

FY 2026 & FY 2027
UNIFIED PLANNING WORK PROGRAM
(UPWP)

Killeen-Temple MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:
Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

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This UPWP complies with federal and state requirements, is true and correct, and is approved by the Killeen-Temple MPO Policy Board: 6/18/2025

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EXECUTIVE SUMMARY

This Executive Summary outlines the Unified Planning Work Program (UPWP) for the Killeen-Temple Metropolitan Planning Organization (KTMPPO) for Fiscal Years 2026 and 2027. The UPWP is a legally required document that provides descriptive and scheduling details for KTMPPO's transportation planning process. It serves as a base document for carrying out the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple metropolitan planning area.

The KTMPPO planning area covers all of Bell County and small portions of southwest Coryell County and southeast Lampasas County. The development and implementation of regional transportation policy is guided by the Transportation Planning Policy Board. KTMPPO also has standing advisory committees: the Technical Advisory Committee (TAC), Active Transportation Advisory Committee (ATAC), and Freight Advisory Committee (FAC).

The UPWP identifies several planning issues and emphasis areas in line with federal guidelines.

The UPWP is organized into the following five main tasks; which each have subtasks:

- **Task 1 – Administration and Management:** Focuses on the administration of federal transportation planning requirements and maintaining a cooperative planning process. This task is allocated \$870,389 in Transportation Planning Funds (TPF) for FY 2026 and \$889,473 in TPF for FY 2027.
- **Task 2 - Data Development and Maintenance:** Involves developing and maintaining a database of transportation information. This task is allocated \$81,803 in TPF for FY 2026 and \$85,893 in TPF for FY 2027.
- **Task 3 - Short Range Planning:** Covers short-term transportation planning activities. This task is allocated \$254,596 in TPF for FY 2026 and \$104,980 in TPF for FY 2027. Note that Subtasks 3.5 and 3.6 (Hill Country Transit District Planning) utilize FTA Section 5307 funds, which are not listed in the KTMPPO TPF allocation for these subtasks.
- **Task 4 - Metropolitan Transportation Plan:** Details the development, maintenance, and updating of the KTMPPO Metropolitan Transportation Plan (MTP). This task is allocated \$101,347 in TPF for FY 2026 and \$173,982 in TPF for FY 2027.
- **Task 5 - Special Studies:** Addresses the conduct of special studies on various transportation-related topics. No specific TPF funding is allocated for this task in either FY 2026 or FY 2027.

KTMPPO's UPWP provides funding summaries for each task and subtask for both FY 2026 and FY 2027, primarily utilizing Transportation Planning Funds (TPF). The total estimated TPF for FY 2026 and FY 2027 is \$2,903,301, which includes estimated unexpended TPF carryover from previous fiscal years. It's important to note that TPF includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds, and the 2.5% Safety/Complete Streets Set-Aside funding must come from the PL funds within TPF.

In addition, the UPWP also includes appendices containing information on the Transportation Planning Policy Board and Technical Advisory Committee memberships, a Metropolitan Planning Area Boundary Map, and various certifications related to federal requirements.

INTRODUCTION

A. PURPOSE

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMP) planning process for FYs 2026-2027. The activities are required to implement the provisions of 23 USC 134 and 49 USC 5303 and are conducted in accordance with 23 CFR 420, 23 CFR 450, and FTA Circular C8100. The UPWP serves as a base document for carrying out the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple Metropolitan Planning area.

The MPO's UPWP will comply with all applicable federal and state regulations. These include the following federal transportation bills passed since 1991:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed in 1998, built on the initiatives established in ISTEA.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, signed in 2005, authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act signed in 2012 created a streamlined and performance-based surface transportation program and also built on many of the highway, transit, bike, and pedestrian programs and policies established since 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, signed in 2015 provided long-term funding certainty for the Federal surface transportation programs. The FAST Act streamlined project delivery, included dedicated funding for freight transportation, and provided new safety tools.
- **IIJA/BIL**—The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law was signed in 2021 authorizing continuation of the Federal surface transportation programs through 2026. The IIJA/BIL created several new formula and competitive funding programs. The legislation also encouraged MPOs to coordinate transportation planning with other relevant focus areas.

The FAST Act required MPOs to develop long-range transportation plans and Transportation Improvement Programs (TIPs) through a performance-driven, outcome-based approach to planning. The Act contained ten broad planning areas to be considered when developing transportation plans and programs (23 CFR 450.306):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

In addition, KTMO supports the national transportation goals listed in 23 USC 150:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

KTMO regularly engages with citizens, stakeholders, and other interested parties during the development of transportation planning documents in accordance with our Public Engagement Plan (PEP) and the guidance listed in 23 CFR 450.316.

B. DEFINITION OF AREA

The KTMO planning area covers the entirety of Bell County and small portions of southwest Coryell County and southeast Lampasas County (See Appendix B). The Killeen urban area, Temple urban area, unincorporated area of Bell County, and following fourteen cities are part of the planning area: Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Temple, Troy, and the Village of Salado. KTMO's metropolitan planning area also includes a portion of Fort Hood near Killeen and Copperas Cove.

C. ORGANIZATION

The Transportation Planning Policy Board (Appendix A) guides the development and implementation of regional transportation policy and directs funding for KTMO's long range and short range transportation plans. The Policy Board consists of 15 elected and appointed city, county, Texas Department of Transportation (TxDOT), and Hill Country Transit District (HCTD) officials. KTMO will actively engage in regionally coordinated transportation planning alongside HCTD to fulfill the requirements of HB 3588, which was enacted by the 78th Legislature in 2003 and amended Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled "Statewide Coordination of Public Transportation".

KTMO currently has 3 standing committees (Technical Advisory Committee, Active Transportation Advisory Committee, and Freight Advisory Committee) that advise the Policy Board. Additional ad hoc workgroups, and/or subcommittees, comprised of Policy Board and Advisory Committee members may be formed throughout the year as necessary.

Technical Advisory Committee (TAC)

The TAC is comprised of 12 planning and technical representatives appointed by KTMO member cities, counties, TxDOT Districts, and HCTD. The TAC reviews data, studies, and plan amendments, assists KTMO staff with project scoring, and makes recommendations on technical issues to the Policy Board.

Active Transportation Advisory Committee (ATAC)

The ATAC is comprised of 20 representatives from KTMO member cities, TxDOT Districts, Fort Hood, and public citizens with an interest in bicycling or pedestrian activity. ATAC discusses safety and connectivity issues facing non-motorized road users and advises the TAC and Policy Board on potential solutions to address those concerns. The ATAC also discusses ways to encourage bicycling and walking in the KTMO planning area.

Freight Advisory Committee (FAC)

The FAC is comprised of 6 representatives from KTMPO member cities and local freight stakeholders. The Committee advises the TAC and Policy Board on issues facing freight in the region.

MPO Staff

KTMPO staff is comprised of a Director, Assistant Director, Planning Manager, Planners, GIS technician, and support personnel responsible for conducting all MPO planning activities and the administration of the organization.

The Central Texas Council of Governments (CTCOG), KTMPO, and TxDOT have an executed agreement describing the duties of each organization. The agreement authorizes CTCOG, as the fiscal agent for the MPO, to provide fiscal, human resources, and staff support services to the MPO.

D. NON-MPO INVOLVEMENT

Consultants have been and will continue to contribute on an as-needed basis in KTMPO's transportation programs and planning processes. In past UPWP cycles, KTMPO has used private sector consultants for a variety of tasks from assisting with project scoring, to developing a data dashboard, to conducting a regional resiliency study.

E. PLANNING ISSUES AND EMPHASIS

In accordance with the continued implementation of transportation legislation, KTMPO will use this work program to identify and address the following transportation planning issues and emphasis areas:

- Implement policies and projects that make the regional complete street system safe for all road users including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists of all ages and abilities;
- Increase the amount of meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued participation from individuals without access to computers and mobile devices;
- Coordinate with representatives from the Department of Defense (DOD) in the transportation planning and project programming process on infrastructure and connectivity needs for Strategic Highway Network (STRAHNET) routes and other public roads that connect to DOD facilities;
- Coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands;
- Incorporate data sharing and consideration into the transportation planning process.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To develop and implement plans and programs necessary to administer federal transportation planning requirements while maintaining a cooperative, comprehensive, and continuous planning process in, and for the Killeen Temple Metropolitan Planning Organization area.

B. EXPECTED PRODUCTS

KTMPO staff will develop plans and guides as appropriate to conduct the day-to-day operations of KTMPO. Plans and guides developed under this task will be in conformance with state and federal requirements. Proposed plans include but are not limited to: the FY 2026 & 2027 UPWP amendments, the FY2028 & 2029 UPWP, the FY2026 & 2027 Annual Project Listing (APL), the FY2026 & 2027 Annual Performance Expenditure Report (APER), and modifications to the KTMPO Bylaws (as needed).

C. PREVIOUS WORK

1. Performed general administrative functions.
2. Development of the FY2024 & 2025 UPWP.
3. FY 2022 & 2023 UPWP and amendments.
4. FY 2021 & 2022 APER.
5. FY 2021 & 2022 APL.
6. Conducted regular KTMPO meetings for the Transportation Planning Policy Board (TPPB), Technical Advisory Committee (TAC), Active Transportation Advisory Committee (formerly known as the Bicycle Pedestrian Advisory Committee (BPAC)), and Freight Advisory Committee (FAC).
7. Attended various community events and served on the Central Texas Regional Transportation Advisory Group to promote awareness of regional transportation planning.
8. Attended various webinars, workshops, conferences, and other trainings sponsored by TxDOT, FHWA, the Texas Association of MPOs (TEMPO), the Association of Metropolitan Planning Organizations (AMPO), and the American Planning Association (APA).
9. Provided administrative support to all MPO entities and members as requested to include data, maps, information, and presentations.
10. Regularly updated the KTMPO website to provide the public with up-to-date transportation related information and current KTMPO transportation planning documents.
11. Continued oversight and coordination of GIS software maintenance agreements, as well as, additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters, and computer equipment.
12. Established Safety Targets, Project Scoring and Selection, and Bylaws working groups.

D. SUBTASKS

Subtask 1.1: General Administration

Primary work items under this subtask are activities necessary to carry out and maintain the transportation planning process including development and oversight of the KTMPO budget, managing transportation planning funds, coordinating with other agencies and organizations involved in planning, programming, and implementing transportation projects, coordinating transportation planning activities, and other administrative duties as needed. KTMPO staff will ensure employee time, including sick and vacation hours, is charged to the correct UPWP task and employee timesheets are approved in compliance with established payroll policies and procedures.

Additional work items under this subtask include providing administrative support for the Transportation Planning Policy Board (TPPB), Technical Advisory Committee (TAC), Active Transportation Advisory Committee (ATAC), and Freight Advisory Committee (FAC), and any additional

committees, subcommittees, and working groups that may be established to enhance transportation planning, maintaining and updating the FY 2026 & 2027 UPWP, and developing the FY2028 & 2029 UPWP, APER, APL, and the support and development of the Regional Habitat Conservation Plan.

Subtask 1.2: Public Engagement and Title VI Civil Rights

This activity supports the implementation of the MPOs Public Engagement Plan (PEP) including regular revisions of the plan to maintain effective public engagement strategies, conducting public meetings as needed during the development or revision of the MPOs planning products, and providing up-to-date transportation related information via email, social media, and the KTMPO website.

Public Engagement and Outreach: KTMPO staff will offer presentations and materials as requested to the public. KTMPO staff will continue to explore public outreach efforts such as surveys and internet-based outreach mechanisms. KTMPO staff will develop and participate in community outreach programs. These community outreach opportunities will keep citizens informed about the transportation planning process and create additional opportunities for members of the public to provide input. Specific initiatives may include, but are not limited to:

- Supporting community partners at pedestrian and bicycle events (races, bike rodeos, etc.);
- Presenting on transportation topics at specific user and community groups;
- Conducting pop-up surveys regarding a variety of transportation topics;
- Presenting transportation planning principles through demonstrations to students at elementary schools.

This activity also supports the maintenance and revision of KTMPO's Title VI Plan, monitoring and evaluating all KTMPO activities and products for Title VI, collecting and analyzing data related to minority, low income, limited English proficiency, and other disadvantaged populations, identifying strategies to engage with those populations, and implementing and updating KTMPO's Limited English Proficiency Plan.

Subtask 1.3: Travel and Training

This activity supports KTMPO staff development associated with the transportation planning process. KTMPO staff travel will primarily be utilized for workshops or meetings conducted by FHWA/FTA/TxDOT, regional KTMPO business, and meetings of TEMPO. KTMPO staff travel may also be utilized to attend transportation meetings in counties and areas outside the KTMPO region to provide for comprehensive transportation planning across transportation networks that may have an impact on the KTMPO region. Additionally, KTMPO staff will travel to the AMPO national conference and other conferences where transportation issues are discussed. KTMPO will seek prior approval from TxDOT for "out of state" travel.

Subtask 1.4: Equipment

This activity is for the upgrade/addition of equipment and software to meet the local transportation planning needs. Equipment and software purchase may include computer hardware, data collection devices, servers, meeting recording equipment, and licenses.

KTMPO Website Refresh: KTMPO staff will use funding to continue updating and modernizing the KTMPO website in FY2026 & FY2027.

Project Tracker Utility: KTMPO staff will use funding to acquire software for an MPO Project Tracker Utility to assist with MPO project calls, amendments, reporting, performance tracking, etc.

Annual Renewal of ESRI software purchase.

Expenditures may include costs for procurement, software development, consultant assistance, and ongoing maintenance of the utility.

In accordance with 2 CFR § 200 a description of any equipment or software purchases with a unit cost of \$10,000 or more will be submitted to the Texas Department of Transportation for approval prior to purchase.

Subtask 1.5: Operating Costs

This activity is for costs associated with office space and operations to ensure program efficiency. These costs include but are not limited to building expenses, office supplies, copying, printing, equipment rentals, utilities, repairs, and general maintenance.

E. FUNDING SUMMARY

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

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

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

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

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Develop and maintain a database of transportation information including demographic data, safety data, and traffic data to support KTMPO's planning efforts.

B. EXPECTED PRODUCTS

Maintaining and updating databases that support core MPO planning documents (e.g. MTP, TIP, demographics) and datasets that support data-driven transportation activities. Tracking federally required performance measure data and continued updates, maintenance, and improvements to KTMPO's interactive online web maps and data dashboards.

C. PREVIOUS WORK

1. Collected safety, demographic, environmental, and land use data for KTMPO's new Data Dashboard project.
2. Provided data to TxDOT during the development of the 2050 Forecast network for KTMPO's Travel Demand Model (TDM).
3. Updates and maintenance to KTMPO's online web map.
4. Updates to GIS databases and shapefiles as necessary.
5. Continued mapping and data support to planning partners.

D. SUBTASKS

Subtask 2.1: Database Maintenance

This subtask supports the ongoing maintenance of KTMPO's GIS shapefiles, databases, and associated transportation data. Specific datasets and shapefiles that will receive focused attention are traffic crash locations, roadway network, rail crossings, housing data, environmental/resiliency information, and low income, minority, and disadvantaged populations. In addition, KTMPO staff will collect and maintain trip data from strategic locations such as: Ft. Hood, local hospitals, airports, schools, and colleges.

In addition, KTMPO staff will continue to collect and monitor data necessary to track and meet performance-based planning measures and targets.

Subtask 2.2: GIS Development

This subtask supports the ongoing collection and development of data and tools for analysis and public display and the continued development and maintenance of a comprehensive GIS management program. KTMPO staff will focus data development and update efforts on the following datasets and topics: Fort Hood, Title VI data, housing, safety and crashes (especially fatal and serious injury crashes), active transportation infrastructure, and functional classification.

E. FUNDING SUMMARY

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

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

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

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

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

Conduct short-term transportation planning activities with a focus on project implementation and public involvement and coordinate with Hill Country Transit District (HCTD) staff on improving reliable public transportation options within the planning region.

B. EXPECTED PRODUCTS

1. Maintain and update the FY2025-2028 Transportation Improvement Program (TIP)
2. Provide technical support and coordinate with HCTD staff on urban transit system planning in the Killeen and Temple urban areas.
3. Coordination with TPPB/TAC on selection of projects and allocation of funding as funding becomes available.
4. Increase public awareness of the transportation planning process through community engagement activities.
5. Develop Active Transportation Master Plan.

C. PREVIOUS WORK

1. Revisions to the FY 2021-2024 TIP.
2. Development of the FY 2023-2026 TIP.
3. Update of the Regionally Coordinated Transportation Plan (RCTP) in partnership with the Central Texas Regional Transportation Advisory Group (CTRTAG) and HCTD staff.
4. Conducted a regional Signalization Study.
5. Conducted a Bikeshare Feasibility Study in partnership with the ATAC.
6. Development of the updated Public Engagement Plan (PEP). Next review and updated planned for FY 2028.

D. SUBTASKS

Subtask 3.1: Transportation Improvement Program (TIP)

This subtask supports the KTMPO's efforts to monitor, revise, and implement the FY 2023-2026 TIP and develop the FY 2025-2028 TIP. KTMPO staff will coordinate with local and TxDOT officials to maintain an accurate TIP and ensure the smooth delivery of projects in the planning area. KTMPO staff will also evaluate the TIP on the condition and performance of the transportation system in achieving performance targets identified in the FAST Act and IIJA/BIL and the objectives listed in the MPO's Metropolitan Transportation Plan (MTP).

Subtask 3.2: Congestion Management Plan (CMP)

This subtask supports KTMPO's efforts to track and assess the performance of the CMP for effectiveness as required by CFR 450.322. KTMPO will monitor the CMP and the prioritized congestion network to determine performance improvements where transportation investments have been made. Additional activities include updates or revisions to the CMP and the prioritized network as needed.

Subtask 3.3: Active Transportation Master Plan (ATMP)

This subtask supports the efforts in developing an Active Transportation Master Plan for the KTMPO region. The plan will serve as a strategic framework for enhancing and expanding active transportation options, including pedestrian, bicycle, and multimodal networks, to improve connectivity, accessibility, and safety across the region.

KTMPO staff will lead the development process, which will include research, stakeholder engagement, data collection, and analysis of existing infrastructure. The plan will identify gaps in the current active transportation network, recommend improvements, and provide guidance for future investments to

promote sustainable and equitable mobility options. Additionally, the plan will highlight key corridors, infrastructure needs, and opportunities for integrating active transportation with other modes of transit.

The final Active Transportation Master Plan will be drafted, reviewed, and refined based on input from local jurisdictions, transportation partners, and the public. Once finalized, the plan will serve as a critical resource for regional planning efforts and funding opportunities aimed at improving active transportation throughout the KTMPO region.

Subtask 3.4: Transit Coordination

Hill Country Transit District (HCTD) serves as the primary agency responsible for coordinating and facilitating public transportation in the KTMPO area. KTMPO will actively engage in regionally coordinated transportation planning alongside HCTD to fulfill the requirements of HB 3588, which was enacted by the 78th Legislature in 2003 and amended Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled "Statewide Coordination of Public Transportation". These activities will also be aligned with the guidelines outlined in Executive Order 13330 (Human Service Transportation Coordination) signed on February 26, 2004 and the provisions set forth in SAFETEA-LU which was signed on August 10, 2005.

To effectively support this initiative, KTMPO collaborates with HCTD by sharing data, preparing maps, attending or sponsoring workshops, conferences, training sessions, meetings, and providing general transportation planning expertise. The KTMPO also recognizes the importance of agencies and officials responsible for other planning activities within the metropolitan planning area that are impacted by transportation including tourism and natural disaster risk reduction and will look to advance collaboration with them as well.

Subtask 3.5: Hill Country Transit District – Temple UZA (Planning)

This subtask will support transit planning services requested from Hill Country Transit District in the Temple UZA planning area.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of Microtransit service and associated Regional Connector service for the cities of Belton and Temple;
- Review of routes, bus stops, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Review of air quality issues and use of alternate fueled vehicles;
- Application of software programs for planning and scheduling routes and trips for Microtransit service and associated Regional Connector service;
- On-going financial planning and analysis;
- Provide funding projections and budgetary planning for the incorporation of transit projects;
- Document use of Section 5307 funds under the direction of their Board of Directors and President/CEO. The funds are being utilized for a portion of program support/administration, capital projects, capital projects planning, real estate acquisition and system management operations; and,
- Other allowable activities directly related to implementation of Microtransit service and associated Regional Connector service.

Subtask 3.6: Hill Country Transit District – Killeen UZA (Planning)

This subtask will support transit planning services requested from Hill Country Transit District in the Killeen UZA planning area.

HCTD will use FTA Section 5307 funds to administer the grant in accordance with FTA guidelines to perform the following duties:

- Comprehensive planning activities relating to the continued provision of Microtransit service and associated Regional Connector service for the cities of Copperas Cove, Killeen, and Harker Heights;
- Review of routes, bus stops, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Congestion management planning, which affects traffic patterns on US 190;
- Review of air quality issues and use of alternative fueled vehicles;
- On-going financial planning and analysis;
- Provide funding projections and budgetary planning for the incorporation of transit projects;
- Document use of Section 5307 funds under the direction of their Board of Directors and President/CEO. The funds are being utilized for a portion of program support/administration, capital projects, capital projects planning, real estate acquisition and system management operations; and,
- Other allowable activities directly related to refining and expanding Microtransit service and associated Regional Connector service.

E. FUNDING SUMMARY

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

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

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

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

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

To develop, maintain, and update the KTMPO Metropolitan Transportation Plan (MTP) for a 25-year planning horizon that meets federal requirements (23 CFR 450-322) and the regional goals of KTMPO along with other long-range planning documents such as the Congestion Management Process (CMP).

B. EXPECTED PRODUCTS

1. Monitoring, implementing, and updating the 2050 Metropolitan Transportation Plan and 2050 MTP Project Listing.
2. Track regional performance measures related to federal requirements and MTP goals and objectives.
3. Conduct Call for Projects, score, and prioritize projects to update the MTP Prioritization List.
4. Coordinate with TxDOT district representatives to develop and update a 10-Year project plan in compliance with House Bill 20 (HB 20), passed by the Texas Legislature in 2015.

C. PREVIOUS WORK

1. 2050 Development and Implementation and Amendments.
2. 2045 MTP Implementation and Amendments.
3. Regional Multimodal Plan Implementation.
4. Tracked and adopted federally required performance measures.
5. Completed Fall 2023 MPO Call for Projects.
6. Monitored and reviewed KTMPO ozone air quality readings, provided updates to the KTMPO Policy Board and Advisory Committees.

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan

This subtask supports the KTMPO's efforts to monitor, revise, and implement the Mobility 2050 Metropolitan Transportation Plan.

KTMPO staff will conduct activities necessary to monitor and implement the MTP including revisions to the prioritized project ranking, updates to federally required performance measure language and specific regional targets, and other changes necessary to comply with new federal regulations or guidance. Additional activities may include tracking performance measures associated with specific goals or objectives, conducting studies to further regional transportation planning in line with the MTP, required public engagement activities, and providing the Policy Board notice of transportation-related fiscal changes.

KTMPO staff will review and evaluate the current 2050 MTP for effectiveness and remove, revise, or add goals and objectives as necessary. The updated MTP will also include any new requirements from the IIJA/BIL and the latest guidance from the US Department of Transportation (USDOT). Work associated with the development of the new long-range plan includes a new Call for Projects to update the prioritized MTP project listing.

This subtask may include coordination and management of the process of receiving, evaluating, and developing recommendations to the TPPB/TAC and ATAC on project applications for funding opportunities. This subtask also includes KTMPO staff time devoted to the development of project call timelines, development of project evaluation methods, production, and dissemination of informational materials, interfacing with applicants and potential applicants, management of project call-related ad hoc committees, and project application review/evaluation.

Subtask 4.2: Travel Demand Model

KTMPO may use consultants as needed to further enhance and develop the model and assist in running the Travel Demand Model (TDM) to evaluate projects and necessary work to maintain and update the KTMPO's TDM with assistance from TxDOT and consultants utilized as needed.

E. FUNDING SUMMARY

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

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

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

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

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

To conduct special studies on transportation-related topics, corridors, or transportation facilities to enhance and supplement regular regional planning activities. These special studies will address or work towards achieving the goals and objectives in the MTP or other unique transportation topics requiring special attention that arise during FY26 or FY27.

B. EXPECTED PRODUCTS

There are no expected products for this task.

C. PREVIOUS WORK

1. MPO Data Dashboards Project
2. Bike Share Feasibility Study
3. Regional Signalization

D. SUBTASKS

No subtasks have been identified.

E. FUNDING SUMMARY

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

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

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

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

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

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

Table 6b: Funding Summary - FY 2027

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

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027

\$ 1,791,406

Estimated Unexpended TPF Carryover (WO 3) from Previous FYs

\$ 1,111,896

TOTAL TPF for FY 2026 and FY 2027

\$ 2,903,302

APPENDIX A – KTMPO Transportation Planning Policy Board (TPPB) Membership

KTMPO Transportation Planning Policy Board (TPPB) Membership

Voting Members:

Bobby Whitson, TPPB Chair, Commissioner, Bell County
Riakos Adams, TPPB Vice-Chair, Councilmember, City of Killeen
David Leigh, Mayor, City of Belton
Dale Treadway, Councilmember, City of Copperas Cove
Michael Blomquist, Mayor, City of Harker Heights
Ramon Alvarez, Councilmember, City of Killeen
Joseph Solomon, Councilmember, City of Killeen
Tim Davis, Mayor, City of Temple
Mike Pilkington, Councilmember, City of Temple
Raymond Suarez, Hill Country Transit
David Blackburn, County Judge, Bell County
Roger Miller, County Judge, Coryell County
Bobby Carroll, Commissioner, Lampasas County
Stan Swiatek, District Engineer, TxDOT – Waco District
Greg Cedillo, District Engineer, TxDOT – Brownwood District

Ex-Officio Members:

Brian Dosa, DPW, Fort Hood
Justin Morgan, Community Planner, FHWA

Technical Advisory Committee (TAC) Membership

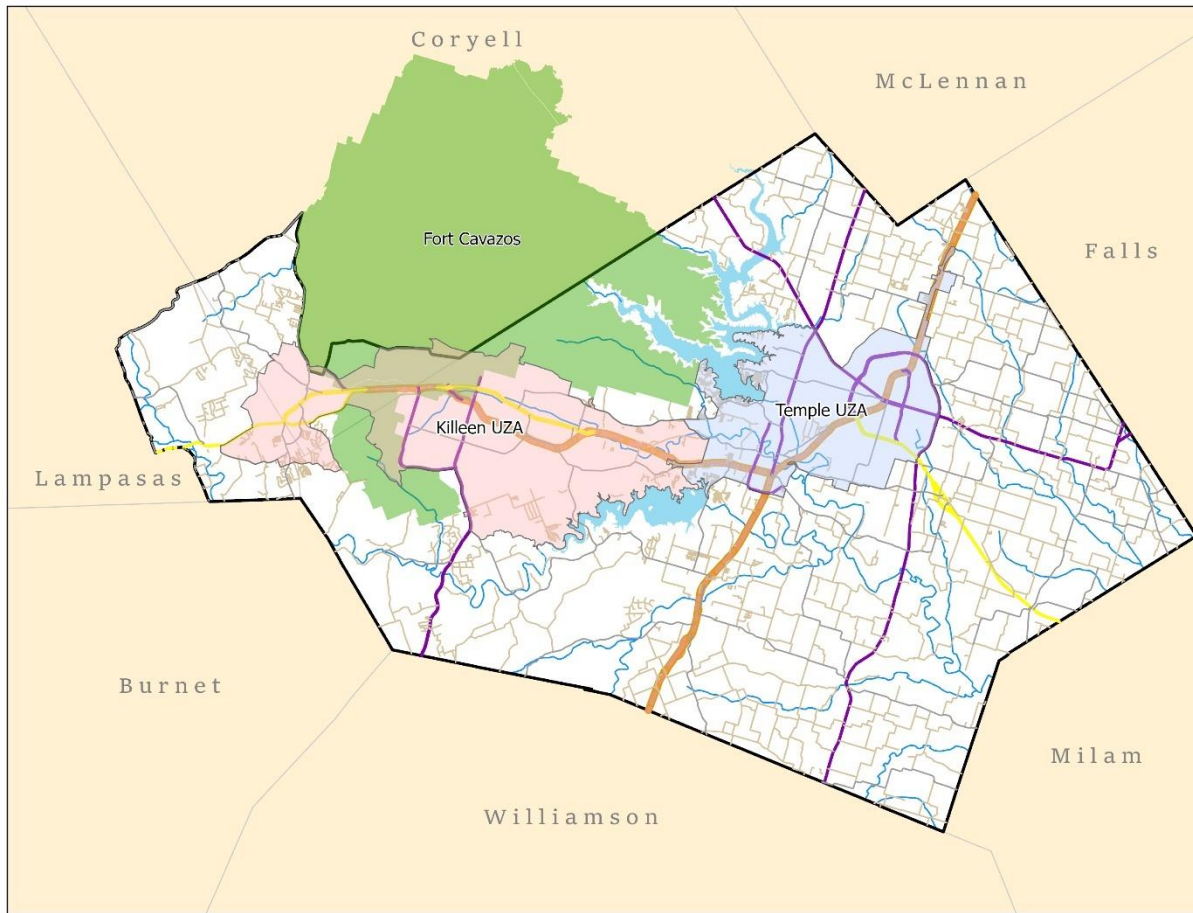
Bob van Til, Director of Planning, City of Belton
Robert Lewis, Planning Director, City of Copperas Cove
Kristina Ramirez, Planning Director, City of Harker Heights
Kent Cagle, City Manager, City of Killeen
Jason Deckman, Principal Planner, City of Temple
Bert Henry, Mayor, Village of Salado, Small and Rural Representative
Roger Miller, County Judge, Coryell County
Bobby Carroll, Commissioner, Lampasas County
Darrell Burtner, Director of Urban Operations, Hill Country Transit District
Victor Goebel, Director, TP&D, TxDOT – Waco District
Jason Scantling, Director, TP&D, TxDOT – Brownwood District
Vacant, Bell County

KTMPO Staff

Uryan Nelson, Director
Kendra Coufal, Senior Planner
Anita Janke, Regional Planner
Ashlynn Uschek, Regional Planner
Callie Tullos, Regional Planner
David Lopez, Regional Planner
Sam Agha, Regional Planner
Tay Floyd, GIS Technician

APPENDIX B – Metropolitan Planning Area Boundary Map

Metropolitan Planning Area Boundary Map



APPENDIX C – Debarment Certification

Debarment Certification

(Negotiated Contracts)

(1) The Killeen-Temple **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Commissioner Bobby Whitson, Bell County
Transportation Planning Policy Board – Chair
KTMPO

Date

APPENDIX D – Lobbying Certification

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Commissioner Bobby Whitson, Bell County
Transportation Planning Policy Board – Chair
KTMPO

Date

APPENDIX E – Certification of Contract and Procurement Procedures Compliance

Certification of Contract and Procurement Procedures Compliance

I, Bobby Whitson, TPPB Chair, Commissioner, Bell County, a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Commissioner Bobby Whitson, Bell County
Transportation Planning Policy Board – Chair
KTMPO

Date

Attest:

Name

Title

APPENDIX F – Certification of Internal Ethics and Compliance Program

Certification of Internal Ethics and Compliance Program

I, Bobby Whitson, TPPB Chair, Commissioner, Bell County, a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Commissioner Bobby Whitson, Bell County
Transportation Planning Policy Board – Chair
KTMPO

Date

Attest:

Name

Title

APPENDIX G – Amendment Summary

Amendment Summary

Killeen-Temple Metropolitan Planning Organization

FY 2026 & 2027 UPWP Amendment Summary

(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting – DBE Goal	UPWP Amendment Summary
1/21/2026			31		See next page.
3/24/2026			32		See page 32.

Amendment #1 Summary

Task 1, Subtask 1.4 - Equipment

FY26 Subtask 1.4 has a current budget of \$52,000.

Updated expenditures include:

- Equipment \$5,000
- Esri Annual Licensing Fee \$6,723
- Tetra Tech TIP Module Implementation \$17,250
- TetraTech Annual Licensing Fee \$24,840
- Golden Shovel Website and Media Pkg \$23,475
- Golden Shovel Annual Maintenance & Hosting \$6,000

Anticipated expenses for FY26 are \$83,288, resulting in a shortfall of \$31,288 for Subtask 1.4.

FY27 Subtask 1.4 has a budget of \$32,500.

Updated expenditures include:

- Equipment \$5,000
- Esri Annual Licensing Fee \$6,723
- TetraTech Annual Licensing Fee \$24,840
- Golden Shovel Annual Maintenance & Hosting \$6,000

Anticipated expenses for FY27 are \$42,563, resulting in a shortfall of \$10,063 for Subtask 1.4.

\$41,351 is needed to cover updated budgets for FY26 and FY27 Subtask 1.4.

Task 4, Subtask 4.1 – Metropolitan Transportation Plan

FY26 Subtask 4.1 has a budget of \$73,169 for an MTP update that will likely not occur until FY27, resulting in a budget surplus.

Amendments

Staff request to move:

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

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

TAC recommended approval of Amendment at their January 7, 2026 meeting, followed by TPPB formal approval of Amendment at their January 21, 2026 meeting.

Amendment #2 Summary

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 Amendment at their March 11, 2026 meeting, followed by TPPB formal approval of Amendment at their March 24, 2026 meeting.

APPENDIX H – Completed UPWP Checklist

Completed UPWP Checklist (Optional)