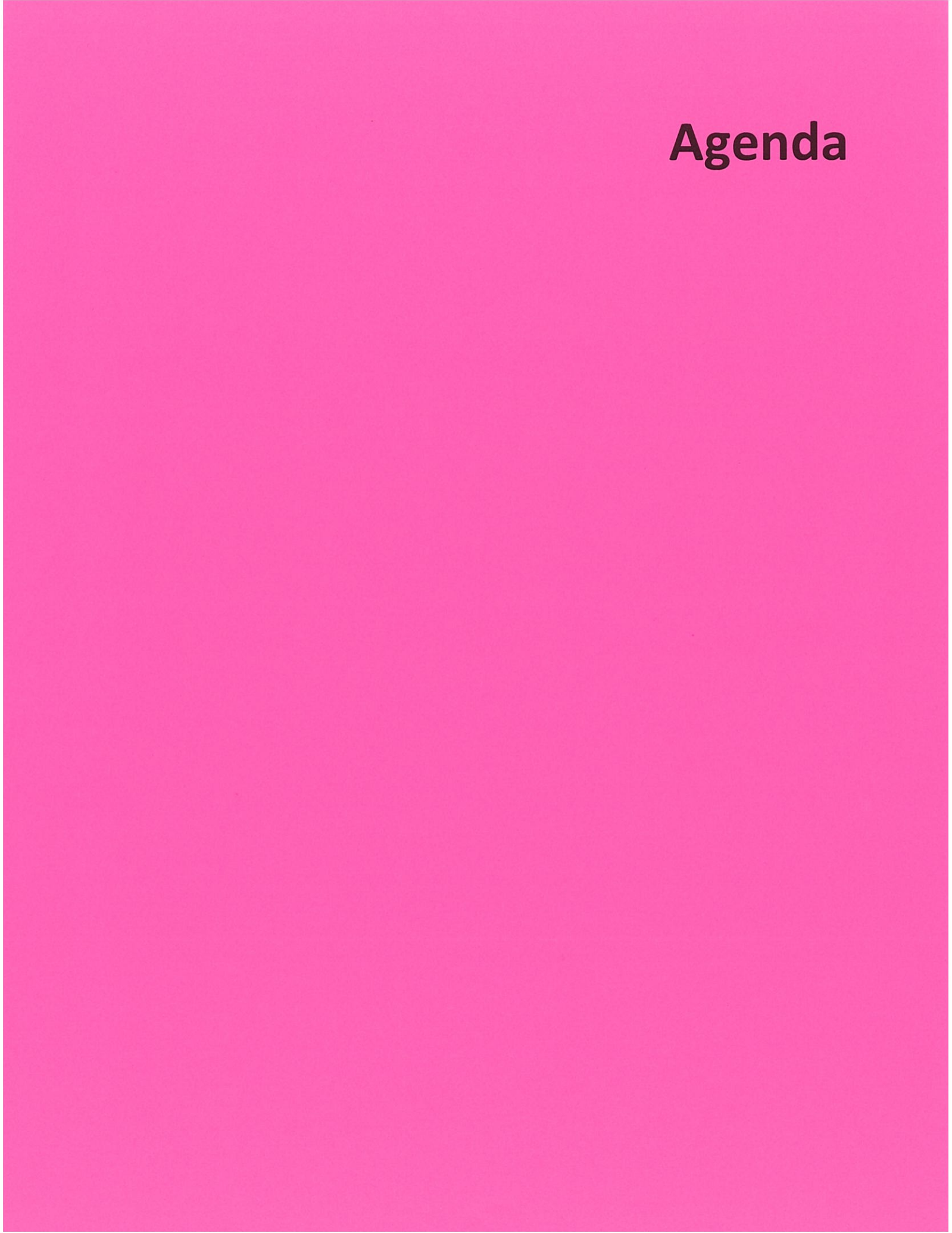




Transportation Planning Policy Board Meeting

**June 22, 2016
9:30 a.m.**

Agenda





Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board (TPPB)

Wednesday, June 22, 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 minutes from May 18, 2016 TPPB meeting.
5. **Action Item:** Regarding approval of the 2017-2020 Transportation Improvement Program (TIP).
6. **Action Item:** Regarding amendments to the 2040 Metropolitan Transportation Plan (MTP) as follows:
 - a) initiation of the Public Involvement Process to add the Belton Loop 121 project from FM 436 to IH 35;
 - b) administrative amendments to change extents for US 190 projects MPO ID W40-02, W30-28, and W30-29.
7. **Action Item:** Regarding reprioritization of projects in the 2040 MTP as follows:
 - a) approval of project selection process and scoring criteria;
 - b) set fiscal constraint for transit projects.
8. **Action Item:** Regarding support of request to TxDOT to conduct a feasibility study on IH-14 future alignment east of IH-35.
9. **Action Item:** Regarding support for the vulnerable road user ordinance proposed by the Bicycle/Pedestrian Advisory Committee.
10. Member comments.
11. 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. Special Funding for 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:

Minutes

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO) TRANSPORTATION PLANNING
POLICY BOARD (TPPB) MEETING MINUTES**

Wednesday, May 18, 2016
9:30 a.m.

Central Texas Council of Governments (CTCOG)
2180 North Main Street
Belton, TX 76513

Policy Board Voting Members Present

Vice Chair Mayor Marion Grayson—City of Belton	David Olson for Mayor Jose Segarra—City of Killeen
Scott Osburn for Chair Scott Cosper—City of Killeen	Councilmember Tim Davis—City of Temple
Brian Chandler for Mayor Danny Dunn—City of Temple	General Manager Carole Warlick—Hill Country Transit District (HCTD)
Mayor Rob Robinson—City of Harker Heights	Commissioner Tim Brown—Bell County
Bobby Littlefield Jr.—Texas Dept. of Transportation (TxDOT) Waco District	

Policy Board Non-Voting Members Present

Brian Dosa for Mary Himic—Fort Hood	Barbara Maley—Federal Highway Administration (FHWA) TX Division
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Others Present

Erin Smith—City of Belton	Cynthia Arevalo—Belton ISD
Megan Campbell—TxDOT	Christina Demirs—KTMPO
Justin Morgan—FHWA TX Division	John Weber—KTMPO
Robert Ator—HCTD	Jim Martin—KTMPO
Michael Bolin—TxDOT Waco District	Cheryl Maxwell—KTMPO
Liz Bullock—TxDOT Waco District	Jason Deckman—KTMPO

Meeting Minutes

1. Call to Order: Vice Chair Mayor Marion Grayson called the meeting to order at 9:35 a.m. and stated that a quorum was present.

2. Opportunity for Public Comments: No comments were made by the public.

3. Staff Update: KTMPO staff provided the following updates:

-- Cheryl Maxwell discussed that KTMPO is preparing a formal request to have TxDOT conduct a study on the possible alignment of I-14 east of I-35. This will be brought to the TPPB next meeting for approval.

--Christina Demirs provided an update on the Congestion Management Process (CMP). Alliance Transportation Inc. is currently finalizing congestion hotspots in the KTMPO region and a list of possible strategies and projects to address these hotspots. The CMP is anticipated to be complete at the end of June.

--Ms. Demirs provided an update on the reprioritization of the MTP project listing and a general schedule. The final draft of the scoring criteria was sent out to the Technical Advisory Committee (TAC) to review and at next month's meeting, TAC will tentatively make their recommendations to approve the scoring criteria which will then be presented to the TPPB for approval. The approval will open up a 30 day project call ending in July with scoring taking place in August. The public involvement process will start in September with the MTP amendments approved in October.

--Jim Martin stated that KTMPO hosted the freight workshop on April 26, 2016 which was the precursor to the Freight Advisory Committee. The first meeting date and the meeting agenda have not been set yet; additional members are needed.

--John Weber provided an update on the Bike/Pedestrian Advisory Committee (BPAC). The next BPAC meeting will be on July 12th, 2016 at 9:00 a.m. At the May 10th, 2016 BPAC meeting, BPAC made a recommendation to approve the Vulnerable Road User Ordinance, which will be presented to the TAC and TPPB at their June meetings for their review and approval.

--Mr. Weber also provided an update on air quality readings. Both stations had the same highest 8-hr average for April at 69 ppb. If the design value was calculated to date, the Temple station is currently at 66 ppb and the Killeen station is 65 ppb.

4. Action Item: Regarding approval of minutes from April 20, 2016 TPPB meeting.

Commissioner Tim Brown made a motion to approve the April 20, 2016 TPPB meeting minutes, seconded by Carole Warlick; the motion passed unanimously.

5. Action Item: Regarding approval of projects for TxDOT Project Development funding.

Cheryl Maxwell stated that a project call was issued from March 21st to April 19th due to TxDOT having funding available for project development. Projects must be an on-system roadway and address mobility or added capacity issues with an anticipated let date of August 2018. KTMPO received five proposals and each were evaluated and ranked at the May 4, 2016 TAC meeting. TxDOT's widening US 190 from Knights Way to I-35 was the highest ranked project followed by TxDOT's US 190 turnaround at Clear Creek, Belton's Loop 121 project, Killeen's SH 195 turnarounds at Stan Schlueter and Salado's Main Street (FM 2268) project.

Councilmember Tim Davis made a motion to approval the project selection and ranking for TxDOT Project Development funding.

6. Information Item: FY2015 Annual Reports—

- Annual Performance and Expenditure Report (APER);
- Annual Project Listing (APL);
- Congestion Management Process Annual Performance Report;
- Title VI Annual Report.

Christina Demirs discussed the FY2015 Annual Reports. For APER, Ms. Demirs presented a list of key achievements during FY15 and the budget for FY15. In FY15, 63% of the amount budgeted was spent and funds that were not expended in FY15 is rolled over into FY16. This report has been approved by FHWA.

Ms. Demirs also provided the FY15 Annual Project Listing. During FY15, a total of 18 projects were let by TxDOT. There were four highway projects, three Bike/Pedestrian Projects, and 11 grouped projects with nine being maintenance projects, one bridge replacement project and one miscellaneous project. The projects in the FY15 APL totaled approximately \$37.4 million and the report has been submitted to FHWA with final approval pending.

For the CMP annual report, the report stated that KTMPO hired a contractor to update and complete the CMP with work anticipated to be completed in June 2016. Other information include establishing the BPAC, collecting and updating bike/pedestrian facilities in the MPO database, researching air quality improvement programs and monitoring ozone stations and presenting the information.

For the Title VI Annual Report, no civil rights complaints were filed against KTMPO during FY15 and this report was submitted to TxDOT but formal approval is not required.

No action was needed by TPPB.

7. Member Comments: No comments were made from TPPB.

8. Adjourn: The meeting adjourned at 9:50 a.m.

Scott Cosper, Chair

Cheryl Maxwell, MPO Director

Item 5:
2017-2020 TIP

Approval of the Proposed 2017-2020 Transportation Improvement Program (TIP)

Summary:

The TIP is a short range program which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every four years and it is approved by the MPO and the Governor. The TIP must cover a minimum of four years for a metropolitan area and for the State. Projects listed in the TIP must reflect the factors considered in the long-range planning process.

Citizens must be given the opportunity to comment on the new TIP, as outlined in KTMP's Public Participation Plan (PPP). The TIP must also be reviewed and approved by the KTMP's Transportation Planning Policy Board (TPPB) to ensure it is consistent with the goals and objectives for the KTMP area. When reviewing the TIP, the TPPB must take into consideration any public comments that were received during the public comment period. Since this is a new plan, the PPP requires a 30 day public comment period. The public comment period ran from April 23rd through May 22nd. Public hearings were held on May 2nd in both Harker Heights and Belton. One comment was received in favor of approval of the TIP. The TAC recommended approval of the 2017-2020 TIP at their June 1st meeting.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP. The project listing consists of the following:

- Federal and State Funded Highway Projects
- Grouped Projects
- Federally Funded Transit Projects

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding requirements also mandate that all highway and transit projects receiving federal, state, or locally-significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation.

Tentative Schedule:

- April 6, 2016—TAC recommend initiation of public involvement (PI) process
- April 20, 2016—TPPB approves initiation of PI process
- April 23-May 22, 2016—Public Comment Period
- May 2, 2016—Public Hearings
 - Harker Heights
 - Belton
 - One comment received in favor of approval.
- June 1, 2016—TAC recommend approval of FY 2017-2020 TIP
- **June 22, 2016—TPPB approval of FY 2017-2020 TIP**
- June 24, 2016—FY 2017-2020 TIP due to TxDOT

Action Needed: TPPB approval of the FY2017-2020 TIP.

Public Comment Form

FY 2017-2020 Transportation
Improvement Program (TIP)

KTMPi)

KILLEEN-TEMPLE

metropolitan planning organization

Name: Erin Smith
Title: Director of Planning
Agency: City of Belton
Phone: (254) 933-5816
Cell: _____
Address: 333 Water Street
Belton, TX 76513
Email: esmith@beltontexas.gov

Comments: We are supportive of the 2017 -2020 TIP.

For more information please contact:
CTCOG Planning & Regional Services
KTMPo
P.O. Box 729
Belton, TX 76513
Phone: (254) 770-2200
Fax: 254-770-2360
www.ktmpo.org

Item 6:

**MTP Amendments for Belton
and TxDOT Projects**

MTP Amendments for Belton and TxDOT Projects

Amendment Summary:

The Belton Loop 121 project (widen from 2 to 4 lanes) was approved for TxDOT development funds at the previous meeting. It is broken into three project sections; however, one section is not currently in the MTP. The section being added extends from FM436 to IH35 (MPO ID 40-04). The estimated cost of this project at this time is \$5.1 million. This project will be placed in the unfunded section of the MTP to allow TxDOT to begin preliminary engineering and plan development.

Additionally, staff is processing administrative amendments to several US 190 projects. The overall start/stop points (one mile west of FM2410 to IH-35) will not change; however, instead of three segments for this section, four are now proposed. Amendments are needed to adjust the actual project extents for MPO IDs W40-02, W30-28, W30-29, and to add W40-05 as a new section of US190.

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.

Tentative Schedule:

- June 22, 2016—TPPB approval to initiate the public involvement process for MTP amendment;
- June 25-July 9, 2016—Public Comment Period;
- TBD—Public Hearing
 - 5:00pm—CTCOG building, Room A1
- July 6, 2016—TAC recommendation to approve MTP amendment, subject to any comments received;
- July 20, 2016—TPPB approval of MTP amendment.

Action Needed:

TPPB approval to initiate the public involvement process for MTP amendment.

2040 Metropolitan Transportation Plan Project Listing

SHORT RANGE FUNDED (2014-2023) USING PRIOR ALLOCATED FUNDING

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	
B15-01	W 9th Ave	Loop 121 to University Dr on UMHB campus	Construct new roadway and bridge	\$ -	\$ -	\$ 3,990,610	Metro Mobility (Category 7)
C35-04	Courtney Lane Sidewalks	FM 116 to Fairbanks St	Construct roadway/pedestrian improvements, including right turn lane and replacement of curb ramps/driveway	\$ -	\$ -	\$ 273,133	
K35-03	W Trimmer Rd	Jasper Dr to Elms Rd	Reconstruct and widen to six lanes, access drive improvements, install signals and turn lanes	\$ -	\$ -	\$ 8,214,573	
A35-02	Bus Replacement	HCTD service in Temple UZA	Two replacement 25-passenger (Type 11) fixed route buses	\$ -	\$ -	\$ 792,631	
B35-01	City Street	Loop 121 to University Dr on UMHB campus	Construct Chisholm Trail Corridor facility	\$ -	\$ -	\$ 1,569,750	TAP (previously Transportation Enhancements)
K35-02	City Street	Rimes to Watercrest Rd	Construct Killeen-Fort Hood Regional Trail, Segment 3	\$ -	\$ -	\$ 1,940,664	
D35-01	FM 935	Main Street to US Post Office Troy, TX	Construct downtown Troy Streetscape-Historic Commercial District	\$ -	\$ -	\$ 499,388	
T25-06	Loop 363	At Spur 290	PHASE 1 of interchange construction	\$ -	\$ -	\$ 9,984,000	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$ -	\$ -	\$ 77,930	FTA 5339

SHORT RANGE FUNDED (2014-2023)

KTMP ID	Funding Category	Description	
M30-01a	Preventive Maintenance and Rehabilitation	Various Locations	Grouped CSJ Placeholder
M30-06a	Structures Replacement	Various Locations	
M30-08a	STP Safety	Various Locations	
	*District Discretionary (Category 11)	Various Locations/Projects	Placeholder

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

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
K40-21	Heritage Oaks Hike & Bike Trail Segment 4	Proposed Rosewood Elementary to USACE property at approx 1 mile N of Cedar Gap Park	Shared Use Pedestrian/Bicycle Path	\$ -	\$ -	\$ -	\$ 3,448,284	Statewide TAP FY13 - FY16
B40-04	Chisholm Trail Corridor Hike and Bike Phase II	0.25 MI S of Crusader Way to Sparta Rd @ Commerce St.	Construct alternative transportation route consisting of shared-use path for pedestrian and bicyclists.	\$ -	\$ -	\$ -	\$ 2,670,615	
N40-02	Old Nolanville Road Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd@Warriors Path Rd to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists.	\$ -	\$ -	\$ -	\$ 601,587	
S40-01	Enhancements along Salado Creek	Main St @ College Hill Dr to 0.09 MI N of Royal St on Center Cir	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists.	\$ -	\$ -	\$ -	\$ 368,959	
							\$ 7,089,445	Total

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

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
T40-11	N. 31st St. Side-walks & Enhance.	N. 31st Street from SH53 to Nugent Drive	PHASE 1 of T40-11 to Construct alternative transportation route of Pedestrian/Bike Trail	\$ -	\$ -	\$ 307,740	\$ 307,740	TAP FY13 & FY14
C40-03	Avenue D Streetscape	FM1113 from FM116 to Main Street	Construct streetscape improvements to downtown Copperas Cove	\$ -	\$ -	\$ 198,197	\$ 198,197	
K40-20	Brookhaven Bike/Ped Trail	Traverse Drive to Brookhaven Elementary School	Construct alternative transportation route of Pedestrian/Bike Trail	\$ -	\$ -	\$ 312,532	\$ 312,532	
K40-23	Heritage Oaks Hike & Bike Trail Segment 3A	Flagstone Drive to Pyrite Drive	Construct Alternate Transportation Route Consisting of Shared-Use Path for Pedestrians & Bicyclists				\$ 800,000	TAP FY15 - FY17
C40-02b	Avenue D Streetscape, Phase 3	South 1st Street to South 3rd Street	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk				\$ 351,642	
							\$ 1,970,111	Total

2040 Metropolitan Transportation Plan Project Listing

MPO PROPOSITION 1 PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	Row Cost	CON Cost	Programmed Amount	
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane with raised median	\$ -	\$ -	\$ -	\$16,000,000	FY 15
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr 1.0 mi West of FM2410 (Knights Way) to FM 3423 (Indian Trail)	Widen from 2 to 4 lane roadway, with sidewalks, median and turn lanes in a context sensitive design	\$ -	\$ -	\$8,800,000	\$8,800,000	FY 16
W40-02	US 190		Widen from 4 to 6 lane roadway.	\$ -	\$ -	\$ -	\$9,000,000	FY 17
							\$33,800,000	Total

MPO CATEGORY 7 PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
A40-03	Bus Replacement FY15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$ -	\$ -	\$ -	\$ 1,214,606	FY15, FY16 & FY17
B40-03	Main St Sidewalks	Avenue C to Avenue J	Phase 1 of the proposed sidewalk expansion will include the repair and installation of sidewalks	\$ -	\$ -	\$ -	\$ 379,308	
C40-02a	Ave D Sidewalk	South Main St. to South 2nd St.	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	\$ -	\$ -	\$ -	\$ 273,777	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr. and Heights Dr.	Construct traffic circle at intersection of Commercial Dr. and Heights Dr.	\$ -	\$ -	\$ -	\$ 489,249	
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Rd.	Construction of a 4 lane roadway with center median with and off-system bridge	\$ -	\$ -	\$ -	\$ 7,950,000	
N40-01	Main Street Connectivity	Avenue I to US190 Frontage	Construct ADA bicycle/pedestrian pathways along Main Street and under US190	\$ -	\$ -	\$ -	\$ 596,386	
T35-24	Prairie View Road Enhancements	West of SH 317 to N. Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Road with signalized intersection	\$ -	\$ -	\$ -	\$ 6,480,000	
							\$ 17,383,326	Total

ROADWAY PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
K15-05	Elms Road	Carpet Ln to SH 195	Construct 5 lane section with shoulder	\$ -	\$ -	\$ -	\$ 4,509,497	Funded Projects Category 1, 2, 3 and/or 7: Forecasted **\$75,352,320
K40-07	WS Young	Bacon Ranch Rd to Little Nolan Rd	Add turn lane and traffic signal	\$ 50,000	\$ 100,000	\$ 850,000	\$ 1,000,000	
C30-03b	Business US 190 Phase II	RGIII Blvd to MLK Jr Blvd	PE Phase: Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 160,265	\$ -	\$ 1,256,911	\$ 160,265	
C30-03a	Business US 190 Phase I	FM 116 S @ Business US 190 to Robertson Ave	PE Phase: Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 132,218	\$ -	\$ 1,036,553	\$ 132,218	
C30-03c	Business US 190 Phase III	MLK Jr Blvd to Robertson Ave	convert one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 108,180	\$ -	\$ 848,266	\$ 108,180	
H30-01	Business 190/Veterans Memorial Blvd	Roy Reynolds Dr to US 190	PE Phase: Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive improvements	\$ 500,000	\$ -	\$ 4,500,000	\$ 500,000	
H15-01	FM 3423/Indian Trail	Business 190 to US 190	median and pedestrian enhancements within the appropriate context sensitive cross section	\$ 400,000	\$ -	\$ 2,991,800	\$ 400,000	
B40-01	Huey Drive	Southwest Pkwy to IH 35	PE Phase: Construct 2 lane roadway with center turn lane	\$ 316,800	\$ 633,600	\$ 2,217,600	\$ 316,800	
K30-13	Chaparral Rd	SH 195 to FM 3481	curb, and gutter	\$ 1,500,000	\$ 3,000,000	\$ 25,500,000	\$ 1,500,000	
K30-24	Cunningham Rd	Little Nolan Rd to US 190	PE Phase: Construct 4 lane with median, curb and gutter	\$ 41,792	\$ 83,584	\$ 710,465	\$ 41,792	
K25-01	Cunningham Rd	Little Nolan Rd to Stagecoach Rd	PE Phase: Widen from 2 to 4 lane with shoulder	\$ 185,053	\$ 370,106	\$ 3,145,899	\$ 185,053	
							TOTAL \$ 8,853,805	

TRANSIT PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
A40-01	Bus Replacement FY15-16	Temple UZA	nine replacement paratransit (Type 3, example capacity: twelve passengers/four wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 811,336	Funded Projects Category 1, 2, 3 and/or 7: Forecasted **\$75,352,320
A40-02	Bus Replacement FY17-18	Killeen UZA	nine replacement paratransit (Type 3, example capacity: twelve passengers/four wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 819,449	
A40-04	Bus Replacement FY21-22	Killeen UZA and Temple UZA	continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passengers/4-wheelchairs) buses	\$ -	\$ -	\$ -	\$ 835,920	
							TOTAL \$ 2,466,705	
							\$ 62,503,836	Total

*TxDOT may use funding for any project per their discretion. MTP 2040 Financial Plan assumes funding will be used for mobility projects.

**Original forecasted funding did not include Proposition 1 funding (CAT 2) and non-required local funding (CAT 3). The updated forecasted funding includes Category 1, Category 2 (Proposition 1), Category 3 (Non-Required Local Funds) and Category 7 forecasted funds.

2040 Metropolitan Transportation Plan Project Listing

LONG RANGE FUNDED (2024-2040)

KTMP ID	Funding Category	Description	
M30-01a	Preventive Maintenance and Rehabilitation	Various Locations	
M30-06a	Structures Replacement	Various Locations	
M30-08a	STP Safety	Various Locations	
	Transportation Alternatives Program (Category 9)	TAP projects eligible	Placeholder

ROADWAY PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount
K40-11	WS Young	Mall Dr to AJ Hall Blvd	Add turn lane and relocate traffic signal at Mall Dr to AJ Hall Blvd; control of access management improvements	\$ 250,000	\$ 500,000	\$ 4,250,000	\$ 4,889,545
T40-07	Outer Loop/Old Waco Rd	Adams Ave to Jupiter	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes hike & bike trail and bike dedicated lanes to incorporate multimodal transportation	\$ 1,128,000	\$ 470,000	\$ 3,102,000	\$ 4,700,000
T35-24	Prairie View Rd	SH 317 to Proposed Outer Loop	Includes sidewalk, 10' trail, and bike lanes to incorporate multimodal transportation options	\$ 1,599,600	\$ 666,500	\$ 4,398,900	\$ 6,665,000
T15-02	Kegley Road	IH 35 to FM 2305	Incorporate multimodal design	\$ 3,840,000	\$ 1,600,000	\$ 10,560,000	\$ 16,000,000
W35-01	US 190 Bypass	East of Copperas Cove to .5 MI W. of Lampasas County line	Phase 2 - Construct final 2 lanes of ultimate 4 lane divided highway	\$ 2,058,000	\$ -	\$ 4,200,000	\$ 44,058,000
W35-07	NW Loop 363	SH 36 to IH 35	Construct main lanes to provide a 4 lane freeway	\$ 1,078,000	\$ -	\$ 22,000,000	\$ 23,078,000
C30-03b	Business US 190 Phase II	RGIII Blvd to MLK Jr Blvd	CON Phase: Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 160,265		\$ 1,256,911	\$ 1,256,911
C30-03a	Business US 190 Phase I	FM 116 S @ Business US 190 to Robertson Ave	CON Phase: Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 132,218	\$ -	\$ 1,036,553	\$ 1,036,553
C30-03c	Business US 190 Phase III	MLK Jr Blvd to Robertson Ave	one travel lane in each direction to 6' sidewalk 5' bicycle lane and 1.5' curb and gutter	\$ 108,180	\$ -	\$ 848,266	\$ 848,266
H30-01	Business 190/Veterans Memorial Blvd	Roy Reynolds Dr to US 190	CON Phase: Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive improvements	\$ 500,000	\$ -	\$ 4,500,000	\$ 4,500,000
B15-02	FM 2271	FM 439 to US 190 at FM 1670	PE Phase: Construct 4 lane divided roadway with raised median	\$ 1,900,000	\$ 9,800,000	\$ 38,000,000	\$ 1,900,000
C35-02	FM 1113	NW end of W Ave D to FM 1113 at City Park	PE Phase: Create an underpass of the existing BNSF railroad	\$ 757,500			\$ 757,500
B30-02	Shanklin Road West, Outer Loop	IH 35 to FM 1670	PE Phase: Construct 4 lane roadway	\$ 405,000	\$ 1,620,000	\$ 6,075,000	\$ 405,000
W30-15	Loop 121	IH 35 to US 190	PE Phase: Widen from 2 to 4 lane divided roadway	\$ 441,000	\$ -	\$ 9,000,000	\$ 441,000
B40-02	Southwest Parkway	Loop 121 to W Avenue O	PE Phase: Construct 2 lane roadway with center turn lane	\$ 517,400	\$ 1,034,800	\$ 3,621,800	\$ 517,400
B30-01	George Wilson Extension	FM 93 at George Wilson Rd to FM 439	PE Phase: Construct 2 lane roadway with shoulder	\$ 69,349	\$ 277,397	\$ 1,040,238	\$ 69,349
B30-03	Belton Outer Loop East	IH 35 at Shanklin Rd to FM 436	PE Phase: Construct 2 lane roadway with shoulder	\$ 388,538	\$ 1,554,152	\$ 5,828,072	\$ 388,538
T35-35	Poison Oak Rd	SH 317 to Kegley Rd	gutter; includes sidewalks and bike lanes to incorporate multimodal transportation options	\$ 2,402,400	\$ 1,001,000	\$ 6,606,600	\$ 2,402,400
K40-16	East Trimmer Road Improvements	Stagecoach Rd to Chaparral Rd	PE Phase: Widen from 2 to 4 lane roadway with center turn lane, curb, and gutter	\$ 300,000	\$ 600,000	\$ 5,100,000	\$ 300,000
K40-17	Trimmer Road Improvements	Stagecoach Rd to Chaparral Rd	PE Phase: Widen from 2 to 4 lane roadway with center turn lane, curb, and gutter	\$ 250,000	\$ 500,000	\$ 4,250,000	\$ 250,000

TRANSIT PROJECTS

KTMP ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount
A40-05	Bus Replacement FY23-24	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement (Type 3, 12-passengers/4-wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 844,279
A40-06	Bus Replacement FY25-26	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement (Type 3, 12-passengers/4-wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 852,722
A40-07	Bus Replacement FY27-28	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passengers/4-wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 861,249
A40-08	Bus Replacement FY29-30	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passengers/4-wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 869,861
A40-09	Bus Replacement FY31-32	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passenger/4-wheelchairs) buses for the continued provision of complementary paratransit service	\$ -	\$ -	\$ -	\$ 878,560
A40-10	Bus Replacement FY33-34	Killeen UZA and Temple UZA	continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passengers/4-wheelchairs) buses	\$ -	\$ -	\$ -	\$ 887,346

Funded Category 2, Category 7, and/or Category 11: Forecasted \$136,905,358

2040 Metropolitan Transportation Plan Project Listing

KTMPO ID	Project Name	Full Extents	Description	PE Cost	ROW Cost	CON Cost	Programmed Amount	
A40-11	Bus Replacement FY35-36	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passenger/4-wheelchairs) buses for the continued provision of paratransit service	\$ -	\$ -	\$ -	\$ 896,219	
A40-12	Bus Replacement FY37-38	Killeen UZA and Temple UZA	two replacement fixed route (Type 11, 25-passengers) buses for the continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passenger/4-wheelchairs) bus for the continued provision of paratransit service	\$ -	\$ -	\$ -	\$ 905,181	
A40-13	Bus Replacement FY39-40	Killeen UZA and Temple UZA	continued provision of fixed route service in the Killeen UZA and one replacement paratransit (Type 3, 12-passenger/4-wheelchairs) bus for	\$ -	\$ -	\$ -	\$ 914,234	
							\$ 122,373,113	Total

BICYCLE & PEDESTRIAN PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Total Cost	
C35-03	Martin Walker Elementary sidewalk	US 190 to Martin Walker Elementary School	Construct a 5' pedestrian sidewalk. The project will be approximately 4100 linear feet in length and shall follow the west ROW of FM 116 to FM 3046 and then follow the west ROW of FM 3046 to the southern most access to Martin Walker Elementary School.	\$ 3,807,500	Transportation Alternative Projects (Category 7 or Category 9)
C40-02	Ave D Sidewalk	715 W Ave D to 17th Street	Construct sidewalks along Ave D from CCISD Warehouse (715 W Ave D) to 17th Street, to include a pedestrian bridge	\$ 1,808,000	
T40-12	31st St Sidewalks	Marlandwood Rd to FM 93	Construct 8 foot wide trail connecting transit stops	\$ 1,329,360	
T40-13	Georgetown RR Trail	5th Street to Belton City Limits	Construct 10 foot wide trail	\$ 1,500,000	
T40-14	Ave R Sidewalks	31st Street to 1st Street	Construct 8' trail with landscaping	\$ 1,550,000	
T40-15	Bicycle/Pedestrian	IH 35 to Martin Luther King Jr Blvd	Adams Avenue	\$ 1,913,044	
T40-16	Bioscience Trail	McLane Pkwy to SH 36	Construct 10 foot wide trail	\$ 750,000	
T40-17	1st Street Sidewalks	Avenue F to Avenue M	Construct 8 foot trail	\$ 660,000	
T40-18	Friars Creek Trail (5th St)	N of Marlandwood Rd to S of Friars Creek Rd	Construct 10 foot wide trail	\$ 950,000	
T40-19	FM 2305 Trail	FM 2271 to Temple Lake Park	Construct 10 foot wide trail	\$ 1,568,000	
T40-20	FM 2271 Trail	FM 2305 to Miller Springs Park	Construct 8 foot wide trail	\$ 950,000	
T40-21	FM 2305 Trail	West Ridge Park to Wilson Park	Construct 10 foot wide trail	\$ 3,300,000	
T40-22	Leon River Trail	Millers Springs Park to IH 35	Construct 8 foot wide trail	\$ 2,460,000	
T40-23	Downtown Linear Park	Main St & Ave C to Central Ave & 14th St	Construct 10 foot wide trail	\$ 950,000	
T40-24	Canyon Creek Trail	5th Street to Lions Park	Construct 8 foot wide trail	\$ 1,700,000	
Z40-02	Main St Sidewalks	Mill Creek Dr to College Hill Dr	Construct 5 foot wide trail	\$ 115,000	

2040 Metropolitan Transportation Plan Project Listing

REGIONALLY SIGNIFICANT-UNFUNDED (ROADWAY)

KTMP ID	Project Name	Extent	Description	Rank	Score	Total Project Cost
W35-05	US 190	At SH 195	Upgrade interchange	1	75.9	\$52,450,000
W30-07	US 190	At SP 172	Reconstruct major interchange	2	65.9	\$62,940,000
K30-27	SH 195	At FM 3470 (northside)	Construct turn-around on north side	3	64.3	\$400,000
K30-28	SH 195	At FM 3470 (southside)	Construct turn-around on south side	3	64.3	\$400,000
H35-01	FM 2410	At US 190	Phase 2, West-East Connector-Add turn-around lanes, ramp and intersection work	4	61.3	\$5,000,000
W30-05	SH 201	US 190 to FM 3470	Widen from 5 to 6 lane divided roadway	5	58.9	\$9,441,000
C30-02	FM 116 South	North from WWTP to Lutheran Church Rd/Cactus Lane	Widen from 2 to 4 lane divided roadway	6	58.8	\$2,989,316
T15-06k	IH 35	South Loop 363 to US 190	Reconstruct and widen to 8 lanes	7	57.8	\$132,000,000
C25-02	FM 1113	Signal Light at FM 116/Ave B to Summers Rd	Widen from 2 to 4 lane divided roadway	8	57.7	\$11,101,958
K25-07	Twin Creek Dr	FM 439 to Lake Rd at 60th St	Extend 5 lane divided roadway with curb and gutter	9	57.5	\$1,708,181
W30-08	SH 195	US 190 to FM 3470	Widen from 4 to 6 lanes with raised median	10	56.9	\$14,686,000
K30-23	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements with turnarounds	11	56.3	\$14,000,000
W30-22	FM 1741 (31st Street)	Loop 363 S to Waters Dairy Rd	Widen from 4 to 6 lanes with raised median	11	56.3	\$9,441,000
W35-03	SH 195	FM 3470 to Chaparral Rd	Reconstruct to 4 lane freeway with frontage roads	12	55.8	\$39,862,000
W30-20	FM 2305	Loop 363 to SH 317	Widen from 4 lane divided to 6 lane divided roadway	13	53.9	\$22,029,000
W30-16	Loop 121	US 190 to FM 439	Widen from 2 to 4 lane divided roadway	14	52.6	\$12,588,000
W35-04	FM 439	Roy Reynolds Dr to FM 3219	Widen from 4 lane to 6 lane divided	15	51.9	\$11,539,000
K30-13*	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb, and gutter	16	51.6	\$30,000,000
W25-02	SH 36	SH 317 to Lake Belton Bridge	Widen from 2 to 4 lane divided roadway	17	50.6	\$36,715,000
C15-03	FM 116	Ave C to House Creek	Widen from 2 to 4 lane divided roadway	18	50.4	\$5,266,890
K25-04	SH 195	At Business 190	Construct grade separation over Business 190 and BNSF RR	19	50	\$20,000,000
T25-03	FM 95	SH 36/US 190 to FM 93	Widen from 2 to 4 lane divided with curb and gutter	21	49.8	\$7,370,000
W30-29	US 190	0.25 Mi W of Paddy Hamilton Rd to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignment	21	49.8	\$17,654,000
W30-21	NW Loop 363	Hopi Trail to SH 36	Reconstruct 4 lane divided freeway, add continuous frontage roads, reconstruct FM 2305 interchange	23	49	\$27,274,000
W35-07	NW Loop 363	SH 36 to IH 35	Construct main lanes to provide a 4 lane freeway	24	48.7	\$23,078,000
H30-07	FM 3481	FM 2410 to FM 2484	Widen from 2 to 4 lane divided roadway	25	48.5	\$13,109,435
W30-09	SH 195	Business 190 to Fort Hood East Gate	Widen from 4 to 6 lane divided roadway	26	48.4	\$6,294,000
K40-08	Chaparral Rd Overpass	Hwy 195 to Chaparral Rd	Construct overpass at Hwy 195 and Chaparral Rd	27	48.2	\$15,000,000
T35-36b	1st Street	SE Loop 363 to 5th Street	Extend and realign with 5th Street; will incorporate multimodal design	27	48.2	\$6,200,000
C25-04	Northside "Loop"	FM 1113 to FM 116	Widen from 2 to 4 lane roadway with raised median, curb and gutter, and enclosed storm drainage	28	47.9	\$6,900,000
T15-04	N East Loop 363	IH 35 to SH 36	Widen to 4 lane freeway with frontage roads	30	46.5	\$72,600,000
K25-05	Old Florence Rd	FM 3470 to US 190	Widen from 2 to 5 lane section with curb and gutter	31	46.3	\$7,971,510
T40-07	Outer Loop/Old Waco Rd	Adams Ave to Jupiter	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes hike & bike trail and bike dedicated lanes to incorporate multimodal transportation	31	46.3	\$4,700,000
C35-02*	FM 1113	NW end of W Ave D to FM 1113 at City Park	Create an underpass of the existing BNSF railroad	32	46.2	\$6,500,000
W30-17	FM 93	SH 317 to Loop 121	Widen from 2 to 4 lane divided roadway	32	46.2	\$4,196,000
W30-28	US 190	FM3423 (Indian Trail) to 0.25 Mi W of Paddy Hamilton Rd	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	33	46	\$19,500,000
W30-18	FM 2271	North of Belton Dam to FM 439	Widen from 2 to 4 lane divided roadway	35	45.7	\$26,225,000
K40-16*	East Trimmer Road Improvements	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane, curb, and gutter	36	45.6	\$6,000,000
W30-13	FM 2484	FM 1670 to IH 35	Widen from 2 to 4 lane divided roadway	37	45.3	\$3,147,000
T35-03	Airport Rd/SH 53	IH 35 to SH 317	Widen from 4 to 6 lane divided roadway with curb and gutter	38	44.5	\$36,300,000
W35-08	FM 93	FM 1741 (S 31st) to SH 95	Widen from 2 to 4 lanes, provide for a raised median, and construct grade separation at UP RR	39	43.3	\$12,588,000
T35-11	Charter Oaks Dr	Midway Dr to Leon River	Widen from 2 to 4 lane undivided roadway with curb and gutter; will incorporate multimodal design	40	43.2	\$2,200,000
W25-04	SH 53	E Loop 363 to FM 3117	Widen from 2 to 4 lane divided roadway	41	42.6	\$12,588,000
K30-24*	Cunningham Rd	Little Nolan Rd to US 190	Construct 4 lane with median, curb and gutter	42	42.4	\$835,841
X30-03	FM 3536	Lampasas County line to FM 1113	Construct 2 lane roadway w/ shoulder on new location	43	41.6	\$1,316,250
T35-16	Hickory Rd	Stratford Dr to FM 93	Construct 4 lane undivided roadway with curb and gutter; will incorporate multimodal design	44	41.4	\$8,778,000
W30-24	SH 95	FM 93 to FM 436	Widen from 2 to 4 lane divided roadway	46	41.2	\$16,784,000
W35-11	SH 36	Lake Belton to Coryell County Line	Widen to 4 lane divided highway	50	40.1	\$27,274,000
T15-02	Kegley Road	IH 35 to FM 2305	Widen and add curb and gutter; includes sidewalks and trail and will incorporate multimodal design	50	40.1	\$16,000,000
B30-03*	Belton Outer Loop East	IH 35 at Shanklin Rd to FM 436	Construct 2 lane roadway with shoulder	51	40	\$7,770,762

Roadway Projects (Category 2, 7, or 11)

*PE Phase of project in funded portion of project listing

2040 Metropolitan Transportation Plan Project Listing

KTMP ID	Project Name	Extent	Description	Rank	Score	Total Project Cost
K30-21	E/W Arterial (Mohawk)	SH 201 to SH 195	Construct 4 lane roadway with median, curb and gutter	52	39.8	\$8,916,849
K40-02	Clear Creek/Main Gate Interchanges	Clear Creek Rd to Main Gate, Fort Hood	Construct interchanges at Clear Creek Rd and Main Gate, Fort Hood	53	39.5	\$15,000,000
H15-01*	FM 3423/Indian Trail	Business 190 to US 190	Construct an urban cross-section roadway with sidewalks, median and pedestrian enhancements within the appropriate context sensitive cross section	54	39.2	\$3,391,800
W35-06	FM 2271 Extension	FM 2305 along FM 2483 to SH 317	Widen from 2 to 4 lane divided roadway	55	38.3	\$14,686,000
W35-09	FM 93	SH 95 to SH 36	Widen from 2 to 4 lanes, provide for a raised median	55	38.3	\$5,245,000
X30-01	FM 2657	0.1 mi south of CR 4744 to Burnet County line	Widen from 2 to 4 lane divided roadway	56	37.8	\$6,976,955
K30-20	E/W Collector	Littlerock Dr to SH 195	Construct 4 lane roadway with curb and gutter	57	37.7	\$2,507,522
W30-06	SH 201	At Killeen Airport Entrance	Construct interchange	58	37.6	\$7,343,000
T30-02	Blackland/Canyon Creek Extension	Little River Rd to SH 36	Construct 4 lane divided roadway with curb and gutter; will incorporate multimodal design	59	37.2	\$2,337,500
T15-06e	IH 35	At Southeast Loop 363 (southside of Loop 363)	Construct at grade direct connector	60	37	\$10,890,000
W35-02	SH 195	At FM 3470	Upgrade interchange	61	36.9	\$52,450,000
B30-02*	Shanklin Road West, Outer Loop	IH 35 to FM 1670	Construct 4 lane roadway	62	36.7	\$8,100,000
T25-10	Little River/Taylor Rd	Loop 363 to FM 93	Widen from 2 to 4 lane with curb and gutter; will incorporate multimodal design	63	36.3	\$5,775,000
Z40-01	FM 93/US 190	IH 35 to US 190/SH 36	Construct connection from IH 35 to FM 93 and widen existing roadway from 2 to 4 lanes	64	35.8	\$38,645,000
K25-06	60th Street	Hilliard Ave to Schwald Rd	Construct 5 lane section with shoulder	65	35.5	\$7,117,419
T35-34	W Nugent Ave	IH 35 to NW Loop 363	Widen from 2 to 4 lane undivided roadway with curb and gutter	66	34.9	\$3,740,000
T35-36a	to 51st St	SE Loop 363 to Avenue M	curb and gutter; will incorporate multimodal design	67	34.7	\$16,060,000
K40-10	SH 195	Old FM 440 South to Pershing Dr	Widen from 6 to 10 lane roadway with turnarounds	68	34.6	\$18,000,000
K40-03	FM 3470 (Stan Schlueter Loop)	SH 201 to US 190 Bypass	Construct 4 lane FM Road with continuous turn lane and shoulders	69	34.3	\$15,000,000
T40-10	Outer Loop	Floodplain to IH 35	Extend divided roadway with curb and gutter; includes hike & bike trail and bike dedicated lanes to incorporate multimodal transportation	70	34.2	\$11,200,000
K25-02	60th Street	Lake Rd to Hilliard Ave	Widen from 2 to 5 lane section with curb and gutter	71	33.9	\$2,562,271
H30-03	FM 3219	Veterans Memorial Blvd/Business 190 to FM 439	Widen from 2 lane to 4 lane divided roadway	72	33.8	\$8,000,000
K40-11	WS Young	Mall Dr to AJ Hall Blvd	Add turn lane and relocate traffic signal at Mall Dr to AJ Hall Blvd; control of access management improvements	73	33.4	\$5,000,000
H30-06	Warriors Path	Old Nolanville Rd to US 190	Extend Warriors Path to US 190	74	33.1	\$2,256,891
T35-21	FM 2305	FM 2271 to Temple Lake Park	Widen from 2 to 4 lane divided roadway with curb and gutter	75	32.6	\$4,752,000
T25-05	FM 2271	FM 2305 to Lake Belton Dam	Widen from 2 to 4 lane divided roadway	76	32	\$4,620,000
K30-14	Atlas Ave	SH 195 to Existing Atlas Ave	Construct 4 lane roadway with curb and gutter	77	31.9	\$1,897,979
T25-02	Outer Loop (Witter Ln Extension)	FM 436 to FM 93	Construct 5 lane divided w/curb and gutter	78	31.1	\$10,756,520
B15-02*	FM 2271	FM 439 to US 190 at FM 1670	Construct 4 lane divided roadway with raised median	79	30.6	\$49,700,000
T35-14	Tarver Road	S Pea Ridge Rd to Old Waco Rd	Widen from 2 to 3 lane undivided roadway with center turn lane and curb and gutter; will include sidewalks and trail and will incorporate multimodal design	80	30.5	\$2,400,000
T40-09	Rd	Jupiter to Floodplain	gutter; includes hike & bike trail and bike dedicated lanes to	81	30.4	\$10,200,000
T35-30	Old Hwy 95	FM 93 to Little River City Limits	Widen from 2 to 4 lane undivided roadway with shoulder	82	30.3	\$3,861,000
W30-23	Loop 363	SP 290 to SH 95	Upgrade to 4 lane freeway with continuous frontage roads, and grade separation @ MLK Blvd	83	29.9	\$16,784,000
B40-01*	Huey Drive	Southwest Pkwy to IH 35	Construct 2 lane roadway with center turn lane	84	29.6	\$3,168,000
W30-15*	Loop 121	IH 35 to US 190	Widen from 2 to 4 lane divided roadway	85	28.8	\$9,441,000
T15-07	FM 93	IH 35 to FM 1741	Widen to provide for a raised median	86	28.2	\$5,087,500
K40-09	CR 2670 Overpass	CR 2670 to SH 195	Construct overpass at CR 2670 and Hwy 195	87	27.5	\$15,000,000
T15-06g	IH 35	At Southwest Loop 363 (southside of Loop 363)	Construct Elevated Direct Connector from Southbound NW Loop 363 to southbound IH 35	87	27.5	\$16,500,000
T25-09	Outer Loop	IH 35 to Central Pointe Pkwy	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes sidewalks and bike dedicated lanes to incorporate multimodal transportation	88	26.5	\$34,110,000
T35-07	Mouser Rd	Loop 363 to Airport Trail	Widen from 2 to 4 lane with curb and gutter	89	26.2	\$3,564,000
T35-05	Cedar Creek	SH 317 to Old Howard Rd	Widen from 2 to 4 lane divided roadway	90	26.1	\$9,801,000
T35-35*	Poison Oak Rd	SH 317 to Kegley Rd	Extend and widen to 4 lane divided roadway with curb and gutter; includes sidewalks and bike lanes to incorporate multimodal transportation options	91	25.5	\$10,010,000
K25-01*	Cunningham Rd	Little Nolan Rd to Stagecoach Rd	Widen from 2 to 4 lane with shoulder	92	25.1	\$3,701,058
C40-01	FM 116	End of 5 lane segment at Tyler Dr to SH 201	Upgrade the current roadways to Farm to Market status, with accompanying surface improvements. Widen from 2 to 5 lane roadway with curb and gutter.	93	24.8	\$19,200,000
X30-02	FM 3536	FM 2313 to Coryell County Line	Construct 2 lane roadway w/ shoulder on new location	94	24.7	\$5,789,000
T15-06i	IH 35	At Northwest Loop 363	Construct elevated direct connector from northbound NW Loop 363 to Northbound IH 35	95	24.5	\$16,500,000
T15-06j	IH 35	At Northwest Loop 363	southbound NW loop 363	95	24.5	\$16,500,000

*PE Phase of project in funded portion of project listing

2040 Metropolitan Transportation Plan Project Listing

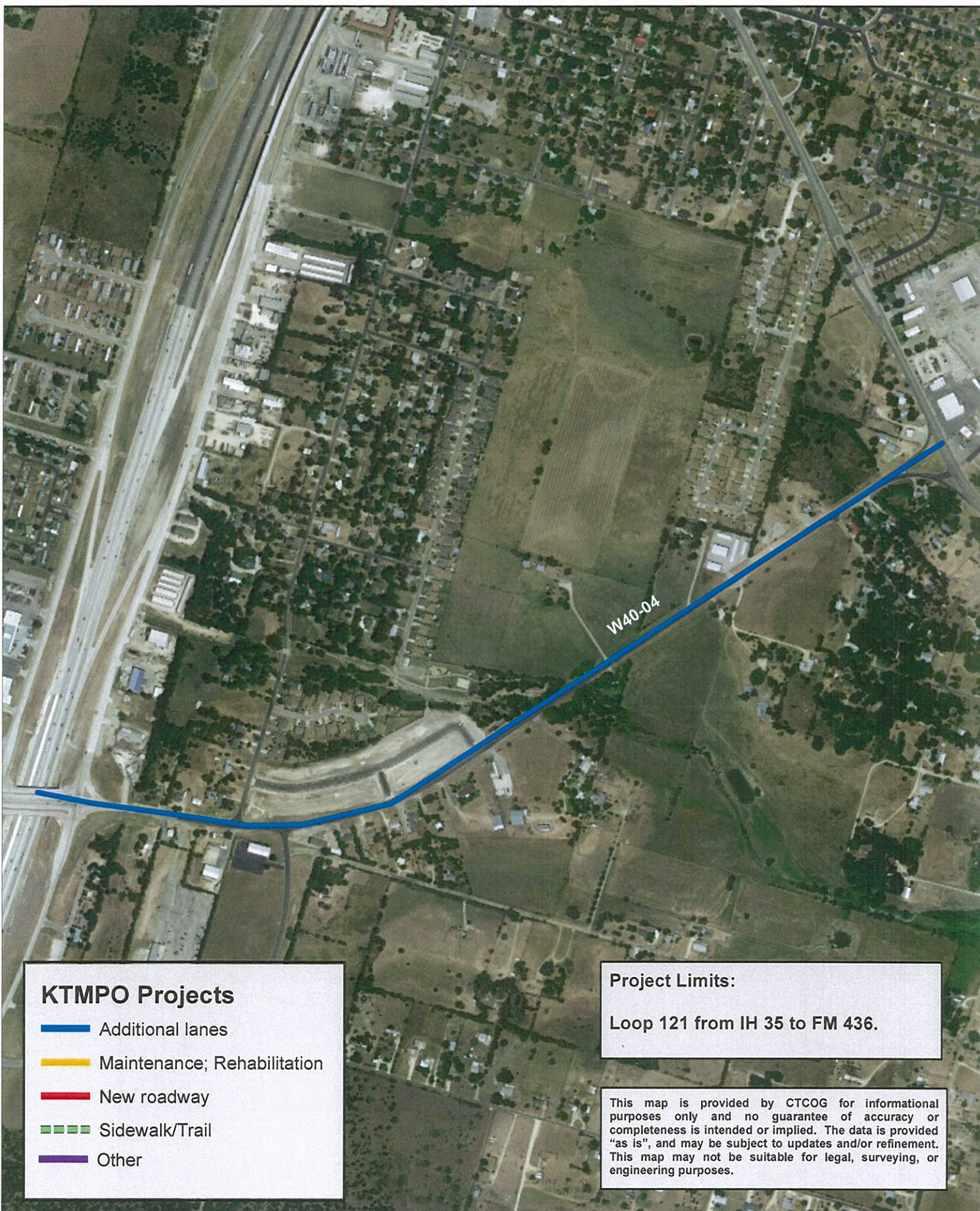
KTMP ID	Project Name	Extent	Description	Rank	Score	Total Project Cost
B40-02*	Southwest Parkway	Loop 121 to W Avenue O	Construct 2 lane roadway with center turn lane	96	23.8	\$5,174,000
T15-06f	IH 35	At Southeast Loop 363 (northside of Loop 363)	Construct elevated direct connector from Northbound IH 35 to Northbound NW Loop 363	97	23.7	\$16,500,000
K40-14	Bridgewood Drive Extension	Bridgewood Dr to SH 201	Construct 4 lane roadway with curb and gutter	98	23.3	\$325,000
K30-25	Bacon Ranch Rd Exit	US 190 Access Road to FM 3470 at Greenlee Dr	Construct 2 lanes to Bacon Ranch, 4 lanes to Greenlee Dr with curb and gutter	99	23.1	\$537,761
W35-01	US 190 Bypass	East of Copperas Cove to .5 Mi W. of Lampasas County line	Phase 2 - Construct final 2 lanes of ultimate 4 lane divided highway	99	23.1	\$44,058,000
K40-18	Major E/W Arterial	SH 195 to IH 35	Construct 4 lane divided roadway with shoulders	100	22.2	\$157,350,000
K40-13	Collector	Roy J Smith Dr to E Rancier Ave	(alignment runs E/W and turns to N/S)	101	21	\$275,000
T30-01	Outer Loop	IH 35 to FM 93/SH 36 Junction	Construct 4 lane divided roadway with shoulder	102	20.9	\$29,150,000
B30-04	US 190	IH 35 to SH 36/US 190	Construct 2 lanes of ultimate 4 lane freeway on new location	103	19.5	\$202,750,000
T35-12	E Young Ave/FM 438	N 8th St to Apple Cider Rd	Widen to 4 lane and extend undivided roadway with curb and gutter; will incorporate multimodal design	104	19.3	\$18,414,000
W35-10	FM 935	IH 35 to FM 935 E of Troy at Turkey Rd	Construct 2 lane roadway with shoulders on new location	105	19.2	\$8,392,000
H30-05	Warriors Path	Knights Way/FM 2410 to Hwy 190	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	106	19.1	\$5,339,890
T35-28	Shine Branch/FM 1237	SH 317 to IH 35	Widen from 2 to 4 lane undivided and realign roadway with shoulder	107	18.6	\$28,490,000
T40-06	N Pea Ridge	Adams Ave to Prairie View Rd	Widen from 2 lane to 3 lane with curb and gutter; includes sidewalks and trail and will incorporate multimodal design	108	17.3	\$3,900,000
W35-12	US 190	2 mi south of FM 436 to Milam County Line	Widen to 4 lane divided rural highway	109	17.2	\$60,842,000
T35-04	FM 3117	US 190 to Rabbit Rd	Widen from 2 to 4 lane undivided roadway with curb and gutter	110	16.1	\$9,207,000
K40-06	FM 2484	SH 195 to IH 35	Widen to 4 lane roadway	111	15.9	\$35,000,000
T35-09	E French Ave	N 24th Street to NE Loop 363	Extend and add curb and gutter; will incorporate multimodal design	112	15.8	\$3,300,000
C25-03	Big Divide "Loop"	US 190 to FM 1113	gutter, and storm drainage	113	15.1	\$8,500,000
T35-15	Bottoms East Road	IH 35 to Arthur Cemetery Rd	Widen from 2 to 4 lane roadway with shoulder	114	15	\$14,245,000
T35-25	Luther Curtis Connector	FM 2409 to IH 35	Extend and widen from 2 to 4 lane undivided roadway with shoulder	115	14.7	\$29,260,000
W35-13	SH 9	US 190 to FM 116	Widen from 2 to 4 lane divided roadway	116	14.4	\$31,470,000
B30-01*	George Wilson Extension	FM 93 at George Wilson Rd to FM 439	Construct 2 lane roadway with shoulder	117	13.9	\$1,386,984
K40-05	Future E/W Arterial	FM 116 to FM 2670	Construct 4 lane divided roadway with shoulders	118	13.4	\$20,000,000
T35-02	Hartrick Bluff Rd.	Waters Dairy Rd to Little River City Limits (ETJ boundary)	Widen to divided roadway add curb and gutter	119	13.1	\$5,434,000
T35-18	Tower Rd Extension W	Martin Luther King Jr Dr to Proposed Red Barn Extension	Extend and widen from 2 to 4 lane undivided roadway with curb and gutter	121	12.5	\$21,318,000
T35-06	FM 2409	SH 36 to FM 2601	Widen from 2 to 4 lane undivided roadway with curb and gutter	122	12.2	\$14,850,000
K40-01	Bell Tower Drive	US 190 to Bell Tower Dr	Construct 2 lane divided roadway; gate entrance and road extending to Fort Hood Football Stadium from US 190	123	12.1	\$8,000,000
K30-07	Platinum Dr	Siltstone Loop to Chaparral Rd	Construct 4 lane roadway with curb and gutter	124	11.5	\$2,387,073
K40-04	Westcliff Rd	Westcliff Rd to Fort Hood	Extend 5 lane roadway with curb, gutter, and sidewalk	125	11.3	\$6,000,000
T40-03	W Avenue U & 13/17th Connector	Avenue U & 13/17th Street to Scott and White Blvd & 13th St to Avenue R	Extend and widen 2 to 3 lane roadway with center land and curb and gutter; includes sidewalks and bike lanes to incorporate multimodal transportation options	126	11.2	\$2,400,000
K40-17*	Trimmer Road Improvements	Stagecoach Rd to Chaparral Rd	Widen from 2 to 4 lane roadway with center turn lane, curb, and gutter	127	11	\$5,000,000
T35-10	Brewster Rd	FM 1237 to Luther Curtis Rd	Construct 4 lane undivided roadway with curb and gutter	128	10.3	\$6,270,000
T35-32	Willow Grove Rd	Shine Branch Rd to Franklin Rd	Widen from 2 to 4 lane undivided roadway with curb and gutter	129	10.1	\$9,207,000
T40-08	Pea Ridge Rd	Hogan Rd to Charter Oaks Dr	Extend pavement to 2 lane section with center turn lane; will incorporate multimodal design	130	9.8	\$2,321,834
H40-01	Old Nolanville Road	Warriors Path to US 190	Improve roadway surface, widen existing lanes and stripe along shoulder with Target Speed of 35 mph. No bridge work is proposed under this nomination.	131	9.6	\$2,000,000
T35-17	Airport Trail	Shine Branch Rd to Central Pointe Pkwy	Construct 4 lane undivided roadway with curb and gutter; will incorporate multimodal design	132	9.3	\$29,315,000
T40-04	Hogan Road	SH 317 to S Pea Ridge Rd	Widen from 2 lane to 3 lane with curb and gutter; includes sidewalks and trail and will incorporate multimodal design	133	7.6	\$2,200,000
T35-13	FM 2086	FM 438 to Creek Rd	Widen from 2 to 4 lane undivided roadway with curb and gutter	134	7	\$11,880,000
T35-33	Enterprise Rd	IH 35 to NW Loop 363	Extend and widen to a 4 lane undivided roadway with curb and gutter	135	6.7	\$4,200,000
T35-27	Old Howard Rd Extension	Moores Mill Rd to Big Elm Rd	Widen from 2 to 4 lane and realign undivided roadway with curb and gutter	136	5.7	\$26,180,000
T35-19	Red Barn Lane	FM 3117 to FM 438	Extend and widen from 2 to 4 lane undivided roadway with shoulder	137	4.6	\$24,640,000
T35-20	Lower Troy Rd	Berger Rd to French Ave	Extend and widen from 2 to 4 lane undivided roadway with curb and gutter	138	4.5	\$15,015,000

*PE Phase of project in funded portion of project listing

2040 Metropolitan Transportation Plan Project Listing

KTMO ID	Project Name	Extent	Description	Rank	Score	Total Project Cost
T35-23	Bottoms Rd	FM 438 to Bottoms East Rd	Widen from 2 to 4 lane undivided roadway with curb and gutter	139	4.4	\$8,855,000
T35-22	Gun Club Rd	Bottoms East Rd to Proposed Outer Loop	Construct 4 lane undivided roadway with curb and gutter	140	4	\$16,302,000
K40-15	Future E/W Collector (Tower Hill Ln)	Tower Hill Ln to W Trimmier Rd	Construct 4 lane roadway with center turn lane, curb, and gutter	141	3.5	\$300,000
T40-02	S Pea Ridge	Tarver Rd to Hogan Rd	Widen from 2 lane to 3 lane with curb and gutter; includes sidewalk, 8' trail, and bike lanes to incorporate multimodal transportation options	142	3.2	\$1,250,000
K40-19	Trimmier Extension	Chaparral Rd to .7 mi north of Live Oak Cemetery Rd	Construct 4 lane divided roadway with median	143	2.4	\$5,500,000
T40-05	Westfield Blvd	Prairie View Rd to Airport Rd/SH 36	Extend 4 lane divided roadway with curb and gutter; includes sidewalk and hike & bike path to incorporate multimodal transportation options	144	0	\$3,100,000
T40-01	Westfield Blvd	Stonehollow to Prairie View Rd	Extend 4 lane divided roadway with curb and gutter; includes sidewalk and hike & bike path to incorporate multimodal transportation options	145	-2.2	\$2,000,000
W40-03	Clear Creek Turn Around	Clear Creek Rd and US 190	Construct turnaround at Clear Creek Rd and US 190	N/A	N/A	\$1,700,000
W40-04	Loop 121	FM 436 to IH 35	Widen from two to four lanes w/raised median	N/A	N/A	\$5,100,000
W40-05	US 190	From FM2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lane divided freeway and ramp alignment	N/A	N/A	\$45,500,000

*PE Phase of project in funded portion of project listing
 Revised 06-13-16



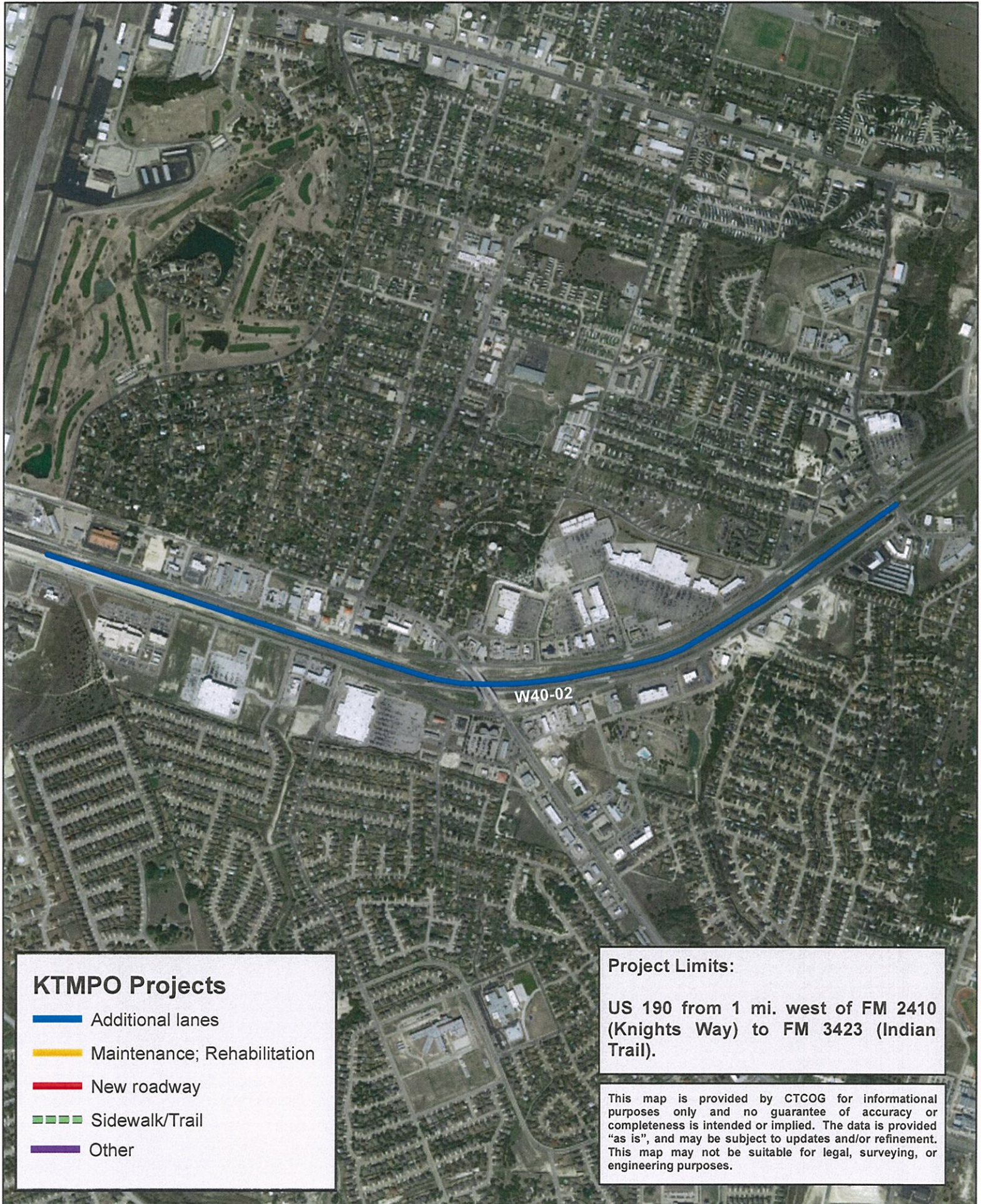
KTMPO Projects

- Additional lanes
- Maintenance; Rehabilitation
- New roadway
- Sidewalk/Trail
- Other

Project Limits:

Loop 121 from IH 35 to FM 436.

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



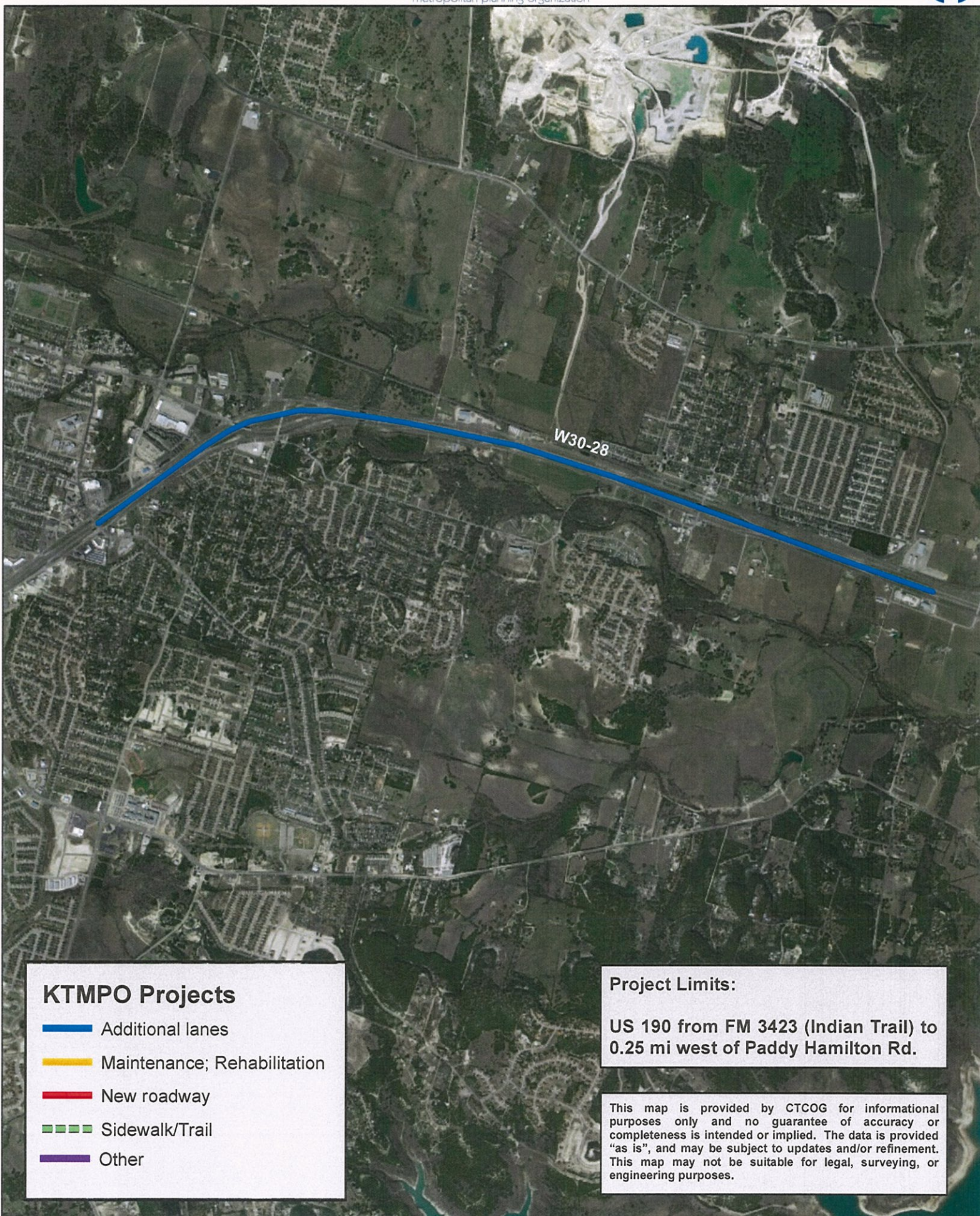
KTMP Projects

- Additional lanes
- Maintenance; Rehabilitation
- New roadway
- Sidewalk/Trail
- Other

Project Limits:

US 190 from 1 mi. west of FM 2410 (Knights Way) to FM 3423 (Indian Trail).

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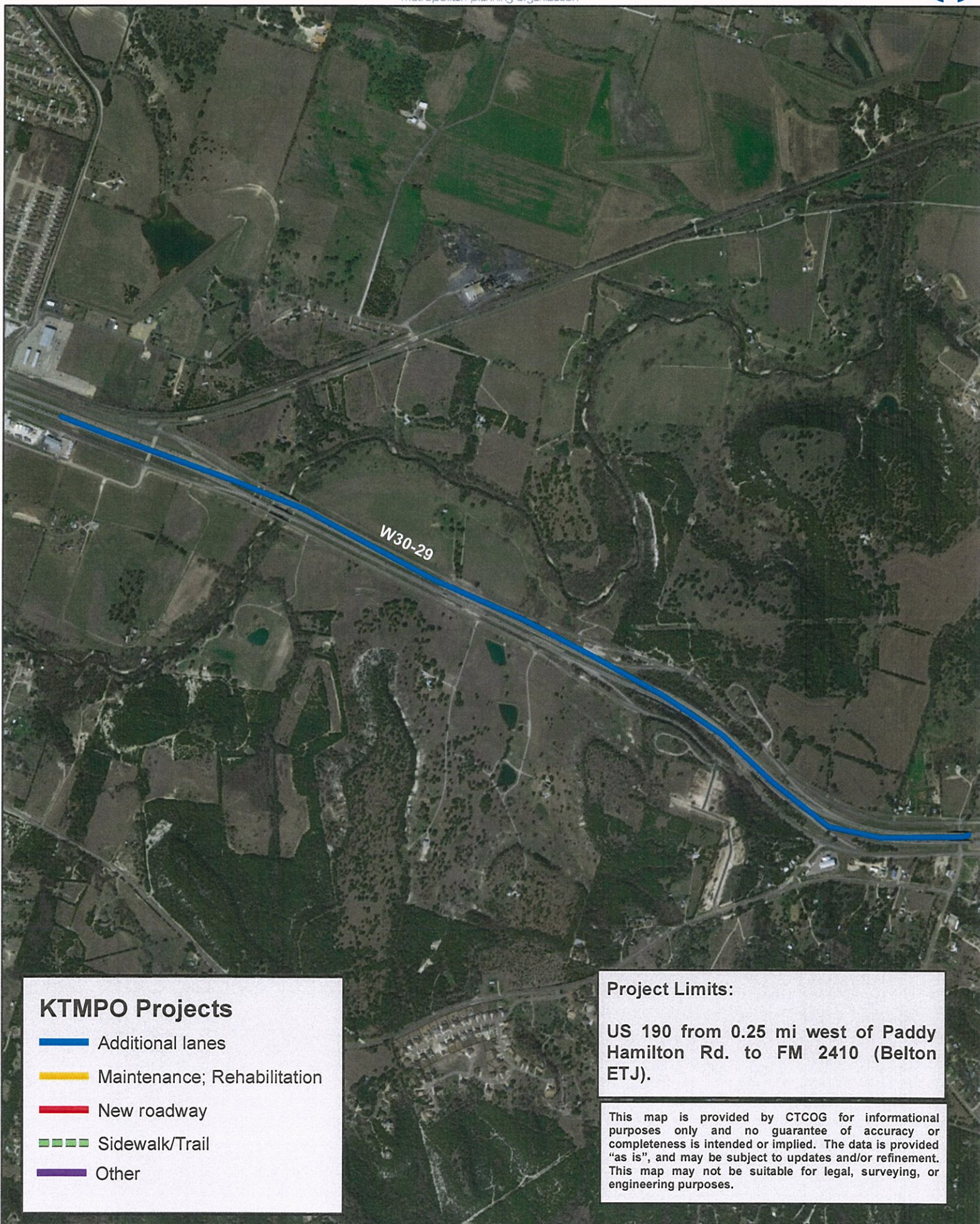
KTMPO Projects

- Additional lanes
- Maintenance; Rehabilitation
- New roadway
- Sidewalk/Trail
- Other

Project Limits:

US 190 from FM 3423 (Indian Trail) to
0.25 mi west of Paddy Hamilton Rd.

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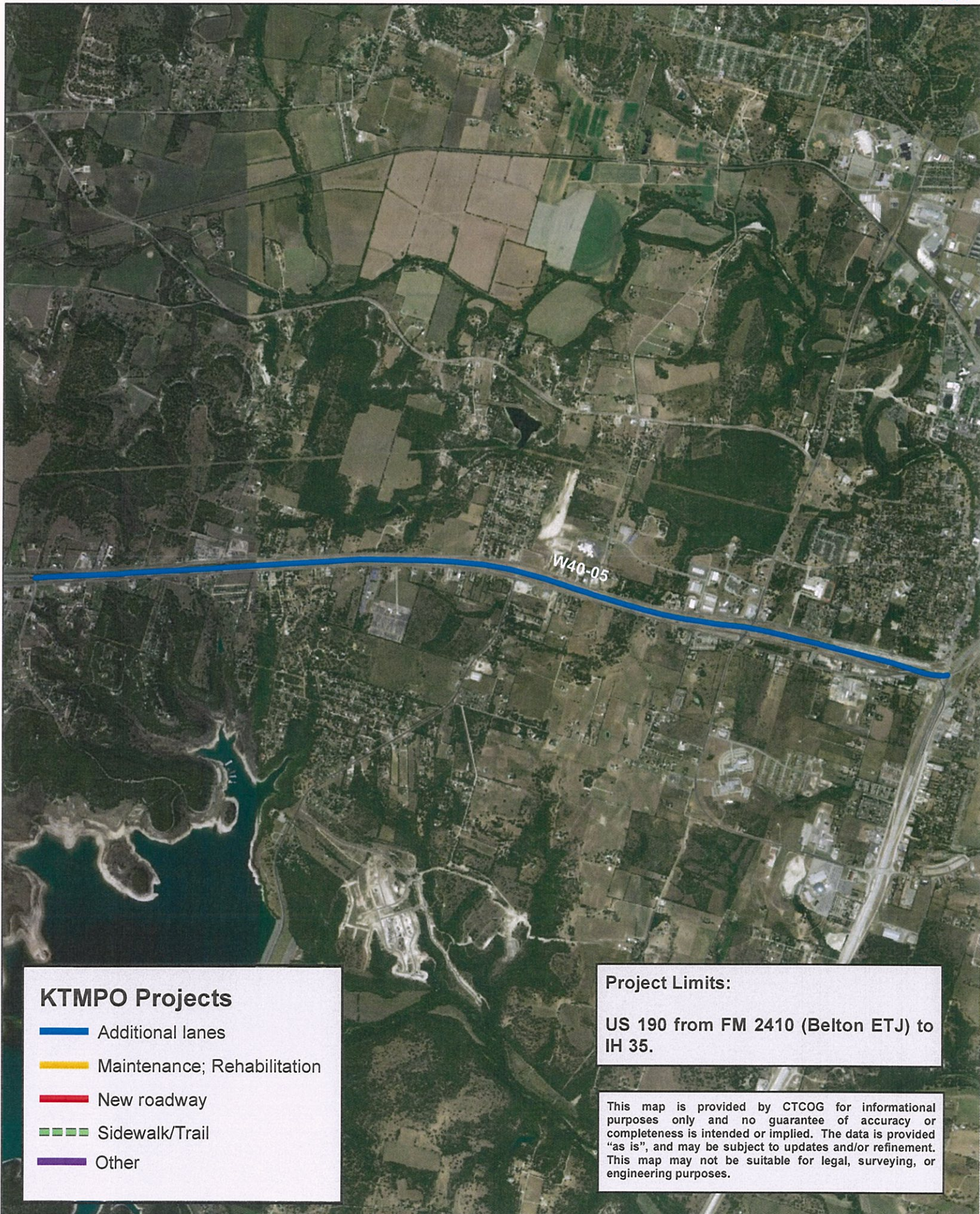
KTMPO Projects

- Additional lanes
- Maintenance; Rehabilitation
- New roadway
- Sidewalk/Trail
- Other

Project Limits:

US 190 from 0.25 mi west of Paddy Hamilton Rd. to FM 2410 (Belton ETJ).

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**KTMPPO Projects**

- Additional lanes
- Maintenance; Rehabilitation
- New roadway
- Sidewalk/Trail
- Other

Project Limits:

US 190 from FM 2410 (Belton ETJ) to IH 35.

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Item 7:

Scoring Criteria for

MTP Project Reprioritization

MTP Project Scoring Criteria

Summary:

Staff has contracted with CDM Smith, Inc. to assist in developing a project selection process and scoring criteria to reprioritize and update the project listing in the 2040 MTP. TAC members have discussed these items at their meetings on May 4th and June 1st. The TAC recommended approval of the revised scoring process/criteria and nomination form at their June 1st meeting. The revised scoring process/criteria and nomination form are included in this packet and include the following features:

- Two scoring tracks—one for roadway projects and one for livability projects (bike/pedestrian)
- Objective and subjective criteria for each track
 - Roadway: 130 points—85 points objective and 45 subjective
 - Livability: 135 points—30 points objective and 105 points subjective

Staff is responsible for scoring the objective criteria while the TAC members will score the subjective criteria. A separate transit track was considered and determined unnecessary at this time since transit projects are limited to bus replacement through Category 7 funding.

Staff does not proposed to revise fiscal constraints at this time but will use the same figures identified when developing the 2040 MTP with updates as additional funding becomes available (i.e. proposition 1 and 7 funding). However, with regard to transit, staff is requesting direction from the board. In the past, the TPPB has voted to dedicate ten percent of Category 7 funds for transit projects. In order to develop the most accurate project listing, Staff would like the TPPB to advise if it will continue this dedication of funds for fiscal years identified in the MTP. The Board may consider authorizing this dedication for any number of fiscal years it feels is reasonable. If no fiscal constraint is identified, the transit projects will be listed as unfunded.

As a reminder, all projects in the MTP must be resubmitted if they are to remain in the MTP. This is an opportunity to review the existing projects and determine if they are still needed or perhaps may need to be modified. New projects will be accepted as well for inclusion in the MTP. All projects must be evaluated, scored and ranked.

Updated Tentative Schedule:

- June 1, 2016—TAC review and recommendation to approve project selection process and scoring criteria;
- **June 22, 2016—TPPB approval of project selection process and scoring criteria; fiscal constraint for transit projects;**
- June 25 -- August 12, 2016—Call for projects (7 weeks);
- Aug 15 – 19, 2016—Objective scores are assigned (1 week);
- Aug 22 – 31, 2016—TAC assigns subjective scores (1.5 weeks);
- Sept 1 – 6, 2016—scores combined (objective and subjective) and ranking established;
- Sept 7, 2016 (or Sept 14, 2016)*—TAC reviews and recommends project ranking;
- Sept 21, 2016—TPPB approves project ranking; authorizes public involvement process for MTP amendment;
- Sept 24 – Oct 8, 2016—Public comment period (15 days) and public hearing;
- Oct 5, 2016—TAC recommends approval of MTP amendments, subject to close of comment period;
- **Oct 19, 2016—TPPB approves MTP amendments.**

*Alternate date to give process more time if needed.

Action Needed: TPPB approval of project selection process and scoring criteria; direction to staff regarding fiscal constraint for transit projects.

KTMPO Project Scoring Process

The Project Selection Process fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). Federal and State regulations require both of these documents to be performance-based and financially constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The MTP is a long-range plan, normally 20 to 25 years, which outlines the long-term goals for the region's transportation system. The MTP includes a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three component project lists: a short range plan, a long range plan, and a regionally significant-unfunded plan.

Fiscal constraint means that the cost of those projects selected for inclusion in the MTP's planning horizon must reasonably match the expected funding levels for that time period. The cost of those projects included in the 10 year short range plan cannot exceed projected funding available during that 10 year period. Projects that are advanced to the four-year TIP have received dedicated funding. Because of the limited resources available, a process is needed to evaluate and score projects.

Once projects have been scored according to the procedures set forth in the remainder of this document, they will be placed in the financially constrained component project lists of the MTP based on projected funding levels for the MTP planning horizon, the project's score, and the project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, the remaining projects will be placed in the regionally significant-unfunded section of the MTP.

Project Selection Process

The KTMPO Project Selection Process consists of 4 steps:

1. Call for Projects and project submission to KTMPO
2. Project Review and Evaluation
3. KTMPO Technical Advisory Committee Recommendation
4. KTMPO Transportation Planning Policy Board Review and Approval

The following is a detailed discussion of these steps and their processes.

Step 1: Call for Projects and Project Submission to KTMPO

In coordination and cooperation between KTMPO staff and TxDOT, a call for projects will be sent to all participants in the KTMPO area. KTMPO member organizations wishing to submit projects to KTMPO staff can do so by completing the KTMPO 2040 MTP Project Nomination Form by the deadline.

All projects submitted to KTMPO will be reviewed by staff to ensure that they are responsive to all the project call. Projects which are non-responsive will be returned to the submitting member with notes to enable them to update and re-submit their project. Any re-submittals must still meet the original project submission deadlines. All projects which are evaluated as responsive and containing all the required information will proceed to the scoring process.

- The criteria for evaluating a project submission as responsive or non-responsive are:
- The project submittal must include a signed assurance that any and all TxDOT/FHWA deadlines will be met and needed contracts will be signed.
- The project submittal must include project readiness status and describe any issues with timing, staging, funding, or coordination with other projects that impact whether this project is best implemented in the immediate timeframe or at some other short-term or long-term time. The member's preferred year of implementation for the project should be listed.
- The project submittal must include a brief narrative stating how it addresses the overall vision of developing a fully-integrated, multimodal transportation system for people and freight, and how it addresses applicable KTMPO long-range goals adopted in the MTP:
 - Accessibility & Mobility
 - Infrastructure Condition
 - Environmental Sustainability
 - Reliability
 - Economic Vitality & Freight Movement
 - Safety
 - Regional Coordination

- The project submittal must include a brief purpose and needs statement. The document must address the following:
 - Describe the primary issue which requires correction or enhancement and describe how the project will address the issue.
 - Describe reasonable alternative approaches to the issue, if any, and why the proposed project is the best alternative.
- Each member may submit an unlimited number of projects for evaluation. All projects submitted by the member must be given a preferred order of selection. Members' project preference order is given points under the Local Priority evaluation criteria.
- Local support for the project, both "official" support from the submitting member and "unofficial" support from other agencies and the general public, is an important evaluation criteria. The submitting member should provide brief documentation on the local support for each project.
- Each submitted project must also include, if applicable:
 - Reference the plans, if any, that include the project and MPO ID if in the MTP
 - Indicate the applicable scoring track
 - Map of project clearly showing the project location and limits
- A brief narrative of how the submitted project addresses each of the subjective scoring criteria.

Step 2: Project Review and Evaluation

The overall vision of KTMPPO as outlined in the 2040 MTP is to develop a fully-integrated, multimodal transportation system for people and freight. KTMPPO actively seeks to promote projects to develop and support transportation choices in the region, including transit and active transportation modes.

In evaluating eligible transportation projects, the different scopes, characters, and operating characteristics of the various modes and project types are apparent. These are so distinctly different that it would be impossible to develop a single process which would support a fair and comprehensive evaluation of all the different projects. Project evaluation and scoring therefore follows two distinct tracks:

- Road Track, for evaluation of projects primarily addressing roads and bridges.
- Transportation Choices and Livability Track, to provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

Each evaluation track contains objective and subjective criteria. Each track is customized to contain the criteria and weights most appropriate to their transportation modes, but each also contains common criteria and evaluation points for the categories of:

- Linkage to the MTP or Other Relevant Regional Plans, with a maximum of 15 points given for a project's linkage to current planning documents.
- Local Priority and Support, with a maximum of 10 points given for a project's listing in the submitting member's list of preferences and documented local support.
- Project Scope, with a maximum of 35 points given for a project's contributions to local benefits and livability.

Step 3: KTMPO Technical Advisory Committee Recommendation

The KTMPO Technical Advisory Committee will review all the project submittals which are evaluated as responsive and complete and which are forwarded to them by KTMPO staff. Their evaluation will follow the defined project review and evaluation process, which will feature the following steps:

Step 1: Projects will have already received scores for all objective criteria from KTMPO staff. TAC members may question any project's objective score for any criteria. KTMPO staff will provide documentation of all scores which they assign. The TAC will have the final decision on any objective project score, if, after consulting with KTMPO Staff, a dispute still exists.

Step 2: Subjective criteria for all projects will be scored by the TAC following the selection criteria.

Step 3: As projects are scored, the TAC may discuss individual projects' scoring together and highlight any projects for consideration of bonus points. The assignment of bonus points is intended to provide flexibility for special situations and to provide better documentation and transparency for the normal give-and-take inherent to any process involving subjective scoring. The assignment of bonus points is subject to specific criteria:

- The project must have some prominent characteristic which is not adequately covered by the selection criteria. A project to correct for unintended consequences or to fine-tune the performance of a previously constructed project would also qualify for this criteria.
- The characteristic must have a regional benefit.
- The reasoning for the assignment of bonus points must be discussed openly, and must be documented.

A bonus score of 1 to 5 points may be added to any project by the TAC with a simple majority vote.

Step 4: Each project's total score will be calculated within its particular evaluation track of Road Track or Transportation Choices and Livability Track.

Step 5: All projects will then be placed in order from the highest to the lowest score within their respective evaluation tracks. From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first ten years' worth of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the short-range listing of projects to be placed in the TIP during the next ten years. The remaining ten years

of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the long-range listing. All other projects will be placed on the regionally significant-unfunded listing.

The balancing of project by scoring and by available funding will consider the submitting members' narratives of their preferred implementation year and availability of local support funding.

Once the Project Review and Evaluation Process is complete, the TAC will forward a recommendation for the three project listing components of the MTP to the KTMPO Transportation Planning Policy Board for their review and approval.

Step 4: KTMPO Transportation Planning Policy Board Review and Approval

The KTMPO Transportation Planning Policy Board (TPPB) will review and may accept, or by consensus, revise candidate projects for inclusion in the three project listing components of the MTP. If the TPPB chooses to reject the recommendation of the TAC, the project listing may be returned to them for further review and evaluation. If the TPPB adopts the TAC recommendation and funding is available, those components will then be incorporated into the MTP.

Road Evaluation Track

1 Congestion

0 to 10 points each; 30 points maximum—Objective

Scoring is based on current and forecast LOS and the change in LOS from the forecast build to the forecast no-build condition. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. A forecast improvement in LOS means that the project reduces congestion, so a project which shows a greater improvement in LOS will score better. This is an objective model-based criteria.

Present LOS		No Build LOS		Build vs No Build	
A	0 points	A	0 points	No change	0 points
B	1 point	B	1 point	LOS increase by 1 letter	5 points
C	4 points	C	4 points		
D & E	7 points	D & E	7 points	LOS increase by more than 1 letter	10 points
F	10 points	F	10 points		

2 Traffic

2 to 30 points

This criteria considers the current and forecast traffic volume in three parts: Average Annual Daily Traffic (AADT), peak hour traffic flow, and network connectivity.

Part A: Average Annual Daily Traffic (AADT)

2 to 20 points—Objective

The scoring criteria for AADT consider both the existing and the forecast traffic volumes, with points adding to a cumulative total. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. The score for this criteria is the cumulative value of the current and forecast AADT points. Roads with higher traffic tend to have greater regional significance, so projects with higher traffic will score better. This is an objective criteria based on model-based estimates of AADT.

AADT	Current AADT	Forecast AADT
70,000 +	10 points	10 points
60,000 - 69,999	8 points	8 points
40,000 - 59,999	6 points	6 points
20,000 - 39,999	4 points	4 points
10,000 - 19,999	2 points	2 points
< 10,000	1 point	1 point

Part B: Peak Period Traffic Flow

0 to 5 points—Objective

This criteria considers the project's ability to reduce peak period traffic congestion and its ability to provide connectivity to defined special traffic generators. The defined special generators are sites, typically with high concentrations of employment, which generate high levels of traffic in the

peak period. Projects which connect to multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher.

A list of special traffic generators for the Road Track is in the Appendix.

This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part C: Network Connectivity

0 to 5 points—Subjective

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criteria measures how well the project improves that connectivity. Scores are subjective and cumulative. A project is scored for either closing a physical gap (in two categories for collector or arterial or higher streets), or for closing a gap in the number of lanes (in two categories for collector or arterial or higher streets). In addition, a project also receives points for closing a gap in multimodal connectivity or providing support for other modes' operations. A project closing a physical gap and closing a gap in multimodal connectivity therefore has a maximum of 5 points, and a project closing a gap in the number of lanes and closing a gap in multimodal connectivity has a maximum of 4 points. This is a subjective criteria.

	Points
Closes a gap for an arterial or higher	0 to 3 points
Closes a gap for a collector street	0 to 2 points
Closes a gap in the number of arterial lanes	0 to 2 points
Closes a gap in the number of collector lanes	0 to 1 point
Closes a gap in multimodal connectivity	0 to 2 points

3 Safety

0 to 5 points; 10 points maximum

This criteria is used to identify safety problem areas and to support projects which will impact the number and severity of traffic-related crashes. There are two parts to the criteria: the five-year rolling average fatality rate, and the five-year rolling average serious injury rate.

Part A: Fatality Rate

0 to 5 points—Objective

This criteria measures the project location's number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 15% higher than statewide fatality rate	5 points
Up to 15% higher than statewide fatality rate	3 points
Up to 10% higher than statewide fatality rate	2 points
Same as statewide fatality rate	1 point
Lower than statewide rate	0 points

Part B: Serious Injury Rate**0 to 5 points—Objective**

This criteria flags the facility's average serious injury rate during a rolling 5-year period. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 20% higher than statewide serious injury rate	5 points
Up to 20% higher than statewide serious injury rate	3 points
Up to 15% higher than statewide serious injury rate	2 points
Same as statewide serious injury rate	1 point
Lower than statewide rate	0 points

4 Linkage to MTP or Other Plan**0 to 15 points—Objective**

This criteria references the project's inclusion in the current MTP or other plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
Lies on a corridor from the Congestion Management Process	4 points
Conforms to the Regional Thoroughfare Plan or other plan	4 points
In the current MTP long-range list	3 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support**0 to 5 points each; 10 points maximum**

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority**1 to 5 points—Objective**

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope

0 to 5 points each; 35 points maximum

Part A: Scope of Benefit

1 to 5 points—Subjective

A submitting member's narrative, in addition to the project's model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway and connecting roadways, and the roadway's significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages

0 to 5 points—Subjective

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project's impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to "avoid, minimize, or mitigate" their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes historic bridges and structures and known sites of archaeological interest.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member's documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	3 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development & Freight Movement

0 to 5 points—Subjective

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also support freight movements through providing access to industrial areas and to freight handling facilities. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports freight movements	0 to 2 points
Supports economic activity	0 to 1 point

Part D: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes' operations or facilities, or improve the safety of other modes' interaction with the road network. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	1 point
Supports only the highway mode	0 points

Part E: Security & Resilience

0 to 5 points—Subjective

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites include fire stations, hospitals, police stations, designated shelters, and locations where emergency response vehicles or equipment are stored.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2 points

Part F: Transportation Enhancements & Livability**0 to 5 points—Subjective**

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part G: Sustainability**0 to 5 points—Subjective**

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Transportation Choices and Livability Evaluation Track

1 Connectivity & Service Gaps

0 to 5 or 0 to 10 points each; 40 points maximum

Part A: Peak Period Traffic Flow

0 to 5 points—Objective

The connectivity of the transportation system to regional needs is measured in terms of defined high-volume traffic generators or other significant activity centers, including government offices, shopping areas, medical care, and schools. Projects establishing or enhancing connections to these defined special generators score higher. This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part B: Eliminates Barriers

0 to 15 points—Subjective

This criteria evaluates how a project addresses the barriers to active transportation which were identified in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

Examples of barriers reference the Regional Thoroughfare and Pedestrian/Bicycle Plan. The Appendix also lists the special traffic generators for the Transportation Choices and Livability Track. This is a subjective criteria.

	Weight
Eliminates barrier in the bike/ped network	0 to 5 points
Eliminates barrier in the EJCOG	0 to 5 points
Eliminates barrier within 1 mile of a special generator	0 to 5 points

Part C: Active Transportation Network Connectivity

0 to 10 points—Subjective

The connectivity within the active transportation network and its connectivity to other modes is measured in terms of how a project can close a gap in the network or in the network's connections to other modes. Network gaps are to be defined with reference to the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan's defined active transportation network. Note that new connections to other modes are a separate issue evaluated under the project scope; this criteria is to evaluate projects which address gaps in the existing network. This is a subjective criteria.

	Points
Closes a gap in the active transportation network	0 to 5 points
Closes a gap in intermodal connectivity	0 to 5 points

Part D: Addresses a Documented Need

0-10 points—Subjective

As part of the narrative submitted for a project, the member should document how active transportation needs have defined the project. The narrative should describe how the submitted project will address the referenced needs. This is a subjective criteria.

	Points
Documented need in EJCOC	0 to 5 points
Documented need in region	0 to 5 points

2 Access to Jobs

0 to 10 points each; 15 points maximum—Subjective

This criteria evaluates a project based on how well it supports active transportation facilities which enhance the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern can score higher. This is a subjective criteria.

	Points
Provides access to jobs in EJCOC	0 to 10 points
Provides access to jobs in region	0 to 5 points

3 Safety

0 to 5 points each; 20 points maximum—Objective and Subjective

This criteria rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network. This criteria is scored cumulatively with four different criteria of up to 5 points each. The first three criteria are subjective, and the fatality & serious injury rates scoring is objective.

	Points
Provides an exclusive path on an arterial	0 to 5 points
Provides a connection to a school	0 to 5 points
Enhances areas with identified hazards	0 to 5 points
Fatality & serious injury rate	0 to 5 points

Part A: Exclusive Path

0 to 5 points—Subjective

An exclusive path is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. Projects on roads with a functional class of minor arterial or higher in the KTMPPO Regional Thoroughfare Plan are eligible for these points.

Part B: Connection to a School

0 to 5 points—Subjective

Projects which enhance safety on facilities which directly connect to a school should score higher.

Part C: Enhances Areas with Identified Hazards

0 to 5 points—Subjective

Identified hazards include, but are not limited to, locations with five or more documented crashes between pedestrians or bicycles and other transportation modes within the past five-year period.

Other hazards include physical and operational conditions which would contribute to safety issues, such as stormwater grate designs which do not trap bicycle tires, new pedestrian signals, mid-block crossings, or pedestrian refuge islands.

Part D: Fatality and Serious Injury Rates

0 to 5 points—Objective

This criteria flags an adjacent road facility's average fatality and serious injury rates for active transportation users during a rolling 5-year period. The higher of the fatality rate or the serious injury rate should be used for comparison to the statewide rate. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

	Points
Over 20% higher than statewide rate	5 points
Up to 20% higher than injury rate	3 points
Up to 15% higher than statewide rate	2 points
Same as statewide rate	1 point
Lower than statewide rate	0 points

4 Linkage to MTP or Other Plan 0 to 7 points each; 15 points maximum—Objective

This criteria references the project's coordination with the current MTP, the Regional Thoroughfare and Pedestrian/Bicycle Plan, or other regional plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
In the current Regional Thoroughfare and Pedestrian/Bicycle Plan or other plan	5 points
Lies on a corridor from the Congestion Management Process	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support

0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority

1 to 5 points—Objective

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the

evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope

0 to 5 points each; 35 points maximum

Part A: Scope of Benefit

1 to 5 points—Subjective

A submitting member's narrative should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway (if the active transportation project is adjacent to a roadway) and connecting roadways, and the roadway's significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages

0 to 5 points—Subjective

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project's impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to "avoid, minimize, or mitigate" their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes known sites of archaeological interest.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member's documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	1 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development

0 to 5 points—Subjective

Active transportation projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 3 points
Supports economic activity	0 to 2 points

Part D: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on how it accommodates or connects to additional modes. Example linkages include connections from active transportation projects to road and transit facilities or networks. Connections may include paths connecting to transit and bike racks on buses. Projects may also receive points for features which promote or accommodate active transportation operations or facilities as they interact with other modes, or improve the safety of their interaction with other modes. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Supports 2 or more additional modes	5 points
Supports 1 additional mode	3 points
Supports 2 active transportation modes	2 points
Supports only one active transportation mode	1 point

Part E: Security & Resilience

0 to 5 points—Subjective

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project's score under this criteria may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2 points

Part F: Transportation Enhancements & Livability

0 to 5 points—Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part G: Sustainability

0 to 5 points--Subjective

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Project Name:

Lead Agency:

* Project Contact Name

* Phone Number

Address, City, State & Zip Code

Contact Email Address

Date

**Note: Name and phone number of person who can answer questions as projects are being scored.*

Required attachments:

- ☐ Exhibit A - Project Details
- ☐ Exhibit B - Narrative - Subjective Criteria
- ☐ Exhibit C - Project location map
- ☐ Exhibit D - TxDOT Assurance Form
- ☐ Exhibit E - Local Support (Documents such as Letters, Resolutions, News articles, ROW agreements, etc.)

Optional attachments:

- ☐ Artist's Sketches / Conceptual drawings
- ☐ Cross-sections
- ☐ Photographs of Project Area
- ☐ Other Narrative Statements (as needed)



Exhibit A
Project Details

Project Name:

MPO ID:

(current MPO ID or 'NEW')

Project Track (Check one)

- ☐ Roadway Project
- ☐ Transportation Choices and Livability

Project Readiness:

Status (%)

Preliminary Engineering

Right of Way Acquired

Environmental Review

Utilities Coordination

Local Priority:

(Preferred order, i.e. 1 of 5, 2 of 7)

Project Readiness - Describe any applicable issues with timing, staging, funding, or coordination with other projects (N/A if none)

Project Attributes:

Extent From:

Extent To:

Length (miles):

Estimated Total Cost:

Planned Let Year:

Project Listed in Other Plans:

Purpose and Needs Statement (Continue on Exhibit B - Additional Narrative - as needed)

KTMP Goals - Describe how this project address the overall vision and long-range goals set out in Mobility 2040:



Exhibit B
Narrative Descriptions

Project Name:

Scoring Criteria - Describe how this project addresses the subjective scoring criteria:

Connectivity

Local Support

Scope of Benefit

Planning & Environmental Linkages



Exhibit B
Narrative Descriptions

Project Name:

Scoring Criteria - Describe how this project addresses the subjective scoring criteria:

Economic Development & Freight Movement

Multi-Modal Support

Security & Resilience

Transportation Enhancements and Livability

Sustainability



Exhibit B
Narrative Descriptions
(Continued)

Project Name:

Additional Narrative as needed:



Item 8:

**Request to TxDOT to Conduct
Feasibility Study of Future IH-
14 Eastern Alignment**

Request to TxDOT to Conduct Feasibility Study on IH-14 Future Eastern Alignment

Summary:

On May 3, 2016, KTMPO participated in a joint meeting with stakeholders regarding the eastern alignment of the future IH-14. Participants looked at several potential routes to connect current US190 where it meets IH-35 to US190 in eastern Bell County. It was determined that a feasibility study is needed to assess proposed routes and develop a recommendation. KTMPO proposes to submit an official request to TxDOT to conduct this study. Though the building of this portion of future IH-14 is likely many years out, it is best to have a proposed route in place so that all affected parties may plan accordingly. The TAC recommended support for the request at their June 1st meeting.

A draft of the proposed letter is included in this packet.

Action Needed: TPPB support of request for a feasibility study.



June 22, 2016

Bobby Littlefield, P.E.
District Engineer
TxDOT Waco District
100 South Loop Drive
Waco, TX 76704-2858

Dear Mr. Littlefield,

With the recent designation of US 190 as future I-14 through the Central Texas region, we are reviewing the route of US 190 within the KTMPO boundary. US 190 from I-35 westward to the Copperas Cove bypass is under review to confirm it is constructed to interstate highway design standards. We anticipate official designation of this section as I-14 later this year.

US 190 from I-35 eastward takes a more circuitous route. At its juncture with I-35 it currently merges with I-35 heading north, merges with Temple's Loop 363 heading east, and then continues south. A more direct route eastward may be more efficient, secure, and desirable. Therefore, Killeen-Temple Metropolitan Planning Organization (KTMP O) is requesting TxDOT conduct a route study for possible alignments of US190 as a principal arterial, controlled access facility meeting interstate standards east of I-35.

We propose a study area with the following general boundary: I-35 on the west; existing US 190 (Loop 363) on the north, existing US 190 near Rogers on the east, and FM 436 on the south. Two options are currently identified in the KTMPO Mobility 2040 Metropolitan Transportation Plan. One follows SH 93 (Z40-01) and the other generally follows FM 436 (B30-04). In your analysis, please consider these options along with the current route and any other options that may be feasible. The outcome of the study should identify possible routes, an analysis of the feasibility of each route, and a recommendation. With this information we will then feel prepared to present possible options to the public for their input.

This request was approved by the KTMPO Policy Board at its meeting on June 22, 2016. Feel free to contact me if you have any questions or concerns.

Sincerely,

Cheryl Maxwell, AICP
Director

Item 9:

**BPAC Vulnerable Road User
Ordinance**

Vulnerable Road User Ordinance Proposed by BPAC

Summary:

The purpose of this ordinance is to protect vulnerable road users who may occupy a portion of the roadway. Vulnerable road users can be identified as any individual that occupies a portion of the road, which may include but not limited to pedestrians, joggers, runners, bicyclist, highway construction personnel and emergency personnel. Vulnerable road users have the right to use the roadway but often lack the necessary protection for safe use. To provide the highest amount of safety between vulnerable road users and vehicles, a three foot buffer is desired.

At the May 10th, 2016 Bicycle/Pedestrian Advisory Committee (BPAC) meeting, BPAC made a recommendation to approve the Vulnerable Road User Ordinance. This ordinance serves as a template for cities in the KTMPPO region to adopt a similar ordinance to provide the highest amount of safety and protection for vulnerable road users. The TAC recommended support for the ordinance at their June 1st meeting.

Action Needed: TPPB support of the Vulnerable Road User Ordinance and its distribution to cities within the KTMPPO.

Vulnerable Road User Information Sheet

SUBJECT

One of the Bicycle and Pedestrian Advisory Committee (BPAC) goals is to provide safety to all bicyclist and pedestrians in the hopes of creating bicycle and pedestrian friendly communities in our planning region. BPAC is encouraging cities within the Killeen-Temple Metropolitan Planning Organization to adopt a Vulnerable Road User ordinance to protect bicyclist, pedestrians and other road users who may occupy a part of the road.

BACKGROUND

The purpose of the Vulnerable Road User Ordinance is to protect road users who may occupy a portion of the road way. Road users can be defined as any individual that occupies a portion of the road, which may include, but is not limited to pedestrians, joggers, runners, bicyclist, highway construction and maintenance workers, and emergency personnel. Each year, hundreds of pedestrians, bicyclists, and other road users are killed in Texas due to motor vehicle collisions. Road users are allowed to use the road, but often lack the necessary protection needed to be safe. Cities throughout Texas have passed Vulnerable Road User ordinances, including Austin, Houston, Denton, and San Antonio, in order to protect road users and save lives.

As part of the March 9th, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User ordinance to provide a separation between road users and vehicles. BPAC members advised that in order to provide the greatest amount of safety, a three foot buffer between a road user and a vehicle should be enforced. BPAC members encourage all the cities in the Killeen-Temple Metropolitan Planning Organization planning area, which includes all of Bell County, the southern part of Coryell County, and the eastern part of Lampasas County, to use the following template to adopt the Vulnerable Road User Ordinance. By passing the Vulnerable Road User Ordinance cities can promote bicycling and walking as an alternative transportation mode, create a healthy, livable, and safe community, and increase economic revitalization, while addressing congestion issues and decreasing traffic accidents, injuries, and deaths.

PRIOR AND FUTURE ACTION

At the March 9th, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User Ordinance. At the May 10th, 2016 BPAC meeting, BPAC members made a recommendation to approve the Vulnerable Road User Ordinance. Once action has been taken from the Technical Advisory Committee and Transportation Planning Policy Board, staff will forward the Vulnerable Road User Ordinance to the cities and encourage the cities to adopt a similar ordinance.

FISCAL INFORMATION

The individual cities will establish the necessary fine for violations and the costs to enforce the proposed Vulnerable Road User Ordinance.

CITY OF *(City Name)*, Texas

ORDINANCE NO. _____

Vulnerable Road Users Ordinance

AN ORDINANCE OF THE *(CITY NAME)*, TEXAS, RELATING TO VULNERABLE ROAD USERS AND REAFFIRM THE OBLIGATION OF ALL OPERATORS OF MOTOR VEHICLES TO EXERCISE DUE CARE IN THE OPERATION OF MOTOR VEHICLES; MAKING FINDINGS OF FACT; PROVIDING FOR REPEALER AND SEVERABILITY; PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE; PROVIDING FOR THE ERECTION OF PROPER SIGNAGE; PROVIDING FOR A PENALTY *(PENALTY AMOUNT)* FOR VIOLATIONS OF THIS ORDINANCE, AND FINDING PROPER NOTICE AND MEETING.

WHEREAS, the bicyclists and pedestrians are allowed to use the roadway by law in Texas, but do not have the same protection as motorists; and

WHEREAS, lack of protection creates a greater risk of injury or death of pedestrians and bicyclists; and

WHEREAS, hundreds of pedestrians, bicyclists, and other road users are killed every year in Texas; and

WHEREAS, a road user, safe passage ordinance provides safety for all road users which will increase alternative forms of transportation, decrease road congestion, create a healthy and livable community, and increase the economic vitality of the community; and

WHEREAS, a road user, safe passage ordinance will increase the safety of the community by decreasing traffic injuries and deaths along city streets; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF *(CITY NAME)*, TEXAS:

1. FINDINGS OF FACT

The foregoing recitals are incorporated into the Vulnerable Road Users Ordinance by reference as findings of fact as if expressly set forth herein.

2. VULNERABLE ROAD USERS

- (A) A “vulnerable road user” means a person utilizing the roadway for travel which may include, but not limited to the following:
- (1) a pedestrian, a highway construction or maintenance worker, tow truck operator, a utility worker, a stranded motorists or passenger, or one assisting or providing aid to a stranded or injured motorist;
 - (2) a person on horseback;

- (3) a person operating equipment other than a motor vehicle, including but not limited to, a bicycle (including an electric bicycle), tricycle, hand-cycle, moped, horse-drawn conveyance, skateboarder, rollerblader, roller-skater, a person operating a manual scooter, and any other such equipment that is legally operable on public streets;
- (4) a person operating a personal assistive mobility device in compliance with the following requirements:
 - a. A person may operate an electric personal assistive mobility device on a residential street, road way, or public highway with a speed limit of 30 miles per hour or less only:
 - i. while making a direct crossing of a highway in a marked or unmarked crosswalk;
 - ii. where no sidewalk is reasonably accessible; or
 - iii. when so directed by a traffic control device or by a law enforcement officer.
 - b. A person may operate an electric personal assistive mobility device on a path set aside for use by bicyclists or pedestrians.
 - c. Any person operating an electric personal assistive mobility device on a residential street, road way, or public highway shall ride as close as possible to the right hand edge.
 - d. Except as otherwise provided by this section, provisions of this section applicable to the operation of bicycles apply to the operation of electric personal assistive mobility devices.
- (5) Emergency response personnel.
- (B) In this section, a “motor vehicle” means a self-propelled vehicle. The term does not include an electric personal assistive mobility device.
- (C) Pedestrians, runners, and physically disabled person shall utilize a sidewalk if it is reasonably available and accessible or, if none, shall travel against traffic as close as practicable to the edge of the road way.
- (D) Vulnerable road users, as defined by subsections (A)(2), (A)(3) and (A)(4), above, shall comply with the requirements for bicycles set forth as follows:
 - (1) Except as provided by subsection (2), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
 - a. the person is passing another vehicle moving in the same direction;
 - b. the person is preparing to turn left at an intersection or onto a private road or driveway;
 - c. a condition on or off the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal or surface hazard prevents the person from safely riding next to the right curb or edge of the road way; or
 - d. the person is operating a bicycle in an outside lane that is:
 - i. less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or
 - ii. too narrow for a bicycle and a motor vehicle to safely travel side by side.
 - (2) A person operating a bicycle on a one-way roadway with two or more marked lanes may ride as near as practicable to the left curb or edge of the roadway.

- (3) Persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a lane roadway shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway.
- (E) An operator of a motor vehicle passing a vulnerable road user operating on a highway or street shall:
 - (1) move to the left lane if the highway has two or more marked lanes running in the same direction; or
 - (2) pass the vulnerable road user at a safe distance; or
- (F) For the purpose of subsection (E)(2), when road conditions allow, safe distance is at least:
 - (1) Three (3) feet if the operator's vehicle is a passenger car or light truck; or
 - (2) Six (6) feet if the operator's vehicle is a truck, other than a light truck, or a commercial motor vehicle as defined by the Texas Transportation Code § 522.003.
- (G) An operator of a motor vehicle that is making a left turn, U-turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to a vulnerable road user in all circumstances in which the operator would be required to yield right-of-way pursuant to the traffic law.
- (H) An operator of a motor vehicle may not overtake a vulnerable road user traveling in the same direction and subsequently make a right-hand turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user light of all conditions impacting safety.
- (I) An operator of a motor vehicle may not maneuver the vehicle in a manner that:
 - (1) is intended to intimidate or harass a vulnerable road user; or
 - (2) places the vulnerable road user at risk of unreasonable imminent bodily injury.
- (J) An operator of a motor vehicle shall exercise due care to avoid colliding with any vulnerable road user on a roadway including public right-of way.
- (K) A vulnerable road user on a roadway or public right-of-way shall exercise due care and comply with all applicable city ordinances and state statutes. It is a defense to prosecution under this section that at the time of the offense, the vulnerable road user was acting in violation of the law.

3. REPEALER

All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this ordinance are hereby repealed to the extent of such conflict, and the provisions of this ordinance shall be and remain controlling as to the matters regulated herein.

4. SEVERABILITY

Should any of the clauses, sentences, paragraphs, sections or parts of this ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this ordinance.

5. PUBLICATION

The caption or title and the penalties under the Vulnerable Road User Ordinance shall be published *by what the cities deemed necessary to inform the public.*

6. EFFECTIVE DATE

The Vulnerable Road Use Ordinance effective date will be determined by the cities.

7. FINES AND PENALTIES

Any person violating any provision of the Vulnerable Road Use Ordinance or failing to observe any provision thereof shall be deemed guilty of a misdemeanor and upon conviction shall be fined.

Suggested penalties are listed below:

- *Fines shall not be more than \$200.00.*
- *Work Zone: Fines will double.*
- *School Zones and Parks: An additional court cost of \$25.00.*

8. PROPER NOTICE & MEETING

It is hereby officially found and determined that the meeting at which the Vulnerable Road User Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given by the Open Meetings Act, Texas Government Code, Chapter 551.

PASSED AND APPROVED this ____ day of _____, 2016, by a vote of ____ (ayes) to ____ (nays) to ____ (abstentions) of the City Council of the City of *(City Name)*, Texas.

CITY OF (City Name), TEXAS:

By: _____

(City Mayor), Mayor

ATTEST:

(City Secretary's Name), City Secretary

KTMPO Contacts, Acronyms, and Terms



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Commonly Used Transportation Related Acronyms and Terms

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

End of Packet