CENTRAL TEXAS ON THE MOVE

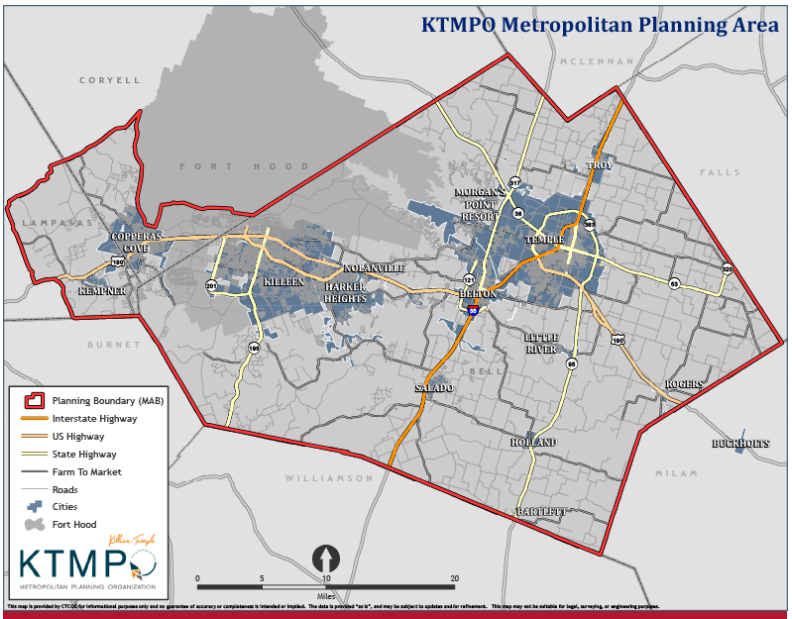
2180 N. Main Street Belton, TX 76513 Spring 2016

What is KTMPO?

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is responsible for coordinating transportation planning for the greater area around Killeen and Temple. By federal and state law, an MPO must be in operation in every urbanized area with a population over 50,000. KTMPO Metropolitan Planning Area consists of Bell County, southern Coryell County and eastern Lampasas County, and includes two urbanized areas—Temple and Killeen, and two Texas Department of Transportation (TxDOT) Districts—Waco and Brownwood.

KTMPO is governed by the Transportation Planning Policy Board (TPPB) which consists of elected officials from the planning area. The Technical Advisory Committee (TAC), which encompasses city administration staff, engineers, and planners, advises the policy board. The Central Texas Council of Governments (CTCOG) serves as the fiscal agent for the KTMPO.

MPOs with an urbanized population over 200,000 are considered a large MPO or a Transportation Management Area (TMA). KTMPO became a TMA in 2012 based on the 2010 census.



The KTMPO Metropolitan Planning Area

Contact Us

Contact us for more information about our services.

Killeen-Temple MPO

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Belton, TX 76513

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Visit us on the web at:

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In This Issue

Washington Passes Long-Term Transportation Funding Bill

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. This law provides long term funding certainty for surface transportation. Approximately $305 billion has been authorized for highway and transit spending through 2020; therefore, state and local governments can move forward with critical transportation projects.

The FAST Act largely maintains current program structures and funding shares between highways and transit, however it does increase funding by 11% over five years.

The law also makes changes and reforms to many federal transportation programs including streamlining the approval processes for new transportation projects, restructuring credit and innovative finance programs, providing new safety tools, and establishing new programs to advance critical freight projects.

Some of these provisions are highlighted below:

- Extending the environmental review process that applies to highways and public transportation to railroad and multimodal projects;
- Improving early and substantive engagement among agencies during the environmental review process;
- Establishing a National Multimodal Freight Policy that includes national goals to guide decision-making;
- Requiring the development of a National Freight Strategic Plan to implement the goals of the new National Multimodal Freight Policy;
- Creating a new discretionary freight-focused grant program that will invest $4.5 billion over 5 years to complete projects that improve safety and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements;
- Establishing a National Highway Freight Program providing $6.3 billion in formula funds over five years for states to invest in freight projects on the National Highway Freight Network;
- Making transit-oriented development projects eligible for financing under the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation & Improvement Financing (RRIF) programs;
- Providing $2.2 billion in formula grants and $1.5 billion in discretionary grants for buses and bus facilities;
- Establishing a pilot program to support projects that improve transportation coordination for the transportation disadvantaged, including seniors and individuals with disabilities;
- Supporting efforts to increase connectivity by improving bicycle and pedestrian networks; and
- Establishing a new competitive grant program for passenger and freight rail safety projects.

For more information on the FAST Act visit the US Department of Transportation's website: www.transportation.gov/fastact.

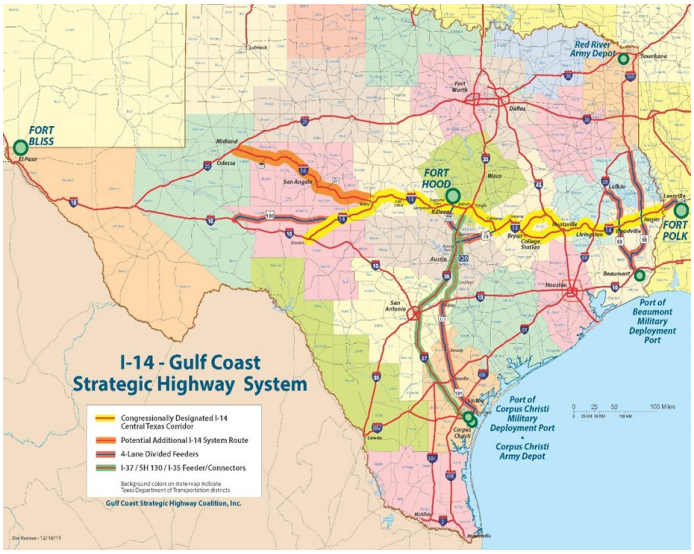
Central Texas Gets New Interstate

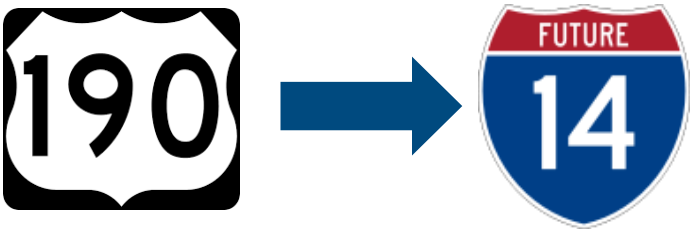
The new federal transportation bill, Fixing America's Surface Transportation (FAST) Act, created a congressionally designated Texas highway corridor that will be Interstate Highway 14. The Central Texas Corridor begins in west Texas and generally follows the path of US 190 through Brady, Killeen, Belton, Bryan-College Station, Huntsville, Livingston, Woodville, and Jasper, terminating at State Highway 63 at the Sabine River.

This highway has been nicknamed "Forts to Ports" to show how the new interstate links access between Fort Bliss, Fort Hood, and Fort Polk and the Texas strategic deployment seaports, the Ports of Corpus Christi and Beaumont. Proponents of I-14 espouse the new interstate will provide a safer, more efficient route across Central Texas while providing much needed connections between I-35 at Belton, I-45 at Huntsville, and future I -69 at Livingston.

A twenty-five mile stretch of US190 that runs through the KTMPO region from Copperas Cove to Belton is already at interstate standards. It will be renamed I-14 and added to the national interstate highway system once a technical review is completed and the new designation is approved by the Federal Highway Administration (FHWA), the American Association of Highway and Transportation Officials (AASHTO), and Texas Transportation Commission.

For more information visit Gulf Coast Strategic Highway Coalition's website, www.gulfcoaststrategichighway.org.





KTMPO Project Funding

KTMPO is responsible for ensuring all available transportation funds are utilized for the benefit of our region. There are several different types of transportation funding available to MPO member entities. Below is a brief synopsis of these funding sources.

Surface Transportation Program Metropolitan Mobility "Category 7" Funding

KTMPO became eligible to receive Category 7 funds in fiscal year 2013 after it was designated by the Federal Highway Administration as a Transportation Management Area (TMA). Category 7 are federal funds that can be used for roadway, transit, or bicycle/pedestrian projects. For fiscal years 2013 through 2017, KTMPO has received approximately $18.7 million.

Transportation Alternatives Program "Category 9" Funding

The Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, such as on and off road pedestrian bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation. Other types of eligible projects are recreation trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former Interstate System routes or other divided highways. KTMPO has received approximately $1.4 million for fiscal years 2013 through 2017.

Category 7 funds have been used to purchase HOP buses like the one pictured above.

Proposition 1 Funding

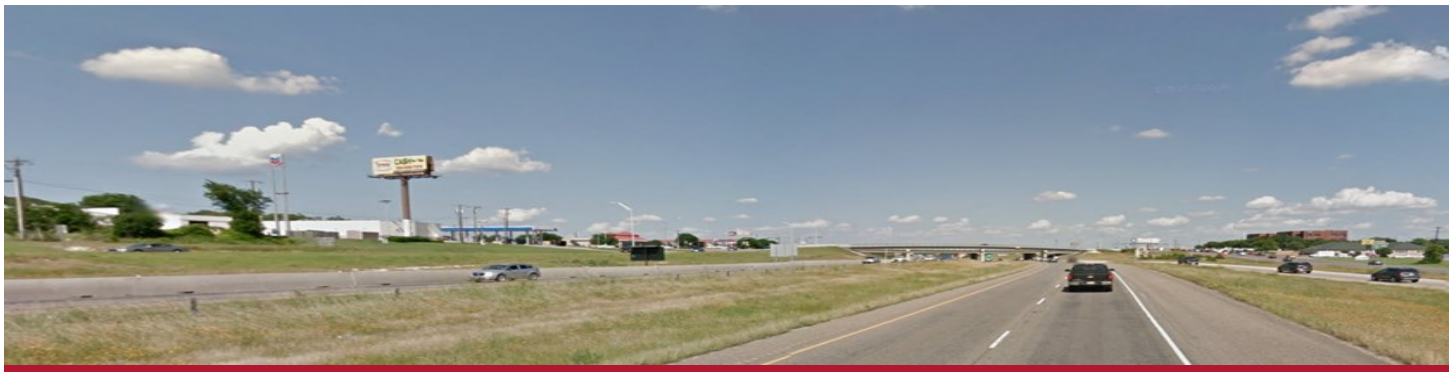
On November 4, 2014, Texas voters authorized a state constitutional amendment for transportation funding known as Proposition 1 or Prop 1. The amendment provides that a portion of oil and gas tax revenues will be allocated to the State Highway Fund. This amendment did not create any new taxes or fees. To be eligible for these funds, a transportation project must be an on-system road (US and State Highways, Loops, and Farm/Ranch to Market); must be "shovel-ready;" funds must be let in the fiscal year the funds are allocated; must address congestion relief; and cannot be used for transit or toll roads. KTMPO has received approximately $28.7 million for fiscal years 2015 through 2017.

Proposition 7 Funding

In November 2015, Texas voters approved a constitutional amendment to dedicate portions of revenue from Texas' general sales and use tax and motor vehicle sales and rental tax to the State Highway Fund for non-tolled projects. Funds will be allocated as follows:

- Beginning in September 2017 (FY 18), if state sales tax revenue exceeds $28 billion in a fiscal year, the next $2.5 billion of revenue would be directed to the State Highway Fund;
- Beginning in September 2018 (FY19), if state motor vehicle sales and rental tax revenue exceeds $5 billion in a fiscal year, 35% of the amount in excess of $5 billion would be directed to the State Highway Fund.

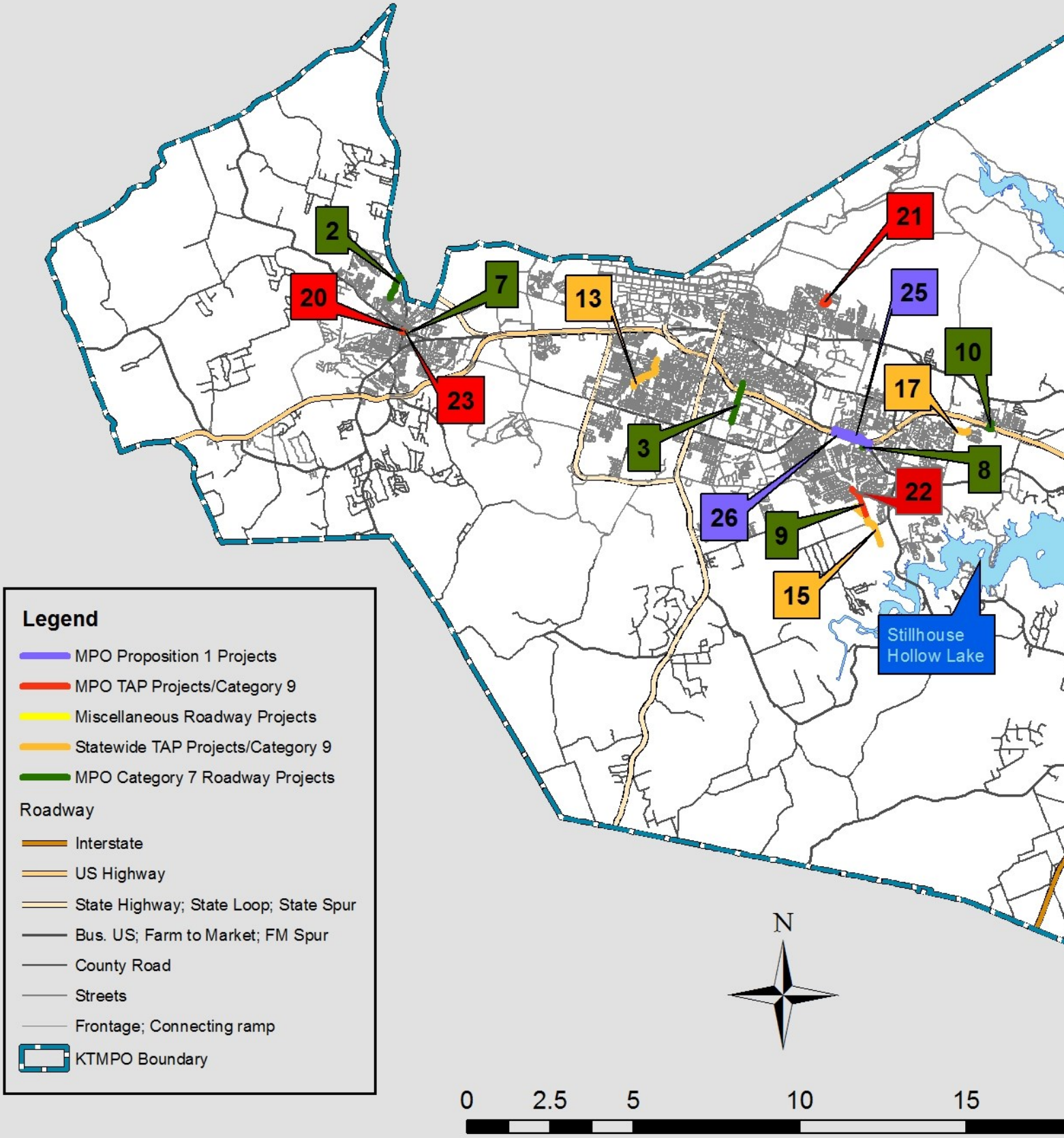
This is not a new tax and the funds can only be used to purchase right of way and build, maintain, and rehabilitate non-tolled public roads and to pay down certain transportation-related debt. Projected funding has not been released at this time.

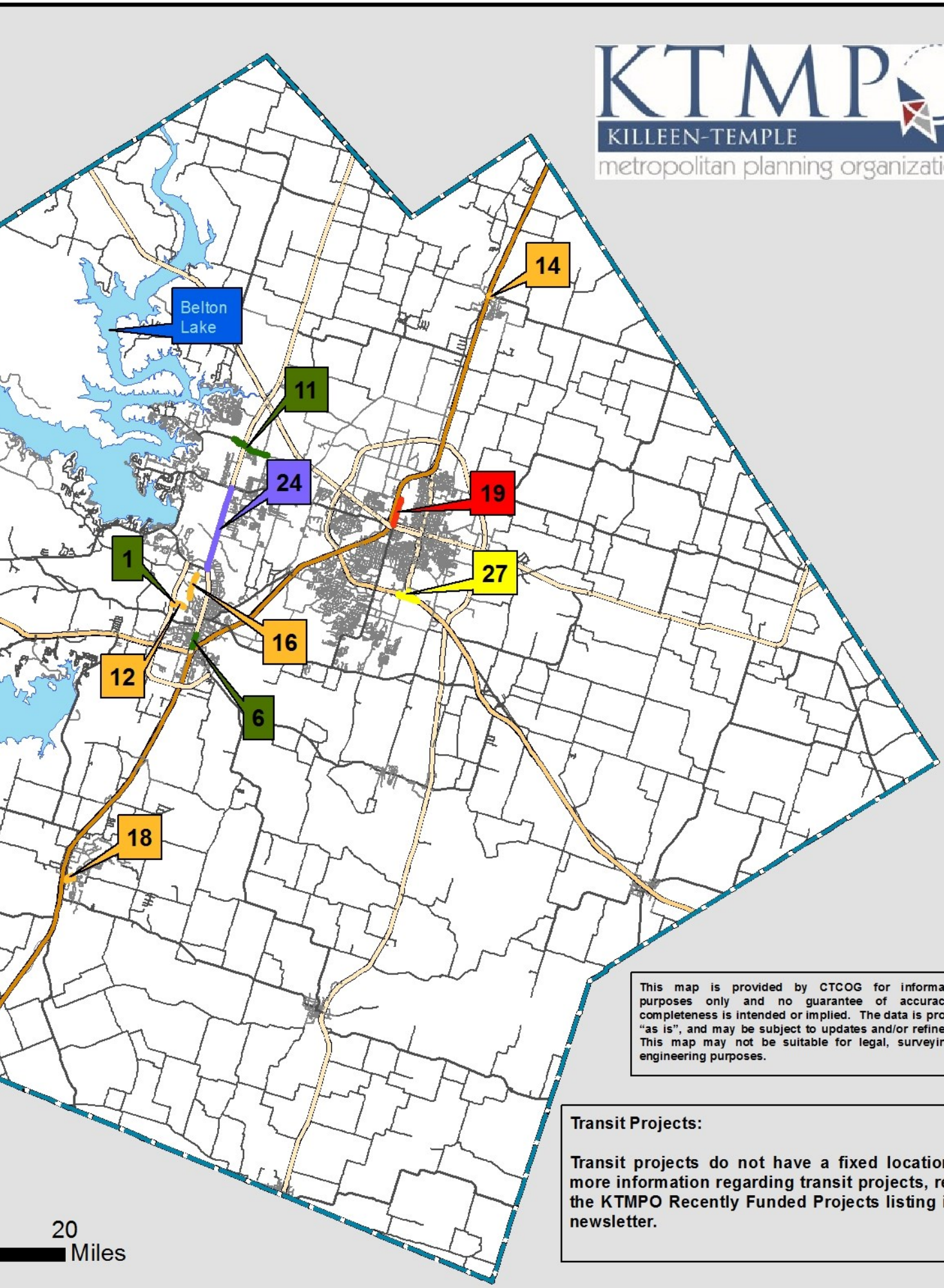


Proposition 1 funding will be used to widen a section of US 190 in the vicinity of Knights Way in Harker Heights.

KTMPO Recently Funded Projects

Numbers correlate to project listing on pages 5 and 6





This map is provided by CTCOG for informational purposes only and no guarantee of accuracy or completeness is intended or implied. The data is provided "as is", and may be subject to updates and/or refinement. This map may not be suitable for legal, surveying, or engineering purposes.

Transit Projects:

Transit projects do not have a fixed location. For more information regarding transit projects, refer to the KTMPO Recently Funded Projects listing in this newsletter.

KTMPO Recently Funded Projects

MPO CATEGORY 7 PROJECTS

Reference Number	KTMPO ID	Project Name	Full Extents	Description	Programmed Amount	
1	B15-01	W 9th Ave	Loop 121 to University Dr on UMHB campus	Constuct new roadway and bridge	$ 3,990,610	Metro Mobility (Category 7 FY13 & FY14)
2	C35-04	Courtney Lane Sidewalks	FM 116 to Fairbanks St	Construct roadway/pedestrian improvements, including right turn lane and replacement of curb ramps/driveway	$ 273,133	
3	K35-03	W Trimmier Rd	Jasper Dr to Elms Rd	Reconstruct and widen to six lanes, access drive improvements, install signals and turn lanes	$ 8,214,573	
4	A35-02	Bus Replacement	HCTD service in Temple UZA	Two replacement 25-passenger (Type 11) fixed route buses	$ 803,303	
5	A40-03	Bus Replacement FY15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	$ 1,214,606	FY15 , FY16 & FY17
6	B40-03	Main St Sidewalks	Avenue C to Avenue J	Phase 1 of the proposed sidewalk expansion will include the repair and installation of sidewalks	$ 379,308	
7	C40-02a	Ave D Sidewalk	South Main St. to South 2nd St.	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	$ 273,777	
8	H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr. and Heights Dr.	Construct traffic circle at intersection of Commercial Dr. and Heights Dr.	$ 489,249	
9	K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Rd.	Construction of a 4 lane roadway with center median with an off-system bridge	$ 7,965,049	
10	N40-01	Main Street Connectivity	Avenue I to US190 Frontage	Construct ADA bicycle/pedestrian pathways along Main Street and under US190	$ 596,386	
11	T35-24	Prairie View Road Enhancements	West of SH 317 to N. Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Road with signalized intersection	$ 6,480,000	
					$ 30,679,994	Total

STATEWIDE TAP (Transportation Alternatives Program) PROJECTS (Category 9)

Reference Number	KTMPO ID	Project Name	Full Extents	Description	Programmed Amount	
12	B35-01	City Street	Loop 121 to University Dr on UMHB campus	Construct Chisholm Trail Corridor facility	$ 1,569,750	Statewide TAP (previously Transporation Enhancements)
13	K35-02	City Street	Rimes to Watercrest Rd	Construct Killeen-Fort Hood Regional Trail, Segment 3	$ 1,940,664	
14	D35-01	FM 935	Main Street to US Post Office Troy, TX	Construct downtown Troy Streetscape-Historic Commercial District	$ 499,388	
15	K40-21	Heritage Oaks Hike & Bike Trail Segment 4	Proposed Rosewood Elementary to USACE property at approx 1 mile N of Cedar Gap Park	Shared Use Pedestrian/Bicycle Path	$ 3,448,284	
16	B40-04	Chrisholm Trail corridor Hike and Bike Phase II	0.25 MI S of Crusader Way to Sparta Rd at Commerce St.	Construct alternate transportation route consisting of shared-use path for pedestrian and bicyclists.	$ 2,670,615	TAP FY13, FY14, FY15 & FY16
17	N40-02	Old Nolanville Road Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path Rd to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclist.	$ 601,587	
18	S40-01	Enhancements along Salado Creek	Main St. at College Hill Dr to 0.09 MI N of Royal St. on Center Circle	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclist.	$ 368,959	
					$ 11,099,247	Total

MPO TAP (Transportation Alternatives Program) PROJECTS (Category 9)						
Reference Number	KTMPO ID	Project Name	Full Extents	Description	Programmed Amount	
19	T40-11	N. 31st St. Side-walks & Enhance.	N. 31st Street from SH53 to Nugent Drive	PHASE 1 of T40-11 to Construct alternative transportation route of Pedestrian/Bike Trail	$ 307,740	TAP FY13 & FY14
20	C40-03	Avenue D Streetscape	FM113 from FM116 to Main Street	Construct streetscape improvements to downtown Copperas Cove	$ 198,197	
21	K40-20	Brookhaven Bike/Ped Trail	Traverse Drive to Brookhaven Elementary School	Construct alternative transportation route of Pedestrian/Bike Trail	$ 312,532	
22	K40-23	Heitage Oaks Hike and Bike Trail, Segment 3A	Rosewood Dr from Flagstone to Pyrite.	Construction of a hike and bike trail with lighting.	$ 800,000	TAP FY15, FY16, & FY 17
23	C40-03b	Avenue D Streetscape Phase 3	Avenue D from South 1st Street to South 3rd Street	Construction of multi-terraced concrete walkways. curb ramps, handicapped ramps, pedestrian railings, crosswalkstriping and necessary signage.	$ 351,642	
					$ 1,970,111	Total

MPO PROPOSITION 1 PROJECTS						
Reference Number	KTMPO ID	Project Name	Full Extents	Description	Programmed Ammount	
24	W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane with raised median	$16,000,000	FY 15
25	H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway, with sidewalks, median and turn lanes in a context sensitive design	$8,800,000	FY 16
26	W40-02	US 190	1.0 mi West of FM2410 to Knights Way	Widen from 4 to 6 lane roadway.	$9,000,000	FY 17
					$33,800,000	Total

MISCELLANEOUS PROJECTS						
Reference Number	KTMPO ID	Project Name	Full Extents	Description	Programmed Ammount	
27	T25-06	Loop 363	At Spur 290	PHASE 1 of interchange construction	$ 9,984,000	Category 1 & Local
28	A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	$ 77,293	FTA 5339
					$10,061,293	Total

Key	
	MPO Category 7 Roadway Projects
	MPO Category 7 Transit Projects
	Statewide TAP Projects/Category 9
	MPO TAP Projects/ Category 9
	MPO Proposition 1 Projects
	Miscellaneous Roadway Projects
	Miscellaneous Transit Project

KTMPO ID

The first letter of the KTMPO ID represents the entity that sponsored the project.

Letter	Project Sponser
A	Hill Country Transit District
B	City of Belton
C	City of Copperas Cove
D	City of Troy
H	City of Harker Heights
K	City of Killeen
N	City of Nolanville
S	Village of Salado
T	City of Temple
W	TxDOT Waco District

Transportation Funding….

For fiscal years 13—17, approximately $88 million dollars have been programmed for transportation projects in the KTMPO region.

Using Complete Streets to Create a Multi-Modal Transportation System

Streets are a vital part of communities, providing networks that serve as a base for city design and enable us to travel from place to place. However, many streets are only designed for vehicles. Streets that lack bicycle or pedestrian facilities limit alternative travel modes which could be used to ease congestion.

Complete Streets are streets that are designed to incorporate various transportation modes—bicycle, pedestrian, public transit, and automotive needs—all in one road design. Elements of Complete Streets may include sidewalks, bicycle lanes, median islands, crosswalks, curb extensions, street trees, and other bicycle and pedestrian infrastructure.

Complete Streets are a vital component of a multi-modal transportation system. A multi-modal system provides options for people to travel from one place to another. Multi-modal transportation can be as simple as walking from your home to a bus station, taking the bus, and walking to your work place. The Complete Street concepts provide people with the ability and infrastructure to access different modes of transportation.

In the KTMPO region, many cities are incorporating the Complete Streets concept into planning projects. Several cities are planning bicycle and pedestrian facilities including bus stops to create a safe and secure way for people to travel to their desired locations.

All HOP buses are equipped with Bike Racks like the bus pictured above.

The City of Nolanville recently received STPMM/Category 7 funding to implement their Main Street Sidewalk and Bicycle Connectivity Project. This project will construct ADA-compliant pedestrian/bicycle multiuse pathways on both sides of Main Street (FM 439) from Avenue I to Avenue G. The path will then cross over the BNSF railroad tracks and under the US190 overpass. Paths will also be built along both the westbound and eastbound frontage roads to two improved HOP stops on each frontage road. When completed, people can safely walk down Main Street and onto the frontage roads, take the HOP stop and travel to their destination. Many other cities throughout the region are doing similar projects to provide a safe route for pedestrians and bicyclist while also addressing congestion issues.

Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee also known as BPAC, was established in January 2016. This committee, consisting of representatives from local governments, stakeholder organizations, and the general public advises KTMPO's Technical Advisory Committee in the planning and development of bicycle and pedestrian facilities in the KTMPO region. BPAC plans to promote the increased use and safety of walking and bicycling as modes of transportation.

Nolan Creek Trail, Belton

Freight Advisory Committee

With both I-35 and US190 being two strategic freight corridors, the movement of goods in a fast and convenient way remains a top priority for KTMPO. To discuss transportation decisions that affect freight mobility, KTMPO is organizing a Freight Advisory Committee in our planning region. The Freight Advisory Committee will include members from the trucking sector, airports, railroads, economic development, manufactures, military, and other freight sectors. A workshop is being planned to identify freight issues in the KTMPO Region, and is tentatively set for April 26th. Check the KMTPO website for updated information.

Ft, Hood is one oft the region's busiest freight destinations.

Public Transit

The HOP is Central Texas' regional public transit system and is operated by Hill Country Transit District (HCTD). HCTD serves a nine-county area. The HOP consists of three divisions: the nine-county Rural Division; the Killeen Urban Division consisting of Copperas Cove, Harker Heights, and Killeen; and the Temple Urban Division consisting of Belton and Temple.

The HOP serves the entire KTMPO area either through an urban division or a portion of the rural division. The HOP provides both fixed route and complementary paratransit public transportation in the urban divisions. Rural public transportation is provided through a demand response system.

The HOP has ten fixed routes in the Killeen urbanized area and four fixed routes in the Temple urbanized area.

To help make your experience more comfortable and convenient, The HOP has more than 175 passenger shelters throughout Copperas Cove, Killeen, Harker Heights, Belton, and Temple. Additionally, all fixed route buses are equipped with bicycle racks. To find out more information about routes and fares, please visit The HOP's website: www.takethehop.com. Here is a breakdown of ridership numbers for 2015:

—Fixed Route Service – 634,567

—Urban Paratransit service (total passengers) – 139,768

—Rural total ridership – 138,097

—TOTAL PASSENGERS – 912,432

The HOP has fixed routes in both Killeen and Temple.

Additionally, KTMPO and the HOP staff serve as steering committee members on the Central Texas Regional Transportation Advisory Group (CTRTAG). This group functions to develop, update, and approve planning documents while providing Central Texas Council of Governments (CTCOG) , the lead agency, with guidance and information. Currently, CTRTAG is updating the Regionally Coordinated Transportation Plan. This comprehensive plan is updated every five years and its purpose is to ensure a network of transportation services to effectively and efficiently get people to their destinations within the CTCOG and the HOP service area. A needs assessment survey will be part of the plan update and will be available on the CTCOG website at www.ctcog.org.

Passenger Bus and Rail

Passenger Bus: The KTMPO has passenger bus stations in Temple and Killeen. Both Greyhound and Arrow Trailways provide passenger service. To plan your trip, visit www.greyhound.com or www.arrowtrailways.com.

Passenger Rail: Amtrak operates a line called Texas Eagle. The Texas Eagle makes several stops throughout Texas, including McGregor, Taylor, Austin, Dallas, Fort Worth, San Antonio, and many more! Its Temple stop is a full service station, offering ticket sales, checked baggage, and small package express. Connections via motorcoach to Fort Hood and Killeen are offered as well. For destination and ticket information visit: www.texaseagle.com.

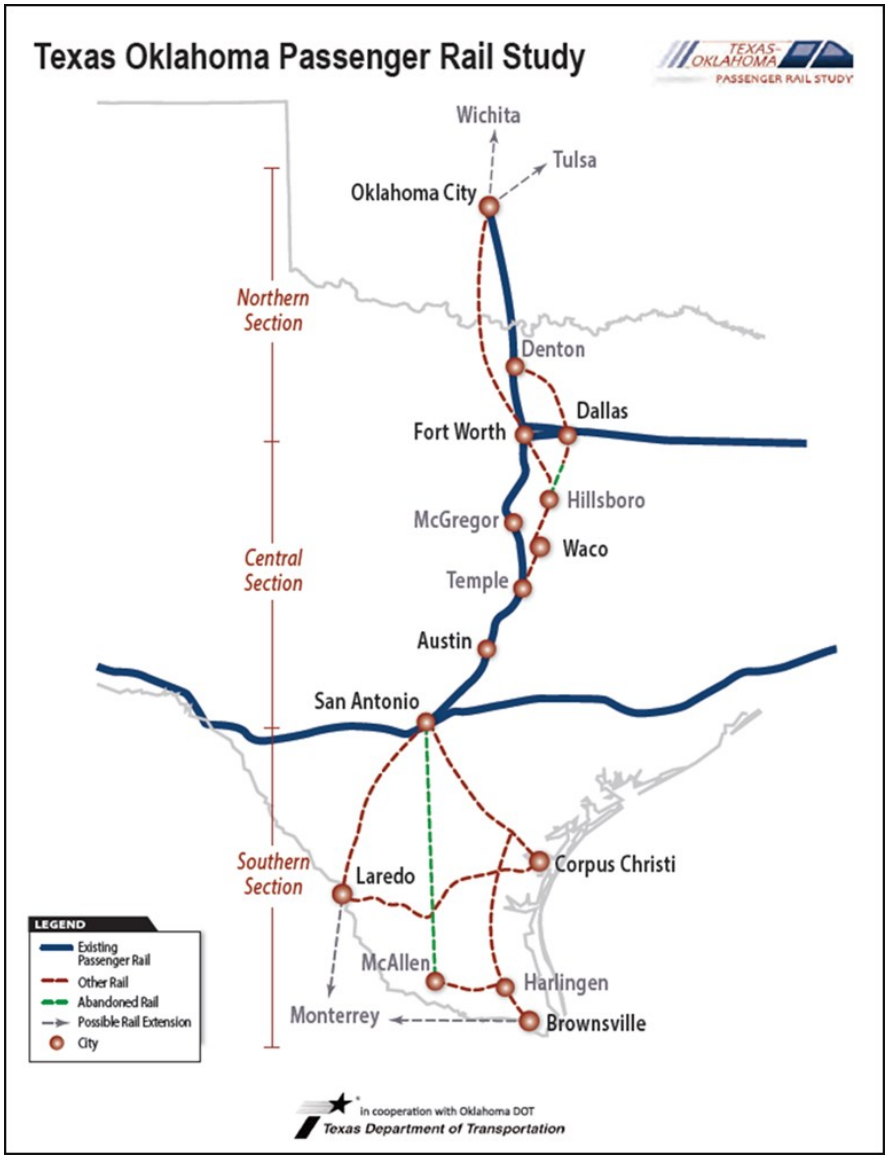

Temple Amtrak Stattion

High Speed Rail Initiatives

Texas Department of Transportation (TxDOT) is conducting the Texas-Oklahoma Passenger Rail Study. This study is an evaluation of a range of passenger rail service options in an 850-mile corridor from Oklahoma City to South Texas. The study will consider how passenger rail service could serve Texas communities and the benefits and impacts of different passenger rail services. The study is looking at the whole corridor and three distinct portions: Oklahoma City to Dallas/Fort Worth; Dallas/Fort Worth to San Antonio; and San Antonio to Rio Grande Valley/Corpus Christi/Laredo. This study is scheduled to conclude by the end of 2016. For information visit: http://www.txdot.gov/inside-txdot/projects/studies/statewide/texas-oklahoma-rail.html.

Additionally, Texas Central Partners, a private, Texas-based company, is developing a high speed passenger rail system between Houston and Dallas/Fort Worth. Their goal is to offer a trip between the two cities in 90 minutes, with departures every 30 minutes during peak travel times and every hour during off-peak travel times. Texas Central anticipates stations in Dallas/Fort Worth, the Brazos Valley, and Houston. Visit www.texascentral.com to find out more about the project.

Closer to home, the Lone Star Rail District (LSRD) is an independent public agency proposing a high speed passenger rail line to connect San Antonio and Austin. The rail line would provide a 75-minute express service from downtown Austin to downtown San Antonio with stops in San Marcos and New Braunfels. Plans include local service from Georgetown to the South Side of San Antonio with stops at all stations in-between. The LSRD board consists of elected officials and private sector leaders representing cities and counties, other regional transportation agencies, and the general public. For more information, visit the LSRD website at www.lonestarrail.com



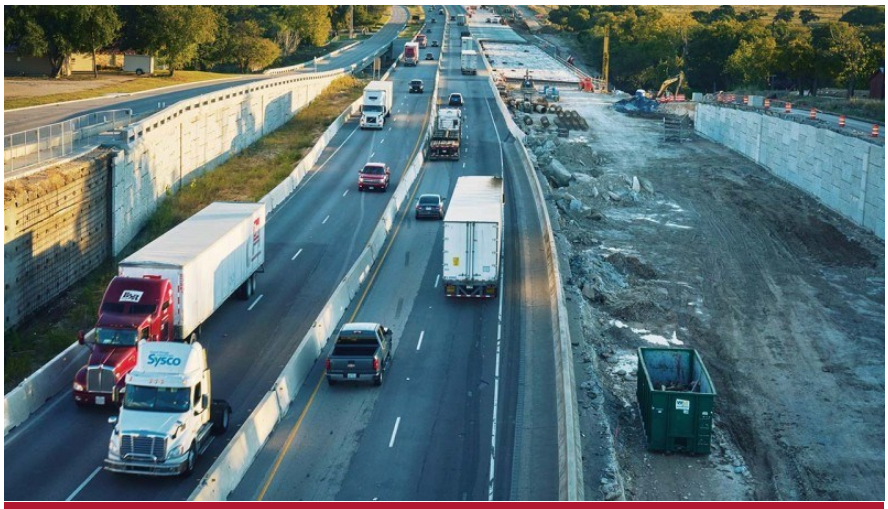
Highway Construction Update

Salado
- Widening to 6 lanes from FM2842 to FM2484
- Began June 2012
- Estimated completion date: Summer 2016
- Approximate cost to date: $53 million

Belton
- Widening to 6 lanes from FM2484 to US190
- Began August 2010
- Estimated completion date: Summer 2016
- Approximate cost to date: $95.05 million

Temple
- Widening to 6 lanes from US190 to North Loop 363
- Began January 2014
- Estimated completion date: Summer 2017
- Approximate cost to date: $104.6 million

Troy
- Widening to 6 lanes from North Loop 363 to North Troy City Limits
- Began March 2012
- Estimated completion date: Spring 2016
- Approximate cost to date: $65 million



Looking south at I-35 at the Thomas Arnold overpass, Salado, TX

For more information on Interstate 35, visit www.my35.org and click on the Central tab.

Air Quality—Good Up High, Bad Nearby!

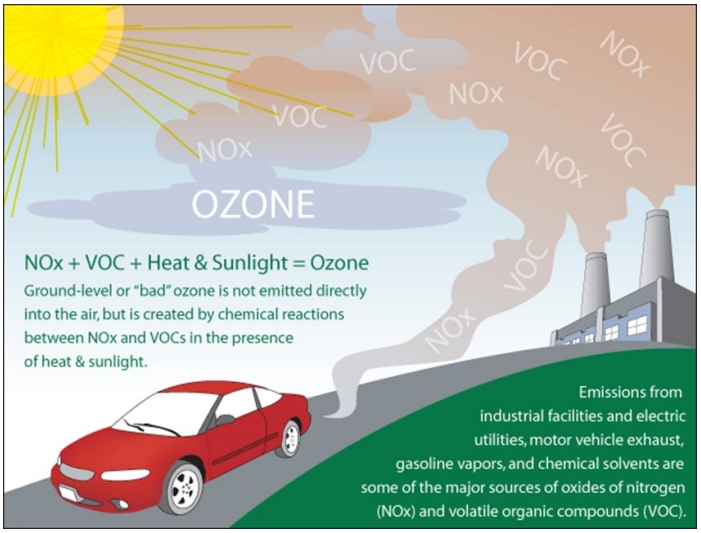
Ozone is a colorless gas that occurs naturally in the atmosphere and is beneficial—protecting the earth from the sun's ultraviolet rays. However, when ozone is present at ground level, it can be detrimental to human health. Ground level ozone is formed when volatile organic compounds (VOC's) and nitrogen oxides (NOx) react in the presence of heat and sunlight. Ozone levels are typically higher in the summer months when temperatures are higher. Ground level ozone makes it difficult to breathe and can cause a sore or scratchy throat and aggravate lung diseases.

A region's air quality can have an important impact on transportation planning. An MPO can lose federal transportation funding if it is designated as nonattainment with regard to the NAAQS (National Ambient Air Quality Standards). Within the KTMPO region, there are two monitoring stations that measure ozone—Skylark Field in Killeen and West Temple Park in Temple. To be considered "in-attainment," the design value cannot exceed 70 parts per billion (ppb).

How is the design value calculated?

Several steps are involved in calculating the design value:

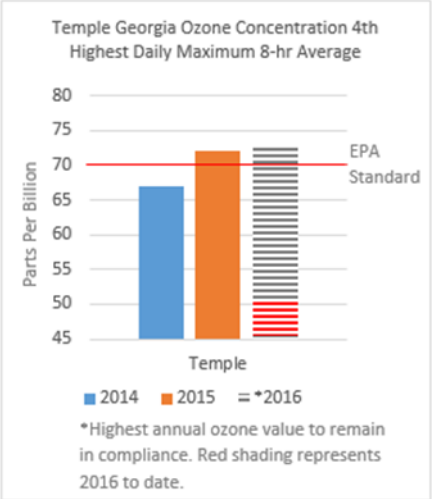
- 24 readings are taken by the monitoring station each day—one per hour;
- Look at an 8 hour block of time (8 readings) and compute average for that block;
- Start with the next hour and take 8 hour block of time and compute average for that block—keep rolling the 8 hour block of time and end up with 24 average readings;
- Take the highest average of the 24—this is the value for the day;
- Find the 4th highest value for the year—this is the annual value;
- Take average of the 3 year period—this is the design value.

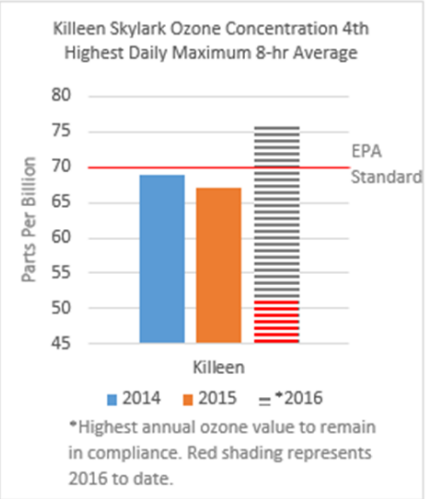


In determining compliance with the new NAAQS, the design value will be based on the years 2014, 2015 and 2016. State recommendations on nonattainment designations are due to the EPA in October 2016 with final EPA designations occurring in October 2017.

How are we doing?

KTMPO provides a summary of ozone concentrations at each monitoring station on a monthly basis. If we calculate the 2014 and 2015 4th highest annual ozone value, we are currently "in-attainment" for both stations. To remain in compliance, the maximum 4th highest 2016 ozone value cannot exceed 73 ppb at the Temple station and 76 ppb at the Killeen station.





3-Year Average Calculated to Date:

(as of February 29, 2016)

Temple: 66 ppb

Killeen: 64 ppb

What can you do? Do Your Share for Cleaner Air!

There are many ways to reduce ozone pollution. You can conserve energy at work or home, carpool, use public transportation, reduce the number of trips you take in your car, minimize vehicle idling, keep vehicles properly maintained, and refuel vehicles in the evening hours. For more tips on how to reduce ozone levels, go to http://drivecleantexas.org/.

Technology

The Killeen-Temple MPO uses up-to-date technology to support decision-making and to keep the public informed.

The MPO's regional Travel Demand Model (TDM) was recently updated. This planning tool allows transportation planners to compare traffic volumes from a 2010 base year to a 2040 forecast year. MPO staff can make changes to the model to explore outcomes of different scenarios such as widened roads, new residential development, or growth in the commercial sector. Most recently, the data generated from the model was used in part to score and rank projects selected from our STPMM project call (also known as Category 7 funding).

Members of the MPO staff are actively using ArcGIS mapping software to maintain a geodatabase of roads, planned projects, transit routes, rail lines, bike lanes, and trails. Our staff frequently makes use of demographic data overlaid on these maps to analyze changes in population, the effects of proposed projects on minority or low-income communities, or how neighborhoods might benefit from expanded transit service or roadways.

Most recently, MPO staff attended a GIS and Technology Summit hosted at the Alamo Area MPO in San Antonio. This two-day meeting covered a range of topics demonstrating how other MPOs, TxDOT, and the Texas A&M Transportation Institute (TTI) incorporate various mapping and analysis tools into their planning efforts. The most common theme was publishing interactive maps to the internet. Web-maps are the way of the future, and KTMPO will soon be publishing our maps using our own GIS server and the tools available through ArgGIS Online.

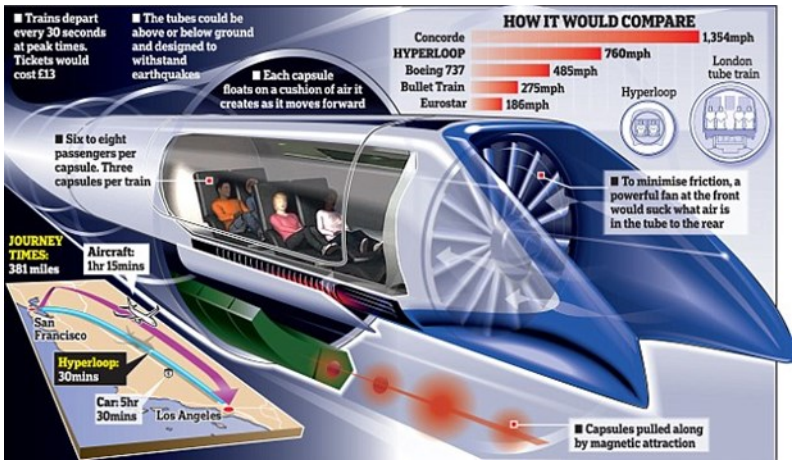
Trends

Google Self-Driving Car Project

In 2009, Google began developing the self-driving car project. These cars use map and sensor information to determine where things are located. This allows the car to move freely and take action if a disturbance occurs. Google is currently testing the self-driving cars in two cities: Mountain View, CA and Austin, TX. Google isn't the only company to put resources into developing self-driving cars. Mercedes-Benz, BMW, and Tesla have also been developing technology for producing self-driving cars. More and more resources are being invested in this market. Many car companies are hoping to have these vehicles on the road by 2020.

For more information on Google's Self Driving Car, visit https://www.google.com/selfdrivingcar/.

Hyperloop



With today's technology, new innovative ideas are being explored. Elon Musk has developed a new high-speed transportation system called Hyperloop. Hyperloop is a conceptual design that uses pods to transport people from one place to another at very high speeds. These pods will travel in a network of tubes at speeds averaging 600 mph. This high speed would allow people to travel between San Francisco and Los Angeles in approximately 35 minutes. Designs for test tracks and pods are currently under development and testing.

For more information, visit http://www.spacex.com/hyperloop.

Freight Shuttle Service

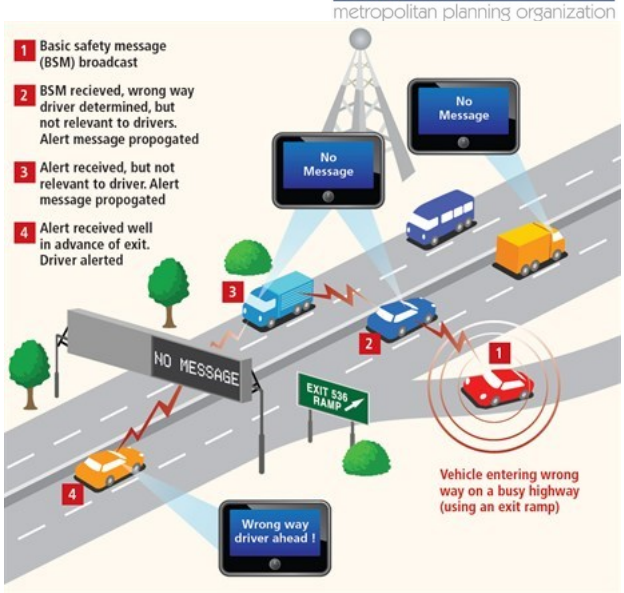
To help combat freight congestion, Texas A&M Transportation Institute developed the Freight Shuttle System concept. This transportation system can move truck trailers up to 53 ft. along emissions-free, electric powered transporters on elevated tracks. The Freight Shuttle Service can help reduce congestion, prevent bottlenecks at border crossings and seaports, improve air quality, and reduce accidents and deaths.

For more information, please visit https://www.freightshuttle.com/.

Connected Vehicle Technology

Connected Vehicle Technology is a network of wireless communication technology that creates a safe way for vehicles to communicate with other vehicles and infrastructure. This communication technology alerts drivers where there are hazards, traffic issues, deteriorating road conditions, and other road issues. For example, if there is a crash, messages are sent through cars alerting drivers to either slow down near the crash site or try an alternate route. The technology is also able to detect if a bicyclist or a pedestrian is nearby. If a driver is close to a pedestrian or a bicyclist, the car will warn the driver of the caution enabling the driver to slow down. This technology can help reduce traffic accidents, decrease traffic delays, and improve air quality.

For more information visit, http://www.its.dot.gov/connected_vehicle/connected_vehicles_FAQs.htm.



Links to Traffic Reports

There are many mapping applications that provide an alternate route for travelers when traffic is heavy and congested.

Google Maps developed a traffic overlay that notifies people of traffic problems along roads. To access Google Maps traffic overlay map, go to https://maps.google.com/ and click on the menu button next to the search bar to find the traffic overlay map.

In 2013 Google bought Waze, an app that allows drivers to post traffic problems. With this app, drivers can share where accidents are located and other congested areas, and the app provides alternate routes to their destination. Waze has a feature that provides estimated delay times and road closures for future events. To learn more about the Waze app, visit https://www.waze.com/.

TxDOT also provides a similar application that can help travelers plan their trip. DriveTexas provides travelers with road information such as accidents, road closures, construction, road damage, and traffic. DriveTexas also provides travelers with traffic camera updates and the location of travel information centers and rest areas around the state. To access DriveTexas, go to http://drivetexas.org

For travelers who use Interstate 35, My35 is another resource for traffic updates.—http://www.my35.org/default.htm. My35 provides updates on traffic delays, accidents, road closures, and other important road information. TxDOT's new text alert system for I-35 is also available at this site. This emergency alert system sends traffic alerts via text message about road conditions on I-35. This useful information can help travelers along I-35 plan for any traffic delays along their commute.

INRIX is another possible resource to receive traffic updates. This app provides users with up-to-date information on traffic congestion, accidents, events and other traffic data. To learn more, please visit, http://inrix.com/inrix-traffic-app/.

Ridesharing Options:

There are many rideshare options in the KTMPO region for people to use. Uber entered the Killeen area in 2015 and covers all of Bell and Coryell Counties. Enterprise offers a vanpooling service that provides people with an opportunity to save money on gas, travel expenses, and other fees. Simply go to http://www.enterpriserideshare.com/vanpool/en.html and put in your current address and your work address to see if there are existing vanpools in your area. You can also start a vanpooling service through Enterprise if there is not one in the area.

There are many taxi companies in our planning region that provide options for people to travel. Taxi companies are another way to decrease congestion and improve air quality in the KTMPO. For a complete list of Taxi Services in the KTMPO region, go to http://www.yellowpages.com/taxi.

KTMPO Role

What We Do

KTMPO is guided by the Metropolitan Transportation Plan (MTP) which is a 25-year Long Range Planning Document called "Mobility 2040." The MTP, which was recently updated in May 2014, encompasses all aspects of transportation planning as well as transportation projects within the KTMPO region. Each local entity submits projects within their jurisdiction and the Policy Board prioritize these projects based on the need for our region.

The Transportation Improvement Program (TIP) is KTMPO's 4-year transportation planning document. The current TIP includes a detailed listing of projects that are funded and expected to begin in fiscal years 2015-2018. Projects included in the TIP must also be included in the MTP.

Killeen—Fort Hood Regional Airport

Why You Should Care

A safe and reliable transportation system is needed for the people that make the KTMPO region their home or work center. Congested roadways not only affect your drive time and the shipping of goods, but your health may be affected by deteriorating air quality. Having a transportation system that offers alternative modes of transportation such as sidewalks, hike/bike trails, and public transit helps to reduce congestion, reduce emissions and enable traffic to flow more freely.


US 190 Bypass in Copperas Cove

Get Ready to Roll!

May is National Bike Month—

Ride a bike to work or school.

Did you know?

The Temple College Foundation has a bike share program. For more information visit https://www.tcfound.org/bike-share/.

Temple! RIDE BIKE Bike Share Program

How You Can Get Involved

There are a number of ways the public can get involved in transportation planning:

KTMPO MEETINGS: The public is encouraged to attend various KTMPO meetings including the Technical Advisory Committee, Transportation Planning Policy Board, Bicycle/Pedestrian Advisory Committee, as well as others. The public is given an opportunity to speak at these meetings if they would like to have their voices heard.

You may also wish to serve on an **ADVISORY COMMITTEE.** Please visit http://www.ktmpo.org/meetings/ for meeting dates.

PUBLIC HEARINGS: Public hearings are held to allow comments on changes to the MPO's MTP and/or TIP. Members of the public are encouraged to fill out a public comment form during public involvement periods. A general contact/comment form is also available at http://www.ktmpo.org/contact/.

CONGESTION SURVEY: The MPO is updating their Congestion Management Process and is soliciting public input regarding problem areas. A survey is available on the KTMPO website athttp://www.ktmpo.org/new-congestion-survey-available/.

REGIONAL TRANSPORTATION SURVEY: The website will also have a survey for the needs assessment study being conducted to update the Regionally Coordinated Transportation Plan.

WEB MAPPING TOOL: The MPO is implementing a web mapping tool on the KTMPO website so you can identify areas where transportation facilities and infrastructure are needed.

KTMPO VOTING REPS: To contact your TAC and TPPB voting representatives please visit http://www.ktmpo.org/about/members/

CITY STAFF: The MPO recommends you work closely with your respective city planning staff and inform them of areas in their city needing improvement. City planners can then use the public input to design transportation projects that may move forward when funding becomes available.

Meeting Dates:

Technical Advisory Committee (TAC):

- First Wednesday of every month.

Transportation Planning Policy Board (TPPB):

- Third Wednesday of every month.

For all KTMPO meeting dates, please visit:

http://www.ktmpo.org/meetings/

KTMPO Staff:

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