



Public Participation Plan (PPP)

June 20, 2007
Amended
November 19, 2008
August 24, 2011
June 18, 2014
October 22, 2014

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APPROVAL

The KTMPO Public Participation Plan (PPP) was amended in 2007 to become compliant with the new requirements of the SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A legacy for Users) Transportation Authorization Bill approved on August 10, 2005. Other amendments to the PPP occurred in 2008 and 2011.

Major amendments to the Public Participation Plan were adopted in 2014 to reflect KTMPO's status as a Transportation Management Area (TMA). Substantial changes to the plan included changing the legislative basis from SAFETEA-LU to MAP-21 (Moving Ahead for Progress in the 21st Century Act), expanding internet and social media usage, and creating an appendix for Environmental Justice and Title VI activities. Following a 45-day public comment period and public hearings on April 29, 2014 and April 30, 2014, the KTMPO Transportation Planning Policy Board (TPPB) unanimously approved the revisions at their meeting on June 18, 2014.

Additional amendments were proposed later in 2014 to 1) clarify partnership between KTMPO and Hill Country Transit District regarding public involvement; and 2) revise the Environmental Justice component of the PPP. Following a 15-day public comment period and a public hearing on October 8, 2014, the KTMPO TPPB unanimously approved the revisions at their meeting on October 22, 2014.

INTRODUCTION

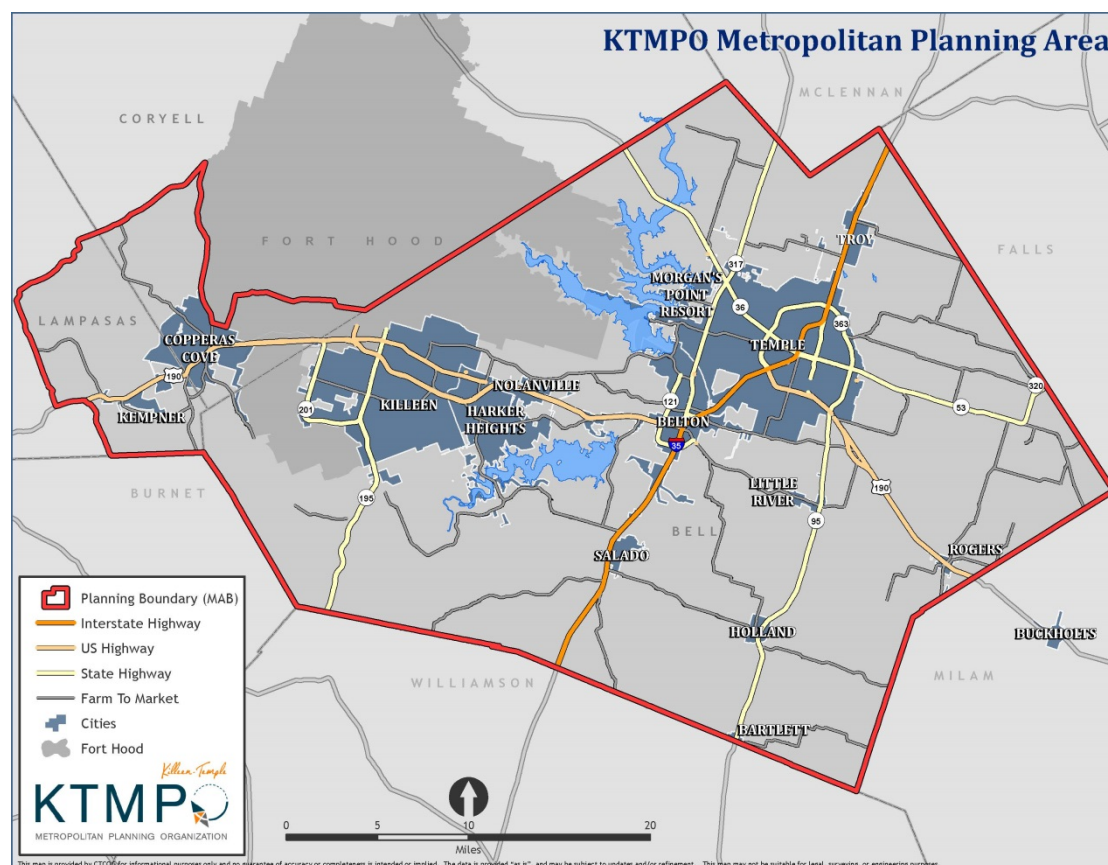
The Killeen Temple Metropolitan Planning Organization (KTMPO) is the federally designated Metropolitan Planning Organization (MPO) for the metropolitan area covering all of Bell, and parts of Coryell and Lampasas Counties to include portions of Fort Hood and the following cities:

Table 1: KTMPO membership

♦ Bartlett	♦ Killeen	♦ Rogers
♦ Belton	♦ Kempner	♦ Village of Salado
♦ Copperas Cove	♦ Little River / Academy	♦ Temple
♦ Harker Heights	♦ Morgan's Point Resort	♦ Troy
♦ Holland	♦ Nolanville	♦

KTMPO's purpose is to coordinate regional transportation planning among the state, counties, and cities within the metropolitan area and to coordinate the use of federal transportation funds. KTMPO operates under the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012, as well as preceding legislation. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Map 1: **KTMPO** Boundary



Overview

The Public Participation Plan (PPP) is the official policy document for KTMPO. Our goal is a proactive transportation planning effort that provides complete information, timely public notice, and full public access to key decisions. The PPP is intended to include everyone who uses the transportation infrastructure within the KTMPO area such as minority, elderly, disabled, and low to moderate-income groups; bus, rail and taxi companies as well as their passengers; freight shippers; and any private citizen or agency representatives. The PPP supports early and continuing involvement of the public in developing transportation plans for the region.

The public has an opportunity to participate during all phases of the transportation planning process. The Public Participation Plan shall be developed in consultation with all interested parties and these parties shall have reasonable opportunities to comment on the participation plan, the short-term transportation plan and the long-term transportation plan. Public participation shall be available through the following formats: public notification, public meetings, public review, public comment, public appearances, project solicitation, social media, and the MPO website.

There are many reasons the public should participate in transportation planning. The **KTMPO** region is one of the fastest growing areas of Texas. The combination of the growth at Ft. Hood and the strong economic development efforts of all of the region's cities and counties are resulting in an increase in population, jobs, and housing, and consequently an increase in the pressure on the transportation system.

Transportation decisions made today will affect people far into the future. Therefore, the following issues are considered when developing long-range transportation planning objectives:

Economic Development: What mix of transportation modes will promote a strong regional economy?

Mode of Transportation: How will we plan for or promote rail, transit, bicycling, and/or walking in the future transportation network?

Quality of Life: How will changes to the transportation system affect green spaces, air quality, mobility, roadway capacity, ease of access to services, and the livability of communities?




Planning Documents

The PPP includes public involvement procedures for the following planning documents: the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Congestion Management Process (CMP), and any other transportation planning initiatives and studies that have a significant scope or impact.

The TIP and MTP form the foundation from which the Texas Department of Transportation (TxDOT), in cooperation with KTMPO, will select projects for construction or rehabilitation of transportation infrastructure and transit activity in the planning area.

See Appendix C for definitions of terms.

Administrative amendments to KTMPO planning documents may not be subject to the requirements outlined in the PPP but may be presented and discussed at meetings of the Technical Advisory Committee and Transportation Planning Policy Board. Administrative amendments include the following:

-  **TIP:** Minor revisions that are administrative and do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination.¹
-  **MTP:** Minor revisions that would not affect the overall project list, change the intent of language originally approved by the Transportation Planning Policy Board, or change the overall scope of any project.
-  **Other Planning Documents:** Minor language, grammatical and format corrections that would not change the approved intent or content of the document and KTMPO member updates.

Planning Documents - Comment Periods

Program Adoption	Public Comment Period	Remarks
TIP	30 days to be concluded prior to TPPB approval	<ul style="list-style-type: none"> ◆ Significant comments to TIP and MTP will be included in each document. ◆ Whenever possible, public meetings for each transportation planning component will be held concurrently. ◆ A summary of oral or written public comments will be provided to TPPB and technical committee.
MTP		
UPWP		
CMP		
PPP	45 days to be concluded prior to TPPB approval	
Major Program Amendments		
TIP, MTP, UPWP, CMP, and PPP	15 days to be concluded prior to TPPB approval	Major TIP amendments involve a change to: <ul style="list-style-type: none"> ◆ The list of projects; ◆ The project scope of work or design concept; or ◆ The phase of work (i.e. addition of preliminary engineering or construction). ◆ Significant change in funding allocation or distribution.

¹Texas Administrative Code, Title 43, Part 1, Chapter 16, Subchapter C (k),(1), (C), (v).

MAP-21 Requirements

Two landmark bills, – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) – shaped the highway program to meet the Nation’s changing transportation needs, and that program continues under the Moving Ahead for Progress in the 21st Century Act (MAP-21)².

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

MAP-21 establishes national performance goals for Federal highway programs, which are included in Appendix C.

Various provisions of MAP-21 require expanded consultation and cooperation with federal, state, local and tribal agencies responsible for land use, natural resources, historical preservation and other environmental issues during the adoption of long and short-term plans. The MPO shall consult with these agencies, as appropriate, in the development of the short and long-term transportation plans. Agencies that TxDOT or KTMPO may consult with are listed below. Other organizations may be included as needed:

Regional Agencies:

Bell County
Coryell County
Lampasas County
Fort Hood
Killeen-Fort Hood Regional Airport
Department of Homeland Security
Local Economic Development Corporations
Local Chambers of Commerce
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Services
U.S. Geological Survey
US Department of Agriculture (Forest Service)
Tribal Agencies
Texas Commission on Environmental Quality (TCEQ)
Texas Historical Commission
Texas Parks and Wildlife
General Land Office
Local Historical Agencies
Local Land Use Plans (City and County)
Local Municipalities

² Public Law 112-141, July 6, 2012

In conjunction with the development of the long-term plan, the Metropolitan Transportation Plan (MTP), environmental mitigation shall be discussed. A general discussion of potential environmental impacts, avoidance and mitigation activities shall be developed by KTMPO in consultation with federal, state, tribal agencies, environmental and other regulatory agencies. This discussion shall be included in the MTP and shall be directed at the policy of strategy level, not project specific.

Another element of MAP-21 emphasizes consultation with other planning agencies that have a direct or indirect tie to transportation planning. The MPO will expand, as appropriate, the methods to improve coordination with land use and economic development planning. As part of the development of the Metropolitan Transportation Plan update, the planning process will promote consistency of the transportation plans with state and local planned growth and economic development patterns.

In order to better communicate transportation plans with the general public, MAP-21 also emphasizes the use of visualization techniques to depict transportation plans. Examples of visualization techniques may include charts and graphs, tables, Geographic Information System maps overlaid with data, computer simulation, photo manipulation and static maps. This technique will better depict the programs and communicate their impact to the public. KTMPO will utilize appropriate visualization techniques for public hearings, KTMPO meetings, informational handouts, development of the short-term and long-term transportation plans and any other outreach as beneficial for explanation and descriptive purposes.

Other Requirements/Partnerships

In addition to fulfilling the MPO public involvement requirements outlined in MAP-21, KTMPO is committed to satisfying any public involvement requirements formalized by its partners to include TxDOT and Hill Country Transit District (HCTD). As such, KTMPO's public participation process satisfies HCTD's public participation requirements for the Program of Projects under the FTA 5307—Urbanized Area Formula Grant Program.

ENVIRONMENTAL JUSTICE AND TITLE VI

KTMPO's public involvement plan aims to ensure equality among all citizens. Our goals are to assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings; to attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; and to achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities.¹ Together, these goals support a program of Environmental Justice.

The Federal Highway Administration (FHWA) defines three basic principles of environmental justice:²

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

KTMPO ensures Environmental Justice by integrating concerned or affected parties into the planning process. Efforts to accommodate and communicate with traditionally under-served groups will focus on contacting community leaders and organizations; inviting them into the process; speaking at their meetings; and placing them on the notification mailing lists. The Environmental Justice Communities of Concern (EJCOC) have been identified below and page 15 shows the identified focus areas within the KTMPO planning boundary.

Environmental Justice Communities of Concern:

- Census tracts with fifty percent or more of the population categorized as Low-to-Moderate Income by HUD.³
- Census tracts with fifty percent or more of the population identifies as minority (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).⁴
- Census tracts with twenty-five percent or more persons of Hispanic or Latino descent.⁴

Outreach methods may include:

- **A network of community leaders/volunteers** who have been identified as representing environmental justice communities of concern (EJCOC).
- **Fact sheets** that describe and define, the planning documents that KTMPO produces.
- **Translations** to better serve residents whose primary language is not English
- **Public Hearing and Public Meeting Locations** that are easily accessible to EJCOC.

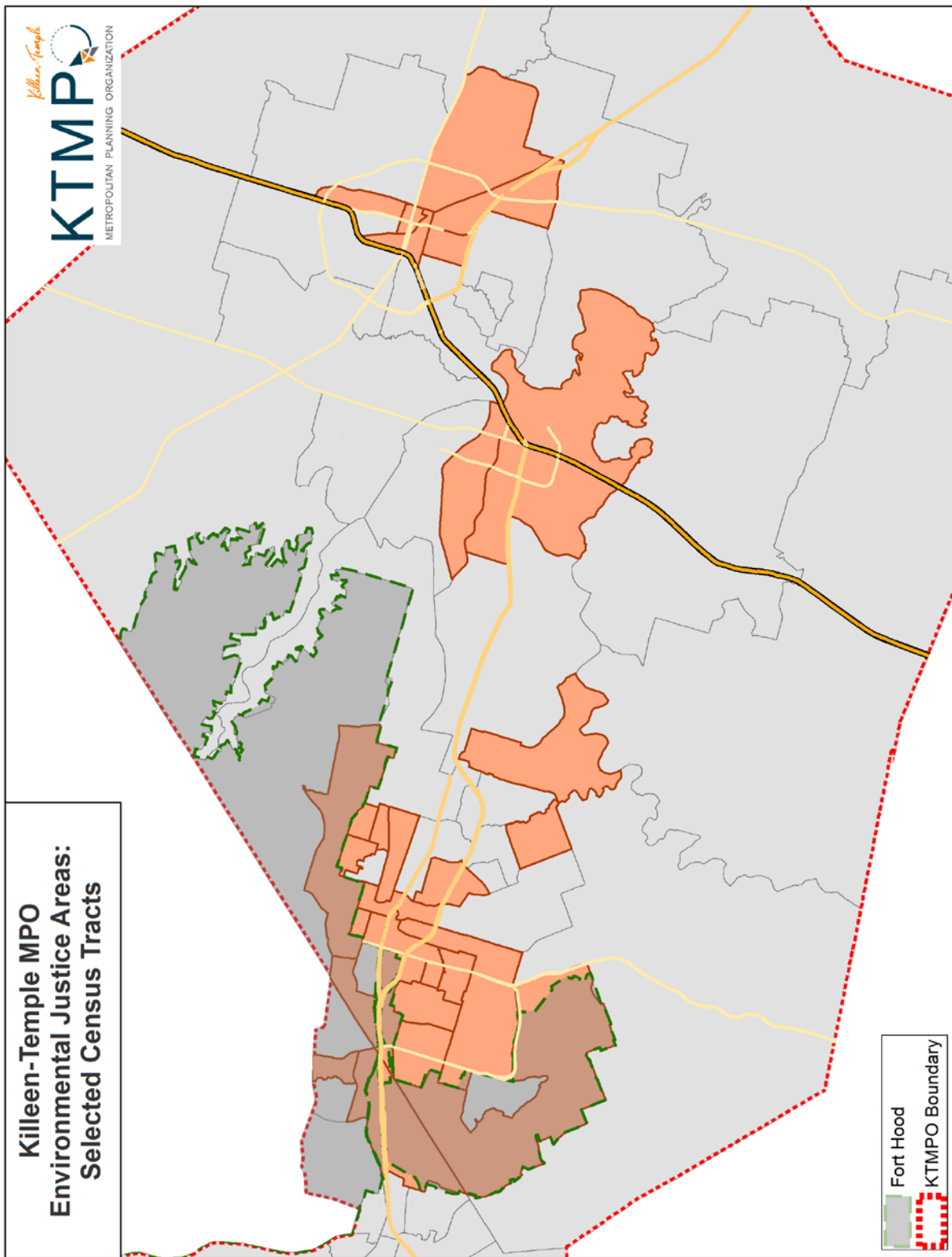
See Appendix D for Demographic Analysis and methodology.

¹ National Environmental Policy Act of 1969, Sec. 101 [42 USC § 4331]

² U.S. D.O.T. Order on Environmental Justice, April 15, 1997, Federal Register Vol. 62 Num. 72

³ 2006-2010 Low and Moderate Income Summary Data

⁴ 2012 ACS 5-Year Estimates



PUBLIC MEETINGS






The goal of the PPP is to ensure that the communities in the KTMPO region are aware, educated, and involved in the transportation planning activities of the Killeen-Temple area. There are several types of public meetings which KTMPO uses to conduct business and provide information and feedback. The procedures for scheduling, notifying impacted citizens, determining a suitable location, and other factors that affect public attendance will be discussed for each type of meeting below.

The Americans with Disabilities Act of 1990 (ADA) ensure equal opportunity for people with disabilities in employment, public accommodations, transportation, State and Local government services, and telecommunications. KTMPO facilitates participation by people with disabilities using the following guidelines: Meetings, public hearings, and KTMPO formal events are held in facilities that are accessible by persons with disabilities. Public notices of KTMPO meetings and events include a notice of accommodations for qualified individuals with disabilities. Such accommodations will be provided on request with a minimum 24-hour notice.

Meeting Procedures

All meetings of the Transportation Planning Policy Board (TPPB) and the Technical Advisory Committee shall be held in compliance with the Texas Open Meetings Act. The public will be given the opportunity to participate at every meeting during the public comment period; comments will not exceed three minutes. The TPPB will hold a public meeting the third Wednesday of each month. If no agenda items are proposed for a specific meeting date the dates may be adjusted as long as the TPPB meets a minimum of four times a year. Additional meetings may be scheduled as necessary.

Notification will be provided through the following methods.

-  Meetings will be posted at the KTMPO office at least seventy-two (72) hours in advance.
-  Meetings will also be posted at least seventy-two (72) hours in advance with the Texas Register, a weekly information publication submitted by state and other public agencies. Texas Register is available online at <http://texinfo.library.unt.edu/texasregister/> or by paid subscription.
-  Formal advertisement will be placed in the two newspapers with the largest general circulation.
-  Meeting dates, times, and locations will also be posted on www.ktmpo.org as well as through social media.
-  Notifications of meeting will be sent via e-mail and/or mail to all persons in the notification database.







Meetings will be held at ADA-accessible locations. If agenda items affect a specific community or area, the meeting will be held in the affected community if facilities are available. All open TPPB meetings will be sound recorded, with the recordings held for a minimum of three (3) years. A record of proceedings, including attendance, will be made available at the MPO office within 65 days of the meeting.

Open Meetings		
	Frequency	
Transportation Planning Policy Board	Third Wednesday of every month, as needed. Minimum of four meetings per year.	Administrative amendments to the TIP and other items not specifically requiring public involvement are presented and discussed at TPPB and technical committee meetings.
Technical Advisory Committee	First Wednesday of every month, as needed. Minimum of four meetings per year.	
Additional Public Information		
Technical Assistance	Provided daily	Answering comments and requests is a continuous process and KTMPO will strive to keep the public as informed as possible on transportation related issues in the region. Relevant information, such as links to news articles, surveys or other transportation planning resources available at www.ktmpo.org

PUBLIC HEARINGS

Public hearings will be held prior to the preparation of KTMPO documents (TIP, MTP, UPWP, CMP, and PPP). Major modification to these documents will also require a public hearing. Public hearings will be scheduled in a manner that makes them accessible to the community.

Notification for public hearings will be provided in the following manner:

-  The date, time, location, and subject matter of the hearing will be published in the 2 largest regional newspapers at least seventy-two (72) hours in advance.
-  Hearing dates, times, and locations will also be posted on www.ktmpo.org as well as through social media.
-  Notifications will be sent via e-mail or mail to all persons in the notification database.
-  Public hearings and open house meetings shall be held at dispersed locations. A total of 2 Public hearings for new KTMPO documents will be held in KTMPO communities in the following manner:
 -  One public hearing will be held in either Temple or Belton to serve the East side of the KTMPO boundary.
 -  One public hearing will be held in either Harker Heights, Killeen or Copperas Cove to serve the West side of the KTMPO boundary.

Public hearings for amendments to the TIP or MTP will be held if the amendment involves a change to the list of projects, the project scope of work or design, or a phase of work. The

public hearing locations will be alternated regularly between the cities listed above, however amendments to the TIP or MTP will require a public hearing in a location close to the affected area if possible and appropriate. Administrative amendments will be presented and discussed at Technical Advisory Committee and Transportation Planning Policy Board meetings only and will not require a public hearing.

KTMPO staff may perform the following tasks for public hearings: prepare an agenda, provide technical assistance during the forum, make a presentation, or arrange for others to make a presentation that uses innovative techniques to elicit full participation.

Open house meetings will require the same public notification and location procedures as a public hearing.

Public Comment

To solicit public opinion, a public comment period shall be held prior to the adoption of KTMPO documents or major revisions to the documents. Comments may be collected online, and a comment form will be available for download at www.ktmpo.org. Printed forms will be available at all public meetings and hearings, as well as KTMPO offices. A public comment period will be scheduled immediately after approval by TPPB to modify a document and will be advertised appropriately.

Response to Public Comment

For each public comment period, KTMPO staff will collect comments from print and electronic media and present them to the TPPB. Any significant comments received during the public comment period by members of the public shall be summarized along with a report on the disposition of comments in the final Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP). A copy of the summary and disposition report shall be sent to TxDOT, Waco office. The summary and disposition report shall be retained in the MPO files for a three-year period.

Any significant oral or written comments received by members of the KTMPO Technical Advisory Committee or Transportation Planning Policy Board will also be presented by staff and discussed prior to final approval of the document.

COMMUNICATIONS STRATEGY

Effective public involvement requires communication that moves freely between all parties. The MPO is committed to serious consideration of all public comment. The comments and feedback received from individuals is vital to produce transportation planning that meets the needs of the community. Response in the form of public comments will be accepted through several means.

Media

A list of media contacts, including radio, television, and newspapers will be maintained for dissemination to as wide an audience as possible when possible and appropriate. Specialized media for specific cultural and language groups will also be used when possible and appropriate.

Notification

A database of those interested in notification of public meetings and hearings will be maintained by the MPO. All organizations/individuals will remain in the database until either they request to be removed or email service returns three notifications to the MPO office as undeliverable. The notification database will include:

- ◆ All members of the TPPB and TAC
- ◆ Elected officials and legislators
- ◆ Transportation Agencies (transit, rail, airport);
- ◆ Local governments (cities, counties, council of governments);
- ◆ Local Economic Development Corporations;
- ◆ Local Chambers of Commerce;
- ◆ Major employers;
- ◆ Local media (print, television and radio);
- ◆ Private freight shippers;
- ◆ Providers of private freight transportation;
- ◆ Private transportation providers (taxi)
- ◆ Bicycle interest groups;
- ◆ Pedestrian interest groups;
- ◆ Transit interest groups;
- ◆ Disabled persons interest groups;
- ◆ Historical preservation groups;
- ◆ Public library (for posting notices);
- ◆ Users of public transportation;
- ◆ Local school districts;
- ◆ Local colleges & Universities;
- ◆ Business and civic groups;
- ◆ Social service organizations;
- ◆ Native American Tribal Councils;
- ◆ Special interest groups;
- ◆ Representatives of public transportation employees;
- ◆ Central Texas Workforce Development representatives; and
- ◆ Any private citizens or agency representatives who request notification.

A Public Notification Request Form can be completed at any TPPB/TAC meeting, by calling KTMPO staff, or coming to the MPO office. A public notification request form will be available electronically at the KTMPO website. Public Notification will be continuously updated and will not be required to go before the Transportation Planning Policy Board each time for approval.




The general public will be notified of any open meeting or public forum in three ways: internet, local print/broadcast media, and posting at the KTMPO office as defined specifically in each format. Certification of each notification will be retained on file.

Internet





KTMPO recognizes the increased use of mobile digital devices has changed the way people receive and process information, particularly with regards to government and public discourse. This media format allows for a more participatory and interactive means of engaging with members of the public as well as various stakeholders in the region. For that reason, KTMPO communications strategy will rely heavily on the internet, to include a website and various forms of social media or other web-based technologies as they become available and appropriate. KTMPO's message will continue to be publicized in traditional outlets, such as newspapers or mailings, in order to communicate with the largest audience possible.

An Internet site (<http://www.ktmpo.org>) will be maintained on a regular basis to include a calendar of events, informational fact sheets, public involvement outlets and all major current KTMPO documents.






Information Fact Sheets (Also available in Spanish)

-  Metropolitan Planning Organization
-  Metropolitan Transportation Plan
-  Transportation Improvement Program

Public Involvement Outlets

-  Public Comment Forms
-  Internet
-  Transportation Survey
-  Requests for Meeting Notification

KTMPO Documents

-  Metropolitan Transportation Plan
-  Transportation Improvement Program
-  Unified Planning Work Program
-  Public Participation Plan
-  Congestion Management Process

KTMPO will maintain accounts on current, popular social media sites in order to disseminate information to the public. These accounts will be frequently updated not only with changes to planning documents, but also with links to relevant news articles and other transportation-related sites, especially regional partners like TxDOT or the Hill Country Transit District. The intent of KTMPO's social media presence is to allow the public to receive online updates, at which time they can reference our website for more information on projects or amendments, or to download documents.

Public Access to Plans

Draft reports and plans will be available free of charge at the following locations: at the KTMPO Internet site, the KTMPO office, and KTMPO TPPB meetings and Technical Advisory Committee meetings.

Public notice will be placed in local newspapers, stating availability of draft reports and plans and announcing public review periods. All persons and organizations in the notification database will be advised that the draft document is available for public comment.

Requests for Information

Requests for public records or information will be handled in accordance with the Open Records Act of Texas, as amended, as well as, the Central Texas Council of Governments Procedure of Requests for Records.




Civic/Group Presentations

KTMPO staff will accommodate requests from organizations such as chambers of commerce, economic development corporations, independent school districts, and civic clubs with informational programs and focused group discussions when ample time is given to make arrangements.




Effectiveness of Public Involvement

KTMPO staff will take steps to measure the effectiveness of our public participation plan. This plan shall be reviewed every three years to evaluate its effectiveness in soliciting public involvement in the transportation planning process. Both objective measurements and subjective observations will be considered.

Quantitative data to be collected may include:

-  Attendance at public hearings, open houses, workshops, or meetings of the Transportation Planning Policy Board
-  Interactions such as page views of the KTMPO website and quantifiable social media interactions such as subscribers, numbers of comments, or sharing activity.
-  Survey responses gauging interest, satisfaction, or concerns

Subjective observations may encompass:

-  Verbal or written comments, positive or negative
-  Recorded comments from social media
-  Word of mouth impressions via planning staff, members of the Transportation Planning Policy Board or Technical Advisory Committee, and other state and federal agencies

KTMPO staff will provide the results of the evaluation to members of the Transportation Planning Policy Board in order to guide future communications strategy.

APPENDIX

APPENDIX A – FACT SHEETS

Metropolitan Planning Organization



The Metropolitan Planning Organization (MPO) is designated by the Governor of Texas to serve as the transportation planning organization for the Central Texas region. The purpose of the MPO is to coordinate regional transportation planning among the state, counties, and cities within the MPO boundary. This includes the following cities and surrounding areas:

Bartlett	Little River / Academy
Belton	Morgan's Point Resort
Copperas Cove	Nolanville
Harker Heights	Rogers
Holland	Village of Salado
Kempner	Temple
Killeen	Troy

KTMPo Staff

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www.ktmpo.org

KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION

Summary Sheet

WHERE IS KTMPO LOCATED?

Our offices are located in the Central Texas Council of Governments Building.

Killeen- Temple Metropolitan Planning Organization

2180 North Main Street

Belton, Texas 76513

The mailing address is: P.O. Box 729

WHAT DOES KTMPO DO?

The MPO is charged with the task of carrying on a transportation planning process under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal is to create a framework in which transportation planning is focused on providing mobility while preserving the natural environment and encouraging community goals. Major MPO functions include:

- Developing a long-range plan—The 25-Year Metropolitan Transportation Plan communicates the transportation needs and goals of the region.
- Coordinating with the Texas Department of Transportation (TxDOT)
- Assisting the Transportation Planning Policy Board with the development of the transportation planning documents and studies that are needed.

WHO IS INVOLVED IN THE PLANNING PROCESS?

The Killeen-Temple Metropolitan Planning Organization (KTMPo) is guided by the Policy Board and the Technical Committee. The Policy Board members are primarily elected officials from within our planning area, who set the long-range priorities, goals and policy. The Technical Committee includes members of city and county technical staff who provide technical input and advice to support KTMPO policy decisions.

WHEN ARE MEETINGS HELD?

The KTMPO Policy Board meets monthly on the third Wednesday and the KTMPO Technical Committee meets monthly on the first Wednesday, unless specifically changed. These meetings are held at the KTMPO offices in Belton at 9:30 am and are normally open to the public. Contact KTMPO staff or visit the KTMPO website for a list of Technical Advisory Committee and Transportation Planning Policy Board members.

HOW DO I SCHEDULE A PRESENTATION?

KTMPo staff will gladly attend meetings of local community groups or organizations in order to speak and explain our mission and purpose. Contact our MPO Director to discuss your needs and particular areas of interest. You may also obtain fact sheets or our planning documents from www.ktmpo.org.

Hoja de Resumen

LA MISIÓN

El gobernador de Texas designó a la Organización de Planificación Metropolitana (MPO, por sus siglas en inglés) como la organización encargada de la planificación de transporte en la región Central de Texas. El propósito de esta organización es de coordinar el proceso de planificación de transporte regional entre los condados y ciudades ubicadas dentro de sus límites. Las siguientes ciudades y sus alrededores están considerados dentro de los límites:

Bartlett	Little River / Academy
Belton	Morgan's Point Resort
Copperas Cove	Nolanville
Harker Heights	Rogers
Holland	Village of Salado
Kempner	Temple
Killeen	Troy

Personal de la KTMO

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www.ktmpo.org

**KILLEEN-TEMPLE
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¿DÓNDE ESTÁ UBICADA LA KTMO?

Nuestras oficinas se encuentran en el edificio del Consejo de Gobiernos de la Región Central de Texas (Central Texas Council of Governments).

Organización de Planificación Metropolitana Killeen-Temple

2180 North Main Street

Belton, Texas 76513

Dirección postal: P.O. Box 729

¿QUÉ HACE LA KTMO?

La Organización de Planificación Metropolitana (MPO) esta encargada de realizar el proceso de planificación de transporte según lo dispone el decreto Avanzando por el Progreso en el Siglo XXI (MAP-21, por sus siglas en inglés). Su objetivo es crear el marco para la planificación de transporte enfocado en su movilidad y la preservación del los entornos naturales tomando en cuenta las metas de la comunidad. Las funciones principales del MPO incluyen:

* Desarrollar un plan a largo plazo tomando en cuenta las necesidades y metas de la región: Plan de Transporte Metropolitano para los siguientes 25 Años.

* Coordinar el proceso de planificación con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés).

* Apoyar al Consejo de Política y Planeamiento de Transporte con el desarrollo de documentos para la planeación de transporte y estudios necesarios.

¿QUIÉNES PARTICIPAN EN EL PROCESO DE PLANIFICACIÓN?

La Organización de Planificación Metropolitana de Killeen-Temple (KTMO, por sus siglas en inglés) cuenta con un Consejo de Política y Planeamiento y un Comité Asesor Técnico. El Consejo de Política y Planeamiento consiste de miembros elegidos y designados con derecho a voto. El Comité Asesor Técnico lo forman miembros del personal municipal y del condado quienes proporcionan asesoría técnica.

¿CUÁNDO SE CELEBRAN LAS REUNIONES?

El Consejo de Política y Planeamiento se reúne el tercer miércoles de cada mes y el Comité Asesor Técnico el primer miércoles de cada mes. Las reuniones son a las 9:30 a.m. en las oficinas de la KTMO.

¿CÓMO PROGRAMAR UNA PRESENTACIÓN?

Si desea que el personal de la KTMO haga una presentación a un grupo de la comunidad: cívico, religioso, etc., favor de llamar a nuestra oficina al 254-770-2200. Para mayor información consulte nuestra página web: www.ktmpo.org.

Metropolitan Transportation Plan Summary Sheet

THE 25 YEAR TRANSPORTATION PLAN

Community needs for this region are expressed through the Metropolitan Transportation Plan (MTP). The MTP identifies the existing and future transportation needs and plans for the population growth for the next 25 years. The main elements of the plan are a short-range project list (10 years) and a long-range project list (25 years). Once identified within the MTP, a project is then eligible for federal highway or transit dollars for study, design, right of way acquisition or construction activities. The plan considers highways, air transport, transit, bicycle, and pedestrian methods of transportation and seeks to increase the efficiency and safety of the persons and goods within and out of the region.

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THE SHORT RANGE PLAN

The short range plan covers road projects that are in the ten-year planning period. The projects listed on the short range plan are considered the most important within the region and may be chosen for improvement if the necessary funding is available. However, it is possible that projects listed in the long range plan will be started earlier, if a funding source is made available and conditions call for a project to begin earlier than expected. The KTMPO Policy Board has the option to move a project up to a higher ranking at any time this action is necessary.

THE LONG RANGE AND REGIONALLY SIGNIFICANT UNFUNDED PLAN

The projects that are listed in the long range plan are intended to meet the needs of travel within the region that can reasonably expect funding through the year 2040. Both the short and long range plan are fiscally constrained based on previous funding trends. Projects without a foreseeable funding source are listed in the Regionally Significant Unfunded List of the MTP.

The goals of this plan are to consider the national and local travel trends and their impact in the Killeen-Temple area. Through ongoing, cooperative, and comprehensive transportation planning, with the Texas Department of Transportation, local city and county governments, and other state agencies, we hope to prepare the best plan for the future transportation needs of Central Texas.

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KILLEEN-TEMPLE
 METROPOLITAN PLANNING
 ORGANIZATION

Plan de Transporte Metropolitano Hoja de Resumen

PLAN DE TRANSPORTE DE 25 AÑOS

El Plan de Transporte Metropolitano (MTP, por sus siglas en inglés) identifica las necesidades presentes y futuras de la comunidad en lo que se refiere a transporte y toma en cuenta el crecimiento en población de los próximos 25 años. El plan incluye una lista de proyectos a corto plazo (10 años) y una de proyectos a largo plazo (25 años). Un proyecto puede recibir fondos federales para carreteras o circulación vial una vez que éste se encuentre incluido en el MTP. Los fondos asignados se pueden utilizar para los estudios, el diseño, la compra de derecho de paso o la construcción del proyecto. El plan incluye métodos de transporte como lo son las carreteras, el transporte aéreo, la circulación, las bicicletas y los caminos para peatones; su objetivo es aumentar la eficiencia y seguridad del transporte de personas y productos dentro de la región.

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PLAN A CORTO PLAZO

El Plan a Corto Plazo incluye proyectos de vías y carreteras que se encuentran en el período de planificación de diez años. Se considera que los proyectos en el Plan a Corto Plazo son los más importantes para la región y por lo tanto se pueden desarrollar si se han asignado los fondos necesarios. Sin embargo, si hay fondos disponibles para un proyecto en el Plan a Largo Plazo y éste requiere que se empiece temprano, es posible que se implemente antes de lo anticipado. La Junta Directiva de la KTMO puede optar por adelantar el proyecto si cree que es necesario.

PLAN A LARGO PLAZO Y EL PLAN REGIONAL SIN FONDOS

Los proyectos en la lista del Plan a Largo Plazo son aquellos que ayudarán a la vialidad en la región y para los cuales se anticipa habrá fondos hasta el año 2040. Tanto los Planes a Corto Plazo como aquellos a Largo Plazo están sujetos a las tendencias de financiamiento previas. Los proyectos que no tienen una fuente de financiamiento segura se clasifican en la lista del MTP como Proyectos Regionales Necesarios Sin Fondos.

Este plan considera las tendencias de la gente que viaja a nivel local y nacional, y el impacto que tienen en el área de Killeen-Temple. Buscamos y esperamos preparar el mejor plan de transporte y el más completo para la región Central de Texas, al trabajar conjuntamente con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), los gobiernos municipales, los condados y otras agencias estatales.

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KILLEEN-TEMPLE
 METROPOLITAN PLANNING
 ORGANIZATION

Summary Sheet

THE FOUR-YEAR WORK PROGRAM

The Transportation Improvement Program (TIP) is the work plan which must be developed at both the metropolitan and state levels. Before proceeding to construction or implementation a project must be listed in the TIP. The TIP identifies those projects that the MPO agrees should either be implemented or constructed within the next 4 fiscal years and is designed to program projects which are identified as top priorities within the KTMP Mobility 2040 Metropolitan Transportation Plan. The TIP is updated on a yearly basis by the metropolitan planning organization, in cooperation with Texas Department of Transportation, and transit operators.

PROJECT SELECTION

The projects in the TIP have been selected from the Texas Department of Transportation's ten-year planning list. The planning list is expected to include only those projects officially adopted by the local MPO (in Central Texas, KTMP) and included in the long-range planning document, *Mobility 2040*. Projects are moved forward in the TIP on a year to year basis in the following ways:

- ◆ Any project listed in the first year of the approved TIP shall be considered the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- ◆ Should any project not be attainable from the first priority, then projects shall be selected from the second year list, and those projects may be implemented as plans and funds become available.
- ◆ If funds and plans are available, projects from the third and fourth year may be implemented.

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KILLEEN-TEMPLE METROPOLITAN
PLANNING ORGANIZATION

Hoja de Resumen

PLAN DE TRABAJO DE CUATRO AÑOS

El Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) es el plan de trabajo que debe desarrollarse a los niveles metropolitano y estatal. Antes de construir o implementar un proyecto, éste tiene que estar incluido en la lista del TIP por la Organización de Planificación Metropolitana. El TIP identifica aquellos proyectos para los cuales concuerda la MPO con que deben o implementarse o construirse dentro de un período fiscal de 4 años, y ha sido diseñado para programar los proyectos de acuerdo al plan de Movilidad 2040 de la KTMPO. La Organización de Planificación de Transporte, en colaboración con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y los operarios de transporte, actualiza la lista del TIP cada año.

SELECCIÓN DE PROYECTOS

Los proyectos en el Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) se seleccionan de la lista de los proyectos que el Departamento de Transporte de Texas (TxDOT) planea implementar en un período de diez años. La lista deberá incluir únicamente aquellos proyectos que ha aprobado oficialmente la MPO local (en el caso del región central de Texas, KTMPO) y que se incluyen en el plan Movilidad 2040, el documento de planeación a largo plazo. Los proyectos avanzan en la lista del TIP cada año de la siguiente manera:

- ♦ Cualquier proyecto aprobado en la lista TIP del primer año será una prioridad y se puede implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ♦ En caso que un proyecto con prioridad no se pueda realizar, se seleccionarán proyectos de la lista del segundo año y éstos se podrán implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ♦ Los proyectos de la lista del tercer o cuarto año se pueden implementar si los planes están listos y se han asignado fondos.

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APPENDIX B - PUBLIC INPUT FORMATS

Public Comment Form

PUBLIC COMMENT FORM


KTMP
METROPOLITAN PLANNING ORGANIZATION

Instructions: Your personal information is not required, but may allow planning officials to contact you in the future. Your comments will be recorded and presented to our Transportation Policy Board before voting on project selection or funding decisions.

Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email: _____

Comments:
(MORE ROOM ON BACK)

What do you want to say?



All comments and personal information will become part of public records and are subject to requests made under the Freedom of Information Act .

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Transportation Survey:

The KTMPO Transportation Survey was created using Google Forms and can be found here: <https://docs.google.com/forms/d/1I799NxHxymunsnAFAI8yyhkgMgR1N5ruSORyK5564G8/viewform>

Shortened URL for simplicity: <http://goo.gl/AVbVR>

This survey is also available in hard-copy at Public Meetings, Workshops, Open-house events, or by visiting the KTMPO offices.

KTMPO Transportation Survey

All questions are optional; you do not have to answer every question. However, the more detailed information you provide, the better your representatives will be able to plan for your future transportation needs.

DEMOGRAPHICS

All questions are optional; you do not have to answer every question.

Gender

- ☐ Male
- ☐ Female

Where do you live?

- ☐ Bartlett
- ☐ Belton
- ☐ Copperas Cove
- ☐ Fort Hood
- ☐ Harker Heights
- ☐ Holland
- ☐ Kempner
- ☐ Killeen
- ☐ Little River-Academy
- ☐ Nolanville
- ☐ Morgan's Point Resort
- ☐ Rogers
- ☐ Salado
- ☐ Temple
- ☐ Troy
- ☐ Other:

Where do you work?

- ☐ Bartlett
- ☐ Belton
- ☐ Copperas Cove
- ☐ Fort Hood
- ☐ Harker Heights
- ☐ Holland
- ☐ Kempner
- ☐ Killeen
- ☐ Little River-Academy
- ☐ Nolanville
- ☐ Morgan's Point Resort
- ☐ Rogers
- ☐ Salado
- ☐ Temple
- ☐ Troy
- ☐ Other:

Age

- ☐ Under 15
- ☐ 15-19
- ☐ 20-24
- ☐ 25-29
- ☐ 30-34
- ☐ 35-39
- ☐ 40-44
- ☐ 45-49
- ☐ 50-54
- ☐ 55-59
- ☐ 60-64
- ☐ 65 and older

Race or Ethnicity - Check all that apply - you may choose more than one.












- | | |
|---|--|
| <input type="checkbox"/> White | <input type="checkbox"/> Native Hawaiian or Pacific Islander |
| <input type="checkbox"/> Black or African-American | <input type="checkbox"/> Hispanic or Latino |
| <input type="checkbox"/> American Indian or Alaska Native | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Asian | |










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APPENDIX C - GLOSSARY

Planning Terms

-  **MTP: METROPOLITAN TRANSPORTATION PLAN** - A document which identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty-year time period. To receive federal funding, a transportation project must be included in the MTP and the Transportation Improvement Program.
-  **TIP: TRANSPORTATION IMPROVEMENT PROGRAM** - A four-year transportation investment strategy, required at the metropolitan level, and a four-year program at the state level, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
-  **STIP: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM** – Document that incorporates metropolitan and rural area TIPs.
-  **UPWP: UNIFIED PLANNING WORK PROGRAM** - The biennial program of work for the **KTMPO** area. This document provides descriptive and scheduling details for the planning process. Serves as the MPO budget.
-  **CMP: CONGESTION MANAGEMENT PROCESS** – Policy document describing a deliberate set of steps to analyze, reduce and mitigate traffic congestion.
-  **PPP: PUBLIC PARTICIPATION PLAN** – Policy document guiding KTMPO to engage and involve members of the public in the planning process.
-  **ENVIRONMENTAL JUSTICE** – A concept by which KTMPO will assess and prevent discriminatory or disproportional effects of transportation planning in the community.
-  **MAP-21** – Moving Ahead for Progress in the 21st Century Act.
-  **NHS** – National Highway System.
-  **TPPB** – Transportation Planning Policy Board.
-  **TAC** – Technical Advisory Committee.

MAP-21 Performance Goals




-  **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
-  **Infrastructure condition** - To maintain the highway infrastructure asset system in a state of good repair.
-  **Congestion reduction** - To achieve a significant reduction in congestion on the NHS.
-  **System reliability** - To improve the efficiency of the surface transportation system.
-  **Freight movement and economic vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
-  **Environmental sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
-  **Reduced project delivery delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NOTE: Specific quantitative criteria will be published by the Secretary of Transportation in order to measure whether or not these goals have been achieved.

APPENDIX D – ENVIRONMENTAL JUSTICE:

Demographics and Methodology

The Environmental Justice Communities of Concern (EJCOC) in the KTMPO area have been identified below using data from the 2010 Decennial Census and Income data from the Department of Housing and Urban Development (HUD).

-  Census tracts with fifty percent or more of the population categorized as Low-to-Moderate Income by HUD⁵
-  Census tracts with fifty percent or more of the population identifies as minority (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).⁶
-  Census tracts with twenty-five percent or more persons of Hispanic or Latino descent.²

Community of Comparison

The Community of Comparison is the total population living and working in the KTMPO planning boundary. By understanding the demographic situation in the region, we can understand what may set certain groups apart from the majority.

Table 5 General demographics in KTMPO area⁷

	Total Population	Percent of Total	Mean Median Income	Income below Census Poverty Line (last 12 months)
KTMPO region	373,345	100%	\$ 29,502	9.57%
Race				
White	252,397	67.60%	\$ 50,338	12.49%
Black or African-American	76,358	20.45%	\$ 47,118	18.82%
Asian	10,549	2.83%	\$ 62,579	12.23%
Hawaiian Native or Pacific Islander	2,918	0.78%	\$ 34,458	24.88%
American Indian	2,136	0.57%	\$ 50,964	23.62%
Two or more races	17,045	4.57%	\$ 46,115	15.55%
Some other race	14,418	3.86%	\$ 49,987	19.62%
Ethnicity				
Hispanic	76,962	21%	\$ 46,817	17.28%

⁵ 2006-2010 Low and Moderate Income Summary Data

⁶ 2012 ACS 5-year estimates

Low-income Calculations

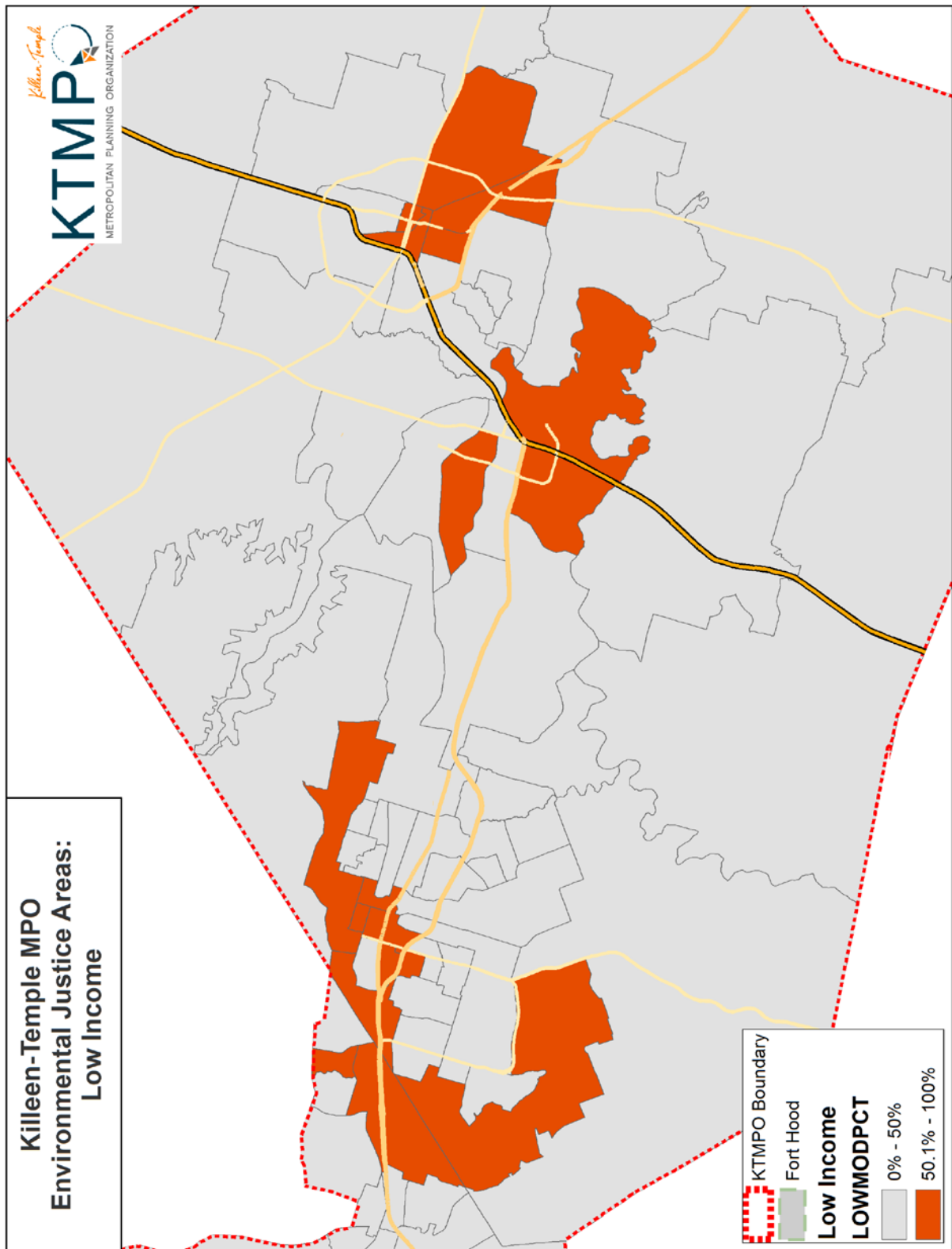
To calculate areas of Low Income, KTMPO staff examined the merits and applicability of different sources of income and poverty data. Among those sources are poverty guidelines as issued by Department of Health and Human Services, HUD Low-to-Moderate Income calculations, 2010 Census and 2012 ACS Poverty threshold tables, and KTMPO calculations of Mean Median Income. Each data source has certain advantages and shortcomings. For purposes of selecting areas of potential Environmental Justice impacts and outreach, KTMPO selected HUD LowMod data published at Tract level. Other data that KTMPO maintains are the tables of ACS Poverty thresholds broken down by racial and ethnic categories, which are used in showing the overall Community of Comparison.

Based on the overall community, and comparing several selection thresholds, KTMPO chose to select all tracts with greater than 50% of the population categorized as LowMod status. Low Income seems to be distributed mostly in the urban areas, specifically in the northern portion of Killeen, and the central and southern areas of Temple. Portions of the city of Belton are included, but the selected tracts in this area also include less urbanized areas to the east of I-35 in central Bell County.

See map on following page.

Table 1 - List of Selected Low-income Tracts:

Tract	% Low Income	Tract	% Low Income
207.1	83.04%	105.02	64.26
226	58.8%	235	63.15%
208	74.33%	232.03	63.12%
207.2	70.8%	228.01	61.57%
105.4	67.4%	232.04	56.75%
216.02	66.92%	215	56.63%
209	65.06	210	52.72%
229	64.09%	231.04	51.73%
232.02	64.45%		



Minority Calculations

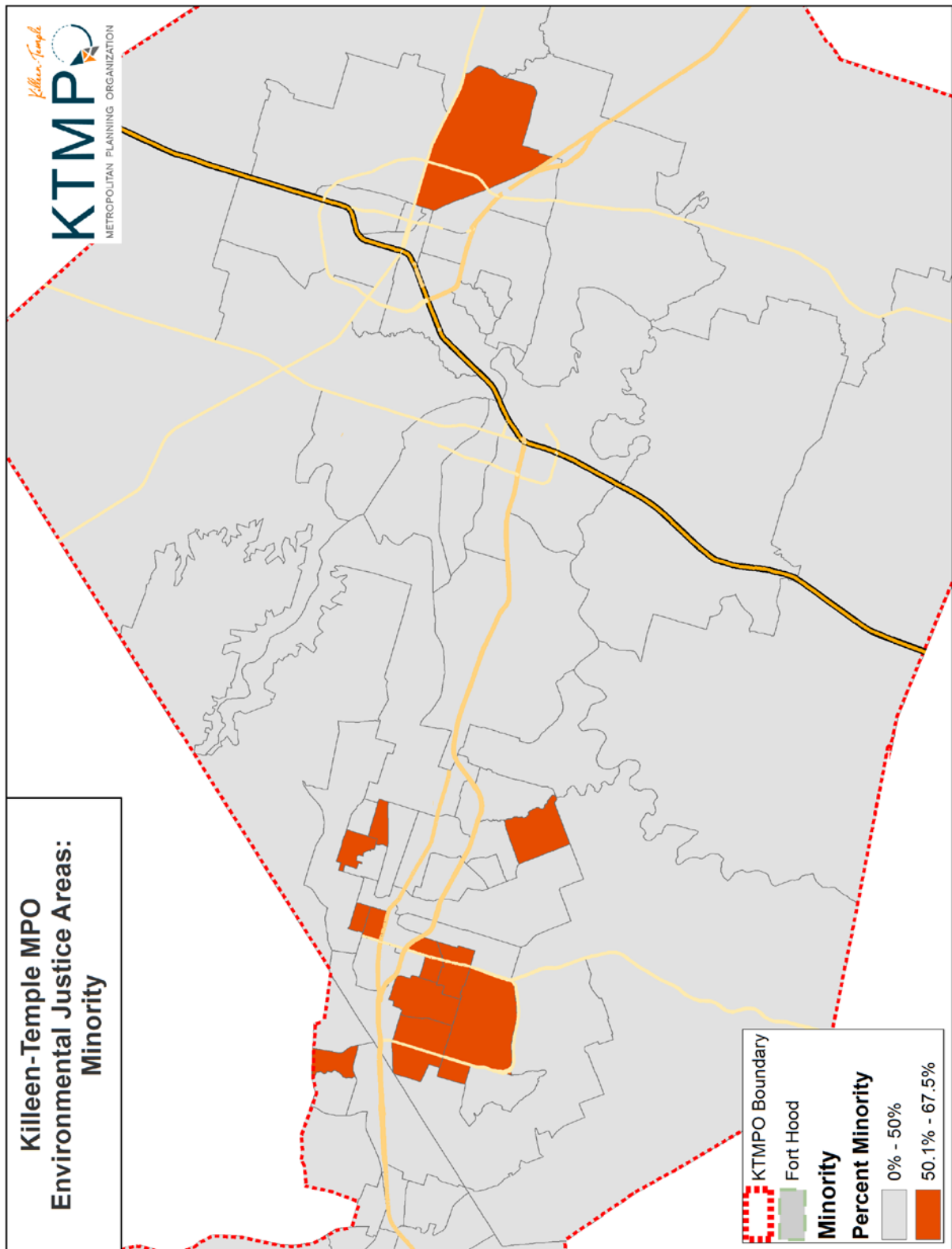
To calculate minority populations, care was taken to ensure individuals were not counted twice (due to the way the Census reports individuals who identify as more than one race, a simple summation of all minority respondents would result in over-estimation.) Our methodology was to add the respondents claiming one race alone (all races), and subtract that number from the total population; the remainder would then be the number of respondents who claimed two or more races, regardless of combination. This number was added to the total number of respondents who claimed one minority race only (Black, Asian, Native American, Pacific Islander, Other) to obtain a total number of minorities per tract. This number was divided by the total population to give the percentage of minorities in each tract. Tracts with greater than 50% of the population identified as minority were selected as potential areas of concern of Environmental Justice. The selected tracts were distributed sporadically through the Killeen area, with one concentration in Temple. We attribute the higher density of minority populations in Killeen to the influence of nearby Fort Hood. The United States Armed Forces represent a vast cross-section of the American population, by and large mirroring the nationwide averages for minorities, ethnic groups and other demographic distinctions. It stands to reason that the large number of military families living in Killeen would impact the population as a whole.

Other minority communities that may be considered in future project analysis are people of Asian descent (Korean, Vietnamese, Japanese) living in the two UZAs within the KTMPO boundary. There is no well-defined dense concentration of Asian people in the community; they are distributed evenly within the boundaries of Killeen and Temple.

See map on following page.

Table 2 – List of Tracts, Greater than 50% Minority Population:

Tract	% Minority		Tract	% Minority
208	67.45		231.07	54.12
221.04	63.39		221.03	53.98
228.01	58.28		224.02	53.19
231.08	57.45		231.06	52.89
235	57.34		231.05	51.82
231.03	56.06		105.02	50.8



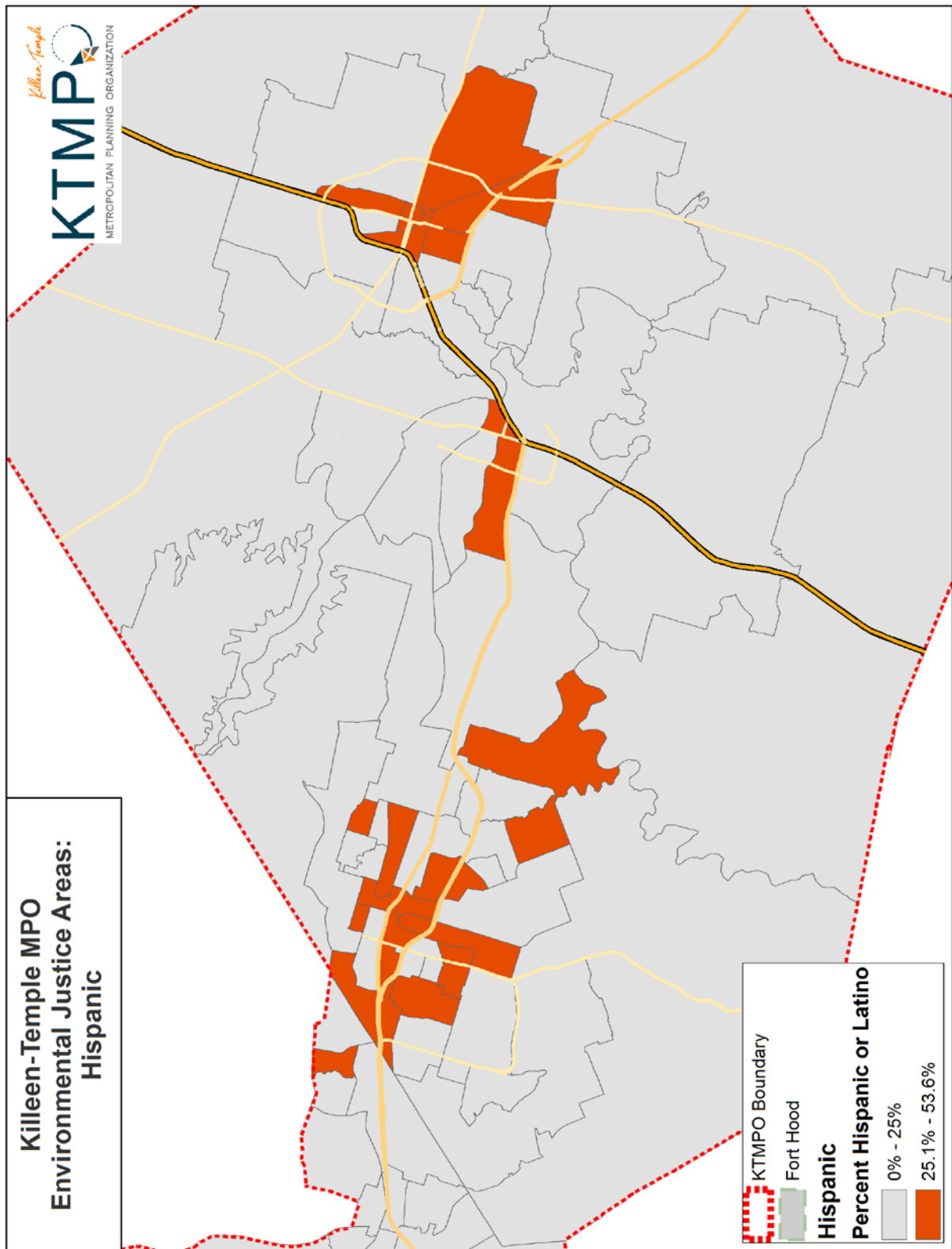
Hispanic and Latino Calculations

KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino. The percentage of Hispanic / Latino individuals was then calculated from the total number of residents per tract. Past plans indicated a statistically significant threshold of 40% or higher, when measured at the block group level. In order to analyze demographics and income data on the same geography, KTMPO is now using Census tracts. Staff analyzed the population at the tract level, comparing several different thresholds ranging from 20% up to 40%. KTMPO selected a 25% threshold; this value identified the most representative areas of Hispanic or Latino concentration. The following table shows the top ten block groups by Hispanic population.

See map on the following page.

Table 3 - List of Tracts Containing a Significant Hispanic Population:

Census Tract	Percent Hispanic / Latino	Census Tract	Percent Hispanic / Latino
207.02	53.6%	231.08	27.1%
224.05	48.4%	205	26.8%
216.01	46.4%	222	26.8%
226	36.6%	231.07	26.1%
210	35.9%	225.01	26.1%
209	34.1%	228.01	26.1%
232.03	33.9%	221.05	25.8%
224.01	32.7%	232.02	25.8%
208	32.0%	230	25.7%
207.01	29.5%	105.02	25.5%
229	29.4%	219.04	25.4%
224.02	27.2%		



Environmental Justice Areas

To generate an overall map of potential Environmental Justice Areas, the tracts identified for Low-Income, Minority and Hispanic populations were combined. A tract only needs to be identified in one of the categories to be selected; it does not have to meet all three criteria.

Table 4 - List of Selected Tracts:

105.02	221.03	231.03
105.04	221.04	231.04
205	221.05	231.05
207.01	222	231.06
207.02	224.01	231.07
208	224.02	231.08
209	224.05	232.02
210	225.01	232.03
215	226	232.04
216.01	228.01	235
216.02	229	9800.01
219.04	230	

Other demographic categories that may be considered under an Environmental Justice program are ethnic group, language, religion, age, or disability. Any readily identifiable grouping of one or more of these categories may then be considered an Environmental Justice Community of Concern.

See map on the following page for identified Environmental Justice Areas.

