



Fiscal Years (FYs) 2016-2017

UNIFIED PLANNING WORK PROGRAM

KILLEEN - TEMPLE METROPOLITAN PLANNING ORGANIZATION

Approved by Transportation Planning Policy Board: July 15, 2015

Amended by the Transportation Planning Policy Board:

This document was prepared in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the FHWA, the FTA, or the TxDOT.

TABLE OF CONTENTS

CONTENTS	PAGE
Introduction	
Purpose of the Unified Planning Work Program	3
Definition of the KTMPO Planning Area	4
Organization	5
Private Sector Involvement	5
Planning Issues and Emphasis	5
Work Elements	
1.0 Administration/Management	7
2.0 Data Development and Maintenance	10
3.0 Short Range Planning	13
4.0 Metropolitan Transportation Plan	17
5.0 Special Studies	19
Budget Summary	21
Appendices	
A: Transportation Planning Policy Board and Technical Advisory Committee Membership	22
B: Metropolitan Area Boundary Map	25
C: Debarment Certification	26
D: Lobbying Certification	27
E: Certification of Compliance	28
F: Certification of Internal Ethics & Compliance Program	29

INTRODUCTION

PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPO) planning process for FYs 2016-2017. The activities are required to implement the provisions of 23 USC 133. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple urbanized area.

On July 6, 2012, the President of the United States signed into law (Public Law 112-141) 23 USC 104, 134, more commonly known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 funding replaces the former law Surface Transportation Program (STP) referred to as SAFETEA-LU.

MAP-21's approach to distribution of formula funds is based on the amounts of formula funds each state received under SAFETEA-LU. Once each State's total Federal-aid apportionment is calculated, amounts are set aside for Metropolitan Planning and the Congestion Mitigation and Air Quality Improvement Program, and the remainder is divided among the rest of the formula programs as follows: National Highway Performance Program (NHPP) (63.7%), STP (29.3%), and Highway Safety Improvement Program (7.0%).

MAP-21 continues to address the same factors SAFETEA-LU required the Metropolitan Planning Organization (MPO) to consider. These planning strategies address eight transportation-planning factors identified as follows.

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

MAP-21 continues to address the listing of interested parties to be engaged during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. These interested parties shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans.

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Other interested parties

Various provisions of SAFETEA-LU will continue under MAP-21 which included the expanded consultation and cooperation with federal, state, local and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO shall consult with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans. The KTMPO network of agencies are listed below:

- Airports/Railroads
- Bureau of Land Management Forest Service (US Department of Agriculture)
- General Land Office
- Bell County
- Coryell County
- Congressional Representatives
- Department of Aging & Regional Services
- Department of Section 8 housing
- Fort Hood
- Homeland Security
- Historical Commission
- Lampasas County
- Local Churches
- Local Historical Agencies
- Local Land Use Plans (City and County)
- Local Parks and Recreation Departments
- Local Economic Development Corporations
- Local Chamber of Commerce
- Local City Government
- Local Educational Institutions
- Local Planning & Zoning Commissions
- Local Transportation agencies
- National Marine Fisheries
- Public Libraries
- State Representatives
- Tribal Nations
- Texas Commission on Environmental Quality (TCEQ)
- Texas Historical Commission
- Texas Parks and Wildlife
- U.S. Army Corps of Engineers
- U.S. Border Patrol
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S. Geological Survey

In conjunction with the development of the 2040 Metropolitan Transportation Plan (MTP), environmental issues are considered. A general discussion of potential environmental issues have occurred in consultation with federal, state, tribal nations, environmental, and other regulatory agencies. This discussion is included in the 2040 MTP.

Transportation plans will include the use of visualization technology/techniques. The MPO will continue to investigate technology solutions as funding is available. Examples of visualization techniques may include charts and graphs, tables, Geographic Information System (GIS) maps overlaid with data, computer simulation, photo manipulation and static maps. The intent for this technique is to better depict the programs and their impact on the public. The KTMPO will utilize visualization techniques during the development of the short-term and long-term transportation plans.

DEFINITION OF THE KTMPO PLANNING AREA

The Metropolitan Planning Area (MPA) includes the cities of Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Temple, Troy, and Village of Salado. The planning area includes areas that may be reasonably expected to become urbanized in the next 25 years in between those cities and within the counties of Bell, Coryell, and Lampasas. (See Appendix B.)

ORGANIZATION

KTMPO policy is guided by the Transportation Planning Policy Board (TPPB). TPPB Membership is defined in an officially adopted set of bylaws. A list of the TPPB Membership is provided in Appendix A. The TPPB provides policy guidance for the organization and is responsible for reviewing and approving the MPO's MTP, the Transportation Improvement Program (TIP), and UPWP. The Technical Advisory Committee (TAC), appointed by local jurisdictions, assists the TPPB in reviewing projects from the technical point of view and advising the TPPB on technical issues. MPO staff is comprised of planning and technical professionals responsible for the administration of this organization.

The Central Texas Council of Governments is under contract to TXDOT to provide professional technical support, staff, and administrative support for the MPO according to federal funding agency guidelines. Currently, the staff consists of a Director, Planners, GIS technicians, and Support personnel.

PRIVATE SECTOR INVOLVEMENT:

Private consultants may be used to conduct special studies within the region including thoroughfare plans, traffic counts, and additional necessary transportation data, and may be used to conduct demographic and traffic studies for planning public transit system routes and services.

PLANNING ISSUES AND EMPHASIS:

Continued KTMPO efforts in the implementation of MAP-21 will identify planning issues and emphasis areas which will include:

- Coordinate with local, regional, state, and federal agencies in the development of a comprehensive, accessible, and seamless transportation system for all citizens
- Provide transportation planning assistance to the Killeen and Temple Urban Transit Districts in fulfilling their role as the provider of urban transit service
- Evaluate transportation alternatives scaled to fit the region, its transportation issues, and the realistically available resources from a context sensitive approach in order to develop a sustainable transportation system that improves the livability of our region
- Continued development and implementation of the Congestion Management Process (CMP)
- Monitor the implementation of the 2040 MTP
- Manage the TIP to ensure that it serves the region's goals
- Involve the general public in the transportation planning process through the implementation of the PPP
- Continue to transition to Performance-based Planning and Programming (PBPP) by working with our federal, state and local partners. Expectations of performance targets will be identified by state partners during this UPWP cycle. Continued efforts with local partners to collect performance data will occur during this cycle as well.

- Continued “Regional Models of Cooperation” efforts and “Ladders of Opportunity” will occur through meetings with Transit and area/regional MPOs on air quality, roadways, freight, transit, and other transportation planning issues (Hill Country Transit District received the “Transit system of the Year” award at the 2015 FTA Annual conference which is indicative of the strong relationships that exist.) KTMPO staff will continue hosting monthly The Central Texas Regional Transportation Advisory Group meetings and Planner Roundtable sessions to discuss common gaps, successes, and challenges. These meetings allow the KTMPO region to address transportation efforts and needs on a “real time” basis.
- Continue to implement a Freight Advisory Group to identify KTMPO Freight needs and issues
- Establish and facilitate a Bicycle/Pedestrian Advisory Group to identify non-motorized transportation needs within the region

TASK 1.0 ADMINISTRATION / MANAGEMENT

A. OBJECTIVE:

To ensure that the metropolitan area transportation planning process is a fully cooperative, comprehensive and continuing activity. This is characterized by a pro-active public involvement process, constant monitoring of on-going planning activities, and assurance that all modes of transportation are given consideration as elements of a multi-modal urban transportation system in the overall planning process. This task also ensures the incorporation of previous federal legislation and MAP-21 requirements.

B. EXPECTED PRODUCTS:

The expected product is a management structure that accomplishes established planning objectives in conformance with state and federal requirements. All UPWP tasks will be budgeted and scheduled in advance to assure that the majority of efforts are properly sequenced and resourced. Planning documents produced may include the Annual Performance and Expenditure Report, modifications to the Bylaws (as needed), any necessary amendments, congestion management process, FHWA Federal Certification Review responses, and the Annual Project Listing.

C. PREVIOUS WORK

1. Preparation of the FY 2014 Annual Performance and Expenditure Report, FY2014 Annual Project Listing, and the FYs 2014-2015 UPWP update, and processed 2 amendments.
2. Conducted TPPB and TAC meetings.
3. Attended Transportation Commission meetings and provided timely presentations regarding various modes of transportation to TPPB and TAC.
4. Maintenance of a management structure that accomplishes the planning objectives set forth.
5. Attended local and statewide MPO Meetings, various training courses, and annual conferences.
6. Developed and maintained data on minority and disadvantaged population for Environmental Justice (EJ) purposes.
7. Continued to provide administrative support to all MPO entities and members as requested to include data, maps, information, and presentations.
8. Continued to provide the public with up-to-date transportation related information via email and an expanded KTMPO website to include: social media, presentations, KTMPO meeting materials, transportation related news from all partners, current KTMPO transportation planning documents, and various transportation planning educational materials. These efforts have enhanced the technical capacity of the members.
9. Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
10. Worked with the TPPB/TAC on the competitive selection of projects for Category 7 and Category 9 funds.
11. Worked with federal and state partners through the Federal Certification process.

D. SUBTASKS –

1.1. General Administration

Work items under this subtask include reports, correspondence and documentation of actions for the record, inventory, accounting and financial management, staff supervision and personnel administration, meetings, TAC and TPPB support, staying abreast of rules and regulations from TXDOT, FTA, and FHWA regarding MAP-21, and other administrative duties and correspondences.

1.2. Training

Staff will attend seminars, workshops, conferences, and courses appropriate for the purpose of increasing staff familiarity and expertise with transportation planning, which includes all modes of transportation.

1.3. Travel

Staff travel will primarily be utilized for the following tasks: workshops or meetings conducted by TXDOT/FHWA/FTA, the State Transportation Planning Conference, regional KTMPO business, Waco/Brownwood Districts, TXDOT meetings and briefings, local MPO efforts, and meetings of the Texas Association of Metropolitan Planning Organizations (TEMPO). The MPO may send representative(s) to the Association of MPOs' national meeting and to other national/state/local meetings where transportation issues and/or workshops/trainings are presented. The KTMPO staff will seek prior approval for "out of state" travel.

1.4. Equipment

Equipment needs for the KTMPO may include software and automation maintenance services in order to meet the local transportation planning needs. The automation needs for the KTMPO may include, but are not limited to the following: IT infrastructure, GPS units, congestion monitoring data and equipment, data collection devices, servers, computers, peripherals, furniture, and general office equipment. KTMPO staff will obtain all necessary approvals prior to all purchases over \$5,000.

1.5. Operating Costs

The MPO will incur costs associated with rental and operation costs. These costs include but are not limited to building expenses, office supplies, copying, printing, equipment rentals, utilities, repairs, and maintenance cost.

1.6. Develop UPWP

MPO staff will coordinate with the TPPB to assess the status of the MPO and the needs of members and plan a budget for the next year's scope of work. MPO staff will review and amend the UPWP in FYs 16 & 17 as needed and will develop the next two year UPWP in 2017.

1.7. Title VI Civil Rights Evaluation/Environmental Justice

The MPO will continue to follow recent guidance on Title VI and EJ compliance for all projects and procedures. This subtask will include such items as attending state and federal workshops and briefing the TPPB and TAC on current issues regarding Title VI and EJ compliance. The MPO will utilize various analysis tools related to Title VI. Analysis tool(s) will continue to be integrated into project selection for the development of the MTP and the TIP. Additionally, we will continue to evaluate and make amendments to the adopted PPP for the KTMPO based on any finding from our evaluation on Title VI and EJ compliance for all projects and procedures. Any training/travel related expenses will be charged to Section(s) 1.2 and 1.3. Staff time for Title VI related activity will be charged to this task.

FUNDING SUMMARY

Task 1.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
GENERAL ADMINISTRATION	1.1	KTMPO	\$196,000	\$204,000	\$0	\$0	\$400,000
TRAINING	1.2	KTMPO	\$6,000	\$6,000	\$0	\$0	\$12,000
TRAVEL	1.3	KTMPO	\$30,000	\$20,000	\$0	\$0	\$50,000
EQUIPMENT	1.4	KTMPO	\$10,000	\$5,000	\$0	\$0	\$15,000
OPERATING COST	1.5	KTMPO	\$120,000	\$145,000	\$0	\$0	\$265,000
DEVELOP UPWP	1.6	KTMPO	\$17,000	\$19,000	\$0	\$0	\$36,000
TITLE VI/ENVIRONMENTAL JUSTICE	1.7	KTMPO	\$15,000	\$16,000	\$0	\$0	\$31,000
Total	Total		\$394,000	\$415,000	\$0	\$0	\$809,000

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Developing and maintaining a good database is essential to determine existing as well as future transportation demand. The purpose of this element is to continue to improve that database, including population, income and housing, crash records, traffic counts, land use and development data, information on special generators; all based upon traffic analysis zones (TAZ), and census block group areas. All data regarding minority and low income socio-economic groups will be developed and maintained with respect to Title VI requirements.

B. EXPECTED PRODUCTS

The expected products include a computer oriented transportation planning capability with current databases and any needed updates to those databases. MPO staff will create and maintain a system of collecting and reporting local data in support of the regional database. Data sets will be maintained for crashes, GIS development, traffic counts, special generators, and demographic forecasts. All existing equipment will be maintained appropriately.

Data trends reveal that most of the MPO MPA will be reasonably urbanized within the next 25 years. Focus will be on the effects of the Census Urbanized Area and Census Transportation Planning Package (CTPP) data. Continued monitoring of data will enable KTMPO staff to analyze and make recommendations as needed to the KTMPO TPPB.

C. PREVIOUS WORK

The subtasks associated with this task are performed on a continual basis from year to year. Highlights of work completed include:

1. Coordination with TxDOT-Waco/Brownwood Districts and TxDOT-TPP on network and data collection for an updated Travel Demand Model (TDM).
2. Development of GIS data, including the preparation for Census 2010 data.
3. Continued transition to TransCAD software for traffic modeling.
4. Reviewed, analyzed, and submitted additional locations for the 2015 Saturation Counts to TxDOT.

D. SUBTASKS –

2.1. Database Maintenance

Continue to update the roadway network, land use, and socioeconomic data within the MPO MPA. Databases maintained by staff include: traffic crash locations, traffic counts, roadway network, employment data, housing data, and Title VI / EJ information. In addition, staff will collect and maintain trip data from various resources as needed on strategic locations such as: Ft. Hood, local hospitals, airports, schools, and colleges. KTMPO staff will coordinate planning and data collection efforts with TxDOT and possibly other local entities.

2.2. GIS Development

Maintain GIS as required for planning functions. Assist member governments in GIS training as available. Continue to develop and maintain a comprehensive GIS management program to manage GIS layers more efficiently. MPO staff will continue to gather, enter, verify, and/or update data in GIS coverages as described below.

1. Traffic counts, capacity, speeds, length, and crash data
2. Fort Hood network
3. Land Use at TAZ level: population, employment by category, income, developed vs. undeveloped land
4. Maintain digitized maps of TxDOT/county files and KTMPO TransCAD network
5. Continued supply of base data for modeling in coordination with TxDOT
6. Functional classification
7. KTMPO 2040 MTP multi-modal elements relative to routing, mapping, and planning to include and may not be limited to: Hike/bicycle trails, aviation, rail, freight, and transit
8. Census Transportation Planning Package trends and UZA and MPA boundaries.
9. Environmental Justice / Title VI data.

FUNDING SUMMARY

Task 2.0 - FY16/17							
SUBTASK	Subtask	Responsible	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			Agency	FY2016			
DATABASE MAINTENANCE	2.1	KTMPPO	\$35,000	\$37,000	\$0	\$0	\$72,000
GIS DEVELOPMENT	2.2	KTMPPO	\$27,000	\$28,000	\$0	\$0	\$55,000
Total	Total		\$62,000	\$65,000	\$0	\$0	\$127,000

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

Conduct short-term planning and potential project implementation within the next four-year period. Staff will continue coordinating short-term planning endeavors throughout the region and encourage more public participation in the planning process. Provision of a safe, clean, reliable public transportation system within the planning region.

B. EXPECTED PRODUCTS

1. TIP revisions and development to program highway, transit, bicycle, and pedestrian projects that are ready to be implemented or constructed.
2. Engage the public through a public involvement process and other programs designed to increase awareness of the transportation planning process.
3. Provide assistance to the multi-county regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the MPA.
4. Continue to meet MAP-21 requirements for short range planning including any needed changes to the next TIP iteration.
5. Continue work with TPPB/TAC on allocation of Category 7/9 funds.
6. Monitoring of 2015-2018 TIP.
7. Modifications to the PPP (as needed)

C. PREVIOUS WORK

1. Development of the FYs 2015-2018 TIP
2. Revisions to the FYs 2013-2016 TIP
3. Coordination and hosting of the Central Texas Regional Transportation Advisory Group (CTRTAG) responsible for updating the Regionally Coordinated Transportation Plan (RCTP)
4. Coordination and hosting of the "Planners Roundtable" for partner planners
5. Coordination and hosting of the Development District of Central Texas (DDCT) quarterly meetings to discuss economic development issues/needs in the area

D. SUBTASKS –

3.1. Transportation Improvement Program

MPO staff will coordinate this effort by meeting with local and TxDOT officials, organizing meetings, adhering to the KTMPO PPP, and publishing any TIP amendments. MPO staff will ensure that each agency reviews the information within the TIP to maintain the most accurate document possible. Staff will monitor and revise the FYs 2015-2018 TIP and develop FYs 2017-2020 TIP.

3.2 Public Involvement, Outreach and Education

Staff will continue to follow the guidelines of the KTMPO PPP regarding public involvement and update that plan as needed. Staff will also offer presentations and materials as requested to the public. Staff will continue to explore new public outreach efforts such as surveys and internet-based outreach mechanisms. KTMPO staff will develop and participate in community outreach programs. Staff will work with local transit entities to provide awareness of the local transit system. These community outreach opportunities will keep citizens informed about the transportation planning process and provide additional opportunity for public input. Staff will provide the public with up-to-date transportation related information via email, social media and the KTMPO website. KTMPO will maintain all functional website information/design through staff and contracted services. KTMPO staff will continue to partner with CTRTAG, the Planners Roundtable and DDCT by hosting meetings and assisting in preparation of meetings.

3.3 Hill Country Transit District – Temple UZA - Planning

KTMPO provides planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

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

- Comprehensive planning activities relating to the continued provision of fixed route and complementary para-transit service;
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Review of air quality issues and use of alternate fueled vehicles;
- Application of software programs for planning and scheduling routes and trips for Fixed Route Service and American's with Disabilities Act (ADA) Complementary Para-transit Service;
- On-going financial planning and analysis; and,
- Other allowable activities directly related to implementation of fixed route and complementary ADA para-transit services.

3.4 Hill Country Transit District – Killeen UZA – Planning

KTMPO provides planning services as requested to Hill Country Transit District in support of the HCTD planning efforts.

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

- Comprehensive planning activities relating to the continued provision of fixed route and complementary ADA para-transit service for the cities of Copperas Cove, Killeen, and Harker Heights,
- Review of routes, bus stops, shelter locations, and major transfer points;
- Review of marketing/advertising program;
- Coordination of transportation services;
- Safety and security planning;
- Participation in regional planning efforts;
- Congestion management planning, which affects traffic patterns on US 190;
- Review of air quality issues and use of alternative fueled vehicles;
- On-going financial planning and analysis; and,
- Other allowable activities directly related to refining and expanding current fixed route and complementary ADA paratransit services.

3.5 Public Participation Plan

KTMPO will monitor the PPP to ensure it conforms to MAP 21 federal legislation, along with state and local requirements. Revisions will be implemented as needed to improve the effectiveness of the public input process and KTMPO will consider appropriate best practices from other MPOs and public agencies.

3.6 Regional Planning Project

KTMPO will participate in regionally coordinated transportation planning to develop and implement the public transportation/human services plan required by HB 3588, enacted by the 78th Legislature in 2003, amending Chapter 461, Subtitle K, Title 6 of the Texas Transportation Code entitled "*Statewide Coordination of Public Transportation*"; Executive Order 13330 (*Human Service Transportation Coordination*) signed on February 26, 2004, and SAFETEA-LU signed on August 10, 2005, both by former President George W. Bush; and adopt any subsequent changes as the legislature deems appropriate.

This may include sharing data, preparing maps, attending or sponsoring workshops, conferences, training sessions, meetings, and providing general transportation planning expertise to the effort.

**FUNDING SUMMARY
FY 2016-2017**

Task 3.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
TRANSPORTATION IMPROVEMENT PLAN (TIP)	3.1	KTMPO	\$34,000	\$35,000	\$0	\$0	\$69,000
PUBLIC INVOLVEMENT, OUTREACH AND EDUCATION	3.2	KTMPO	\$39,000	\$40,000	\$0	\$0	\$79,000
HCTD TEMPLE UZA PLANNING	3.3	HCTD	\$0		\$52,356	\$13,089	\$65,445
HCTD KILLEEN UZA PLANNING	3.4	HCTD	\$0		\$42,062	\$42,063	\$84,125
PUBLIC PARTICIPATION PLAN	3.5	KTMPO	\$5,800	\$6,200	\$0	\$0	\$12,000
REGIONAL PLANNING PROJECT	3.6	KTMPO	\$10,000	\$12,000	\$0	\$0	\$22,000
Total	Total		\$88,800	\$93,200	\$94,418	\$55,152	\$331,570

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

The current Metropolitan Transportation Plan was approved by the TPPB in May 2014. A MTP must address at least a 20-year planning period to include both long and short-range strategies that will lead to the development of an integrated intermodal metropolitan transportation system (23 CFR 450-322). The 2040 MTP will be continually reviewed and revised as needed. The 2045 MTP must be adopted by the TPPB by May 20, 2019 unless designated as non-attainment. Non-attainment MTP planning requires a 4 year update.

B. EXPECTED PRODUCTS

KTMPO will monitor and implement the 2040 MTP designed to meet the objectives and needs of its members. Continued implementation of key planning elements of 2040 MTP may include and are not limited to: local Advisory Groups, updated prioritization of projects utilizing an updated TDM, updated planning and environmental linkages elements in each project, and updates as needed to the CMP.

C. PREVIOUS WORK

KTMPO adopted the 2040 MTP on May 14, 2014. KTMPO participated in the Federal Certification review process as a new TMA in February 2015 pursuant to 23 CFR 450-334. KTMPO was designated as a TMA by FHWA/FTA in the summer of 2012.

D. SUBTASKS –

4.1 Metropolitan Transportation Plan

The MPO staff, with the assistance of consultants as needed, will monitor the implementation of the 2040 MTP to evaluate the impact of changes that may occur in planning policy, project priority, available funding, and federal legislation. MPO staff will submit to the TAC and the TPPB any changes that impact projects or available funding.

KTMPO will promote planning and environmental linkages by attending relevant workshops and providing information to the TAC/TPPB membership. MPO staff will coordinate with appropriate TxDOT staff to implement and support measures including development of purpose and need statements when projects are submitted and coordination with other agencies to identify environmental issues. MPO staff will continue efforts to establish and facilitate local Advisory Groups for Bicycle/Pedestrian and Freight.

Upon analysis of the recently completed TDM, consultants may be utilized to further enhance the model. KTMPO staff, with the assistance of consultants as needed, will use the model to reevaluate and prioritize the projects submitted in the 2040 MTP. Category 7 and 9 funding will be disseminated as funding is announced. The TPPB will prioritize through a competitive scoring process to award Category 7/9 projects.

4.2 Congestion Management Process (CMP)

KTMPO staff will continue with the development and oversight of the CMP. This includes incorporation, prioritization, and identification of the Congestion network. Strategies will be evaluated and identified in the CMP. Correlating data will be reviewed and considered. KTMPO staff may utilize consultants in this process. A proactive public involvement process will be a part of this task.

FUNDING SUMMARY

Task 4.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
METROPOLITAN TRANSPORTATION PLAN (MTP)	4.1	KTMPPO	\$70,000	\$55,000	\$0	\$0	\$125,000
CONGESTION MANAGEMENT PROCESS	4.2	KTMPPO	\$130,000	\$75,000	\$0	\$0	\$205,000
Total	Total		\$200,000	\$130,000	\$0	\$0	\$330,000

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

To provide a format for the inclusion of a variety of topics necessary to complete the goals and objectives set forth in the 2040 MTP and other unique transportation topics which demand special attention and are beyond the scope of the other regularly-programmed activities and tasks. This task includes subtasks that may not be worked on continuously or that may not be completed in two years. A number of study needs that could have a significant impact on regional planning have been identified by KTMPO partners. These studies are currently unfunded; however, funding options will be explored and may include federal, state, or local resources. Amendments will be generated as needed in the event funding is received.

B. EXPECTED PRODUCTS

Special studies are designed to provide information that has a direct impact to the regional transportation plan.

C. PREVIOUS WORK

Various studies have been completed in past years. These include traffic impact analysis studies, thoroughfare plans, comprehensive plans, and bicycle and pedestrian plans. Staff has recently worked with CDM Smith and Associates to develop the TDM and CMP and with Kimley-Horn & Associates to review the PPP and examine air quality issues. Staff has issued an RFQ for General Planning Services to assist the MPO in General Planning Services which may include: enhancing the TDM, update of the 2040 MTP project listing, and fiscal constraint of projects. The General Planning Services agreements should remain in effect for one year with up to four additional years based on annual reviews.

D. SUBTASKS –

5.1 Travel Demand Model

KTMPO has received the updated TDM. Staff may utilize a consultant to further develop and enhance the model and provide training and assistance as needed. The new TDM data may be utilized with upcoming project calls as well as the MTP 2040 project listing. Priority of projects in the 2040 MTP will be reassessed and documented for potential future funding.

5.2 Air Quality Mitigation and Strategies

KTMPO staff, with the assistance of consultants as needed, will: continue to review data from the ozone monitor at Skylark Field in Killeen and West Temple Park in Temple; develop and seek participation in proactive programs, such as Ozone Advance; and educate the public in reducing ozone levels. Updated information will be provided to the TAC and TPPB as needed to determine appropriate policies and actions for our region.

5.3 Performance Measures

KTMPO staff, with the assistance of consultants as needed, will initiate development of performance measures in accordance with MAP-21 requirements. The MPO will be involved in discussions with FHWA, FTA, and TxDOT in the development of performance measures. The MPO will initiate review of specific data needs that are applicable to the established performance measures.

**FUNDING SUMMARY
FY 2016-2017**

Task 5.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
TRAVEL DEMAND MODEL	5.1	KTMPO	\$71,000	\$69,000	\$0	\$0	\$140,000
AIR QUALITY MITIGATION AND STRATEGIES	5.2	KTMPO	\$40,000	\$37,000	\$0	\$0	\$77,000
PERFORMANCE MEASURES	5.3	KTMPO	\$70,000	\$64,000	\$0	\$0	\$134,000
Total	Total		\$181,000	\$170,000	\$0	\$0	\$351,000

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

Estimate based on prior years authorizations. Approvals are made contingent upon legislation for continued funding.

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

UPWP BUDGET SUMMARY FY16/17

UPWP Task	FTA Task	Description	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local Funds	Total Funds
			FY2016	FY2017			
1		Administration-Management	\$394,000	\$415,000	\$0	\$0	\$809,000
2		Data Development and Maintenance	\$62,000	\$65,000	\$0	\$0	\$127,000
3		Short Range Planning	\$88,800	\$93,200	\$94,418	\$55,152	\$331,570
4		Metropolitan Transportation Plan	\$200,000	\$130,000	\$0	\$0	\$330,000
5		Special Studies	\$181,000	\$170,000	\$0	\$0	\$351,000
		Total	\$925,800	\$873,200	\$94,418	\$55,152	\$1,948,570

¹ TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

² FHWA (PL-112)	\$868,824
² FTA Section 5303 (Sect. 8)	\$293,096
Estimated Unexpended Carryover	\$637,080
Total TPF	\$1,799,000

² Estimate based on prior years authorizations

APPENDIX A



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June 1, 2015/cm

APPENDIX A



POLICY BOARD

Chairman:

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Nicole Torralva, Brian Chandler

Vice Chairman:

Mayor Scott Cooper

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June 11, 2015, cm

APPENDIX A



POLICY BOARD

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Vacant

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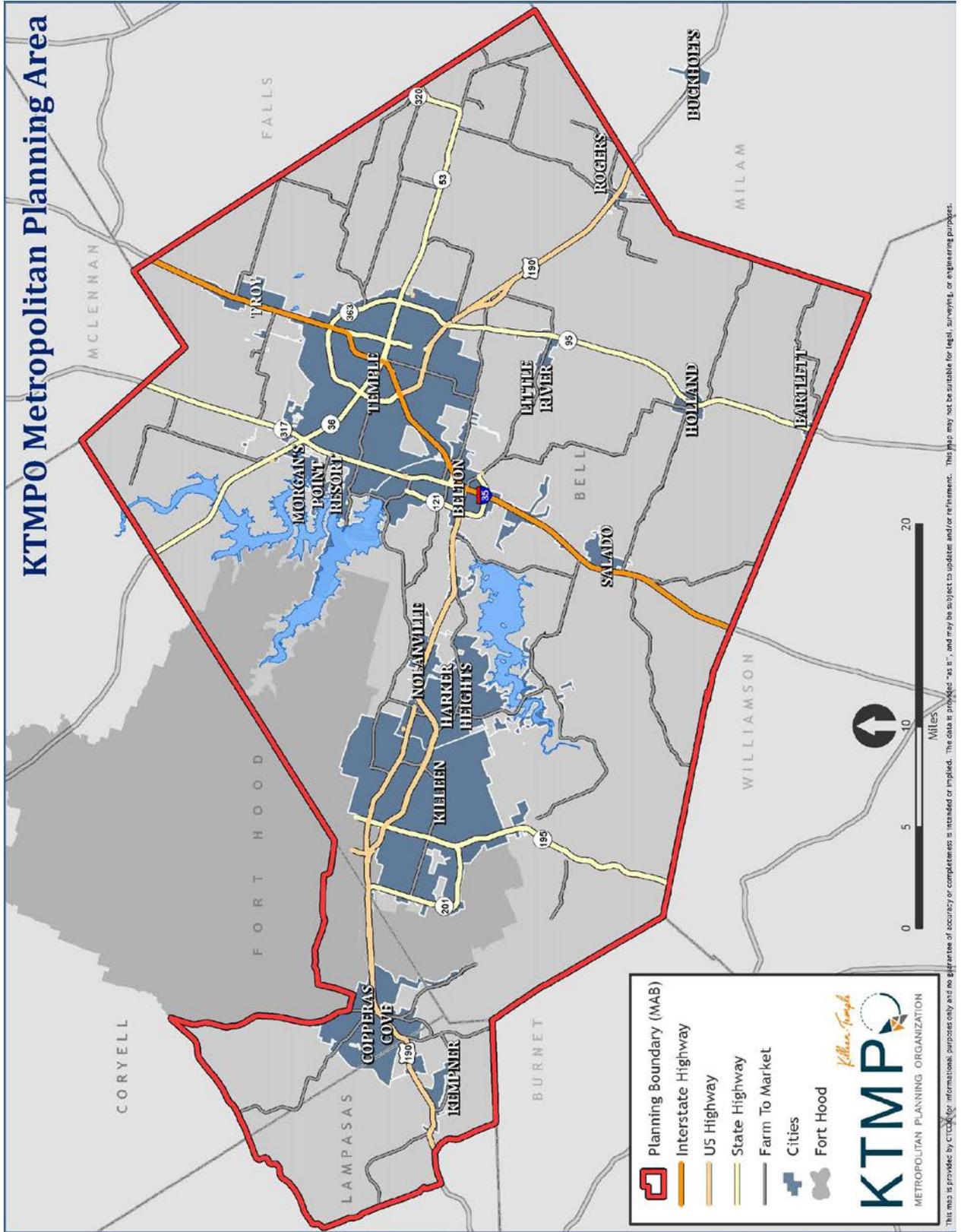
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APPENDIX B



APPENDIX C

DEBARMENT CERTIFICATION

(1) The Killeen-Temple Metropolitan Planning Organization (KTMPPO) as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:

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

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

* Federal, state or local



Signature

Danny Dunn, Chairman
KTMPPO – Transportation Planning Policy Board

7-15-15

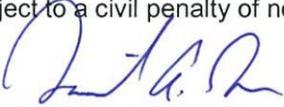
Date

APPENDIX D
LOBBYING CERTIFICATION
CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE
AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

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

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



Signature

Danny Dunn, Chairman
KTMO – Transportation Planning Policy Board

7-15-15

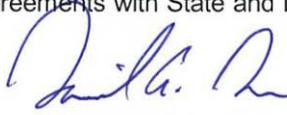
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APPENDIX E

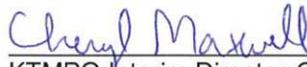
CERTIFICATION OF COMPLIANCE

I, Danny Dunn, KTMO – Transportation Planning Policy Board Chairperson, a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization (KTMO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, “Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments,” as it may be revised or superseded.

7-15-15
Date


Signature Danny Dunn, Chairman
KTMO – Transportation Planning Policy Board

Attest:


KTMO Interim Director Cheryl Maxwell

APPENDIX F

Certification of Internal Ethics and Compliance Program

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

7-15-15
Date


Signature – Danny Dunn
Chairman, MPO Policy Board

Attest:

Cheryl Maxwell
KTMPO Interim Director Cheryl Maxwell