



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

March 24, 2026

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board
Tuesday, March 24, 2026**

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

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPO TPPB Meeting](#)

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

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item:** Regarding approval of minutes from the February 18, 2026, meeting (*pgs.5-9*). [Presenter: Bobby Whitson, KTMPO Chair]
4. **Discussion and Action Item:** Regarding approval of Resolution 2026-04 recognizing April 2026 as National Distracted Driving Awareness Month (*pgs.10-12*). [Presenter: Anita Janke, KTMPO]
5. **Discussion and Action Item:** Regarding approval of amendments to the FY26-27 Unified Planning Work Program (UPWP) for Travel Demand Model (TDM) Demographics and Network (*pgs.13-18*). [Presenter: Kendra Coufal, KTMPO]
6. **Discussion Item:** Regarding the Bridges and Safety Infrastructure for Community Success (BASICS) ACT (*pgs.19-29*). [Presenter: Katie Economou and Ryan Coady, AMPO]
7. **Discussion Item:** Regarding amendments to the 2050 Metropolitan Transportation Plan (MTP) (*pgs.30-34*). [Presenter: Callie Tullos, KTMPO]
8. **Discussion Item:** Regarding the Draft FY27-30 Transportation Improvement Program (TIP) (*pgs. 35-107*). [Presenter: Callie Tullos, KTMPO]
9. **Discussion Item:** Regarding KTMPO Federal Certification Review (*pgs.108-130*). [Presenter: Uryan Nelson, KTMPO]
10. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan (*pgs.131-138*). [Presenter: Anita Janke, 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 public input received through the previous month (*pgs. 139-*).
[Presenter: Anita Janke, KTMP]
12. **Director's Update:** (*pgs. 143-145*). [Presenter: Uryan Nelson, KTMP]
 1. Meeting Schedule;
 2. Other Updates;
 3. Air Quality.
13. Member comments. [Presenter: Bobby Whitson, KTMP Chair]
14. Adjourn.

Workshop - To Follow Regular Scheduled Meeting (If Needed)

AGENDA

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

ITEM #3

Meeting Minutes



**Killeen-Temple Metropolitan Transportation Planning Organization (KTMPO)
Transportation Planning Policy Board**

Wednesday, February 18, 2026

9:30 AM

Regular Meeting

2180 North Main Street
Belton, TX 76513

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

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

Meeting Minutes:

1. **Call to Order:** Vice Chair Riakos Adams called the meeting to order at 9:33 am.
2. **Opportunity for Public Comment:** There were no public comments.
3. **Action Item:** Regarding approval of minutes from the January 21, 2026, meeting.

Councilmember Dale Treadway made a motion to approve the January 21, 2026, meeting minutes, seconded by Councilmember Michael Blomquist; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding approval of Consultants to complete KTMPO Task Orders.

Uryan Nelson, KTMPO Director, updated the board on the specific consulting staff designated to complete outstanding KTMPO work orders

Councilmember David Leigh made a motion to approve the Consultants to complete KTMPO Task Orders, seconded by Councilmember Mike Pilkington; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding approval of KTMPO Draft Public Engagement Schedule for 2026.

Anita Janke, KTMPO Regional Planner, provided an update of the public engagement schedule for 2026.

Councilmember Dale Treadway made a motion to approve the KTMPO Draft Public Engagement Schedule for 2026, seconded by Councilmember Michael Blomquist; the motion passed unanimously.

6. **Discussion Item:** Regarding an update from TxDOT Planning and Programming Division.

The update was tabled and will be included on a future agenda.

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

Callie Tullos, KTMPO Regional Planner, provided an update on the FY25 KTMPO planning metrics.

8. **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.

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

Uryan Nelson provided an update on the upcoming federal certification review, supported by Kirk Fauver (FHWA), who outlined the scope and expectations of the review process for the Policy Board.

10. **Discussion Item:** Regarding the Draft FY27-30 Transportation Improvement Program (TIP) and the Draft 2027 Unified Transportation Program (UTP).

Callie Tullos provided an update on the draft FY27-30 TIP and draft 2027 UTP.

11. **Discussion Item:** Regarding KTMPO's Travel Demand Model (TDM) update.

Tay Floyd, KTMPO Regional Planner, provided an update on KTMPO's travel demand model.

12. **Discussion Item:** Regarding updates to the Regional Active Transportation Plan (RATP).

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

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

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

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

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

15. **Director's Update:**

Uryan Nelson briefed the TPPB on several items including: Upcoming Meetings, AMPO/TEMPO updates, Reauthorization, the BASICS Act, FY25 SS4A Application, and Air Quality Updates.

16. Member Comments:

Councilmember Dale treadway gave a brief update on an the VA funding that was awarded to Copperas Cove.

17. Adjourn: The meeting adjourned at 10:37 am.

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

ATTEST:

Commissioner Bobby Whitson, Chair

Uryan Nelson, KTMO Director

ITEM #4

April 2026 is National Distracted
Driving Awareness Month

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 KTMP 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.

KTMP 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](#)

TAC recommended approval of this item at their March 11, 2026 meeting.

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



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 (KTMPPO) 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 KTMPPO 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 KTMPPO hereby recognizes and supports the month of April 2026 as National Distracted Driving Awareness Month.

BE IT FURTHER RESOLVED that the KTMPPO 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 KTMPPO will advance year-round public education, outreach, and engagement strategies aimed at reducing distracted driving throughout the region in 2026.

PASSED AND ADOPTED on this 24th day of March 2026 at a regular meeting of the KTMPPO 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,
KTMPPO TPPB Chair

Uryan Nelson, KTMPPO Director

ITEM #5

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

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 (KTMP) 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 KTMP 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.

TAC recommended approval of this item at their March 11, 2026 meeting.

Action Needed: Consider 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	KTMO	\$593,774	\$0	\$0	\$0	\$593,774	\$10,896
1.2	KTMO	\$113,615	\$0	\$0	\$0	\$113,615	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$87,500	\$0	\$0	\$0	\$87,500	
1.5	KTMO	\$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	KTMO	\$622,178	\$0	\$0	\$0	\$622,178	\$10,781
1.2	KTMO	\$119,296	\$0	\$0	\$0	\$119,296	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$47,500	\$0	\$0	\$0	\$47,500	
1.5	KTMO	\$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	KTMO	\$43,174	\$0	\$0	\$0	\$43,174	
2.2	KTMO	\$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	KTMO	\$45,332	\$0	\$0	\$0	\$45,332	
2.2	KTMO	\$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	KTMO	\$65,897	\$0	\$0	\$0	\$65,897	
3.2	KTMO	\$11,361	\$0	\$0	\$0	\$11,361	
3.3	KTMO	\$143,253	\$0	\$0	\$0	\$143,253	\$10,896
3.4	KTMO	\$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	KTMO	\$69,191	\$0	\$0	\$0	\$69,191	
3.2	KTMO	\$17,042	\$0	\$0	\$0	\$17,042	
3.3	KTMO	\$22,906	\$0	\$0	\$0	\$22,906	\$10,781
3.4	KTMO	\$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	KTMP	\$23,169	\$0	\$0	\$0	\$23,169	\$10,896
4.2	KTMP	\$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	KTMP	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
4.2	KTMP	\$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	KTMP	\$0	\$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	KTMP	\$0	\$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

JPWP 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

JPWP 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	KTMO	\$593,774	\$0	\$0	\$0	\$593,774	\$10,896
1.2	KTMO	\$113,615	\$0	\$0	\$0	\$113,615	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$87,500	\$0	\$0	\$0	\$87,500	
1.5	KTMO	\$85,000	\$0	\$0	\$0	\$85,000	
Total		\$904,889	\$0	\$0	\$0	\$904,889	\$10,896

nds. Tx) [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	KTMO	\$622,178	\$0	\$0	\$0	\$622,178	\$10,781
1.2	KTMO	\$119,296	\$0	\$0	\$0	\$119,296	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$47,500	\$0	\$0	\$0	\$47,500	
1.5	KTMO	\$90,000	\$0	\$0	\$0	\$90,000	
Total		\$903,974	\$0	\$0	\$0	\$903,974	\$10,781

nds. Tx) [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	KTMO	\$43,174	\$0	\$0	\$0	\$43,174	
2.2	KTMO	\$38,629	\$0	\$0	\$0	\$38,629	
Total		\$81,803	\$0	\$0	\$0	\$81,803	0

nds. Tx) [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	KTMO	\$45,332	\$0	\$0	\$0	\$45,332	
2.2	KTMO	\$40,560	\$0	\$0	\$0	\$40,560	
Total		\$85,892	\$0	\$0	\$0	\$85,892	0

nds. Tx) [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	KTMO	\$65,897	\$0	\$0	\$0	\$65,897	
3.2	KTMO	\$11,361	\$0	\$0	\$0	\$11,361	
3.3	KTMO	\$143,253	\$0	\$0	\$0	\$143,253	\$10,896
3.4	KTMO	\$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. Tx) [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	KTMO	\$69,191	\$0	\$0	\$0	\$69,191	
3.2	KTMO	\$17,042	\$0	\$0	\$0	\$17,042	
3.3	KTMO	\$0	\$0	\$0	\$0	\$0	\$10,781
3.4	KTMO	\$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. Tx) [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	KTMP	\$23,169	\$0	\$0	\$0	\$23,169	\$10,896
4.2	KTMP	\$79,262	\$0	\$0	\$0	\$79,262	
Total		\$102,431	\$0	\$0	\$0	\$102,431	\$10,896

nds. TxD [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. [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	KTMP	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
4.2	KTMP	\$0	\$0	\$0	\$0	\$0	
Total		\$145,803	\$0	\$0	\$0	\$145,803	\$10,781

nds. TxD [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. [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	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0

nds. TxD [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. [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	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0

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

Table 6a: Funding Summary - FY 2026

JPWP 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

transportation c [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

JPWP 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	\$214,488	\$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. TxD [1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. [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 #6

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

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

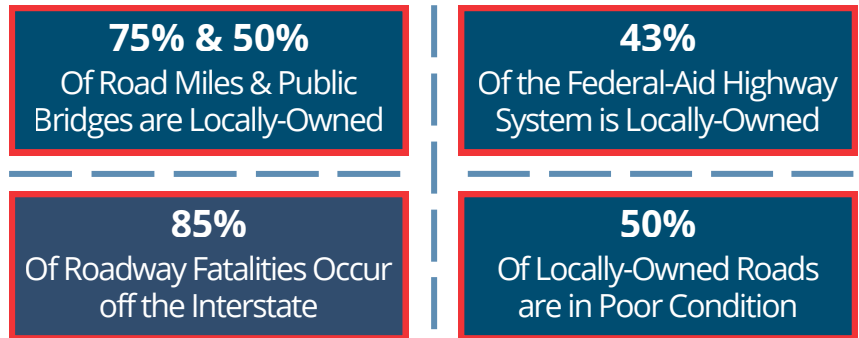
"BASICS" – Bridges And Safety Infrastructure for Community Success Act

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.



Regions & local governments receive only 16% of federal transportation funding



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



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 #7

Amendments to the 2050
Metropolitan Transportation
Plan (MTP)

Amendments to the 2050 Metropolitan Transportation Plan (MTP)

The [Metropolitan Transportation Plan \(MTP\)](#) is the 25-year long range planning document for KTMP. 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.

CAT 2

Carryover FY2025: \$39,288,498	FY25-28 TIP											UTP (FY27-36)		TIP (FY27-30)	
	TIP (FY27-30)														
	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	Carryover FY2026	\$ 11,294,317	Carryover FY2026	\$ 11,104,317
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	UTP Allocations (FY7-36) Total	\$ 178,980,206	UTP Allocations (FY27-30) Total	\$ 55,657,762
Current FY25-28 TIP	\$ 62,014,000	\$ 32,480,000	\$ 5,678,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY27-28) Total	\$ 38,158,325	Current FY25-28 TIP (FY27-28) Total	\$ 38,158,325
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ 10,133,000	\$ 69,550,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,000,000	Desired Added UTP Projects (FY27-36) Total	\$ 120,683,890	Desired Added UTP Projects (FY27-30 TIP) Total	\$ 10,133,000
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	-	-	-	-	-	-	-	-	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 152,116,198	(\$ Carryover FY2026* + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 28,693,754
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	C90-04d: \$10,133,000 T35-36c: \$5,000,000 (To be included once in 2027 UTR)	T36-36c: \$5,000,000 T15-06a: \$40,454,890 C30-04c: \$7,290,000 W30-17c: \$16,800,000**	-	-	-	-	-	-	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total"	\$ 31,432,308	(\$ 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

CAT 7

Carryover FY2025: \$23,652,919	FY25-28 TIP											UTP (FY27-36)		TIP (FY27-30)	
	TIP (FY27-30)														
	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	\$ 20,739,843	\$ 28,081,248	\$ 35,422,853	\$ 35,422,853	\$ 42,764,458	Carryover FY2026 (To be Verified)	\$ 23,652,919	Carryover FY2026 (To be Verified)	\$ 28,573,123
UTP Allocations	\$ 8,020,204	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	\$ 7,341,605	UTP Allocations (FY7-36) Total	\$ 73,416,050	UTP Allocations (FY27-30) Total	\$ 29,366,420
Current FY25-28 TIP	\$ 3,100,000	\$ 10,745,480	\$ 41,137,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY27-28) Total	\$ 51,883,110	Current FY25-28 TIP (FY27-28) Total	\$ 51,883,110
Desired Added UTP Projects	\$ -	\$ 5,039,000	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	Desired Added UTP Projects (FY27-36) Total	\$ 65,039,000	Desired Added UTP Projects (FY27-30 TIP) Total	\$ 5,039,000
Fiscal Year	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036				
Current FY25-28 TIP MPO IDs and Estimated Cost	N40-06: \$1,000,000 S45-01: \$2,100,000	B40-07a: \$4,995,000 B45-02: \$2,500,480 T40-13b: \$3,500,000	D50-02: \$1,490,630 H30-05c: \$5,500,000 H30-12a: \$2,880,000 C30-01: \$1,207,000	-	-	-	-	-	-	-	-	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 45,185,859	(\$ Carryover FY2026* + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 6,056,433
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	B40-11b: \$4,052,000 B50-01: \$917,000	-	-	K30-13b: \$35,000,000	-	-	-	-	-	W50-04: \$25,000,000	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total"	\$ (19,853,141)	(\$ 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

CAT 9

Carryover FY2025 \$2,902,138	FY25-28 TIP											UTP (FY27-36)		TIP (FY27-30)	
	TIP (FY27-30)														
	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	Carryover FY2026 (To be Verified)	\$ 2,902,138	Carryover FY2026 (To be Verified)	\$ 3,810,376
UTP Allocations	\$ 908,238	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	\$ 853,575	UTP Allocations (FY7-36) Total	\$ 8,535,932	UTP Allocations (FY27-30) Total	\$ 3,414,300
Current FY25-28 TIP	\$ -	\$ -	\$ 5,505,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Current FY25-28 TIP (FY27-28) Total	\$ 5,505,000	Current FY25-28 TIP (FY27-28) Total	\$ 5,505,000
Desired Added UTP Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,759,000	Desired Added UTP Projects (FY27-36) Total	\$ 3,759,000	Desired Added UTP Projects (FY27-30 TIP) Total	\$ -
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: \$500,000 N40-11: \$3,250,000	-	-	-	-	-	-	-	-	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 5,933,070	(\$ Carryover FY2026* + "UTP Allocations (FY27-30) Total") - "Current FY25-28 TIP (FY27-28) Total"	\$ 1,719,676
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	-	-	-	-	-	-	-	-	-	-	C50-03: \$2,250,000 H50-03: \$1,430,000	(\$ Carryover FY2026* + "UTP Allocations (FY27-36) Total") - "Current FY25-28 TIP (FY27-28) Total" + "Desired Added UTP Projects (FY27-36) Total"	\$ 2,174,070	(\$ 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

Fiscal Year	FY25-28 TIP											UTP (FY27-36)		TIP (FY27-30)																			
	FY2026			FY2027			FY2028			FY2029			FY2030			FY2031			FY2032			FY2033			FY2034			FY2035			FY2036		
	TIP (FY27-30)											Out Years (FY31-35)																					
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	\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
Current FY25-28 TIP MPO IDs and Estimated Cost	S45-03: \$647,004 F40-13a: \$2,000,000			K45-03: \$3,240,000			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
UTP (FY27-36) Summary											UTP (FY27-36) Summary						TIP (FY27-30) Summary																
Carryover FY2026											\$ 192,849.00						\$ (1,098,580)																
UTP Allocations (FY27-36) Total											\$ -						\$ -																
Current FY25-28 TIP (FY27-28) Total											\$ 3,240,000						\$ 3,240,000																
Desired Added UTP Projects (FY27-36) Total											\$ -						\$ -																
Total											(\$ 3,047,151)						(\$ 4,338,580)																
Total											(\$ 3,047,151)						(\$ 4,338,580)																

CAT 4

Fiscal Year	FY25-28 TIP											UTP (FY27-36)		TIP (FY27-30)																						
	FY2026			FY2027			FY2028			FY2029			FY2030			FY2031			FY2032			FY2033			FY2034			FY2035			FY2036					
	TIP (FY27-30)											Out Years (FY31-35)																								
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	\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
Current FY25-28 TIP MPO IDs and Estimated Cost	\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
Desired Added FY27-30 TIP Projects MPO IDs and Estimated Cost	\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -			\$ -		
UTP (FY27-36) Summary											UTP (FY27-36) Summary						TIP (FY27-30) Summary																			
Carryover FY2026											\$ 72,926,032						\$ 93,755,686.00																			
UTP Allocations (FY27-36) Total											\$ 256,673,864						\$ 84,960,689																			
Current FY25-28 TIP (FY27-28) Total											\$ -						\$ -																			
Desired Added UTP Projects (FY27-36) Total											\$ -						\$ -																			
Total											\$ 329,799,896						\$ 178,716,375																			
Total											\$ 329,799,896						\$ 178,716,375																			

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

ITEM #8

Draft FY27-30 Transportation
Improvement Program (TIP)

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 KTMP’s [Public Engagement Plan](#), the Draft FY27-30 TIP will undergo a 30-day public comment period with two public meetings 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	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-08	0909-36-205	Sparta Road SUP	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-11b	Not set	Wheat Road Phase 2	New; Add to FY27-30 TIP
B45-02(1)	0015-05-051	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B45-02(2)	0015-18-007	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B50-01	Not set	FM 93 (6th Ave) Pavement Improvements	New; Add to FY27-30 TIP
C50-01	0909-39-136	Ashley Drive Connection	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Let Date Change: <ul style="list-style-type: none"> • Original Let Date: 2026 • Updated Let Date: 2028
C50-04d	0231-02-070	BUS 190 Phase 4	New; Add to FY27-30 TIP
D50-02	0909-36-211	Front Ave Downtown Connector	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H40-03c	3409-01-011	Chaparral Road Phase 3A	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H50-04a	2696-02-010	FM 3423 (Indian Trail) Pedestrian Improvements Project	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Update Project Name:

			<ul style="list-style-type: none"> Original Project Name: FM 3423 (Indian Trail Drive) Sidewalk Phase 1 Updated Project Name: FM 3423 (Indian Trail) Pedestrian Improvements Project
K30-13a	0909-36-175	Chaparral Rd Phase 1A	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Limit Change: <ul style="list-style-type: none"> Original Limits: SH 195 to E Trimmier Rd Updated Limits: SH 195 to Chaparral High School
K45-03	0909-36-185	W Rancier Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
N40-11	0909-36-207	Nolan Creek Off System Trail	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Let Date Change: <ul style="list-style-type: none"> Original Let Date: 2027 Updated Let Date: 2028
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
T50-07	0909-36-206	Cedar Road Safety Crossing	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
W40-04b	2502-01-024	Loop 121 Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP

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.

March 24, 2026

Transportation Planning Policy Board

Agenda Item # 8

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.



**Proposed Amendments to
2050 Metropolitan
Transportation Plan
and
FY27-30 Transportation
Improvement Program**

Public Comment Period

Begins on March 23, 2026
and ends on April 27, 2026



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Overview of Public Engagement

Who • What • Why • Where • When • How

OVERVIEW OF PUBLIC ENGAGEMENT

The Killeen–Temple Metropolitan Planning Organization’s (KTMPO) Public Engagement Plan reflects a strong commitment to meaningful, community-centered public involvement. KTMPO seeks to go beyond basic regulatory requirements by ensuring that public engagement activities are accessible, representative, and responsive to the communities it serves.

Guided by these principles, KTMPO focuses on creating opportunities for residents to participate in ways that are clear, open, and designed to encourage broad involvement. As engagement progresses toward deeper collaboration, strong partnerships emerge between the public and regional transportation planners. This process ensures that community perspectives—through feedback, comments, and concerns—meaningfully influence transportation decisions.

Authentic community partnerships are built when planning concerns are simultaneously shifted between the public and decision-makers through policy boards and advisory committees with continued communication toward resolving transportation related issues.

WHO?

This public involvement opportunity is open to and intended for:

- Residents and commuters within the KTMPO planning area
- Local governments and elected officials
- Transportation agencies and service providers
- Businesses, freight operators, and employers
- Community organizations and advocacy groups
- Traditionally underserved populations, including low-income and minority communities, older adults, and individuals with disabilities
- And YOU!

Public input helps ensure regional transportation plans and programs reflect the needs, priorities, and values of the community.

WHAT ARE THE METROPOLITAN TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM?

METROPOLITAN TRANSPORTATION PLAN (MTP)

The Metropolitan Transportation Plan (MTP) is KTMPO's long-range transportation plan. It looks ahead 25 years and guides how the region plans, prioritizes, and invests in transportation improvements.

The 2050 MTP is the current version of this plan. It identifies transportation needs and projects through the year 2050.

What projects are included?

The plan includes:

- Funded projects – Projects expected to receive funding within the 25-year planning period
- Unfunded but regionally significant projects – Important projects that are needed but do not yet have identified funding

Projects are prioritized over the short and long term based on regional needs, goals, and available funding.

The funded project list only includes projects that can realistically be paid for. This means the total cost of projects cannot exceed the funding KTMPO expects to receive over the 25-year period.

REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects are transportation projects that serve important travel needs across the region. These include facilities that provide access to and from areas outside the region, connect major activity centers such as employment hubs, schools, medical centers, shopping areas, or support major developments like new retail centers, sports complexes, or transportation terminals.

These projects are big enough to matter at the regional level, so they're included in transportation planning and travel forecasts. That usually means major roads, like key highways, as well as transit options that give people another choice besides driving, such as rail or bus rapid transit. Because these projects can affect how traffic moves across the region, they are reviewed through the region's congestion management process. This helps planners work with partners to identify potential traffic issues early and consider

strategies—such as improved operations, safety enhancements, or transit options—to keep people and goods moving reliably.

Federal regulations require Metropolitan Planning Organizations (MPOs) to include new roadways, major road expansions, and new interchange construction in regional planning efforts, even when these projects are funded entirely with local dollars. Including these projects helps ensure transparency, coordination, and consideration of potential impacts on traffic patterns and air quality across the region.

Staff is working closely with stakeholders to identify transportation projects that have regional significance and provide benefits across the region.

WHY DOES BEING IN THE 2050 MTP MATTER?

A project must be included in the funded section of the 2050 MTP to be eligible for state or federal transportation funding. Once the plan is adopted, changes are made through either formal or administrative amendment.

TYPES OF AMENDMENTS

- Formal amendments are used for major changes and require public review and comment.
- Administrative amendments are used for minor changes that do not affect project intent or scope and do not require public review.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a short-range, four-year transportation planning document that identifies transportation 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 selected based on project readiness, regional priority, and the availability of funding identified in the Texas Department of Transportation's (TxDOT) most recent Unified Transportation Program (UTP).

Developed in coordination with local stakeholders and regional partners, as well as state and federal agencies, the Transportation Improvement Program (TIP) outlines regionally significant transportation projects and is updated every two years to reflect the most current project information and funding assumptions. KTMPO adopted the current TIP in 2024, covering fiscal years 2025–2028 (FY25–28). KTMPO is now rolling out the next TIP update for

fiscal years 2027–2030 (FY27–30), providing the public an opportunity to learn about and comment on proposed transportation investments in the region.

The TIP serves as a critical link between long-range planning and project delivery, identifying transportation projects that are ready to move forward with available funding. Any changes to the TIP are reflected in the MTP, and updates to the MTP are likewise incorporated into the TIP to ensure consistency across plans.

WHAT IS CHANGING IN THE 2050 MTP AND FY 27-30 TIP?

Proposed Formal Amendments

KTMPO is updating the 2050 MTP to add two highway projects and delete three highway projects. At the request of the City of Belton, Projects B45-01b and B50-03 were removed as they no longer align with the City of Belton’s Long-Term Plan. Project B45-12 is expected to be added back as part of the IH-35 reconstruction effort.

The Draft FY 2027–2030 TIP includes 18 highway projects and 28 transit projects that are either being carried forward from the previous TIP or newly added. Several projects reflect updated letting dates, which indicate when a project is expected to begin the bidding process, as well as revised project details based on the most current information available.

WHERE ARE THE PROJECTS?

2050 MTP

ADDED:

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

DELETED:

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

FY27-30 TIP

HIGHWAY PROJECTS:

MPO ID	CSJ	Project Name	Amendment
B40-07a	0909-36-210	Connell Street Reconstruction Phase 1	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-08	0909-36-205	Sparta Road SUP	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-11b	Not set	Wheat Road Phase 2	New; Add to FY27-30 TIP
B45-02(1)	0015-05-051	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B45-02(2)	0015-18-007	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B50-01	Not set	FM 93 (6th Ave) Pavement Improvements	New; Add to FY27-30 TIP
C50-01	0909-39-136	Ashley Drive Connection	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Let Date Change: <ul style="list-style-type: none"> Original Let Date: 2026 Updated Let Date: 2028
C50-04d	0231-02-070	BUS 190 Phase 4	New; Add to FY27-30 TIP
D50-02	0909-36-211	Front Ave Downtown Connector	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H40-03c	3409-01-011	Chaparral Road Phase 3A	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H50-04a	2696-02-010	FM 3423 (Indian Trail) Pedestrian Improvements Project	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Update Project Name: <ul style="list-style-type: none"> Original Project Name: FM 3423 (Indian Trail Drive) Sidewalk Phase 1 Updated Project Name: FM 3423 (Indian Trail) Pedestrian Improvements Project
K30-13a	0909-36-175	Chaparral Rd Phase 1A	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Limit Change: <ul style="list-style-type: none"> Original Limits: SH 195 to E Trimmier Rd

			<ul style="list-style-type: none"> Updated Limits: SH 195 to Chaparral High School
K45-03	0909-36-185	W Rancier Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
N40-11	0909-36-207	Nolan Creek Off System Trail	<ol style="list-style-type: none"> Carrying forward from FY25-28 TIP; Add to FY27-30 TIP Let Date Change: <ul style="list-style-type: none"> Original Let Date: 2027 Updated Let Date: 2028
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
T50-07	0909-36-206	Cedar Road Safety Crossing	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
W40-04b	2502-01-024	Loop 121 Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP

TRANSIT PROJECTS:

FY 2027–2028: These funds are carried forward from previous years and remain available for use during this period. With HOP operating primarily as a microtransit, van-based system, ADA funds are planned to support operational needs, including facility and shop improvements.

Federal Funding Category 5310 in the amount of \$276,177 will be used to purchase one ADA-compliant vehicle. The remaining funds will be applied toward the purchase of a second ADA-compliant vehicle.

FY 2029–2030: This is new funding and will support continued transit operations and help keep the fleet safe, reliable, and well-maintained for riders.

WHEN?

The Public Comment Period begins on March 23, 2026, and ends on April 27, 2026.

HOW DO I GET INVOLVED?

KTMPO values public input. During the public comment period, there are several ways to share your feedback, including social media emoji reactions, email, mail, or attending a public meeting.

- Feedback may be submitted by using social media emoji reactions. A 👍 (thumbs up) indicates support, while a 😡 (angry face) indicates opposition. Facebook www.facebook.com/KTMPO/

- Attend a Public Meeting
 - 1) Wednesday, April 1, 2026 from 12 – 3pm
Copperas Cove Public Library
501 South Main Street, Copperas Cove TX 76522

2) Date / Time / Location: TBD

Public meeting details will be posted on the KTMPO website and social media once scheduled.

- Email Comments to KTMPO at ktmpo@ctcog.org
- 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.

Language Assistance & ADA Accommodations

Español



ESPAÑOL

La reunión sobre las enmiendas propuestas al Plan Metropolitano de Transporte y al Programa de Mejora del Transporte se celebrará en inglés. Si necesita un intérprete o un traductor de documentos porque su lengua materna no es el inglés o tiene dificultades para comunicarse eficazmente en este idioma, se le proporcionará uno. Si tiene alguna discapacidad y necesita ayuda, se pueden realizar adaptaciones especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción, o si tiene una discapacidad y requiere adaptaciones para asistir y participar en las reuniones públicas, póngase en contacto con Anita Janke en la MPO de Killeen-Temple llamando al 254-770-2364 antes de las 4:00 p. m., hora central, al menos tres días antes de la reunión pública.

***NOTE OF BASIC REQUIREMENT**

Please note that public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) and TIP development (and/or other planning documents) will satisfy the Program of Projects requirements of the Urbanized Area Formula Program (FTA Section 5307) operated by Hill Country Transit District (HCTD), the transit provider for the region.

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodation and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 at least 24 hours in advance if accommodation is needed.

2050 MTP

PROJECT NAME:

Chaparral Rd Phase B

PROJECT ID:

K30-13b

LIMITS TO:

FM 3481 (Stillhouse Lake Road)

LIMITS FROM:

Chaparral High School

Widen Chaparral Road from 2 lanes undivided to 4 lanes divided with a raised median. The project also proposed to add 12' shared use paths to both sides of the road, add signal or roundabout improvements to 2-3 intersections, and replace/widen the bridge.

LEGEND

— Current Project



PROJECT NAME:

Sparta Rd Widening

PROJECT ID:

W30-17

LIMITS TO:

Wheat Rd

LIMITS FROM:

SH 317

Widen from 2 to 4 Lanes;
Divided with Shared Use
Path

LEGEND

— Current Project





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FY27-30 TIP HIGHWAY PROJECTS

PROJECT NAME:

Connell Street
Reconstruction Phase 1

PROJECT ID:

B40-07a

LIMITS TO:

0.3 miles N of Huey Rd

LIMITS FROM:

Loop 121

Widen Connell St between
Loop 121 and 0.3 miles N
of Huey Rd from 2 to 4
lanes with a 5' sidewalk.

LEGEND

— Current Project



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2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-210	2027	CS	C	BELTON	\$ 4,695,000	
LIMITS FROM Loop 121		PROJECT SPONSOR Belton							
LIMITS TO 0.3 miles N of Huey Rd		REVISION DATE 07/2026							
PROJECT Widen Connell St between Loop 121 and 0.3 miles N of Huey Rd from 2 to 4 lanes w		MPO PROJ NUM B40-07a							
DESCR ith a 5' sidewalk.		FUNDING CAT(S) 7							
REMARKS Connell Street Reconstruction Phase 1			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 100,000	COST OF APPROVED PHASES \$ 4,695,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 408,700		7	\$ 3,756,000	\$ 0	\$ 0	\$ 939,000	\$ 0	\$ 4,695,000
CONSTR	\$ 4,695,000		TOTAL	\$ 3,756,000	\$ 0	\$ 0	\$ 939,000	\$ 0	\$ 4,695,000
CONST ENG	\$ 0								
CONTING	\$ 612,324								
INDIRECT	\$ 0								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 5,816,024								

PROJECT NAME:

Sparta Road SUP

PROJECT ID:

B40-08

LIMITS TO:

Dunn's Canyon Rd

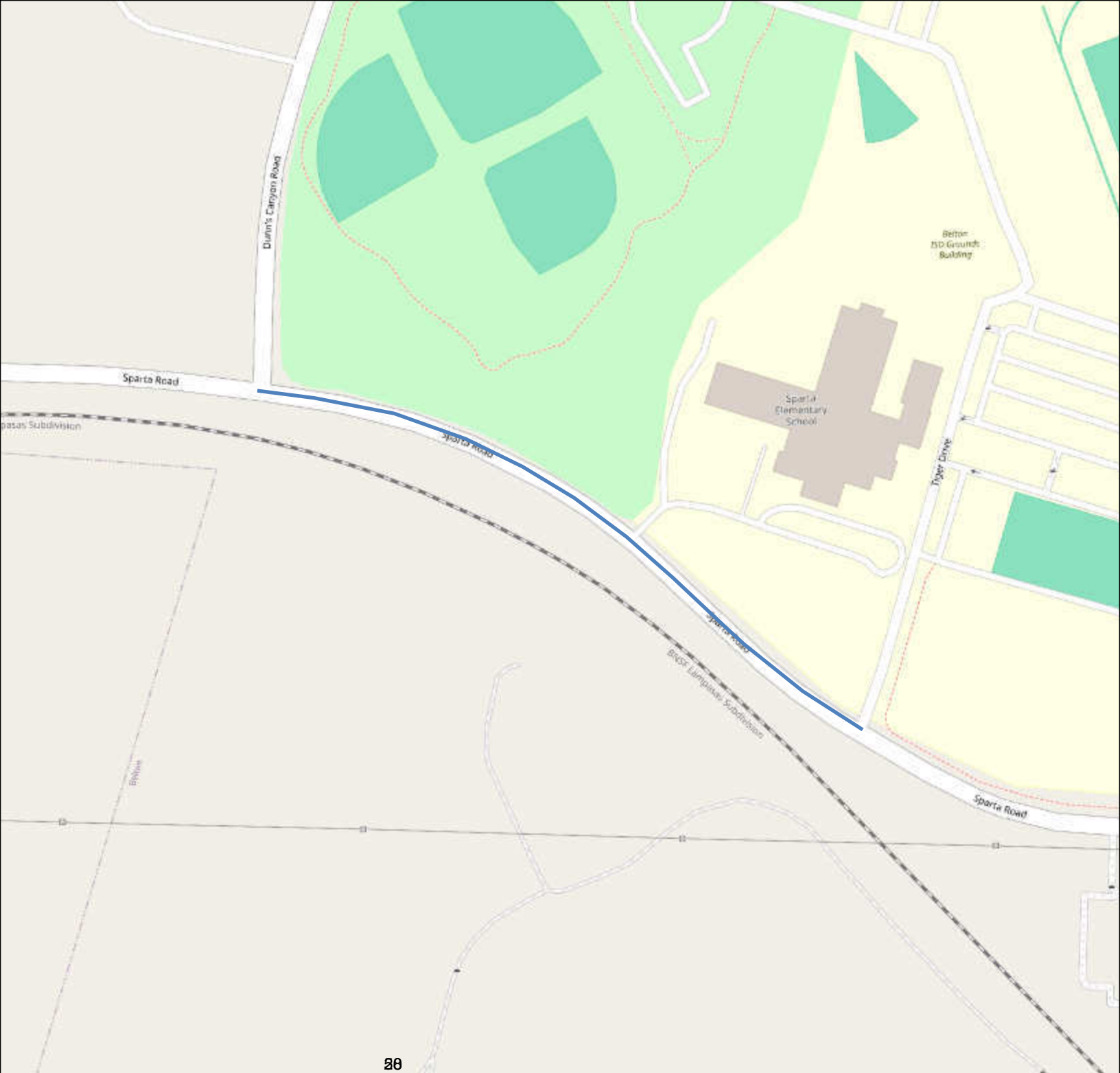
LIMITS FROM:

Tiger Dr

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

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-205	2028	VA	C	BELTON	\$ 845,000	
LIMITS FROM Tiger Dr		PROJECT SPONSOR Belton							
LIMITS TO Dunn's Canyon Rd		REVISION DATE 07/2026							
PROJECT Construct a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunns Canyon Rd to Tiger Drive.		MPO PROJ NUM B40-08							
DESCR		FUNDING CAT(S) 9TAP							
REMARKS Sparta Road SUP. 05/2025 administrative amendment I		PROJECT HISTORY							
P7 et date change. 9TAP monies will be used to construct the Shared Use Path (SUP).									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	40,419	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 676,000	\$ 0	\$ 0	\$ 169,000	\$ 0	\$ 845,000
CONSTR \$	845,000		TOTAL	\$ 676,000	\$ 0	\$ 0	\$ 169,000	\$ 0	\$ 845,000
CONST ENG \$	64,754								
CONTING \$	42,484								
INDIRECT \$	23,921								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,016,578								

PROJECT NAME:
 Wheat Road Phase 2

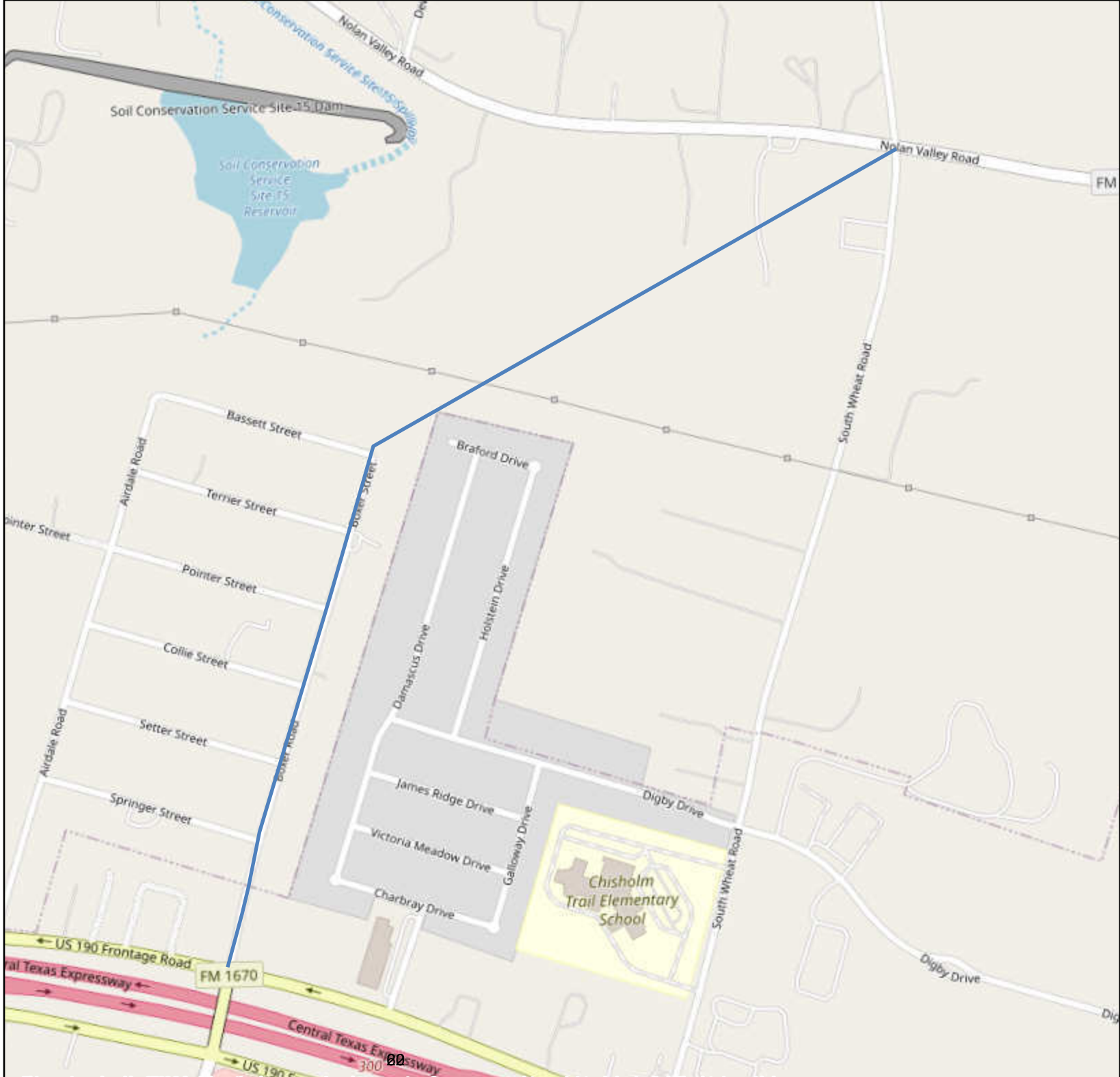
PROJECT ID:
 B40-11b

LIMITS TO:
 FM93/2nd

LIMITS FROM:
 IH 14

This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of the road.

LEGEND
 — Current Project



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2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0000-00-000	2027	CS	C	BELTON	\$ 4,052,000	
LIMITS FROM IH 14							PROJECT SPONSOR Belton		
LIMITS TO FM93/2nd							REVISION DATE 07/2026		
PROJECT This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of t							MPO PROJ NUM B40-11b		
DESCR he road. Minor Collector-T-Plan Classification.							FUNDING CAT(S) 7		
REMARKS Wheat Road Phase 2					PROJECT HISTORY				
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 3,241,600	\$ 0	\$ 0	\$ 810,400	\$ 0	\$ 4,052,000
CONSTR \$	4,052,000		TOTAL	\$ 3,241,600	\$ 0	\$ 0	\$ 810,400	\$ 0	\$ 4,052,000
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	4,052,000								

PROJECT NAME:

Part 1 of the E 6th Ave
 Project (B45-02)

PROJECT ID:

B45-02 (1)

LIMITS TO:

FM 817 (Waco Rd)

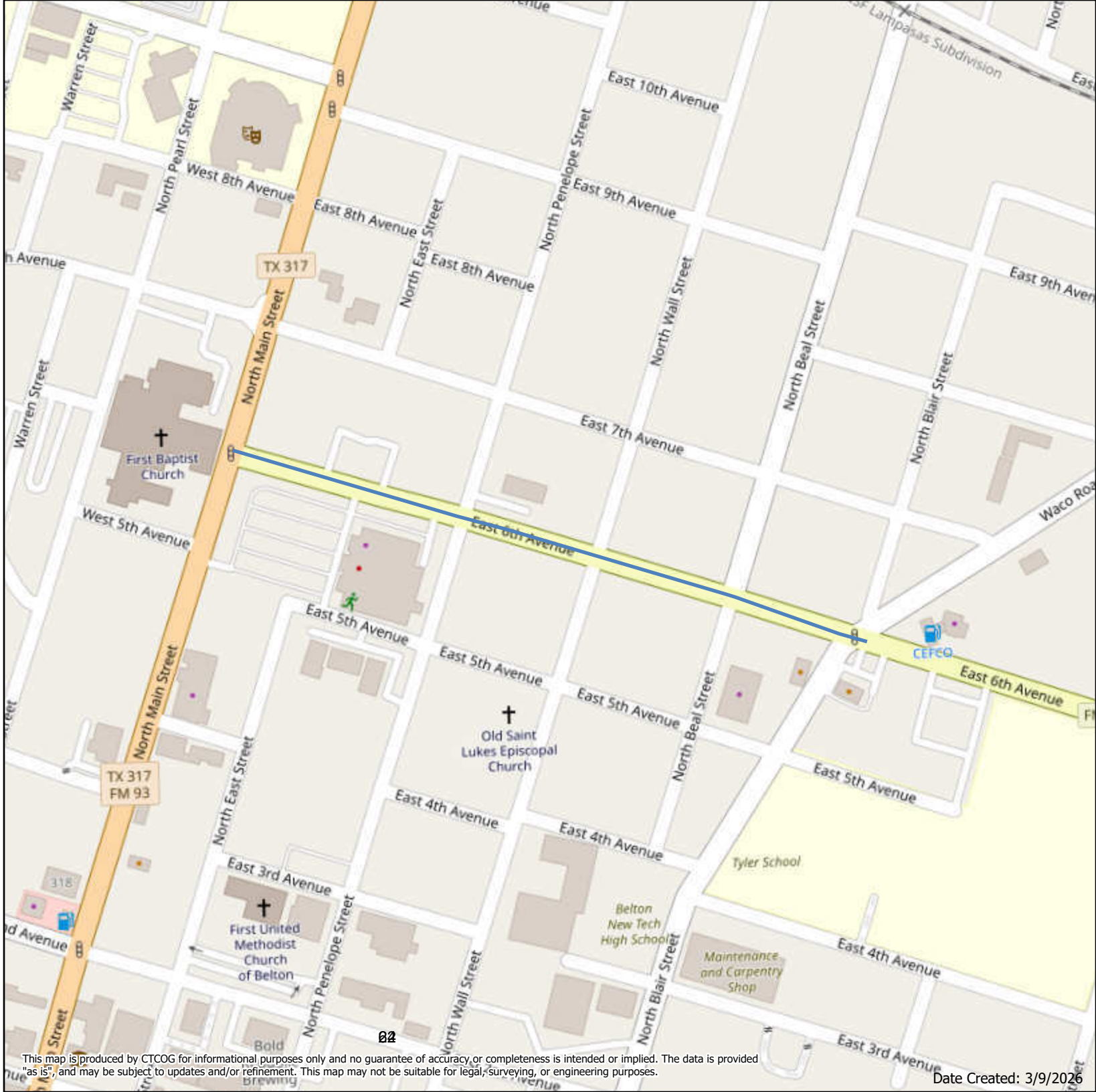
LIMITS FROM:

SH 317 (Main St)

Construct 5 ft sidewalks
 along both sides of E 6th
 Ave (FM 93) from SH 317
 (Main St.) to Waco Rd
 (FM 817).

LEGEND

— Current Project



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2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0015-05-051	2027	FM 93	C	BELTON	\$ 637,620	
LIMITS FROM SH 317 (Main St)		PROJECT SPONSOR BELTON							
LIMITS TO FM 817 (Waco Rd)		REVISION DATE 07/2026							
PROJECT Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from SH 317 (Main		MPO PROJ NUM B45-02							
DESCR St) to FM 817 (Waco Rd)		FUNDING CAT(S) 7							
REMARKS Part 1 of the E 6th Ave Project (B45-02)			PROJECT HISTORY March 2022 KTMPO selected project						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	127,473	COST OF APPROVED PHASES \$ 637,620	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 510,096	\$ 0	\$ 0	\$ 127,524	\$ 0	\$ 637,620
CONSTR \$	637,620		TOTAL	\$ 510,096	\$ 0	\$ 0	\$ 127,524	\$ 0	\$ 637,620
CONST ENG \$	229,191								
CONTING \$	51,010								
INDIRECT \$	75,443								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,120,737								

PROJECT NAME:

Part 2 of the E 6th Ave
 Project (B45-02)

PROJECT ID:

B45-02 (2)

LIMITS TO:

IH-35

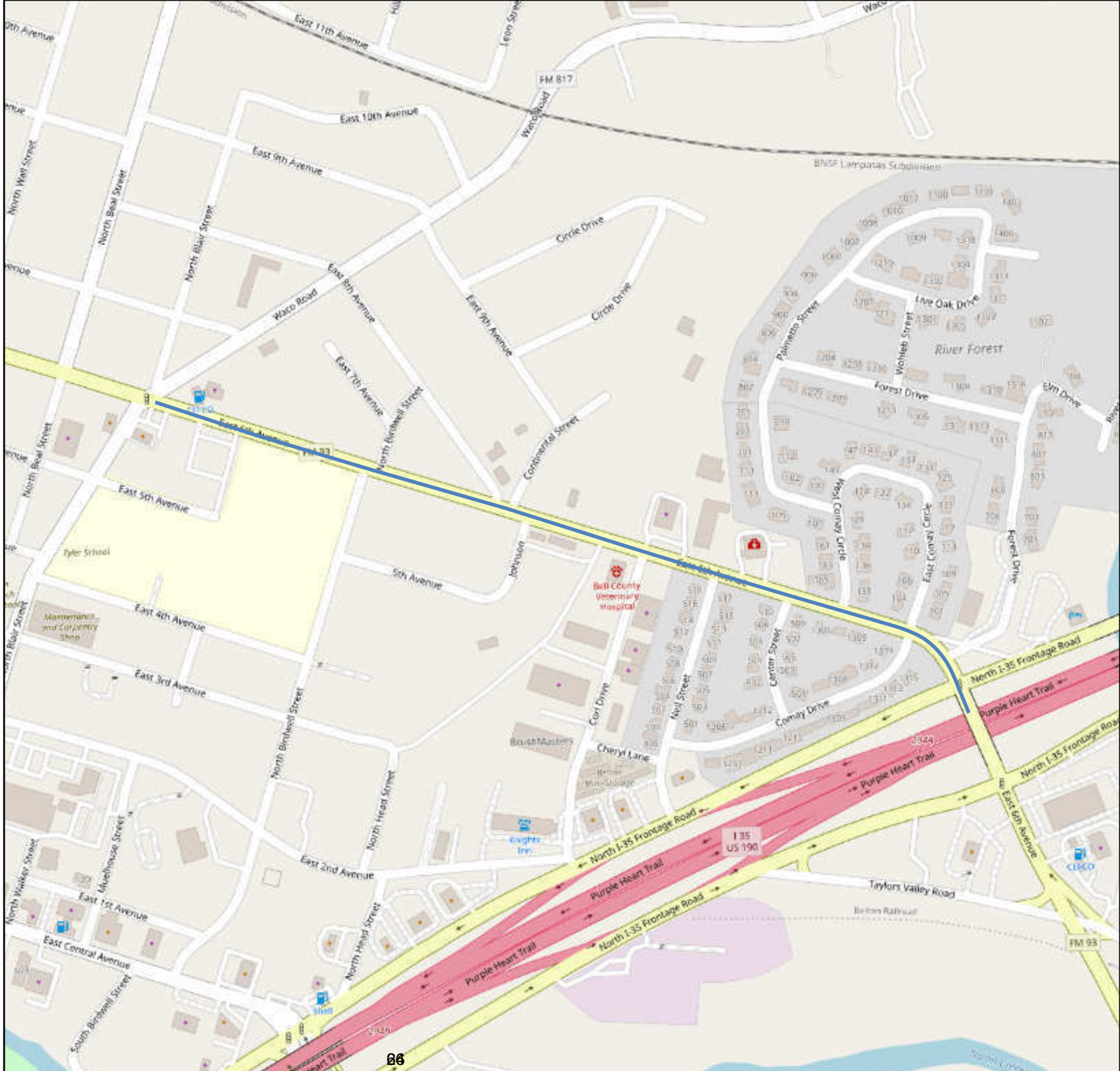
LIMITS FROM:

FM 817 (Waco Rd)

Construct 5 ft sidewalks
 along both sides of E 6th
 Ave (FM 93) from Waco
 Rd (FM 817) to IH-35

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0015-18-007	2027	FM 93	C	BELTON	\$	1,912,860
LIMITS FROM FM 817 (Waco Rd)							PROJECT SPONSOR BELTON		
LIMITS TO IH-35							REVISION DATE 07/2026		
PROJECT Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from FM 817 (Waco							MPO PROJ NUM B45-02		
DESCR Rd) to IH-35							FUNDING CAT(S) 7		
REMARKS Part 2 of the E 6th Ave Project (B45-02)				PROJECT HISTORY March 2022 KTMPO selected project					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG	\$ 127,473	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 1,530,288	\$ 0	\$ 0	\$ 382,572	\$ 0	\$ 1,912,860
CONSTR	\$ 1,912,860		TOTAL	\$ 1,530,288	\$ 0	\$ 0	\$ 382,572	\$ 0	\$ 1,912,860
CONST ENG	\$ 229,191								
CONTING	\$ 51,010		\$ 1,912,860						
INDIRECT	\$ 75,443								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 2,395,977								

PROJECT NAME:

FM 93 (6th Ave) Pavement Improvements

PROJECT ID:

B50-01

LIMITS TO:

6th Avenue to IH-35

LIMITS FROM:

Main Street (FM317) at 6th Avenue

Refreshing the streetscape by milling overlaying the travel lanes.

LEGEND

— Current Project



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2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0000-00-000	2027	FM 93	C	BELTON	\$ 987,000	
LIMITS FROM Main Street (FM317) at 6th Avenue			PROJECT SPONSOR Belton						
LIMITS TO 6th Avenue to IH-35			REVISION DATE 07/2026						
PROJECT Refreshing the streetscape by milling overlaying the travel lanes. Major Arteria			MPO PROJ NUM B50-01						
DESCR I-T Plan Classification.			FUNDING CAT(S) 7						
REMARKS FM 93 (6th Ave) Pavement Improvements			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 789,600	\$ 0	\$ 0	\$ 197,400	\$ 0	\$ 987,000
CONSTR	\$ 987,000		TOTAL	\$ 789,600	\$ 0	\$ 0	\$ 197,400	\$ 0	\$ 987,000
CONST ENG	\$ 0								
CONTING	\$ 0								
INDIRECT	\$ 0								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 987,000								

PROJECT NAME:

Ashley Connection

PROJECT ID:

C50-01

LIMITS TO:

FM 116 (N. 1st Street)

LIMITS FROM:

Concord Drive

Extend Ashley Drive by constructing a new 4 lane undivided street with sidewalks on both sides from Concord Drive to FM 116 (N. 1st Street); construct new intersection at FM 116.

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	CORYELL	0909-39-136	2028	CS	C	COPPERAS COVE	\$ 1,267,000	
LIMITS FROM Concord Drive		PROJECT SPONSOR Copperas Cove							
LIMITS TO FM 116 (N. 1st Street)		REVISION DATE 07/2026							
PROJECT Extend Ashley Drive by constructing a new 4 lane undivided street with sidewalks		MPO PROJ NUM C50-01							
DESCR on both sides from Concord Drive to FM 116 (N. 1st Street); construct new inter section at FM 116.		FUNDING CAT(S) 7							
REMARKS			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	158,375	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 1,013,600	\$ 0	\$ 0	\$ 253,400	\$ 0	\$ 1,267,000
CONSTR \$	1,267,000		TOTAL	\$ 1,013,600	\$ 0	\$ 0	\$ 253,400	\$ 0	\$ 1,267,000
CONST ENG \$	158,375								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,583,750								

PROJECT NAME:

BUS 190 Reconstruction
Phase 4

PROJECT ID:

C50-04d

LIMITS TO:

E Ave D

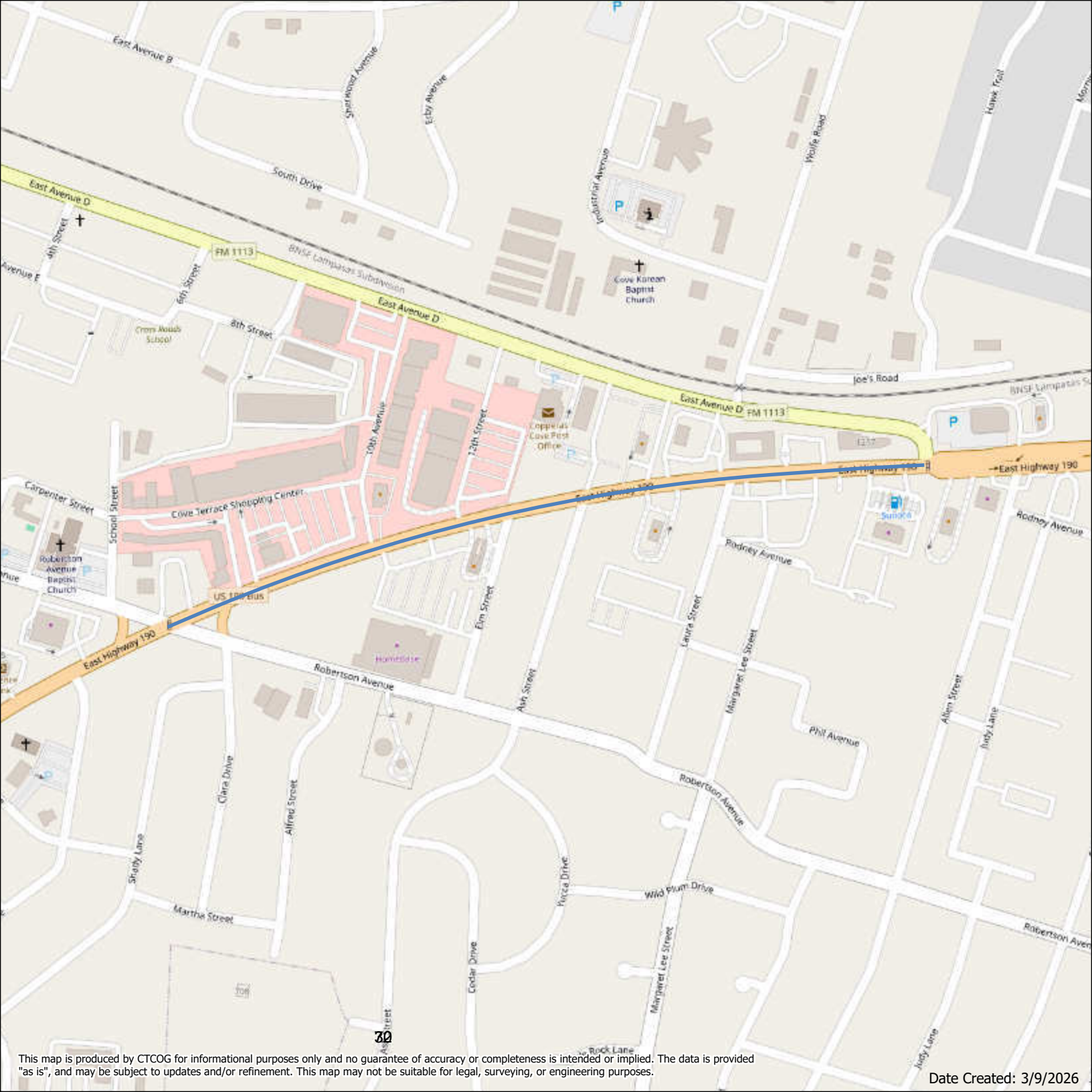
LIMITS FROM:

Robertson Ave

Remove two-way shared left turn lane on BUS 190 from Robertson Ave to E Ave D, construct a raised median, and add an 11' shared use path and 6' sidewalk.

LEGEND

— Current Project



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2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	CORYELL	0231-02-070	2029	SH 190	C	COPPERAS COVE	\$ 10,133,000	
LIMITS FROM Robertson Ave		PROJECT SPONSOR Copperas Cove							
LIMITS TO E Ave D		REVISION DATE 07/2026							
PROJECT Remove two-way shared left turn lane on BUS 190 from Robertson Ave to E Ave D, c		MPO PROJ NUM C50-04d							
DESCR onstruct a raised median, and add an 11' shared use path and 6' sidewalk.		FUNDING CAT(S) 2							
REMARKS BUS 190 Reconstruction Phase 4		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 451,342	COST OF APPROVED PHASES \$ 10,133,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		2	\$ 8,106,400	\$ 2,026,600	\$ 0	\$ 0	\$ 0	\$ 10,133,000
CONSTR	\$ 10,133,000		TOTAL	\$ 8,106,400	\$ 2,026,600	\$ 0	\$ 0	\$ 0	\$ 10,133,000
CONST ENG	\$ 677,935								
CONTING	\$ 163,756								
INDIRECT	\$ 267,121								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 11,693,154								

PROJECT NAME:

Front Ave Downtown
 Connector

PROJECT ID:

D50-02

LIMITS TO:

Settlers Point Plaza

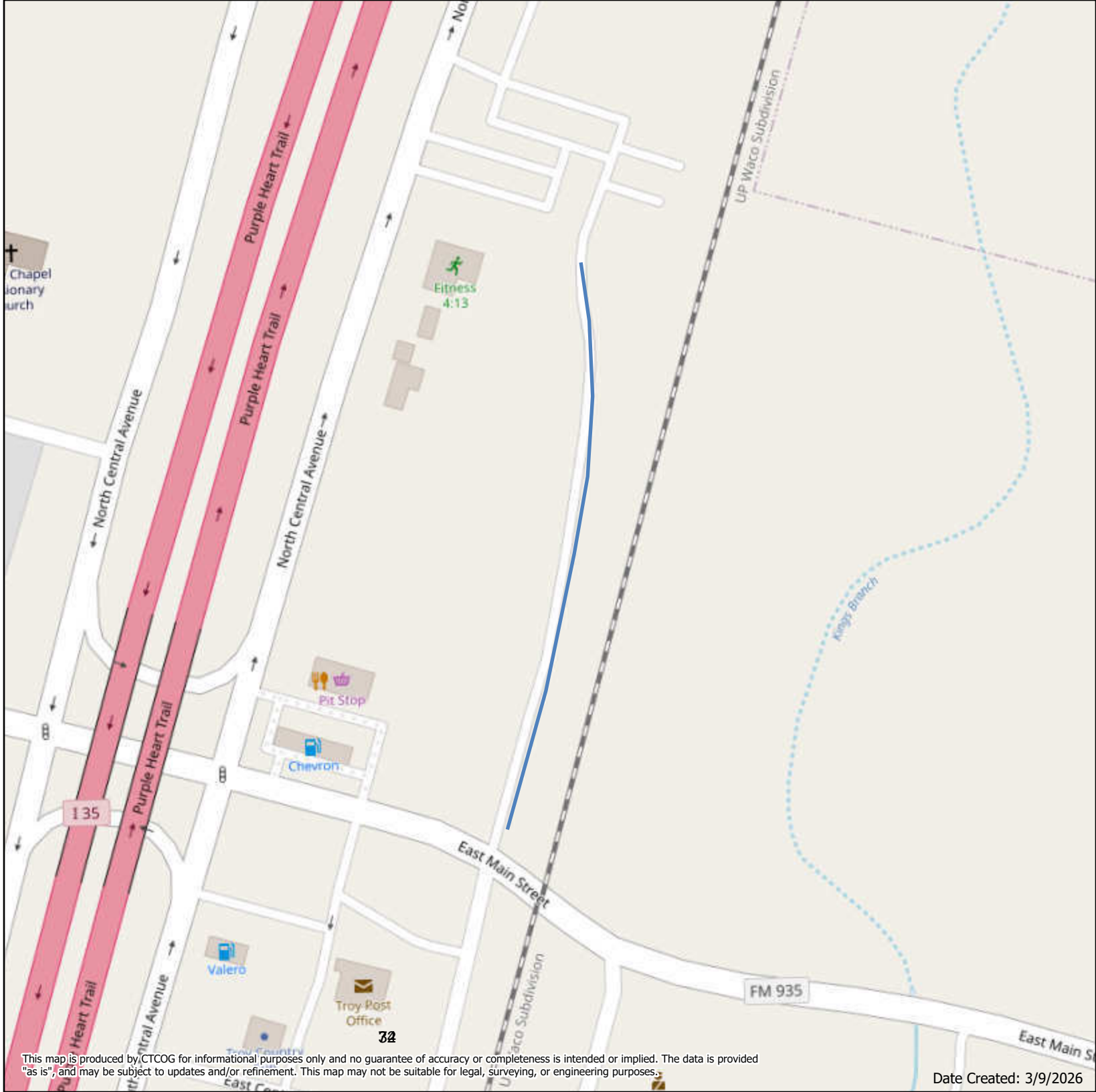
LIMITS FROM:

E Main St

Reconstruct Front Ave
 between E Main St and
 Settlers Point Plaza as a 2-
 lane asphalt roadway with
 curb and gutter; add a 10-
 foot wide shared use path
 and reconstruct the
 existing culvert.

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-211	2028	CS	C	TROY	\$ 1,490,630	
LIMITS FROM E Main St							PROJECT SPONSOR Troy		
LIMITS TO Settlers Point Plaza							REVISION DATE 07/2026		
PROJECT DESCR Reconstruct Front Ave between E Main St and Settlers Point Plaza as a 2-lane asphalt roadway with curb and gutter; add a 10-foot wide shared use path and reconstruct the existing culvert.							MPO PROJ NUM D50-02		
							FUNDING CAT(S) 7		
REMARKS			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	182,891	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 1,192,504	\$ 0	\$ 0	\$ 298,126	\$ 0	\$ 1,490,630
CONSTR \$	1,490,630		TOTAL	\$ 1,192,504	\$ 0	\$ 0	\$ 298,126	\$ 0	\$ 1,490,630
CONST ENG \$	177,891								
CONTING \$	0								
INDIRECT \$	223,595								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	2,075,007								

PROJECT NAME:

Warriors Path Upgrade
 Phase 3

PROJECT ID:

H30-05c

LIMITS TO:

Nolan Middle School

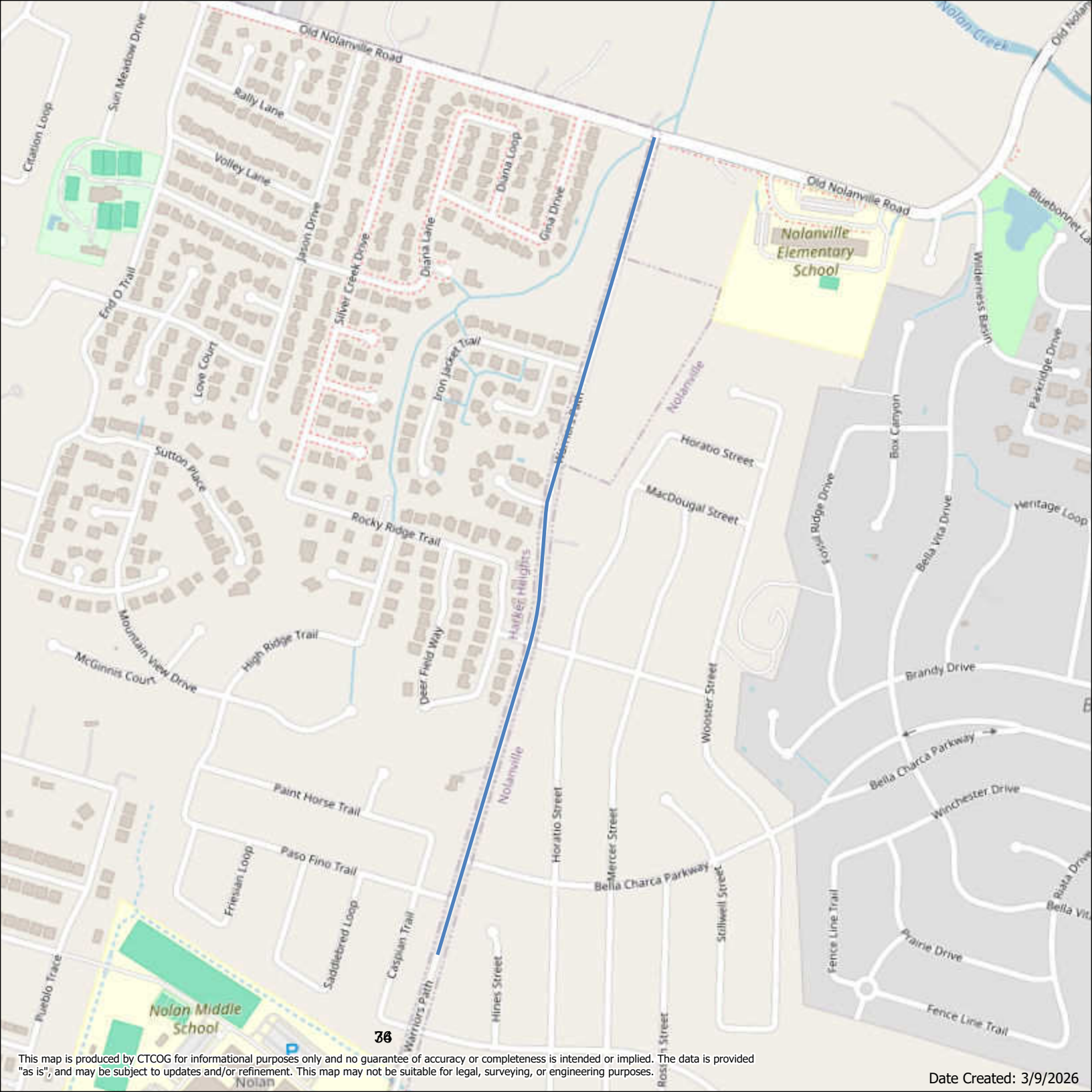
LIMITS FROM:

Old Nolanville Road

Upgrade Warriors Path between Nolan MS and Old Nolanville Road by adding a left turn lane, curb & gutter, and sidewalks; add a traffic signal at the Old Nolanville Rd intersection.

LEGEND

— Current Project



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2027-2030 STIP		07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
WACO	KILLEEN-TEMPLE	BELL	0909-36-209	2028	CS	C	HARKER HEIGHTS	\$ 5,500,000
LIMITS FROM Old Nolanville Road		PROJECT SPONSOR Harker Heights						
LIMITS TO Nolan Middle School		REVISION DATE 07/2026						
PROJECT Upgrade Warriors Path between Nolan MS and Old Nolanville Road by adding a left		MPO PROJ NUM H30-05c						
DESCR turn lane, curb & gutter, and sidewalks; add a traffic signal at the Old Nolanville Rd intersection.		FUNDING CAT(S) 7						
REMARKS Warriors Path Upgrade Phase 3		PROJECT HISTORY						
P7								
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 257,971	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0	7	\$ 4,400,000	\$ 0	\$ 0	\$ 1,100,000	\$ 0	\$ 5,500,000
CONSTR	\$ 5,500,000	TOTAL	\$ 4,400,000	\$ 0	\$ 0	\$ 1,100,000	\$ 0	\$ 5,500,000
CONST ENG	\$ 286,400							
CONTING	\$ 172,129	COST OF APPROVED PHASES						
INDIRECT	\$ 152,676	\$ 5,500,000						
BOND FIN	\$ 0							
PT CHG ORD	\$ 0							
TOTAL CST	\$ 6,369,176							

PROJECT NAME:

Chaparral Road Phase 3A

PROJECT ID:

H40-03c

LIMITS TO:

0.3 mi S of Chaparral road

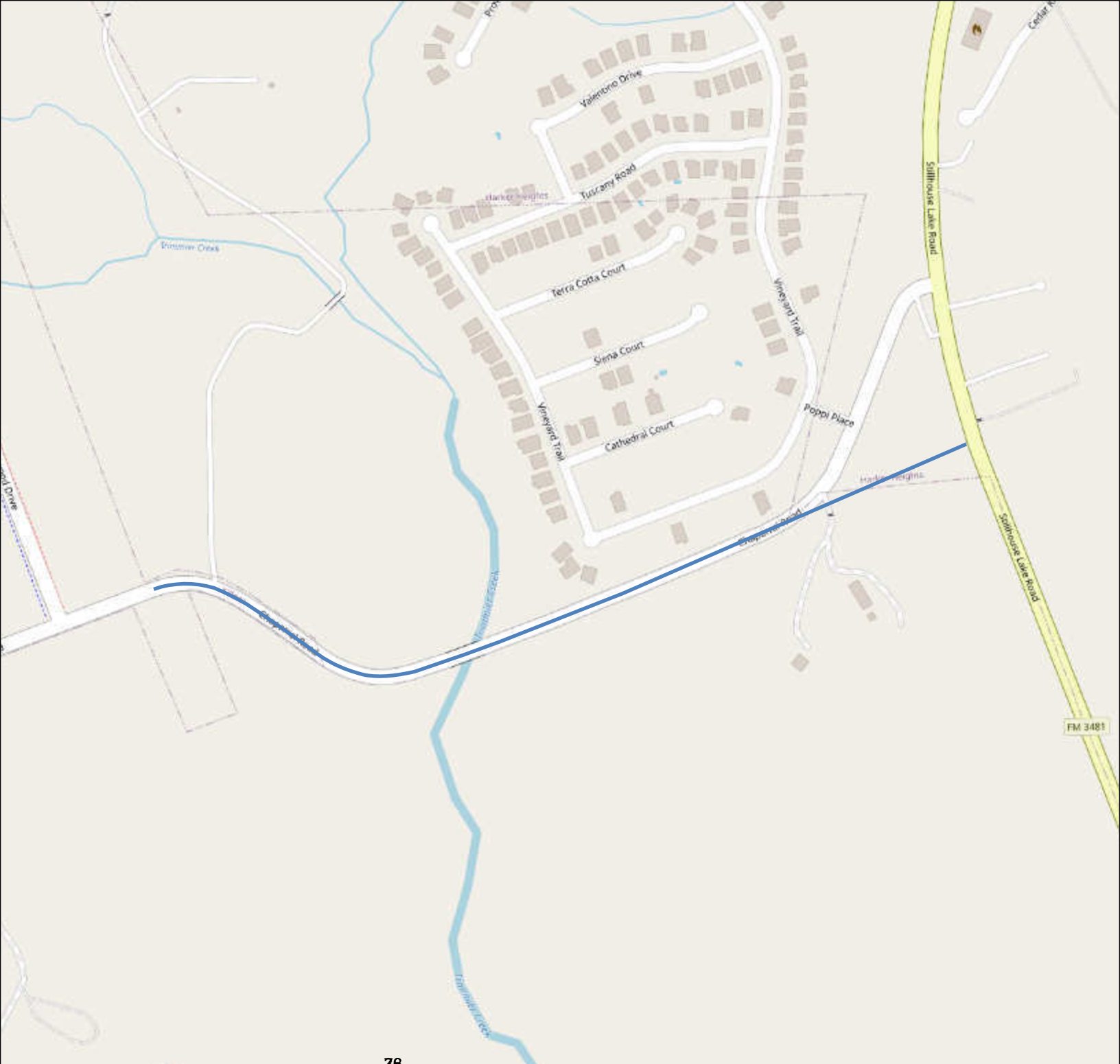
LIMITS FROM:

0.3 mi N of Chaparral Road

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

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	3409-01-011	2028	FM 3481	C	HARKER HEIGHTS	\$ 6,678,325	
LIMITS FROM 0.3 mi N of Chaparral Road		PROJECT SPONSOR Harker Heights							
LIMITS TO 0.3 mi S of Chaparral road		REVISION DATE 07/2026							
PROJECT Construct new signalized intersection on FM 3481 approximately 0.12 mi S of exis		MPO PROJ NUM H40-03c							
DESCR ting intersection. Realign Chaparral Road, construct an approximate 20ft retaining wall, and widen to 2-lanes with a turn lane at the FM 3481 intersection.		FUNDING CAT(S) 2, 3LC							
REMARKS Chaparral Road Phase 3A		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 320,296	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 135,000		2	\$ 4,542,660	\$ 1,135,665	\$ 0	\$ 0	\$ 0	\$ 5,678,325
CONSTR	\$ 6,678,325		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 1,000,000
CONST ENG	\$ 513,127		TOTAL	\$ 4,542,660	\$ 1,135,665	\$ 0	\$ 0	\$ 1,000,000	\$ 6,678,325
CONTING	\$ 336,660								
INDIRECT	\$ 189,563								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 8,172,971								

PROJECT NAME:

FM 3423 (Indian Trail)
Pedestrian Improvements
Project

PROJECT ID:

H50-04a

LIMITS TO:

0.3 mi. N of IH-14

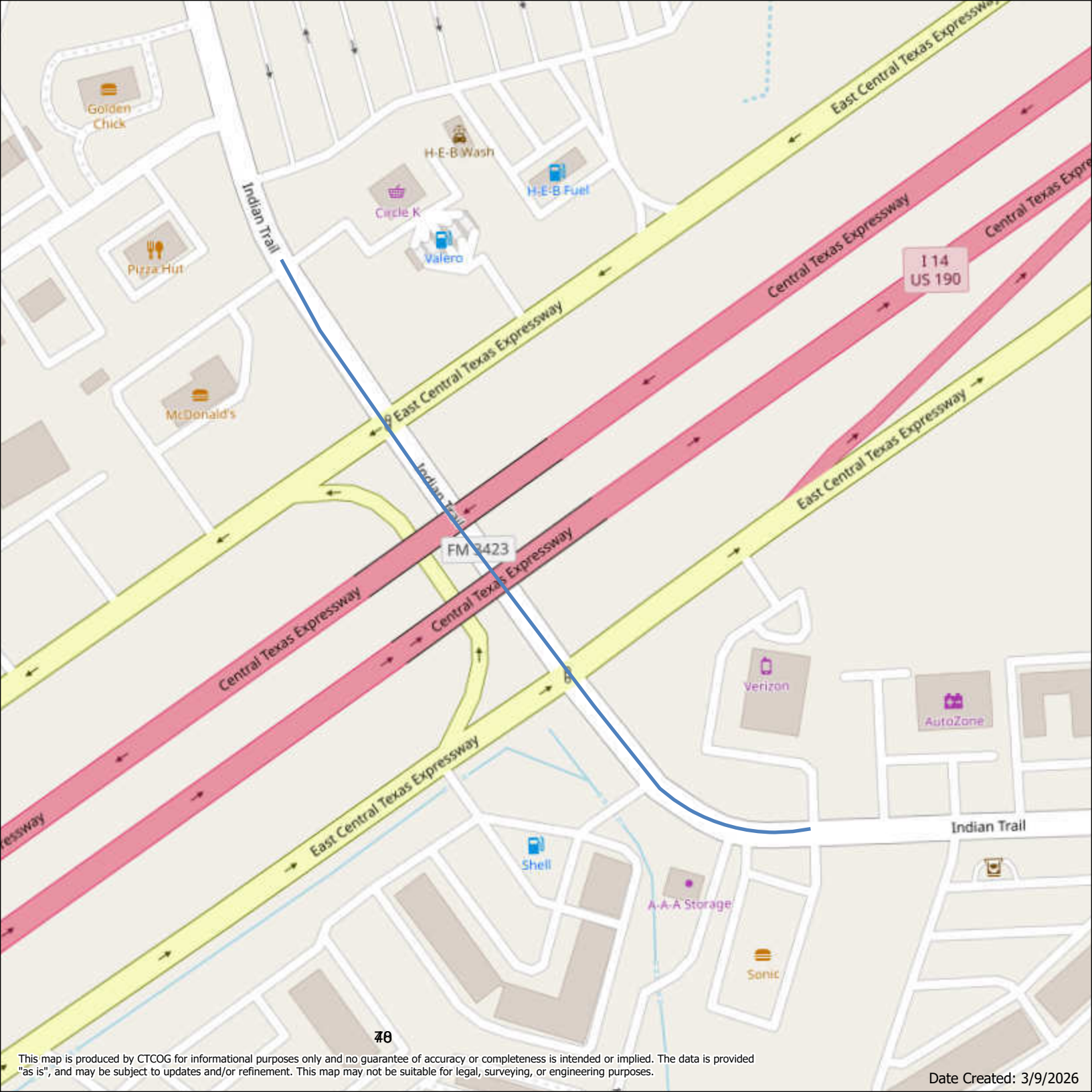
LIMITS FROM:

0.3 mi. S of IH-14

Construct sidewalks along
both sides of FM 3423
(Indian Trail Drive) from
0.3 mi. S of IH-14 (the
Plaza) to 0.3 mi. N of
IH-14 (Mcdonalds).

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	2696-02-010	2028	FM 3423	C	HARKER HEIGHTS	\$	1,210,000
LIMITS FROM 0.3 mi. S of IH-14								PROJECT SPONSOR Harker Heights	
LIMITS TO 0.3 mi. N of IH-14								REVISION DATE 07/2026	
PROJECT Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi							MPO PROJ NUM H50-04a		
DESCR . S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (Mcdonalds).							FUNDING CAT(S) 9TAP		
REMARKS FM 3423 (Indian Trail) Pedestrian Improvements Project; P7 05/2025 administrative amendment let date change				PROJECT HISTORY					
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	56,940	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	22,750		9TAP	\$ 968,000	\$ 0	\$ 0	\$ 242,000	\$ 0	\$ 1,210,000
CONSTR \$	1,210,000		TOTAL	\$ 968,000	\$ 0	\$ 0	\$ 242,000	\$ 0	\$ 1,210,000
CONST ENG \$	101,563								
CONTING \$	41,677		\$ 1,210,000						
INDIRECT \$	33,699								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,466,629								

PROJECT NAME:

Chaparral Rd Phase 1A

PROJECT ID:

K30-13a

LIMITS TO:

Chaparral High School

LIMITS FROM:

SH 195

Widen Chaparral Rd between SH 195 and Chaparral High School from 2 lanes to 4 lanes with a continuous center turn lane. Add 8 ft bicycle lane and 5 ft sidewalk or Shared Use Path on both sides of the road.

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-175	2028	CS	C	KILLEEN	\$ 32,880,000	
LIMITS FROM SH 195							PROJECT SPONSOR KILLEEN		
LIMITS TO Chaparral High School							REVISION DATE 07/2026		
PROJECT Widen Chaparral Rd between SH 195 and E Trimmier Rd from 2 lanes to 4 lanes with							MPO PROJ NUM K30-13a		
DESCR a continuous center turn lane. Add 8 ft bicycle lane and 5 ft sidewalk or Share							FUNDING CAT(S) 7		
REMARKS Chaparral Rd Phase 1							PROJECT March 2022 KTMPO selected project KTMPO revised Aug. 202		
P7							HISTORY 3		
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 598,944	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 26,304,000	\$ 0	\$ 0	\$ 6,576,000	\$ 0	\$ 32,880,000
CONSTR	\$ 32,880,000		TOTAL	\$ 26,304,000	\$ 0	\$ 0	\$ 6,576,000	\$ 0	\$ 32,880,000
CONST ENG	\$ 726,067								
CONTING	\$ 723,350								
INDIRECT	\$ 354,477								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 35,282,838								

PROJECT NAME:

W Rancier Ave

PROJECT ID:

K45-03

LIMITS TO:

N. 38th Street (SH 439)

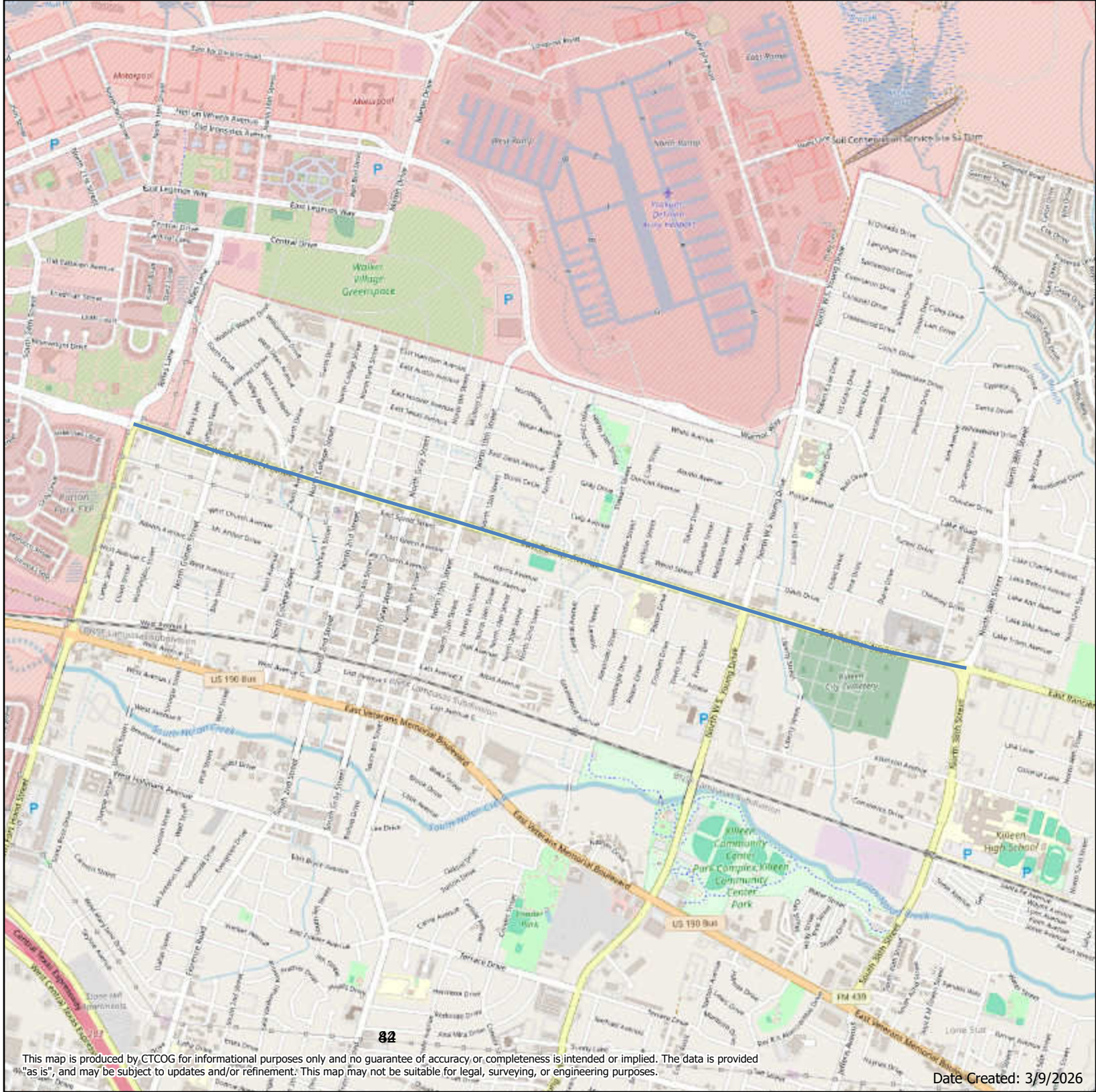
LIMITS FROM:

Ft Hood St (SH 195)

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

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising								
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST		
WACO	KILLEEN-TEMPLE	BELL	0909-36-185	2027	CS	C	KILLEEN	\$	3,240,000	
LIMITS FROM Fort Hood St (SH 195)									PROJECT SPONSOR KILLEEN	
LIMITS TO N. 38th Street (SH 439)									REVISION DATE 07/2026	
PROJECT DESCR Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.									MPO PROJ NUM K45-03	
									FUNDING CAT(S) 10_CR	
REMARKS W Rancier Ave P7		PROJECT HISTORY W Rancier Ave; July 2021 KTMPO selected project; Switched funding to CAT 10CR in Aug. 2023; 05/2025 administrative amendment let date change								
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 7,850,460	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH	\$ 7,403,965		10_CR	\$ 2,592,000	\$ 0	\$ 0	\$ 648,000	\$ 0	\$ 3,240,000	
CONSTR	\$ 42,919,373		TOTAL	\$ 2,592,000	\$ 0	\$ 0	\$ 648,000	\$ 0	\$ 3,240,000	
CONST ENG	\$ 1,000,000									
CONTING	\$ 10,874,444		\$ 3,240,000							
INDIRECT	\$ 95,839									
BOND FIN	\$ 0									
PT CHG ORD	\$ 0									
TOTAL CST	\$ 70,144,081									

PROJECT NAME:

Nolan Creek Off System Trail

PROJECT ID:

N40-11

LIMITS TO:

Main St

LIMITS FROM:

Bridge on Old Nolanville Rd

Construct a 1.23 mile 10 ft. multi-use pedestrian trail along Nolan Creek from Old Nolanville Rd east to near Ridgeway Ct @ Harvest Dr and then north to Main St & the IH-14 frontage road.

LEGEND

— Current Project



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2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-207	2028	VA	C	NOLANVILLE	\$ 3,250,000	
LIMITS FROM Bridge on Old Nolanville Rd		PROJECT SPONSOR Nolanville							
LIMITS TO Main St		REVISION DATE 07/2026							
PROJECT Construct a 1.23 mile 10 ft. multi-use pedestrian trail along Nolan Creek from O		MPO PROJ NUM N40-11							
DESCR Id Nolanville Rd east to near Ridgeway Ct @ Harvest Dr and then north to Main St & the IH-14 frontage road.		FUNDING CAT(S) 9TAP							
REMARKS			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	158,821	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 2,600,000	\$ 0	\$ 0	\$ 650,000	\$ 0	\$ 3,250,000
CONSTR \$	3,250,000		TOTAL	\$ 2,600,000	\$ 0	\$ 0	\$ 650,000	\$ 0	\$ 3,250,000
CONST ENG \$	283,285								
CONTING \$	116,250								
INDIRECT \$	93,996								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	3,902,352								

PROJECT NAME:

Georgetown Railroad Trail
 Phase 2

PROJECT ID:

T40-13b

LIMITS TO:

S 31st St (FM 1741)

LIMITS FROM:

Leon River

Construct 10 foot wide hike/bike trail along the old Georgetown Railroad from the Leon River to S 31st St (FM 1741) and renovate the historic MK&T Truss Bridge.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-212	2027	VA	C	TEMPLE	\$ 3,500,000	
LIMITS FROM Leon River		PROJECT SPONSOR Temple							
LIMITS TO S 31st St (FM 1741)		REVISION DATE 07/2026							
PROJECT Construct 10 foot wide hike/bike trail along the old Georgetown Railroad from th		MPO PROJ NUM T40-13b							
DESCR e Leon River to S 31st St (FM 1741) and renovate the historic MK&T Truss Bridge.		FUNDING CAT(S) 7							
REMARKS Georgetown Railroad Trail Phase 2		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	158,821	COST OF APPROVED PHASES \$ 3,500,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 2,800,000	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 3,500,000
CONSTR \$	3,500,000		TOTAL	\$ 2,800,000	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 3,500,000
CONST ENG \$	283,285								
CONTING \$	116,250								
INDIRECT \$	93,996								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	4,152,352								

PROJECT NAME:

Cedar Rd Safety Crossing

PROJECT ID:

T50-07

LIMITS TO:

Cypress Creek Apartments

LIMITS FROM:

Cedar Rd

Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr



LEGEND

— Current Project

2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-206	2028	CS	C	TEMPLE	\$ 200,000	
LIMITS FROM Cedar Rd		PROJECT SPONSOR Temple							
LIMITS TO Cypress Creek Apartments		REVISION DATE 07/2026							
PROJECT Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03							MPO PROJ NUM T50-07		
DESCR mi S of Sage Meadow Dr							FUNDING CAT(S) 9TAP		
REMARKS Cedar Road Safety Crossing; 05/2025 administrative P7 amendment let date change				PROJECT HISTORY					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	9,238	COST OF APPROVED PHASES \$ 200,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 160,000	\$ 0	\$ 0	\$ 40,000	\$ 0	\$ 200,000
CONSTR \$	200,000		TOTAL	\$ 160,000	\$ 0	\$ 0	\$ 40,000	\$ 0	\$ 200,000
CONST ENG \$	13,876								
CONTING \$	3,351								
INDIRECT \$	5,467								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	231,932								

PROJECT NAME:

Loop 121 Phase 2

PROJECT ID:

W40-04b

LIMITS TO:

IH 35

LIMITS FROM:

US 190/IH 14

Widen Loop 121 from US190/IH 14 to IH 35 from 2 to 4 lane divided roadway with a raised median, 10 ft Shared Use Path (SUP) on the north and east side, and 6 ft sidewalk on the south and west side

LEGEND

— Current Project



2027-2030 STIP		07/2026 Revision: Revising							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	2502-01-024	2027	SL 121	C	BELTON	\$ 32,480,000	
LIMITS FROM US 190/IH 14		PROJECT SPONSOR TxDOT						REVISION DATE 07/2026	
LIMITS TO IH 35								MPO PROJ NUM W40-04b	
PROJECT Widen Loop 121 from US190/IH 14 to IH 35 from 2 to 4 lane divided roadway with a								FUNDING CAT(S) 2	
DESCR raised median, 10 ft Shared Use Path (SUP) on the north and east side, and 6 ft sidewalk on the south and west side									
REMARKS Loop 121 Phase 2		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE							
PREL ENG	\$ 1,510,381	COST OF APPROVED PHASES \$ 32,480,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		2	\$ 25,984,000	\$ 6,496,000	\$ 0	\$ 0	0	\$ 32,480,000
CONSTR	\$ 32,480,000		TOTAL	\$ 25,984,000	\$ 6,496,000	\$ 0	\$ 0	0	\$ 32,480,000
CONST ENG	\$ 1,830,951								
CONTING	\$ 1,824,100								
INDIRECT	\$ 893,899								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 38,539,331								



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TRANSIT PROJECTS



2027-2030 Statewide Transportation Improvement Program



2027-2030 Statewide Transportation Improvement Program

Killeen-Temple MPO

Transit Projects

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2027

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17003	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 506,923
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Revenue Rolling Stock (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 506,923
REMARKS:		TOTAL PROJECT COST:	\$ 506,923
		TRANS. DEV. CREDTS REQUESTED:	\$ 101,385
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17002	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 276,177
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Revenue Rolling Stock (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 276,177
REMARKS:	Federal Funding Category 5310 in the amount of \$276,177 will be used to purchase one ADA compliant vehicle. The remaining funds will be applied toward the purchase of a second ADA compliant vehicle.	TOTAL PROJECT COST:	\$ 276,177
		TRANS. DEV. CREDTS REQUESTED:	\$ 41,427
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	15362	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 95,556
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipment, technological advancements, facility improvements, etc. (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2024	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 95,556
REMARKS:		TOTAL PROJECT COST:	\$ 95,556
		TRANS. DEV. CREDTS REQUESTED:	\$ 19,112
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	15360	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 440,090
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2024	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 440,090
REMARKS:		TOTAL PROJECT COST:	\$ 440,090
		TRANS. DEV. CREDTS REQUESTED:	\$ 88,018
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2027

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	15357	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 2,022,651
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 364,000
PROJECT DESCRIPTION:	Operating Activities (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2024	OTHER SOURCE FUNDS:	\$ 1,658,651
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,045,302
REMARKS:		TOTAL PROJECT COST:	\$ 4,045,302
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	15352	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 764,849
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2024	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 764,849
REMARKS:		TOTAL PROJECT COST:	\$ 764,849
		TRANS. DEV. CREDS REQUESTED:	\$ 152,970
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	15349	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 2,294,546
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 485,000
PROJECT DESCRIPTION:	Operating Activities (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2024	OTHER SOURCE FUNDS:	\$ 1,809,546
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,589,092
REMARKS:		TOTAL PROJECT COST:	\$ 4,589,092
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2028

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17010	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 98,423
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 98,423
REMARKS:		TOTAL PROJECT COST:	\$ 98,423
		TRANS. DEV. CREDITS REQUESTED:	\$ 19,685
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17009	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 453,292
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 453,292
REMARKS:		TOTAL PROJECT COST:	\$ 453,292
		TRANS. DEV. CREDITS REQUESTED:	\$ 90,659
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17008	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 2,083,331
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 400,000
PROJECT DESCRIPTION:	Operating Activities (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,683,331
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,166,662
REMARKS:		TOTAL PROJECT COST:	\$ 4,166,662
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17007	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 248,370
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 248,370
REMARKS:		TOTAL PROJECT COST:	\$ 248,370
		TRANS. DEV. CREDITS REQUESTED:	\$ 49,674
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2028

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17006	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 284,462
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Revenue Rolling Stock (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 284,462
REMARKS:		TOTAL PROJECT COST:	\$ 284,462
		TRANS. DEV. CREDITS REQUESTED:	\$ 42,670
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17005	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 787,795
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 787,795
REMARKS:		TOTAL PROJECT COST:	\$ 787,795
		TRANS. DEV. CREDITS REQUESTED:	\$ 157,559
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17004	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 2,363,382
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 500,000
PROJECT DESCRIPTION:	Operating Activities (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,863,382
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,726,764
REMARKS:		TOTAL PROJECT COST:	\$ 4,726,764
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17033	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 101,375
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 101,375
REMARKS:		TOTAL PROJECT COST:	\$ 101,375
		TRANS. DEV. CREDITS REQUESTED:	\$ 20,275
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17032	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 466,891
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 466,891
REMARKS:		TOTAL PROJECT COST:	\$ 466,891
		TRANS. DEV. CREDITS REQUESTED:	\$ 93,379
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17031	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 2,145,831
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 400,000
PROJECT DESCRIPTION:	Operating Activities (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,745,831
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,291,662
REMARKS:		TOTAL PROJECT COST:	\$ 4,291,662
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17030	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 255,821
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 255,821
REMARKS:		TOTAL PROJECT COST:	\$ 255,821
		TRANS. DEV. CREDITS REQUESTED:	\$ 51,165
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17029	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 292,996
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Revenue Rolling Stock (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 292,996
REMARKS:		TOTAL PROJECT COST:	\$ 292,996
		TRANS. DEV. CREDITS REQUESTED:	\$ 43,950
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17027	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 811,428
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 811,428
REMARKS:		TOTAL PROJECT COST:	\$ 811,428
		TRANS. DEV. CREDITS REQUESTED:	\$ 162,286
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17026	FISCAL YEAR:	2029
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 2,434,284
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 500,000
PROJECT DESCRIPTION:	Operating Activities (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,934,284
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,868,568
REMARKS:		TOTAL PROJECT COST:	\$ 4,868,568
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2030

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17040	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 104,417
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 104,417
REMARKS:		TOTAL PROJECT COST:	\$ 104,417
		TRANS. DEV. CREDITS REQUESTED:	\$ 20,884
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17039	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 480,898
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 480,898
REMARKS:		TOTAL PROJECT COST:	\$ 480,898
		TRANS. DEV. CREDITS REQUESTED:	\$ 96,180
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17038	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 2,210,206
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 400,000
PROJECT DESCRIPTION:	Operating Activities (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,810,206
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,420,412
REMARKS:		TOTAL PROJECT COST:	\$ 4,420,412
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17037	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 263,496
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 263,496
REMARKS:		TOTAL PROJECT COST:	\$ 263,496
		TRANS. DEV. CREDITS REQUESTED:	\$ 52,700
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2030

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17036	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 301,786
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Revenue Rolling Stock (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 301,786
REMARKS:		TOTAL PROJECT COST:	\$ 301,786
		TRANS. DEV. CREDITS REQUESTED:	\$ 45,268
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17035	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 835,772
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 835,772
REMARKS:		TOTAL PROJECT COST:	\$ 835,772
		TRANS. DEV. CREDITS REQUESTED:	\$ 167,155
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17034	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 2,507,312
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 500,000
PROJECT DESCRIPTION:	Operating Activities (Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 2,007,312
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 5,014,624
REMARKS:		TOTAL PROJECT COST:	\$ 5,014,624
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None



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OUTCOME

OUTCOME

During the public comment period, all feedback received becomes part of the official public record and is shared with the Technical Advisory Committee and the Transportation Policy Board. This input helps inform transportation planning decisions across the region.

Once the public comment period closes, public input will be considered as part of both the 2050 Metropolitan Transportation Plan (MTP) and the FY 2027–2030 Transportation Improvement Program (TIP). The 2050 MTP and the FY 2027–2030 TIP will be presented to the Technical Advisory Committee and the Transportation Policy Board for consideration and approval, in accordance with their respective adoption schedules. Following approval, the FY 2027–2030 TIP will be submitted to the Texas Department of Transportation (TxDOT) on or before June 1, 2026.

End of Packet

ITEM #9

KTMPO Federal Certification
Review (FCR)

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.



Public Involvement Plan

Federal Certification Review

Public Comment Period
Begins March 16, 2026
Ends May 22, 2026



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Overview of Public Engagement

Who • Why • How • When • Where

OVERVIEW OF PUBLIC ENGAGEMENT

The Killeen–Temple Metropolitan Planning Organization’s (KTMPO) Public Engagement Plan reflects a strong commitment to meaningful, community-centered public involvement. KTMPO seeks to go beyond basic regulatory requirements by ensuring that public engagement activities are accessible, representative, and responsive to the communities it serves.

Guided by these principles, KTMPO focuses on creating opportunities for residents to participate in ways that are clear, open, and designed to encourage broad involvement. As engagement progresses toward deeper collaboration, strong partnerships emerge between

Authentic community partnerships are built when planning concerns are simultaneously shifted between the public and decision-makers through policy boards and advisory committees with continued communication toward resolving transportation related issues.

the public and regional transportation planners. This process ensures that community perspectives—through feedback, comments, and concerns—meaningfully influence transportation decisions.

Who?

This public involvement opportunity is open to and intended for:

- Residents and commuters within the KTMPO planning area
- Local governments and elected officials
- Transportation agencies and service providers
- Businesses, freight operators, and employers
- Community organizations and advocacy groups
- Traditionally underserved populations, including low-income and minority communities, older adults, and individuals with disabilities
- And YOU!

Public input helps ensure regional transportation plans and programs reflect the needs, priorities, and values of the community.

WHY?

The KTMPO is responsible for coordinating regional transportation planning and prioritizing the allocation of federal and state transportation funding for roadway, transit, freight, bicycle, and pedestrian systems in the region.

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each metropolitan planning organization (MPO) serving a transportation management area (TMA) – a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census or smaller urbanized areas on request by the Governor and MPO – is carrying out the metropolitan planning process in adherence with federal statutes and regulations.

- To ensure that KTMPO’s transportation planning process remains ongoing, collaborative, and comprehensive, and continues to meet federal requirements for metropolitan transportation planning.
- To review how planning efforts are working, including the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), performance-based planning, public involvement, the Congestion Management Process, and Hill Country Transit District, when applicable.
- To highlight strengths and best practices, and to identify opportunities for improvement that help strengthen regional planning efforts and maintain eligibility for federal transportation funding.
- The Federal TMA Certification Review checks that KTMPO’s transportation plans support safe, fair, and efficient transportation for the Killeen–Temple–Fort Hood region.
- Finally, it provides an independent review and helps improve coordination among KTMPO, TxDOT, transit providers, local governments, and the public.

Certification - Public Hearing

In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

[23 USC 134(k)(5)(D)]

In conducting a certification review, the FHWA and the FTA shall provide opportunities for public involvement within the metropolitan planning area under review. The FHWA and the FTA shall consider the public input received in arriving at a decision on a certification action.

[23 CFR 450.336(b)(4)]

HOW?

KTMPO values public input. During the Certification Review, survey responses and public comments are submitted directly to the Federal Highway Administration (FHWA). KTMPO receives this feedback later as part of the scorecard process. We use the results to help improve regional transportation planning, and any recommendations or follow-up actions from the review will be addressed in coordination with our federal and state partners, with opportunities for continued public awareness and engagement.

Take the online survey, email your comments, and/or attend a public meeting.

Survey: [Planning Better Roads: Federal Review](#)

Email Comments to Federal Highway Administration, Texas Division:

Kirk.fauver@dot.gov or Tony.ogboli@dot.gov

WHEN?

The Public Comment Period begins on March 16, 2026 and ends on May 22, 2026.

Attend the Public Meeting:

Date: Wednesday, April 15, 2026

Time: 5 – 6 PM

WHERE?

Location: Central Texas Council of Governments
2180 North Main Street, Belton, TX 78613

Virtual Meeting Option: GoTo Meeting Link: <https://meet.goto.com/938515829>
Call in Number 1 (224) 501-3412 Access Code: 938-515-829

Language Assistance & ADA Accommodations

Español



ESPAÑOL

La reunión sobre la revisión de la certificación federal está programada para el 15 de abril de 2026 y se llevará a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque su idioma principal no es el inglés o tiene dificultades para comunicarse eficazmente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción, o si es una persona con discapacidad que necesita una adaptación para asistir y participar en reuniones públicas, póngase en contacto con Anita Janke, Killeen-Temple MPO, en el 254-770-2364 antes de las 4:00 p. m., hora central, al menos tres días antes de la reunión pública.

***NOTE OF BASIC REQUIREMENT**

Please note that public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) and TIP development (and/or other planning documents) will satisfy the Program of Projects requirements of the Urbanized Area Formula Program (FTA Section 5307) operated by Hill Country Transit District (HCTD), the transit provider for the region.

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodation and equal opportunity for effective communications will be provided upon request. Please contact the KTMP O office at 254-770-2200 at least 24 hours in advance if accommodation is needed.

Meeting Agenda



Killeen-Temple Metropolitan Planning Organization

Public Meeting Notice

Killeen-Temple MPO Transportation Management Area (TMA)

Federal Certification Review

The Public Comment Period begins on March 16, 2026 and ends on May 22, 2026

Public Meeting

In-Person Meet-and-Greet / Open House Style

Wednesday, April 15, 2026

5:00 – 6:00 PM

Central Texas Council of Governments

2180 N. Main Street

Belton, TX 78613

Virtual Option

GoTo Meeting Link: <https://meet.goto.com/938515829>

Call in Number 1 (224) 501-3412 Access Code: 938-515-829

Staff will be available throughout the event to answer questions and discuss the project.

For more information, visit: <https://ktmpo.org/planning/public-involvement/>

Or call 254-770-2200

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Official Announcement

Announcement: Upcoming TMA Certification Review for the Killeen-Temple MPO

The U.S. Department of Transportation (FHWA Texas Division and FTA Region 6) will conduct a Transportation Management Area (TMA) Certification Review of the Killeen-Temple Metropolitan Planning Organization (MPO) planning process on April 15-16, 2026. This review is being carried out pursuant to federal law under 23 U.S.C. § 134 and the metropolitan planning regulations at 23 CFR Part 450 to evaluate the MPO's metropolitan planning process and compliance with federal requirements.

Purpose

- To evaluate whether the KTMPO's planning process is continuing, cooperative, and comprehensive (the "3C" process) and is meeting federal requirements for metropolitan transportation planning under 23 U.S.C. § 134 and 23 CFR Part 450.
- To assess the effectiveness of key planning products and procedures, including the KTMPO's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), performance-based planning and programming, public involvement and consultation, and the Congestion Management Process (if applicable).
- To identify strengths, best practices, and any corrective actions or recommendations for KTMPO to improve the regional planning process and ensure continued eligibility for federal funding.

Why Does This Matter?

- The Federal TMA Certification Review helps ensure the KTMPO's plans and programs support safe, efficient, equitable, and performance-based transportation investments for the Killeen-Temple-Fort Cavazos region.
- It provides an independent federal assessment and an opportunity to strengthen coordination among the KTMPO, Texas Department of Transportation, transit providers, local governments, and the public.

Public Participation

- The Review will include opportunities for public input. Details on public meetings, comment periods, and how to submit comments will be posted here and shared through MPO notification channels (See the Public Input Form on the KTMPO's website).
- We encourage residents, stakeholders, and partner agencies to participate and share feedback on the regional transportation planning process.

For more information

- Visit the [Killeen-Temple Metropolitan Planning Organization - Central Texas Transportation Planning](#) for updates and scheduled public participation input opportunities.
- Contact: Kendra Coufal, Senior Planner, 254-770-2363, Kendra.Coufal@ctcog.org



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

January 13, 2026

In Reply Refer to:
HPP-TX

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

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

Dear Chairman Whitson:

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

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

Sincerely yours,

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

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



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

LOCATION: 2180 North Main Street, Belton, TX 76513

Wednesday, April 15, 2026 (Day #1)

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

Thursday, April 16, 2026 (Day #2)

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



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Scorecard

SCORECARD

This page will be updated with Certification Review results after May 22, 2026.

End of Packet

ITEM #10

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](#))

Tell Us What You Think

Whether you walk, bike, roll, paddle, ride horses, use mobility devices, or simply enjoy our trails and outdoor spaces – this is your moment to help shape the future of active transportation.

KTMP ATAC Regional Trails

Legend

- Parks and Trails
- Parks & Recreational Areas
- 3-Mile Walk-Play-Work Radius
- Trails Segments
- Sidewalks
- Bike Lanes
- Lakes
- Rivers and Streams
- Fort Hood
- Cities: BARTLETT, BELTON, COPPERAS COVE, HARKER HEIGHTS, HOLLAND, KEMPNIER, KILLEEN, LITTLE RIVER, MORGANS POINT RESORT, NOLANVILLE, ROGERS, SALADO, TEMPLE, TROY

Public Comment Period begins 2/23/2026 & ends 4/13/2026

Action Needed: No action needed; for discussion only.

Draft Regional Active Transportation Plan



Digital Map

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



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	<p>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.</p>
June 26, 2025 10:00 AM – 12:00 PM	<p>Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513</p>
June 26, 2025 2:00pm-3:00 AM	<p>Virtual Meeting Join from your computer, tablet, or smartphone. https://meet.goto.com/938515829 <i>Get the app now and be ready when your first meeting starts:</i> https://meet.goto.com/install You can also dial in using your phone. Telephone Number: +1 (224) 501-3412 Access Code: 938-515-829</p>
June 28, 2025 10:00 AM-1:00 PM	<p>Copperas Cove Public Library 501 S. Main St. Copperas Cove, TX 76522</p>
June 27, 2025 6:30 – 7:30 PM	<p>City of Killeen Parks & Recreation Bike Rodeo 2201 East Veterans Memorial Blvd., Killeen, TX 76543</p>
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	<p>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</p>

	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 #11

Public Input Received through
Previous Month

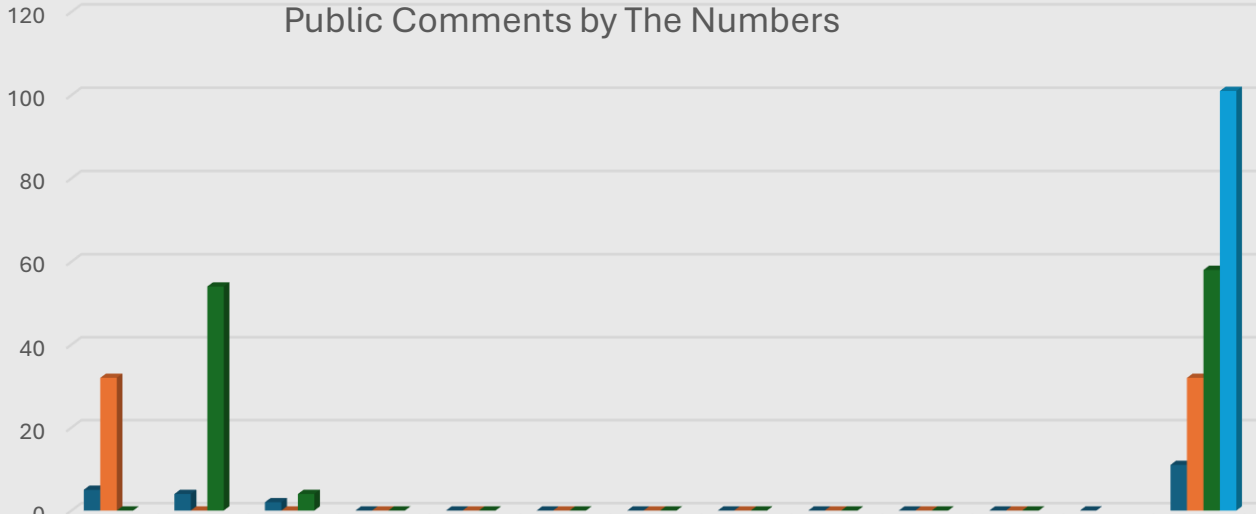
Public Input Received through the Previous Month

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	3/2/2026	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 Killen-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, Killen, 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. MHHS 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 Skopcha 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 multijurisdictional effort between Killen 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

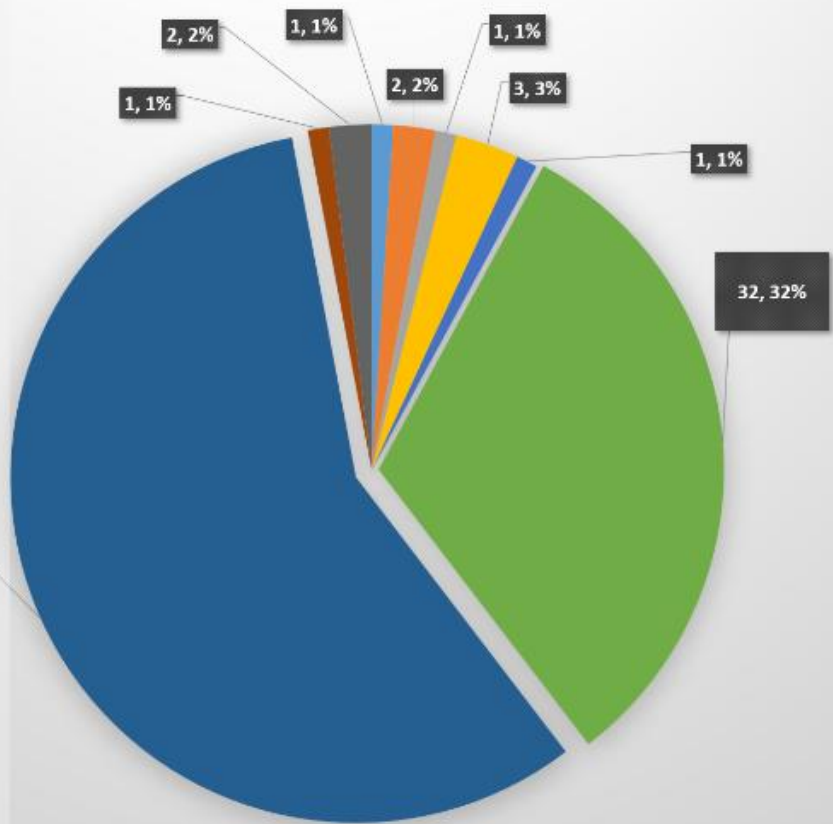
Public Comments by The Numbers



	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Comments	5	4	2	0	0	0	0	0	0	0	0	0	11
Amendments	32	0	0	0	0	0	0	0	0	0	0	0	32
Plan	0	54	4	0	0	0	0	0	0	0	0	0	58
Overall Total													101

PUBLIC COMMENTS BY TOPICS

- I-14 Extension: I-35 Improvements from Belton to Temple
- Public Transit
- Road/Highway Project
- Safety
- KTMPO
- TIP Proposed Amendment | Survey
- Regional Active Transportation Plan
- Congestion
- Other



ITEM #12

Director's Update

Director’s Update

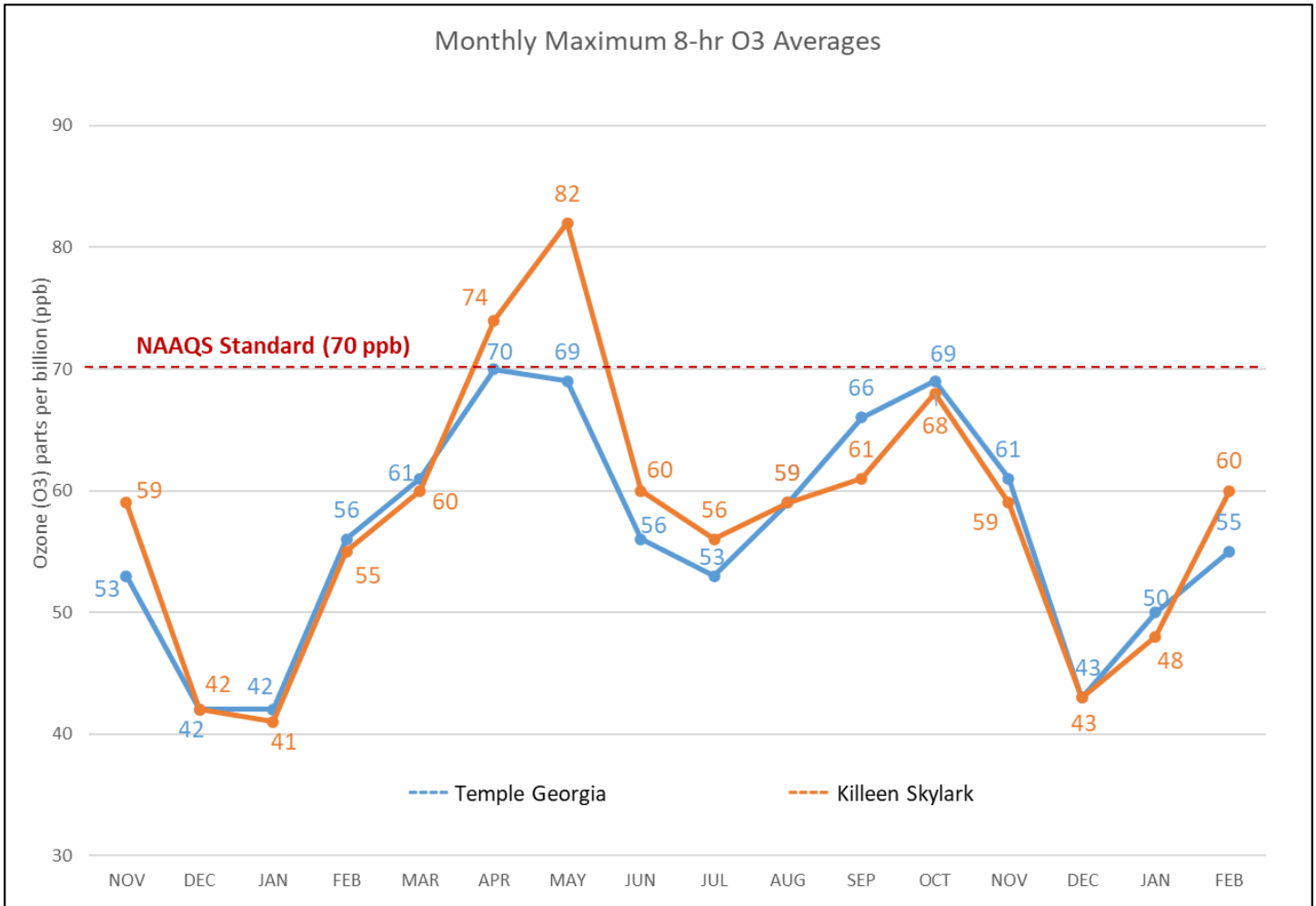
a) Listed below are the upcoming KTMPPO meetings:

Date	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

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
Killeen	71	71	53	65

Action Needed: No action needed; for discussion only.

End of Packet