



Technical Advisory Committee Meeting

**March 2, 2016
9:30 a.m.**

Agenda



Killeen-Temple Metropolitan Planning Organization Technical Advisory Committee (TAC)

Wednesday, March 2, 2016
Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:30 A.M.
AGENDA

1. Call to Order.
2. Opportunity for Public Comment.⁽¹⁾
3. Staff Update.
4. **Action Item:** Regarding approval of proposed amendments to 2040 Metropolitan Transportation Plan and FY2015-2018 Transportation Improvement Program (TIP) to add Belton, Nolanville, and Salado projects awarded funding through Statewide 2015 Transportation Alternatives Program (TAP) project call (FY13 – 16 funding).
5. **Action Item:** Regarding selection of projects for MPO TAP Category 9 (FY 15 – 17) funding to include the following:
 - Presentations by submitting entities;
 - Scoring and ranking of projects; and
 - Receive scoring report and recommend projects for Category 9 funding.
6. **Discussion and Action Item:** Regarding TxDOT project development funding—potential projects and selection process.
7. Member comments.
8. Adjourn.

Workshop (If Needed) - To Follow Regular Scheduled Meeting AGENDA

1. Call to order.
2. Discussion on any of the following topics:
 - a. Current or past KTMPO documents and plans to include Unified Planning Work Program, Transportation Improvement Program, By-Laws, Public Participation Plan, Regional Thoroughfare/Bicycle Pedestrian Plan, Metropolitan Transportation Plan, Congestion Management Process, Annual Performance Expenditure Report, Annual Project Listing, Texas Urban Mobility Plan, Unified Transportation Plan, Federal Certification Process
 - b. Past or Future KTMPO Meeting processes or happenings
 - c. KTMPO Current, Past or Future MPO Boundary Studies
 - d. KTMPO Past or Future Annual Meetings
 - e. Current, Past or Future KTMPO Budgets and funding conditions
 - f. Rural Planning Organizations and/or Regional Mobility Authorities
 - g. Economic Stimulus Package/Projects
 - h. Legislative Changes
 - i. Status of MPO Projects
 - j. Staff, TxDOT, Consultant, Guest presentations relating to transportation
 - k. Meetings pertaining to any transportation related items/topics
3. Adjourn.

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. ⁽¹⁾Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

Item 4:

**MTP & TIP Amendments for
Statewide TAP Projects**

Proposed Amendments to Mobility 2040 Metropolitan Transportation Plan (MTP) and FY2015-2018 Transportation Improvement Program (TIP)

Amendment Summaries:

The Cities of Belton and Nolanville and the Village of Salado were awarded Transportation Alternatives Program (TAP) funds through TxDOT's 2015 Statewide TAP Call for Projects, which includes funding for FY2013 - 2016. Below is a summary of each project:

Belton: Chisholm Trail Hike and Bike Facility - \$2.1 million

The project will include an ADA compliant 6' sidewalk with existing bike lanes, and ADA compliant 10' hike and bike trail, and amenities including landscaping, lighting, and signage. The route will extend along University Boulevard (0.2 miles), across Crusader Way, BNSF Railway underpass crossing to Belton Independent School District property to Industrial Park Road (0.2 miles), along Commerce Drive to Sparta Road intersection (0.38 miles), a total distance of 4,120 feet, or 0.78 miles. This project will link to the City's existing pedestrian facilities and complement existing network of city constructed trails to achieve contiguous transportation routes. The project is estimated to take thirty-four (34) months to complete.

Nolanville: Old Nolanville Road Elementary bicycle and pedestrian safety improvements - \$500,000

The City of Nolanville TAP project is a Safe Routes to School type project. All Nolanville Elementary students must access the school along the project route. The project will run approximately 2,100 linear feet along Old Nolanville Road from Warriors Path to Pecan Valley Road bus stop. The project will construct 6 feet wide sidewalks, with the sidewalk between Nolanville Elementary School and the entrance to Pecan Village being 10 feet wide to better enhance safety since the road curves sharply here. The project will also include crosswalks, a bus stop with a pedestrian shelter, shared roadway bike lanes, and safe bicycle parking. The project is estimated to take eighteen (18) months to complete.

Village of Salado: Enhancements along Salado Creek - \$300,000

The Village of Salado plans to construct a 10 feet wide concrete pedestrian and bicycle trail generally extending from near the intersection of College Hill Drive and Main Street, north along Peddlers Alley to Salado Creek, then meandering east to from a pair of loops between Peddlers Alley and Center Circle. The trail length is approximately 3,430 linear feet. The trail will provide connectivity between shopping, entertainment, recreation, lodging, and dining venues and residential neighborhoods. Currently, there are no public sidewalks or trail along this route; pedestrians have been using public ROW. The project is estimated to take twenty (20) months to complete.

TxDOT is requested amendments to the KTMP 2040 MTP and the FY2015-2018 TIP to add these projects. The public involvement process for MTP and TIP amendments includes a 15 day public comment period and a public hearing. A public hearing was held on January 26, 2016 at the CTCOG building and Public Comment ran from January 23-February 6, 2016. No comments were received.

MTP Background:

The MTP is the 25 year long range planning document for KTMPPO. The MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document's 25 year planning horizon. The project listing is fiscally constrained based on projected funding the MPO expects to receive in the 25 year planning period. The document also lists regionally significant unfunded projects. Projects must be included in the funded section of the MTP in order to receive state or federal funding.

TIP Background:

The TIP is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four year period. The current TIP covers FY15 through FY18. Projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP) and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

Tentative Schedule:

January 7, 2016—TAC recommend initiation of public involvement process for MTP & TIP amendments

January 20, 2016—TPPB initiation of public involvement process for MTP & TIP amendments

January 23 - February 6, 2016—Public Comment Period

- No comments received

January 26, 2016—Public Hearing, CTCOG Building

March 2, 2016—TAC recommend approval of MTP & TIP amendments

March 16, 2016—TPPB approval of MTP & TIP amendments

Action Needed:

TAC recommend approval of MTP & TIP amendments.

Item 5:

Category 9 Project Selection

KTMPO FY15/16/17 Transportation Alternatives Program (TAP) Category 9 Funding

Background:

KTMPO received authority to allocate certain federal transportation funds in Fiscal Years 2015, 2016, 2017. Moving Ahead for Progress in the 21st Century (MAP-21) legislation authorized federal transportation funds through the Federal Highway Administration for transportation needs within the boundaries of designated metropolitan planning organizations (MPOs) and transportation management areas (TMAs).

MAP-21 originally established the Transportation Alternatives Program (TAP) to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs.

When the Fixing America’s Surface Transportation (FAST) Act was adopted in December 2015, the TAP program was repealed and replaced with the Surface Transportation Block Grant Program. FAST Act § 1109. However, the FAST Act reserved funds for transportation alternative projects for the years 2016-2020 and those funds can be obligated pursuant to MAP-21 rules.

Anticipated funding for Category 9

Fiscal Year	Cat 9 Projected Funding	20% Match Required	80% Available
FY15, 16 & 17 3 Year Total	\$800,000	\$186,000	\$640,000

Estimated breakdown by fiscal year:

FY15: \$163,190 (MAP-21)

FY16: \$300,000 (split between MAP-21 (\$45,180) and FAST Act (\$254,820))

FY17: \$305,000 (FAST Act)

%↑: \$ 31,810 (FAST Act)

TOTAL: \$800,000 (Includes 20% match)

Funds for FY15 must be obligated by September 30, 2018. See information below for more detailed explanation of funding:

- Since MAP-21 has been replaced by FAST, the total TAP funds that KTMPO will receive for FY2013, 2014, 2015, and 2016 is \$1,012,608.
 - \$780,002 of that total has already been programmed by KTMPO during the FY 2013 and 2014 TAP project call. KTMPO estimated that \$780,000 would be available for FY 2013 and 2014; however, KTMPO actually received \$643,192, a shortage of \$136,810. This amount was taken out of the original \$300,000 for FY15 leaving a balance of \$163,190.
- For bike/ped projects, the FAST Act provides an increase in funds estimated at 3-4%. Therefore, the Unified Transportation Program (UTP) estimated amounts for FY 2016 and 2017 (minus the \$45,180 already allocated through TAP in FY 2016) should be fairly close. UTP figures are \$300,000 for FY16 and \$305,000 for FY17.
 - This should equal around \$800,000 of available funding.

Summary:

KTMPPO staff received proposals for the Transportation Alternatives Program (TAP) Call for Projects from the cities of Copperas Cove, Harker Heights, Killeen, Nolanville, Salado and Temple. KTMPPO/TxDOT staff conducted a technical review of each proposal to make sure each proposal meet the minimum eligibility criteria.

Proposals were made available to the TAC members via the KTMPPO FTP site so they may begin review of the information prior to the TAC meeting. A hard copy will be available to each TAC member at the March 2nd meeting. The TAC member or proxy is responsible for scoring each of these proposals at the March 2nd TAC meeting. Based on the scoring results, the TAC will make a recommendation to the KTMPPO Transportation Planning Policy Board on which projects will be funded.

Lead Entity	Project Description	Total Project Cost	Funding Requested
City of Copperas Cove	Avenue D Streetscape Revitalization Phase 3	\$351,642	\$281,314
City of Harker Heights	FM 3481 Sidewalk Improvements	\$473,880	\$355,410
City of Killeen	Heritage Oaks Hike and Bike and Bike Trail, Segment 3A	\$800,000	\$640,000
City of Nolanville	Nolanville City Park Connectivity	\$178,534	\$142,827
Village of Salado	Salado Creek/Pace Park Off-Road Trail	\$199,965	\$159,972
City of Temple	S. 31 st St. Shared Use Trail	\$500,000	\$400,000
Total		\$2,504,021	\$1,979,523

Tentative Schedule:

- January 20, 2016 - TPPB approval of revised scoring criteria and project call
- January 25, 2016 - Open project call
- February 22, 2016 - Deadline for projects
- **March 2, 2016 - TAC scoring and project recommendation**
- March 16, 2016 - TPPB project selection/initiate PIP for MTP and FY15-18 TIP amendments
- March 19 - April 4, 2016 - Public comment period (15 days) and public hearing
- April 6, 2016 - TAC recommendation to approve amendments
- April 20, 2016 - TPPB approval of amendments and initiate PIP for FY17-20 TIP
- April 23 - May 23, 2016 - Public comment period (30 days) for FY17-20 TIP
- June 15, 2016 - TPPB Approval of FY17-20 TIP (Deadline for STIP June 24)

Action Needed:

TAC scoring and project recommendation.

City of Copperas Cove

Exhibit B
Transportation Alternatives Program
Description of Project

Enter narrative descriptions in the appropriate sections (refer to scoring criteria). Each block will expand to fit entered text.

City: Copperas Cove	County: Coryell
Project Name: Copperas Cove Avenue D Streetscape Revitalization Phase 3	
Limits from: South 1 st Street	Limits to: South 3 rd Street along Avenue D
Project length (miles or feet): 376 linear feet	
Project description: Construction of multi-terraced concrete walkways. The construction shall include curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary auto and pedestrian signage. The project will include landscape appurtenances including benches and trash receptacles.	
Estimated Let date:	June 2016
Estimated Completion Date:	As stand-alone project 4 months As a combined project (with Phases 1 and 2) 7 months
Project readiness:	Status (Not started, underway, complete, not applicable)
Preliminary Engineering	Completed
Right of Way Acquired	Underway (ROW is being donated by property owner)
Environmental Review	Completed
Utilities Coordination	Completed

What regional connections does the project make?

The project is the third phase of the Avenue D Streetscape Revitalization project. It connects to two previously funded sidewalk projects (Phases 1 and 2 Copperas Cove Avenue D Streetscape Revitalization). It is located in the Downtown District of the City and will have a positive impact on the economic vitality by providing connectivity from block-to-block ADA accessibility to the businesses and governmental offices located here. Many businesses are located in the immediate area. Also located within close proximity of the project are City offices, Coryell County Annex, Coryell County Appraisal District, WIC Program Office, Copperas Cove Economic Development District, HOP fixed transit route, and several churches. A large number of students who attend the school located approximately four blocks from the project area utilize this stretch of Avenue D to walk to school. Income based housing facilities are located within a block of the project area. A large public parking facility is located across the street from the project. This parking facility is on land leased by the City from BNSF Railroad in order to provide citizens and visitors a location to park. It is used by those carpooling to work at the Gatesville prison system.

This project is included in the KTMPO MTP and is included in the City's Master Plan which sets the goal of making the Business District a Regional destination, drawing commercial and cultural visitors from the entire Central Texas Region. Enhancements to Avenue D are identified as the first steps to be undertaken to enhance both accessibility and appearance in the area. Major events with regional appeal are held throughout the year including Krist Kindle Markt, Rabbit Fest, National Night out and parades to name a few draws for large crowds to the project area. These improvements will provide attendees of these events, both local and Regional, a safer environment and will be aesthetically pleasing.

The roadway adjacent to the project has a TxDOT Functional Classification of a Major Collector.

Describe facility enhancements of the project:

The project will consist of 376 linear feet of multi-terraced concrete sidewalks. Curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary auto and pedestrian signage will be constructed. Landscape appurtenances including benches and trash receptacles are provided for in the project.

What transportation safety issues and/or barriers does this project mitigate?

The project includes several safety considerations that address a safer mode of transportation for both pedestrians and vehicles. New pedestrian crossings will be installed as well as directional signage. Project area photos demonstrate how students walking to school are crossing at locations other than at an intersections exposing them to possible accidents with vehicles. Separated grade crossings will be provided for in the project. Now, many students walking to school along this block are either walking in the street or teetering on the narrow steps that are adjacent to the roadway while drivers are driving beside them shielding their eyes from the sun in order to see, especially in the mornings (see project photos).

AADT for this area is 10,422 vehicles traveling this block daily. It is expected to increase by at least 40%

within the next 20 years. There have been 57 major/minor traffic accidents recorded by the Copperas Cove Police Department in the project area from 2011 through the present.

How does this project promote an enhanced quality of life?

The project will be providing ADA accessible sidewalks and ramps which will provide the traveling public a safer and more economical means of alternative transportation. It will have a positive impact on the economic vitality by providing connectivity from block-to-block ADA accessibility to the businesses and governmental offices located here. Businesses in the project area have expressed support of the project because they know it will increase foot traffic in the area which will make for more revenues for them. The increase in customers can ultimately cause existing businesses to hire additional employees. Also, by making the improvements, other businesses will be enticed to locate in the Downtown area. The City is host to several events in the Downtown area that draw large crowds and this project will enhance the cultural/scenic experience of those in attendance.

Copperas Cove's location to Fort Hood has made it a prime location for disabled veterans to reside. Many of those disabled veterans do not rely upon vehicles as a mode of transportation. This project will promote and enhance quality of life for them by making it possible for them to have an alternative mode of transportation that is ADA compliant and safer for them to use.

Students attending the high school that is within close proximity of the project will be provided a safer means of walking to school. Parents who are driving their children to school now because of the unsafe walking environment will allow their students to walk. This will reduce congestion in the Downtown area.

Does this project have a partnership between one or more agencies? List all partners and their roles.

The City of Copperas Cove is pledging a 10% match plus they will pay the 3% TxDOT Administration costs.

The Copperas Cove Economic Development Corporation is partnering with the City on the project with a 10% match.

Donlie McMullin, owner of property located in the southwest corner of Avenue D and South 1st Street, is donating the right-of-way required to construct the sidewalk along the property at this location.

How does this project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?

Although the project is not located within an Environmental Justice area, the project will positively enhance the socioeconomic effects of those individuals within the City. Providing the ADA compliant sidewalks as a safer mode of transportation for those who have zero vehicles or who rely upon alternate transportation such as the HOP as a means for traversing the Downtown District is a positive impact to the area. Two of the highest low-income Census tracts are located adjacent to the project area. It is noted that a low income apartment complex is located within a one block area of the project which is the location of not only businesses but governmental offices, City, County, and State.

A more in-depth review of the environmental effects of the project are included in the environmental assessment that is a part of this application.



Exhibit C
 Program--Metropolitan Mobility
 Killlean-Temple Metropolitan Planning Organization
 Surface Transportation
 Budget Summary

Agency Name	STP-MM/ Federal Funds	Source of Funds	Matching Funds	Total
Dollar Amount	Dollar Amount	Dollar Amount	Dollar Amount	
Lead Agency City of Copperas Cove	281,314	2015 CO Bonds	35,164	\$ 316,478
Partner Agency Copperas Cove Economic Development Corporation		General	35,164	\$ 35,164
Partner Agency				\$ -
Partner Agency				\$ -
Partner Agency				\$ -
Partner Agency				\$ -
Partner Agency				\$ -
Partner Agency				\$ -
TOTAL COST	\$ 281,314		\$ 70,328	\$ 351,642
PERCENTAGES	80.0%		20.0%	100.0%

* Must be a minimum Non-Federal match of 20%

Note: The City will be responsible for the 3% TXDOT Administrative Fee. This fee is not included in the Estimated Total Cost. The additional funds will amount to \$10,549.00.

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KTMPo Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail
- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: Ave. D Streetscape Revitalization

Description: Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage.

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

City of Harker Heights

Exhibit B
Transportation Alternatives Program
Description of Project

Enter narrative descriptions in the appropriate sections (refer to scoring criteria). Each block will expand to fit entered text.

City: Harker Heights	County: Bell County										
<p>Project Name: FM 3481 Sidewalk Improvements Limits from: FM 3481 @ Naveah Drive north to Prospector Trail Limits to: Wagon Wheel Drive @ Mountain Lion Road Project length (miles or feet): 0.5 miles Project description: Construction of approximately 1,550 linear feet of 6' pedestrian sidewalk, approximately 1,115 linear feet of 5' sidewalk, additional parking area, pedestrian ramps, crosswalk striping, signage, and landscaping to provide connectivity between four (4) Killeen Independent School Districts campuses.</p>											
<p>Estimated Let date: July 2016 Estimated Completion Date: March 2017</p>											
<table style="width: 100%; border: none;"> <tr> <td style="width: 40%;">Project readiness:</td> <td style="width: 60%;">Status (Not started, underway, complete, not applicable)</td> </tr> <tr> <td>Preliminary Engineering – 100%</td> <td>Complete</td> </tr> <tr> <td>Right of Way Acquired – 100%</td> <td>Complete</td> </tr> <tr> <td>Environmental Review – 30%</td> <td>Underway</td> </tr> <tr> <td>Utilities Coordination – 15%</td> <td>Underway</td> </tr> </table>		Project readiness:	Status (Not started, underway, complete, not applicable)	Preliminary Engineering – 100%	Complete	Right of Way Acquired – 100%	Complete	Environmental Review – 30%	Underway	Utilities Coordination – 15%	Underway
Project readiness:	Status (Not started, underway, complete, not applicable)										
Preliminary Engineering – 100%	Complete										
Right of Way Acquired – 100%	Complete										
Environmental Review – 30%	Underway										
Utilities Coordination – 15%	Underway										
<p>What regional connections does the project make? The proposed sidewalk improvements will provide connection to multiple Killeen-Temple MPO Regional Thoroughfare and Pedestrian/Bicycle Plan programmed projects. The plan was adopted in February 2011 and outlines future improvements in the region.</p> <p>The City of Harker Heights has identified this proposed project in the Mobility 2030 plan. This plan was adopted in May 2014 and embraces a true multi-modal systems approach to the transportation challenges of the future. This system provides a context sensitive balanced network of roads, street, sidewalks, trails, and transit opportunities that link our key residential, recreational, business, and educational assets. In addition to being inclusive the Mobility 2030 plan, this project provides a continuous connection to the City of Killeen's Comprehensive Trail Plan and allows for citizens within two neighboring communities to commute between them both.</p>											
<p>Describe facility enhancements of the project: Facility enhancements for the proposed project include: construction of a 5' – 6' off-road multi-use path that is ADA accessible; installation and enhancement of multiple pedestrian crosswalks; installation of a trail head section of sidewalk with adequate bicycle parking near Skipcha Elementary School; installation of trash receptacles, benches, and landscape plantings; and construction of an additional parking area that will increase safety and reduce student pick-up and drop-off congestion.</p>											

What transportation safety issues and/or barriers does this project mitigate?

The construction of the proposed sidewalk improvements will mitigate several identified safety issues and concerns. These barriers affect the safe travel of students who walk or bicycle to school. The following barriers have been identified: missing or insufficient walkways; abrupt gaps in existing sidewalks; lack of alternate transportation routes accessing the school campuses; increased traffic during school drop-off and pick-up times that create congestion and unsafe behaviors for students and drivers. Currently, children (including handicapped) who walk or bicycle to school must navigate within the street to arrive at school because this area lacks a continuous unimproved path for children to safely travel.

How does this project promote an enhanced quality of life?

The EPA has determined that driving and idling a vehicle is the most polluting thing an American citizen can do. As the City of Harker Heights grows, air quality becomes more of a critical issue for the environment. Congestion on busy thoroughfares is often a large factor in the amount of vehicle emissions and greenhouse gases that are in our air. Construction of this proposed project will enhance the region's effort to decrease the amount of vehicle emissions and air quality will be significantly improved within the City and surrounding communities, thereby preventing the possible sanctions of future federal funding.

Regular physical activity can improve the health and quality of life of American of all ages, more so in the younger population where chronic disease can sometimes be avoided. Among children and adolescents, regular physical activity can improve bone health, improve cardiorespiratory and muscular fitness, decrease levels of body fat, and also reduce symptoms of depression. More than 80% of adults and adolescents do not meet the guidelines for physical activity. Studies show that there are environmental influences which play a positive role in physical activity for children and adolescents such as; presence of sidewalks, having a destination to walk to, and access to neighborhood parks, school play areas, and/or recreational equipment and facilities.

By adding to the City's existing sidewalk network this area can improve community livability, increase transportation options, and reduce greenhouse emissions for our community. This project encourages citizens to be more active by taking an approach to make roadways safer for walkers and bikers to use and enhances the long term benefits to the health and wellbeing of the public.

Does this project have a partnership between one or more agencies? List all partners and their roles.

The total cost of the proposed sidewalk project is \$473,880, for construction. The City of Harker Heights will participate in a twenty-five percent (25%) funding match for the proposed FM 3481 Sidewalk Improvements project.

How does this project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?

The proposed FM 3481 Sidewalk Improvements Project will have a positive effect of the established areas of Environmental Justice (EJ). According to the KTMPO EJ Areas Map and the EPA EJ Map, the project location is on the border of an identified EJ area for the City of Harker Heights. The EPA shows that the area surrounding the project location has an approximately fifty-five percent (55%) minority and low income population. The children located in these families are zoned to attend the Skipcha Elementary School, Mountain View Elementary School, Union Grove Middle School, as well as Harker Heights High School. By providing adequate sidewalk connections, students living within this entire EJ area will be positively affected.



**Exhibit C:
Transportation Alternatives Program
Budget Summary**

Killeen-Temple Metropolitan Planning Organization

	Agency Name	TAP Federal Funds	* Non-Federal Matching Funds		Total
		Dollar Amount	Source of Funds	Dollar Amount	
Lead Agency	City of Harker Heights	\$355,410		\$118,470	\$473,880
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
	TOTAL COST	\$355,410		\$118,470	\$ 473,880
	PERCENTAGES	75 %		25 %	100 %

** Must be a minimum Non-Federal match of 20%*



KTMPO Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail

- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: FM 3481 Sidewalk Improvements

Description: Construction of approximately 1,550' of 6' sidewalk, ~1,115' of 5' sidewalk, parking, pedestrian ramps, crosswalk striping, signage, and landscaping to connect 4 KISD campuses

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

City of Killeen



Exhibit B:
Transportation Alternatives Program Description
 of Project

Killean-Temple Metropolitan Planning Organization

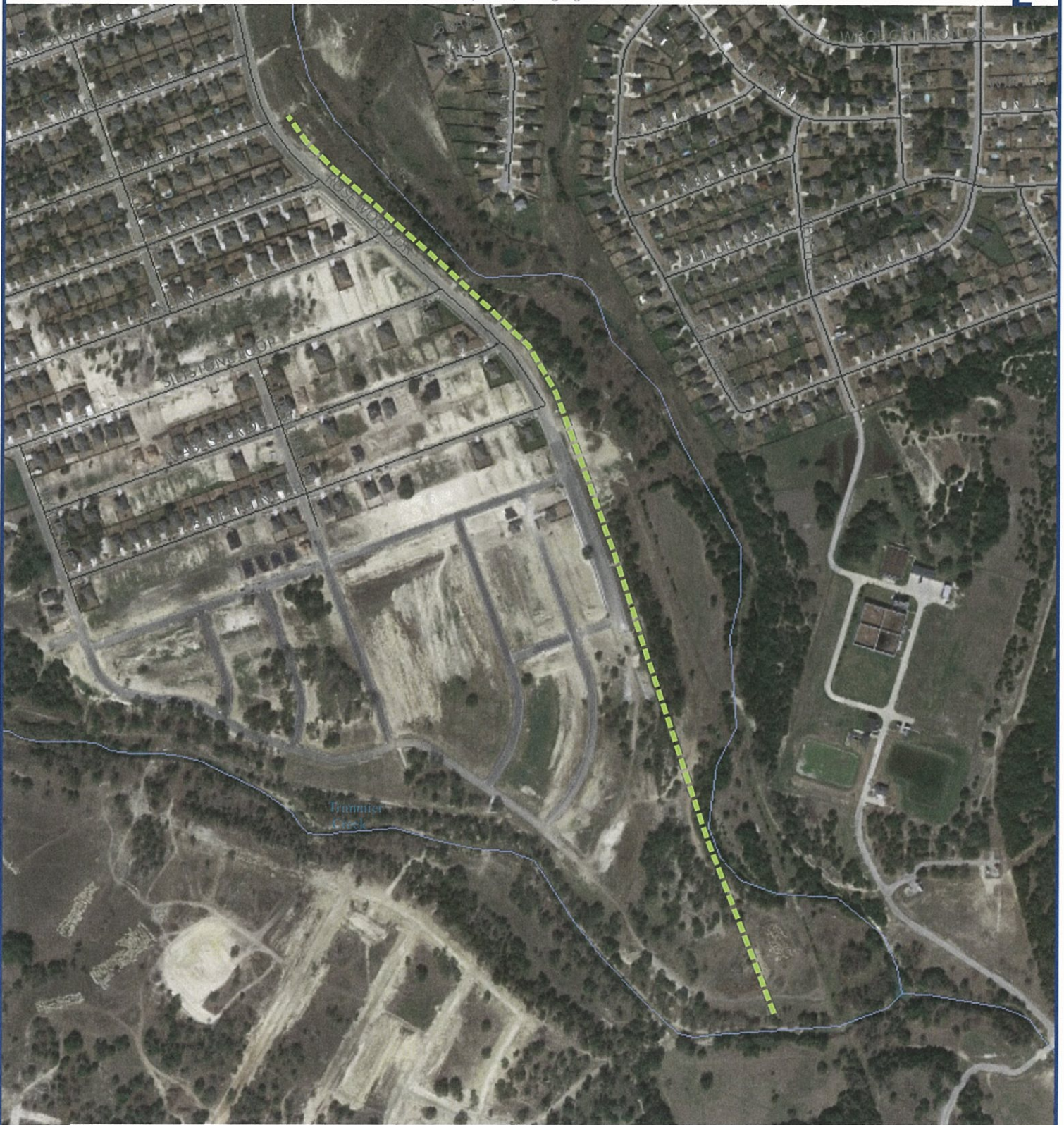
PROJECT DETAILS	
Project Name	Heritage Oaks Hike and Bike Trail, Segment 3A
Limits From	Flagstone Dr.
Limits To	Pyrite Dr.
Project Length	Miles: 0.75
City	Killean
Description of Work	Construction of a hike and bike trail with lighting from Flagstone Dr. to Pyrite Dr.
County	Bell
Feet	3,750
PROJECT STATUS/TIMELINE	
Estimated Let Date	August 2018
Estimated Completion Date	February 2019
Status	Preliminary Engineering Complete
Progress (%)	30%
Right of Way	Complete 100%
Utility Relocation	Not Started 0%
Environmental	Underway 10%
Construction	Not Started 0%
SCORING ELEMENTS (use Part II-Scoring Criteria for Factors)	
What regional connections does the project make?	The proposed hike and bike trail improvements will connect to the KTMPA Regional Thoroughfare and Pedestrian/Bicycle Plan adopted in February 2011. The Pedestrian/Bicycle Plan is a long-range master plan for the orderly development of pedestrian and bicycle facilities within and between communities. The improvements will also provide an opportunity for those who choose to travel via non-motorized alternatives to safely access the Hill County Transit District (HCTD) facilities, which is a regional public transit system that currently operates a safe, dependable, and effective transportation network that provides mobility, improves the quality of life, and stimulates economic development through the provision of rural, urban fixed routes, and ADA complementary paratransit service for citizens and visitors of the Central Texas area. The HCTD buses are fully equipped with bicycle racks. The project will continue to implement a new system of mobility into Central Texas with efficient alternate modes of transportation and improved modal connectivity. Overall the Heritage Oaks Hike and Bike Trail consists of five (5) segments that connect to a neighboring city park, local school, residential, commercial and recreational facilities, and ultimately out into Bell County for a connection to Stillhouse Hollow Lake. This project is part of a multi-modal system adopted region-wide, and could similarly transform Central Texas by showing what is sustainable and achievable for the region.
Describe facility enhancements of the project.	Facility enhancements will include: install a hike and bike trail and trail head with bicycle parking near schools; install trash receptacles, benches, emergency call boxes, trail lighting and new plantings; and re-design pick-up and drop-off procedures to increase safety and access.
What transportation safety issues and/or barriers does this project mitigate?	The severity of the safety issues will be lessened by identifying and addressing prospective corrective measures. The following barriers have been identified: missing or insufficient walkways; street and intersection crossings from the neighborhoods are at the least, difficult, and at the most, very dangerous; and due to the lack of pedestrian transportation routes the area has unsafe behavior from pedestrians and drivers. Call-boxes and lighting installed as part of this project will ensure that the trail provides not only a means to access previously restricted areas, but an assured safe place for the community.
How does this project promote an enhanced quality of life?	For children and adolescents, regular physical activity helps build and maintain healthy bones and muscles; reduces the risk of developing obesity and chronic diseases; reduces feelings of depression and anxiety; and promotes psychological well-being. Walking and bicycling promotes physical activity which has a positive effect on one's health. This continuous system will be used to provide for personal transportation and recreation as well as improving the access to the playground and athletic facilities on the future Killean Independent School District campus and connecting neighborhood parks. Killean can simultaneously improve community livability, increase transportation choices, and reduce greenhouse emissions and air dependency. As traffic congestion in cities begins to infringe upon quality of life and as rates of diabetes and obesity reach epidemic proportions, cities need to place greater emphasis on encouraging citizens to be more active. Cities typically invest a great deal of resources into developing and improving roadways, and even a small change in the approach to these projects to make roadways safer for cyclists and walkers to use could have huge, long-lasting impacts on traffic and public health.
Does this project have a partnership between one or more agencies? List all partners and their roles.	The improvements are being constructed within existing City of Killean right-of-way.
How does the project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?	The project will have a positive effect on the established areas of Environmental Justice (EJ). In the Mobility 2040 Plan (Exhibit B4), the area surrounding the project has been established by KTMPA as an EJ area block group. The demographics of the City of Killean consist of a 55% minority classification; the area immediately surrounding the Heritage Oaks has a 50% - 60% minority population. In 2010, a Safe Routes to School survey was performed. Statistics gathered from the survey indicate that 22% of the responding students walk to school and another 2% ride a bicycle. An additional 31% of the respondents indicated that with improvements they would let their children walk to school.



**Exhibit C:
Transportation Alternatives Program
Budget Summary
Killeen-Temple Metropolitan Planning Organization**

	Agency Name	TAP Federal Funds	* Non-Federal Matching Funds		Total
		Dollar Amount	Source of Funds	Dollar Amount	
Lead Agency	City of Killeen	\$640,000	City-GF	\$160,000	\$800,000
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
SUB TOTALS		\$ -		\$ -	
TOTAL					\$800,000
PERCENTAGES		80%		20%	

** Must be a minimum Non-Federal match of 20%*



KTMPO Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail

- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: Heritage Oaks Hike and Bike Trail, Segment 3A

Description: Construction of a hike and bike trail with lighting

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

City of Nolanville

Exhibit B Transportation Alternatives Program Description of Project

Enter narrative descriptions in the appropriate sections (refer to scoring criteria). Each block will expand to fit entered text.

City: Nolanville	County: Bell
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<p>Project Name: Nolanville City Park Connectivity Limits from: Intersection of Mesquite & East Avenue H Limits to: North Mesquite to include Park Entrance and future Multi-Use Center from a funded CDBG (Projected: Fall 2016 Opening) Project length (miles or feet): 2,223 LSF Project description: The proposed project will construct ADA compliant 10' pedestrian/bicycle multiuse pathways on one side of Mesquite Street from Avenue H to the North Side of the City Park. Landscape and lighting is located on the opposite side of the street. Complete Street concept with curb and gutter to contain drainage from the 10-year design storm, returns will be designed at all intersections along Mesquite Street.</p>

<p>Estimated Let date: November 2017 Estimated Completion Date: June 2018</p>
--

<p>Project readiness: Underway Preliminary Engineering: Completed July 14, 2015 Right of Way Acquired: Improvements are in the already established ROW. Environmental Review: Environmental review is 10% complete Utilities Coordination: Discussed with WCID #3 regarding future Waste Water and Water line improvements. Sidewalk placement will be coordinated resulting in minimum impact on future improvements and repairs.</p>
--

<p>What regional connections does the project make? The project follows the sequence for implementing a Pedestrian and Bicycle Program. Pedestrian and Bike systems were identified in coordination with Texas A&M – Texas Target Cities and made policy through the adoption of the City Comprehensive Plan 2015-2030. Connectivity from the park to neighborhood communities encourages land use patterns that promote shorter trips lengths easily accomplished by walking and biking. Regionally, this project provide connection the following ways:</p> <ol style="list-style-type: none"> 1. Linkage to other Key Community Facilities 2. Project connects to Main Street improvement projects (which include Bus Stops/Park & Ride) 3. Main Street to Old Nolanville Road improvement will eventually connect for access to the east side of Harker Heights

Describe facility enhancements of the project:

This project is located in an area with degraded infrastructure resulting in low use of the City Park. The design concept of Mesquite Street provides the following enhancements to increase bike and pedestrian activity and connectivity to key community facilities:

1. Large multi-use Sidewalk provides more space to different modes of transportation
2. Buffer between pedestrians and drivers create separation and increases the level of safety
3. Gutter systems provide an added environmental benefit to direct water to storm drains, currently uncontrolled water contaminated by waste from motorized traffic spreads pollution This is part of your broken window approach
4. Complete Streets Concept with added Bicycle Facilities at the City Park
5. Improve City sidewalk deficiency

What transportation safety issues and/or barriers does this project mitigate?

Walking and bicycle safety is the focus of this project. Nolanville has one of the smallest percentages (2.20%) of sidewalks of any community in the KTMPO region. The entire city contains less than ONE-HALF MILE of sidewalks (only .39 mi). Nolanville is phasing in projects that provide pedestrian and bicycle connectivity to increase safety along its most heavily traveled roads and provide linkage to key facility infrastructure. The City Park is projected to increase community services by adding a Multi-Use Center, Splash Pad and improve playground equipment in September 2016, thereby increasing activity. The City's goal is that access to the new facility would be accomplished by biking and walking.

How does this project promote an enhanced quality of life?

The project increases the quality of life for an area suffering from the broken window effect. Nolanville Plaza - Project 365 (See Exhibit B3) is a multipronged approach to improving the quality of life in area centered on Mesquite Street. Providing all the elements of a complete street and making it one of the most attractive roads in the City will instill pride in the area, increase use of the park and perhaps lower crime rates. Flooding and poor drainage on the streets that are not currently curbed are a continuous challenge. Gutters would resolve issues resulting from pooled water after rain events that have accelerated the deterioration of the road.

Does this project have a partnership between one or more agencies? List all partners and their roles.

Partnerships were not established for this project.

How does this project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?

Nolanville is not an Environmental Justice area. This project enhances the quality of life for the residents of that utilize Mesquite Street to access their property. Access limitations will be minimized during construction and notices provided to residence regarding the process.



Exhibit C:
Transportation Alternatives Program
Budget Summary

Killeen-Temple Metropolitan Planning Organization

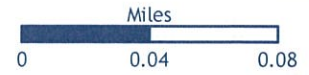
	Agency Name	TAP Federal Funds	* Non-Federal Matching Funds		Total
		Dollar Amount	Source of Funds	Dollar Amount	
Lead Agency	City of Nolanville	142,827.00	O&M	\$35,706.75	\$178,533.75
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
Partner Agency					\$ -
TOTAL COST		\$142,827.00		\$35,706.75	\$178,533.75

PERCENTAGES	80 %		20 %	100 %
--------------------	------	--	------	-------

* Must be a minimum Non-Federal match of 20%

Nolanville

Work Type:
Sidewalk/Trail



KTMPo Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail

- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: Nolanville City Park Connectivity

Description: Construct ADA compliant 10' wide pedestrian/bicycle multiuse pathways with lighting on opposite side of street

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

Village of Salado



**Exhibit B:
Transportation Alternatives Program Description
of Project**

Killeen-Temple Metropolitan Planning Organization

PROJECT DETAILS					
Project Name	Salado Creek/Pace Park Off-Road Trail				
Limits From	Northeastern side of Pace Park and Pace Park Road				
Limits To	Southwestern side of Pace Park Road				
Project Length	.23	Miles	1200	Feet	
City	Village of Salado	County	Bell		
Description of Work	10' wide concrete trail, ped/bike crossing, stabilization, trail heads, benches, bike rack, trash can, signage, erosion control, retaining wall, handicap ramp, solar light pavers				
PROJECT STATUS/TIMELINE					
Estimated Let Date	March 2017				
Estimated Completion Date	November 2017				
	Preliminary Engineering	Right of Way	Utility Relocation	Environmental	Construction
Status*	Not Started	Complete	N/A	Not Started	Not Started
Progress (%)	0%	100%	N/A	0%	0%
<i>*(Not Started, Underway, Complete, Not Applicable)</i>					
SCORING ELEMENTS (see Part II-Scoring Criteria for Factors)					
What regional connections does the project make?	2 nd of 4 phases implementing Trails Master Plan. Hike/bike/non-motorized access to historic sites, creek/springs, picnic areas, retail businesses, lodging, event grounds, playground, pavilion, neighborhoods, scenic views.				
Describe facility enhancements of the project.	10' wide concrete trail, ped/bike crossing, stabilization, trail heads, benches, bike rack, trash can, signage, erosion control, retaining wall, handicap ramp, solar light pavers, trees, shrubs, ADA/AASHTO compliant				
What transportation safety issues and/or barriers does this project mitigate?	There is no access/use of the portion of Pace Park parallel to Salado Creek. Provides a safe alternative for peds/runners, bicyclists, elderly (29%), special needs & visitors. Relocates peds off winding 20' wide, no shoulder road. Adds crossing signage/markings, ADA/ASHTO ramps, & solar lit pavers.				
How does this project promote an enhanced quality of life?	Promotes fitness/lifestyle/social interaction thru trail/amenities. Enhances cultural experiences, aesthetics, air quality & environ (tree planting, grazing deterrent grass, xeriscape, soil stabilization). Leverages identity by revealing creek/spring/rock formation scenic/historic sites. Revitalize retail properties.				
Does this project have a partnership between one or more agencies? List all partners and their roles.	Salado has support letters from 8 local organizations. Keep Salado Beautiful will provide planting, planting installation, and maintenance. Rotary will provide maintenance. SVFD will provide clean-up activities.				
How does the project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?	N/A				



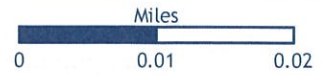
Exhibit C:
Transportation Alternatives Program
Budget Summary
Killeen-Temple Metropolitan Planning Organization

	Agency Name	TAP Federal Funds	* Non-Federal Matching Funds		Total
		Dollar Amount	Source of Funds	Dollar Amount	
Lead Agency	Village of Salado	\$159,972	General Fund	\$39,993	\$ 199,965
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
Partner Agency	N/A	N/A	N/A	N/A	N/A
SUB TOTALS		\$ 159,972-		\$ 39,993	\$199,965
TOTAL					\$199,965
PERCENTAGES		80%		20%	

*** Must be a minimum Non-Federal match of 20%**

Salado

Work Type:
Sidewalk/Trail



KTMPPO Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail
- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: Salado Creek/Pace Park Off-Road Trail

Description: Construct 10' wide concrete trail, ped/bike crossing, stabilization, trail heads, benches, bike rack, trash can, signage, erosion control, retaining wall, handicap ramp, solar light pavers

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

City of Temple



**Exhibit B:
Transportation Alternatives Program Description
of Project**

Killeen-Temple Metropolitan Planning Organization

PROJECT DETAILS					
Project Name	S. 31st Street Shared Use Trail Construction between Marlandwood and Canyon Creek Roads				
Limits From	31d 3'41.328"N, 97d				
Limits To	31d 3'53.632"N, 97d 22'16.825"W				
Project Length	0.5	Miles	2,600	Feet	
City	Temple	County	Bell		
Description of Work	Construction of 6' sidewalk facilities for pedestrians, bicyclists, & other non-motorized forms of transportation				
PROJECT STATUS/TIMELINE					
Estimated Let Date	January 2017				
Estimated Completion Date	September 2017				
	Preliminary Engineering	Right of Way	Utility Relocation	Environmental	Construction
Status*	Underway	City-owned	Pending grant funding	Pending grant funding	Pending grant funding
Progress (%)	25	N/A	0	0	0
*(Not Started, Underway, Complete, Not Applicable)					
SCORING ELEMENTS (see Part II-Scoring Criteria for Factors)					
What regional connections does the project make?	The enhancements will allow pedestrians to safely travel along a highly used road in the region by increasing access to commercial/business/medical areas from low/moderate income residential areas, as well as clearly separating pedestrian traffic from vehicle traffic.				
Describe facility enhancements of the project.	Grant funds will be used to provide enhancements related to a 6' sidewalk on both sides of 31st St, to include functional items such as retaining walls, railing, pedestrian crossings, ADA ramps, and other streetscape.				
What transportation safety issues and/or barriers does this project mitigate?	The most important purpose of this project is to increase the safety for pedestrians and bicyclists in this heavily vehicle-traveled area. By providing designated areas for pedestrians, vehicles and pedestrians will have their own area for transportation, subsequently reducing possibility for accidents.				
How does this project promote an enhanced quality of life?	Improved and increased transportation options will promote livability, connect housing to jobs, reduce transportation costs, provide for the mobility challenged, and facilitate accessibility to this area of the community providing safer conditions.				
Does this project have a partnership between one or more agencies? List all partners and their roles.	Yes. Attached letters of support show not only support from other agencies, but also the local community through community outreach sessions.				
How does the project have a positive, negative, or zero effect on established areas of Environmental Justice (EJ)?	The project is not located within an EJ area, however the area is experiencing an increase in low-moderate income households and over 50% renter-occupied and is adjacent to an EJ area. Enhancements should have a positive impact from an aesthetic, community pride and connectivity perspective.				

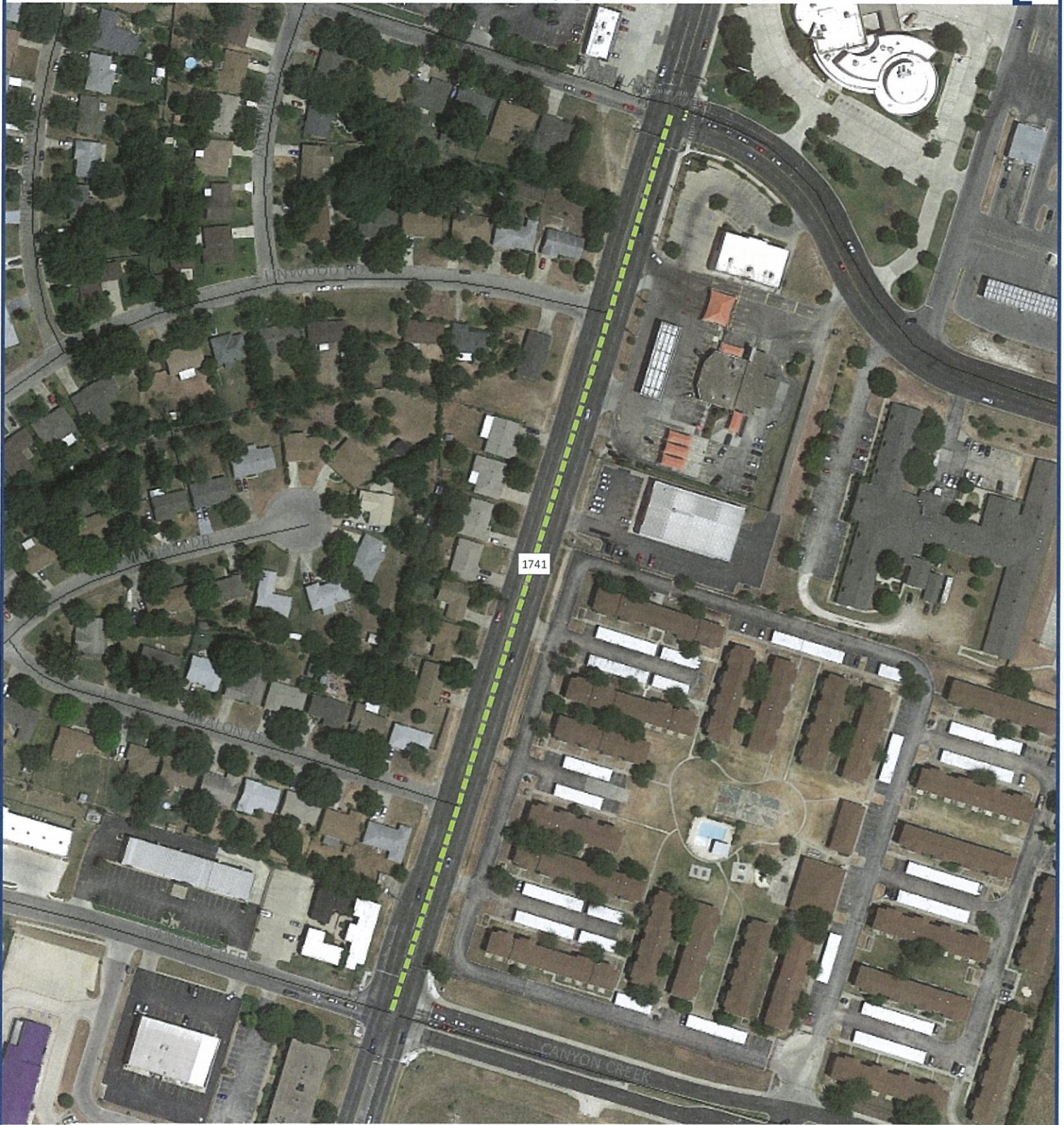


**Exhibit C:
Transportation Alternatives Program
Budget Summary**

Killeen-Temple Metropolitan Planning Organization

	Agency Name	TAP Federal Funds	* Non-Federal Matching Funds		Total
		Dollar Amount	Source of Funds	Dollar Amount	
Lead Agency	City of Temple	\$400,000	City Budget	\$100,000	\$500,000
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
Partner Agency					
SUB TOTALS		\$400,000		\$100,000	
					TOTAL \$500,000
PERCENTAGES		80%		20%	100%

** Must be a minimum Non-Federal match of 20%*



KTMPO Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail
- Interstate
- US Highway
- State Highway
- Bus. US and FM
- County Road
- Streets
- Ramp/Frontage

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: S. 31st Street Shared Use Trail

Description: Construction of 6' sidewalk facilities for pedestrians, bicyclists, & other non-motorized forms of transportation

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

Item 6:
TxDOT Project Development
Funding

Project Development Call

Summary:

This fall, we anticipate selecting projects for FY18 Proposition 1 and 7 funding. These projects must be let in FY18. To help meet this schedule, TxDOT Waco District has advised us that they have funding available to **develop** projects that are eligible for Proposition 1 and 7 funding and has asked us for projects. These projects will be listed in "Appendix D" of the 2017-2020 TIP.

The criteria for these projects is as follows:

1. Must be an on-system roadway;
2. Must address mobility or added capacity issues; and
3. Project must let by August 2018.

This project call is only for **project development and is not a guarantee of construction funding**. However, these projects will be candidates for FY18 Prop 1 and 7 funding. By nature of the letting date by August 2018, these projects should have minimal environmental impacts and minor ROW issues. TxDOT is encouraging local entities to consult with them about the projects they may be considering, so they can help them determine the exact needs of the project, and whether an FY 18 date is realistic.

Staff is requesting guidance on the selection of these projects for development funding. We are considering the following options: 1) We may prioritize the projects in a process similar to that used to select projects for FY17 Proposition 1 funding; or 2) We may submit eligible projects to TxDOT and let them prioritize the projects, most likely based upon project readiness and available funding.

Please keep in mind, that upon the re-prioritization of projects in the 2040 MTP, we will have a prioritized list of projects from which to pull for various funding categories. We anticipate this process being completed near the end of the fiscal year. However, in the interim, we need to have a reasonable method for selecting projects for available funding opportunities.

Tentative Schedule:

- **March 2, 2016—TAC recommendation on selection process for projects for development funding;**
- March 16, 2016—TPPB decision on selection process for projects for development funding;
- March 18, 2016 – April 18, 2016—Call for projects for development funding;
- May 4, 2016—TAC recommendation on projects selected for development funding;
- May 18, 2016—TPPB approval of projects selected for development funding; initiation of PIP for MTP amendments if needed;
- June 1, 2016—TAC recommendation to approve MTP amendments if needed; recommendation to approve FY2017-2020 TIP;
- June 15, 2016—TPPB approval of MTP amendments if needed; approval of FY2017-2020 TIP.

Action Needed:

TAC recommendation on selection process for projects for development funding.

KTMPO Contacts, Acronyms, and Terms



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Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPPO Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMPPO) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPPO) Technical Advisory Committee	SAFETEA – LU Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA U.S. Department of Transportation Federal Highway Administration	MPO Metropolitan Planning Organization
FTA U.S. Department of Transportation Federal Transit Administration	UPWP Unified Planning Work Program
TxDOT Texas Department of Transportation	MTP Metropolitan Transportation Plan
TCEQ Texas Commission on Environmental Quality	TIP Transportation Improvement Program
TTI Texas A&M Transportation Institute	STIP Statewide Transportation Improvement Program
CTCOG Central Texas Council of Governments	STP-MM Surface Transportation Program – Metropolitan Mobility
HCTD or “The HOP” Hill Country Transit District	TAP Transportation Alternatives Program
CTRTAG Central Texas Regional Transportation Advisory Group	UTP Unified Transportation Program
	CMAQ Congestion Mitigation and Air Quality Improvement Program
	UA or UZA Urbanized Area
	EJ or “Title VI” Environmental Justice
	CMP Congestion Management Process
	ITS Intelligent Transportation Systems
	NAAQS National Ambient Air Quality Standards

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmpo.org. Pages 61-65 of the publication “The Transportation Planning Process... is a great resource for commonly used Transportation terms.

Commonly Used Transportation-Related Acronyms for the Killeen-Temple Metropolitan Planning Organization:

TPPB: Transportation Planning Policy Board

The policy organizational unit, as outlined in the most recent designation agreement, is the Transportation Policy Board. The Transportation Policy Board is composed of elected and appointed City, County, State, Metropolitan Transit Authority officials, and Suburban Cities. Its responsibilities are as follows:

- 1 Provide policy guidance for the transportation planning process.
- 2 Carry out, in cooperation with the State and local governments, and annually certify a transportation planning process that is in full compliance with Federal requirements.
- 3 Set goals and cooperatively determine the responsibilities of the participating agencies for planning tasks and a budget in the Unified Planning Work Program.
- 4 Review and adopt the Texas Metropolitan Mobility Plan/ Regional Mobility Plan and the Metropolitan Transportation Plan (revised as necessary) which provides for both the near-term and long-term needs of the Study area.
- 5 Develop in cooperation with the State and local governments and annually endorse a multi-year Transportation Improvement Program which is consistent with the Metropolitan Transportation Plan.
- 6 Review and revise the limits of the Study area as necessary.
- 7 Designate a Technical Advisory Committee (TAC) and any other such offices, technical committees, or task forces as found necessary to carry out the transportation planning process.
- 8 Meet at intervals necessary to perform its function.
- 9 Appoint an MPO Director

TAC: Technical Advisory Committee

TAC reports directly to the Transportation Policy Board, and provides guidance on the technical products and procedures employed in the transportation planning process, reviews and submits recommendations on the development of Unified Planning Work Program, Transportation Improvement Program, Metropolitan Transportation Plan and the subsequent amendments to each. TAC also reviews any item requested by the Transportation Policy Board and reports its findings to the Transportation Policy Board. TAC generally meets monthly.

Agencies and Organizations:

EPA: Environmental Protection Agency

EPA is the federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

FHWA: Federal Highway Administration

FHWA is a branch of the US Department of Transportation that administers the Federalaid

Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FTA: Federal Transit Administration

FTA is a branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems.

MPO: Metropolitan Planning Organization

An MPO is a regional transportation policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. The MPO is responsible, in cooperation with the state and other transportation providers, for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

TCEQ: Texas Commission on Environmental Quality

TCEQ is the state regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Selected Funding Sources:

STP-MM: Surface Transportation Program – Metropolitan Mobility

The STP-MM funding category, also known as "Category 7", is to address transportation needs within the metropolitan area boundaries of MPOs with populations greater than 200,000. It is the most flexible federal funding source and projects are selected by the MPO. The funding can be used on functionally classified roadways greater than a local road or rural minor collector. Use of the funds requires a 20% local match. The MPO's average annual allocation over the past 17 years of the program is \$19.5M (\$15.6M is the federal amount).

Federal and State Plans, Programs and Processes:

MTP:

“Long Range Transportation Plan” Metropolitan Transportation Plan (MTP)

The MTP is the official multi-modal, financially constrained transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. Locally, the project list is amended quarterly but a complete plan update is federally required to be completed every five years.

TIP:

“Short Range Transportation Plan” Transportation Improvement Program (TIP)

The TIP is a financially constrained document prepared by an MPO that lists roadway, bicycle, pedestrian and transit projects to be funded with FHWA/FTA and state funds for the next four-year time period.

STIP:

“Statewide Short Range Plan” Statewide Transportation Improvement Program (STIP)

The STIP is a staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes. It is generally amended on a quarterly basis.

UTP:

“TxDOT’s Ten Year Plan” Unified Transportation Program (UTP)

The UTP is a statewide ten year financial plan that is adopted by the Texas Transportation Commission and is the Commission’s mechanism to authorize project development. Funding categories include:

- Category 1 Preventative Maintenance & Rehabilitation
- Category 2 Metro and Urban Corridor Projects
- Category 3 Non-traditional Funding
- Category 4 Statewide Connectivity Corridor (Rural)
- Category 5 Congestion Mitigation and Air Quality (CMAQ)
- Category 6 Structure Rehabilitation
- Category 7 Metro Mobility (Surface Transportation Program – Metro Mobility or STP-MM) (MPO Discretionary)
- Category 8 Safety
- Category 9 Transportation Enhancements Program
- Category 10 Miscellaneous
- Category 11 District Discretionary
- Category 12 Strategic Priority (Texas Transportation Commission Discretionary)

SIP:

“State Air Quality Plan” State Implementation Plan (SIP)

The SIP is produced by the state environmental agency. It is a plan mandated by the Clean Air Act Amendments that contains procedures to monitor, control, maintain, and enforce compliance with the National Ambient Air Quality Standards. It must be taken into account in the transportation planning process if an area is “non-attainment”.

CDA:

“Comprehensive Development Agreement” (CDA)

A Comprehensive Development Agreement (CDA) is a public-private partnership that provides needed funding to build projects. For projects of substantial cost, private financing, only recently allowed by the Texas Legislature, may be required. In Texas, CDAs are awarded to a company or team of companies that may provide any combination of finance, design, construction, maintenance and operation services under Department of Transportation guidelines.

NEPA

“Environmental Process” National Environmental Policy Act of 1969 (NEPA)

NEPA is the national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

EA:

**“Environmental Document” Environmental Assessment (EA)
Environmental Impact Statement (EIS)**

Documents, developed by the sponsor of a major transportation project, that describe the impacts on the environment as a result of a proposed action. It also describes impacts of alternatives as well as plans to mitigate the impacts. The “environment” considered includes land, water, air, structures, living organisms, environmental values at the site, and the social, cultural, and economic aspects. An EA is compiled to determine the need for an *Environmental Impact Statement* (EIS). The purpose of the NEPA process is to ensure that the decision maker is fully informed of the environmental aspects and consequences prior to making the final decision.

FONSI:

“Finding of No Significant Impact” (FONSI)

A FONSI is prepared when an Environmental Assessment (EA) concludes that the project will not have any significant impacts on the environment. FONSI approval is the final step in the preparation of an Environmental Assessment

CE:**“Categorical Exclusion” (CE)**

Categorical exclusions are those of actions or projects that do not cause significant impacts to the environment. Projects within the right-of-way (roadway reconstruction, repaving, bridge rehabilitation projects, and signal installations) qualify for a categorical exclusion.

EJ:**Environmental Justice (EJ)**

The three fundamental Environmental Justice principles are 1) to 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, 2) to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and 3) to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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