
Current FY25-28 TIP MPO IDs and Estimated Cost	-	-	**B40-08:** $845,000 **H50-04a:** $1,210,000 **T50-07:** $200,000 **N40-11:** $3,250,000	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	**C50-03:** $2,329,000 **H50-03:** $1,430,000	

UTP (FY27-36)	
Carryover FY2026 (To be Verified)	**$ 2,902,138**
UTP Allocations (FY27-36) Total	$ 8,535,932
Current FY25-28 TIP (FY27-28) Total	$ 5,505,000
Desired Added UTP Projects (FY27-36) Total	$ 3,759,000
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 5,933,070
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - ("Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total")	$ 2,174,070

TIP (FY27-30)	
Carryover FY2026 (To be Verified)	**$ 3,810,376**
UTP Allocations (FY27-30) Total	$ 3,414,300
Current FY25-28 TIP (FY27-28) Total	$ 5,505,000
Desired Added UTP Projects (FY27-30 TIP) Total	$ -
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 1,719,676
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY27-28) Total"+ "Desired Added UTP Projects (FY27-30 TIP) Total")	$ 1,719,676

CAT 10 CR

Carryover FY2025: $192,849	FY25-28 TIP		TIP (FY27-30)			Out Years (FY31-35)					
Fiscal Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**FY2032**	**FY2033**	**FY2034**	**FY2035**	**FY2036**
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	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**FY2032**	**FY2033**	**FY2034**	**FY2035**	**FY2036**
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 (FY27-36)	
Carryover FY2026	$ 192,849.00
UTP Allocations (FY7-36) Total	$ -
Current FY25-28 TIP (FY27-28) Total	$ 3,240,000
Desired Added UTP Projects (FY27-36) Total	$ -
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ (3,047,151)
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - ("Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total")	$ (3,047,151)

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

CAT 4

Carryover FY2025: $72,926,032	FY25-28 TIP		TIP (FY27-30)			Out Years (FY31-35)					
Fiscal Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**FY2032**	**FY2033**	**FY2034**	**FY2035**	**FY2036**
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	$ 297,500,673	$ 294,394,249
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	
Current FY25-28 TIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Desired Added UTP Projects	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Fiscal Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**FY2032**	**FY2033**	**FY2034**	**FY2035**	**FY2036**
Current FY25-28 TIP MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	-
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	-

UTP (FY27-36)	
Carryover FY2026	$ 72,926,032
UTP Allocations (FY7-36) Total	$ 256,873,864
Current FY25-28 TIP (FY27-28) Total	$ -
Desired Added UTP Projects (FY27-36) Total	$ -
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 329,799,896
("Carryover FY2026" + "UTP Allocations (FY27-36) Total") - ("Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) 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 (FY27-28) Total	$ -
Desired Added UTP Projects (FY27-30 TIP) Total	$ -
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	$ 178,716,375
("Carryover FY2026" + "UTP Allocations (FY27-30) Total") - ("Current FY25-28 TIP (FY27-28) 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
Cat 10: Carbon Reduction
Cat 4: Statewide Connectivity Corridor Projects - Urban

TxDOT Waco District Eligible Categories

Cat 11: TxDOT District Transportation Maintenance, Safety, or Mobility Projects

ITEM #10

Draft FY27-30 Transportation Improvement Program (TIP)

KTMPO KILLEEN-TEMPLE

March 11, 2026

Technical Advisory Committee **Agenda Item # 10**

Draft FY27-30 Transportation Improvement Program (TIP)

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.

First Draft FY27-30 TIP Highway Projects (18 projects in total):

MPO ID	CSJ	Project Name	Amendment
B40-07a	0909-36-210	Connell Street Reconstruction Phase 1	Add to FY27-30 TIP
B40-08	0909-36-205	Sparta Road SUP	Add to FY27-30 TIP
B40-11b	Not set	Wheat Road Phase 2	Add to FY27-30 TIP
B45-02(1)	0015-05-051	E 6th Ave	Add to FY27-30 TIP
B45-02(2)	0015-18-007	E 6th Ave	Add to FY27-30 TIP
B50-01	Not set	FM 93 (6th Ave) Pavement Improvements	Add to FY27-30 TIP
C50-01	0909-39-136	Ashley Drive Connection	Add to FY27-30 TIP, Let Date Change
C50-04d	0231-02-070	BUS 190 Phase 4	Add to FY27-30 TIP
D50-02	0909-36-211	Front Ave Downtown Connector	Add to FY27-30 TIP
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Add to FY27-30 TIP
H40-03c	3409-01-011	Chaparral Road Phase 3A	Add to FY27-30 TIP
K30-13a	0909-36-175	Chaparral Rd Phase 1A	Add to FY27-30 TIP and Limit Change
H50-04a	2696-02-010	FM 3423 (Indian Trail Drive) Sidewalk Phase 1	Add to FY27-30 TIP
K45-03	0909-36-185	W Rancier Ave	Add to FY27-30 TIP
N40-11	0909-36-207	Nolan Creek Off System Trail	Add to FY27-30 TIP, Let Date Change
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Add to FY27-30 TIP
T50-07	0909-36-206	Cedar Road Safety Crossing	Add to FY27-30 TIP
W40-04b	2502-01-024	Loop 121 Phase 2	Add to FY27-30 TIP, Let Date Change

First Draft FY27-30 TIP Transit Projects (28 projects in total):
There are 28 Transit projects to be added to the FY27-30 TIP. This listing is included in the meeting packet.

Regionally Significant Projects
Regionally Significant Projects are those that are on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (23 CFR 450.104). MPOs are required to include new highways, major widening, or new interchange construction that, even if paid for by local funds, significantly affect the region's air quality and traffic patterns for planning, coordination, and public disclosure purposes.

Please notify staff of any Regionally Significant projects within your city/county to be included in this Project Listing.

FY27-30 TIP Adoption Schedule

Date	Activity
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 review of draft FY27-30 TIP; for discussion only;
March 24, 2026	TPPB review of draft FY27-30 TIP; for discussion only;
March 23 – April 27, 2026	30 Day Public Comment Period 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 P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday April 27, 2026, to be included in the official record of public meeting.
	Public Meeting
	Public Meeting
May 6, 2026	TAC considers recommending approval of draft FY27-30 TIP
May 20, 2026	TPPB considers approval of draft FY27-30 TIP
June 1, 2026	Staff submits FY27-30 TIP to TxDOT

Action Needed: No action needed; for discussion only.

ITEM #11

KTMPO Federal Certification Review (FCR)

March 11, 2026

Technical Advisory Committee **Agenda Item # 11**

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.

Action Needed: No action needed; for discussion only.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02
FORT WORTH, TEXAS 76102-9003

FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET, ROOM 826
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	Ed Burgos-Gomez, Acting Director
Planning and Program Development	Program Development
Federal Transit Administration	Federal Highway Administration
Region 6	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	2nd Interview with Local Elected Official	FHWA-FTA Only
9:30-10:30 AM	KTMPO Policy Board Meeting	
10:40-11:00AM	3rd 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 #12

Regional Active Transportation Plan

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, meeting of the Active Transportation Advisory Committee (ATAC), formerly the Bicycle Pedestrian Advisory Committee (BPAC), 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, Technical Advisory Committee (TAC), Transportation Planning Policy Board (TPPB), 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.

Public Comment Period

The Public Comment Period for the Regional Active Transportation Plan and the “Walk–Play–Work: Planning a Walkable, Bikeable Region” survey opened on February 23 and will remain open through April 13, 2026. As of March 5, 2026, a total of **58 responses** has been received through the online survey. Staff will continue to monitor participation and provide additional updates as the comment period progresses. The survey is available on the KTMPO website, shared across our social media platforms, and a direct link is included (Here). TAC and TPPB members are encouraged to share the survey within their communities to help broaden participation – which will help rank priorities.

Digital Map

The digital map illustrates the three-mile Walk–Play–Work radius, includes hiking and trail icons, and incorporates limited existing sidewalk facilities. (Digital Map Link)

Action Needed: No action needed; for discussion only.

Public Involvement Plan: Regional Active Transportation Plan	
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-3:00 AM**	Virtual Meeting Join from your computer, tablet, or smartphone. https://meet.goto.com/938515829 *Get the app now and be ready when your first meeting starts:* 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 **10:00 AM-1:00 PM**	Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522
June 27, 2025 **6:30 – 7:30 PM**	City of Killeen Parks & Recreation Bike Rodeo 2201 East Veterans Memorial Blvd., Killeen, TX 76543
February 11, 2026	ATAC Review via Email Begins
February 23 – April 13, 2026	45-day Public Comment Period – Review Draft Regional Active Transportation Plan
February 23 – April 13, 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, April 13, 2026 included in the

	official record of public meeting.
Wednesday, February 25, 2026 10:00 AM - Noon	Open House Style – In Person City of Temple Public Library 100 W Adams Ave., Temple, TX 76501
Saturday, March 14, 2026 9:00 AM - Noon	Open House Style – In Person Monarch Park 100 Gold Star Ave., Nolanville, TX 76559
Saturday, April 4, 2026 9:00 AM – 1:00 PM	Open House Style – In Person Barrow Brewing Company 108 Royal St. Salado, TX 76571
Friday, April 10, 2026 Time TBD	Texas A&M University Picnic & Field Games Killeen, TX 76549
March 11 & 24, 2026	TAC/PB Initial Review
April 1 & 15, 2026	TAC/PB Final Review
May 13, 2026	ATAC recommends adoption, pending any amendments resulting from public or stakeholder feedback received during the public engagement and review process
May 6 & 20, 2026	TAC/PB Recommend Plan Adoption

From Best Practices to Implementation

While best practices have long provided the foundation for effective regional active transportation planning, the tools, technologies, and research shaping the field continue to evolve. To keep pace, we must shift from simply understanding these principles to actively applying them.

To keep our region moving forward, KTMPO recommends implementing the following:

- Conduct a Regional Trail Study.
- Collaborate with municipal parks and recreation departments and state agencies, such as Texas Parks and Wildlife, to integrate parks and recreation master plans with regional active transportation plans, advancing shared goals for walkable, connected outdoor spaces through coordinated, community-driven implementation.
- Implement a connected active transportation network to create safe, continuous routes for multimodal travel. A regional system of sidewalks, shared-use paths, and bike lanes along key arterial and collector corridors, enhanced by off-street trails that link parks, recreational spaces, and other key destinations will support seamless mobility and encourage recreational walkers and cyclists to become confident everyday commuters.
- Conduct meaningful, ongoing public and stakeholder engagement throughout planning and implementation processes to ensure transportation investments reflect community priorities, lived experience, and local context.
- Continue to engage the Active Transportation Advisory Committee in applying data-informed criteria to help prioritize projects that advance safe, walkable, and bikeable communities across the region.
- Encourage the planning, design, and implementation of Complete Streets and connected networks that reduce stress, increase comfort, and expand multimodal access for people of all ages and abilities.
- Recommend coordinating with CTCOG's 9-1-1 program to improve trail user safety, emergency response efficiency, and overall navigation by establishing standardized signage and wayfinding guidelines across the region. Aligning trail markers, location identifiers, and emergency reference points with 9-1-1 addressing and GIS systems ensures that users can be accurately located during emergencies and provides a consistent, reliable experience across jurisdictions.
- Use automated pedestrian and bicycle count technology to identify high-use corridors, address network gaps, and monitor safety and performance trends over time.
- Recommend applying a Vision Zero–aligned approach to trail and active transportation project evaluation. This includes using crash data, risk factors, and context-sensitive design principles to identify high-injury locations and prioritize projects that reduce conflict points, slow vehicle speeds, and improve safety for people walking, biking, and rolling.

- Maintain and advance interactive dashboards and GIS tools to monitor multimodal performance and safety countermeasures, adapting to new technologies over time.
- Model after proven nonprofit-led trail initiatives by engaging major employers, anchor institutions, and local foundations to co-fund trail extensions, wayfinding, and visitor-oriented programming that drive trail tourism and economic development and vitality.

Together, these recommended actions translate best practices into a coordinated, data-driven, and community-responsive approach for advancing active transportation across the region. By aligning planning, partnerships, technology, and engagement, KTMPO can move from vision to implementation, delivering connected, safe, and accessible multimodal networks that support everyday mobility, recreation, tourism, and long-term economic vitality.

ITEM #13

Public Input Received through Previous Month

March 11, 2026

Technical Advisory Committee **Agenda Item # 13**

Public Input Received through the Previous Month

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

Action Needed: No action needed; for discussion only.

	Public Comments								
	2026								
Comment Number	**Date Received**	**Source**	**Topic**	**Jurisdiction**	**Comment**	**Is the Project in the 2050 MTP?**	**KTMPO Response**	**Name**	**Date Presented to PB/TAC**
11	3/3/2026	Public Comment Form	Public Transit	HCTD | CTRTAG	Where do you pick up at? How long does it take to get a response?	Unknown	Thank you for reaching out regarding public transit pick up options. I wanted to share that KTMPO is an MPO (Metropolitan Planning Organization), which means we focus on regional transportation planning rather than operating transit services directly. We work closely with Hill Country Transit District (The HOP), the agency that provides public transit in our region. They have been included on this email so they can assist you with the specific pick up information you're looking for. Please feel free to reach out anytime—we're always glad to help connect you with the right resources.	**AL**	**3/11/2026**
10	3/2/206	Email | Phone | Website	Safety	City of Copperas Cove	A citizen reported that fire hydrants in the neighborhood were not functioning, an issue discovered only after a house fire could not be controlled and the home was lost. When staff returned the phone call, the citizen reported that the fire occurred in the area of Hunter Dr., Harrell Dr., and Julia Dr. in Copperas Cove. He also expressed frustration about school buses causing roadway damage and noted that his home address is incorrect in the 9-1-1 system.	N/A	Staff attempted to actively listen and gather additional information; however, the citizen escalated during the conversation and hung up. After reviewing the situation, staff determined that the citizen's address is located within the City of Copperas Cove, outside the scope of CTCOG's 9-1-1 addressing authority, and will forward the information to the appropriate jurisdiction. In addition, it was unclear which roadway the citizen reported as being damaged by school bus traffic. Staff will forward comments to City of Copperas Cove and Coryell County PB/TAC. F/U: YC of CTCOG will forward information to CC 9-1-1 Addressing.	JK	**3/11/2026**
9	2/26/2026	Email	Consultant	KTMPO	I saw that the Killeen-Temple MPO is developing its Regional Active Transportation Plan and actively seeking public input on trails, sidewalks, transit, and bike paths across the region. At PublicInput, we help MPOs and transportation agencies run exactly this kind of public engagement - online surveys, interactive maps, virtual meetings, and multilingual outreach - all in one platform. Nearby in Texas, organizations like TxDOT, NCTCOG, Capital Area MPO, and the City of Austin use PublicInput to streamline engagement and boost participation rates. Given that KTMPO is running surveys, public meetings across Belton, Killeen, Copperas Cove, and Salado, plus digital engagement - PublicInput could help you centralize all of that, capture more voices, and generate real-time reporting for your TAC and Policy Board. Would you have 15 minutes this week for a quick call? I'd love to show you how similar MPOs in Texas are using the platform.	N/A	Thank you for reaching out. At this time, we are handling our public engagement initiatives in-house. I will forward your information to our leadership team should they wish to explore additional options. Thank you.	JF	**3/11/2026**
8	2/26/2026	Email	Congestion	Multi	Many sub-divisions are without sidewalks and have single or double points of entry and something like going to the store or school takes a 5 minute car ride, but could be a 10 min walk if sub-divisions were connected through gravel paths and foot bridges. HHHS could be more accessible if a walking path was installed at the end of Guinevere Ln that led to the marching band practice area. Snow Bird Dr drainage could connect to Mustang Trail drainage with a foot bridge as well. This would allow more elementary school children the ability to walk from the Southern neighborhood rather than having to drive out to Stillhouse and back into the Skipcha neighborhood. I live on Tundra Dr and can see some outlets that could make our neighborhood more walkable. The end of Deer Trail has a gate that leads to the water treatment center. That should be an outlet for the neighborhood that turns immediately right and comes to a stop sign on Rosewood. Additionally, there is a drainage channel at the end of Ponderosa Dr that could have a gravel path and a foot bridge that connects to Rosewood so walkers and bikers could get to Purser and Heritage easily, removing the need to drive to these parks. Thank you for your attention,	No	Thank you for taking the time to email us your thoughts on creating a more walkable community—we love your enthusiasm! Have you had a chance to complete the survey for the proposed Regional Active Transportation Plan (RATP)? Your responses there are especially important, as they help guide which improvements the community has an appetite for. I cross referenced the streets you mentioned with the 2050 Metropolitan Transportation Plan (MTP) Project List (Link) and did not see any projects currently identified; however, I will also forward your ideas to the City of Harker Heights. In addition, your comments will be included as part of the public record for both the Final RATP and the KTMPO Public Comments, which are reviewed by the Technical Advisory Committee and the Policy Board. There have also been early conversations related to the Chaparral Road project. Although these discussions are still in the exploratory stage, its location could make it relevant to future evaluations of a school to school connection. This is a mutlijurisdictional effort between Killeen and Harker Heights, so coordination will continue as those conversations progress. Additionally, our region has recently received Safe Streets and Roads for All (SS4A) grant funding. This funding is specifically designed to support safety planning and implementation projects that reduce roadway injuries and fatalities. As we continue developing both local and regional safety strategies, your feedback helps identify areas where these federal resources could make the greatest impact. If you have any questions or additional information to share, please feel free to contact us. If you would like to be added to our mailing list, we are happy to include you. Our list provides notifications about public comment periods and the responses from those periods. F/U: KR of Harker Heights provided a thorough response which was shared on 3/6/2026.	RW	**3/11/2026**
7	2/25/2026	Public Comment Period	Safety	TxDOT - Waco	When SH 36 was upgraded, rumble strips were installed along the shoulder from Leona Park/Iron Bridge to SH 236; however, this design created unsafe conditions for cyclists. Additionally, the 70-mph speed limit on this stretch of road is excessively high.		Staff forwarded the concern to TxDOT - Waco (MY) and Brownwood (JS). No further action is required.	LW	**3/11/2026**
6	2/11/2026	Email	Consultant	KTMPO	Good afternoon, I am emailing the general inbox in hopes of being routed to someone in transportation planning/programming, especially with respect to hike & bike trail projects. I wanted to introduce myself as a local resource for pedestrian bridge considerations on trail and active transportation projects. I represent Wheeler and am based in Fort Worth. We work primarily with cities, counties, and consultants across Texas. We focus on prefabricated steel pedestrian and trail bridges, most often for grade separations over creeks, roadways, floodplains, and rail corridors that tend to come up during trail planning and feasibility work. I'm not reaching out about any specific project or procurement. My goal is simply to connect and be available as a technical resource when bridge questions come up early. If it makes sense, I'd welcome a quick 15–20 minute call sometime in the next couple of weeks to better understand how pedestrian bridges typically come into play on trail projects in your region and understand where MPO coordination is most helpful early on. Also happy to come by for an in-office meeting. We find that having the design team on the same page early in the project cycle can reduce headaches down the line. Typical coordination items can include feasible span ranges, typical clear widths, floodplain constraints, or installation considerations that can affect cost and schedule. Either way, I appreciate the work your team is doing on active transportation in the region, and I'd welcome staying in touch. Best regards	No	As a Metropolitan Planning Organization (MPO), we do not construct or implement transportation projects. Our role is focused on long range planning, coordination, and prioritization. Project development, design, construction, and operations are carried out by our partner agencies. To help illustrate how responsibilities are shared across agencies, I've included a draft responsibility matrix. This document outlines the typical roles of our regional partners and may be useful as you consider process recommendations or coordination strategies. Please reach out to the appropriate agency for construction projects.	AM	**3/11/2026**

ITEM #14

Director’s Update

March 11, 2026

Technical Advisory Committee **Agenda Item # 14**

Director's Update

a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
Tuesday, March 24, 2026	Transportation Planning Policy Board Meeting
April 1, 2026	Technical Advisory Committee Meeting
April 15, 2026	Transportation Planning Policy Board Meeting
May 6, 2026	Technical Advisory Committee Meeting
May 13, 2026	Active Transportation Advisory Committee
May 20, 2026	Transportation Planning Policy Board Meeting

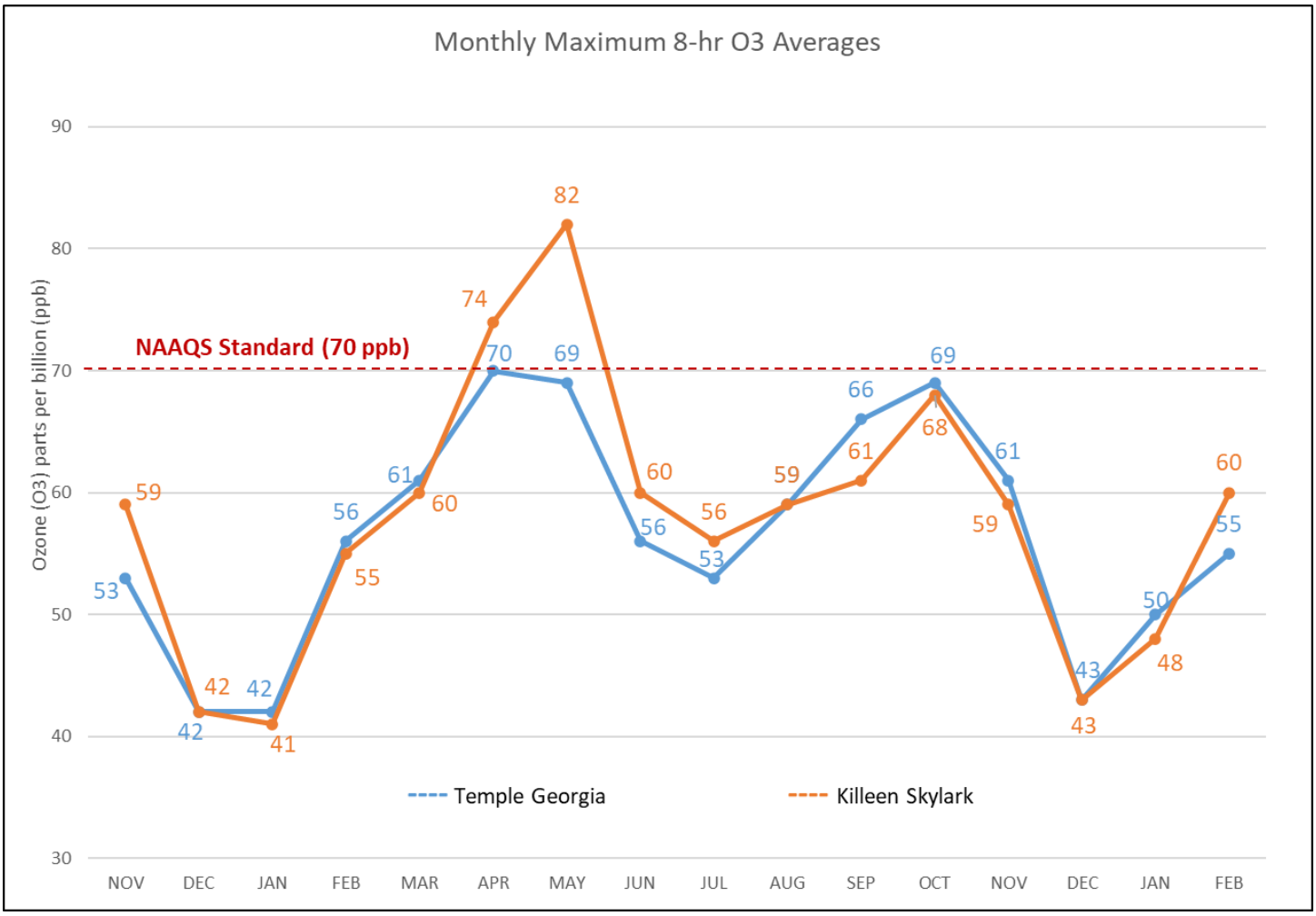
All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas, unless otherwise noted (i.e. – electronic meeting).

b) Other Updates:
   i. AMPO/TEMPO Updates
   ii. Reauthorization
   iii. Other Updates

March 11, 2026

Technical Advisory Committee **Agenda Item # 14**

c) Air Quality



2026	Compliance with EPA Ozone Standard: 4th Highest Annual Value			3-year average (Calculated on March 3, 2026)
	2024	2025	2026*	
Temple	61	68	52	60
Killeen	71	71	53	65

Action Needed: No action needed; for discussion only.

KTMPO Meeting Attendance

KTMPO Calendars, Contacts, Acronyms, & Terms

End of Packet