



Technical Advisory Committee Meeting

**February 1, 2017
9:30 a.m.**

Agenda



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

Wednesday, February 1, 2017
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: Advisory Committees; Air Quality.
4. **Action Item:** Approve minutes from January 4, 2017 meeting.
5. **Discussion Item:** Draft FY2018/2019 Unified Planning Work Program.
6. **Discussion Item:** 2040 Metropolitan Transportation Plan Project Listing.
 - a) MTP Project Funding Scenarios;
 - b) Process to add new projects to project list.
7. **Discussion Item:** Public input received through January 31, 2017.
8. Member comments.
9. Adjourn.

Workshop - To Follow Regular Scheduled Meeting if Needed AGENDA

1. Call to order.
2. Discussion on any of the following topics (if needed):
 - 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.

Item 4:

Meeting Minutes



**KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Wednesday January 4, 2017
9:30 AM

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

Technical Advisory Committee Voting Members

Erin Smith—City of Belton	Judge John Firth—Coryell County
Andrea Gardner—City of Copperas Cove	Robert Ator for Carole Warlick—Hill Country Transit District (HCTD)
David Olson for Dennis Baldwin—City of Killeen	Michael Bolin—Texas Dept. of Transportation (TxDOT) Waco District
Brian Chandler—City of Temple	
Bryan Neaves—Bell County	

Non-Voting Members

Leanna Sheppard—TxDOT	Keith Fruge for Mary Himic—Fort Hood
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Additional Attendees

Phil Haggerty—Belton Independent School District	Jim Martin—KTMPO
Dennis Baldwin—City of Killeen	Jason Deckman—KTMPO
Charlotte Hitchman—City of Copperas Cove	Cheryl Maxwell—KTMPO
Liz Bullock—TxDOT Waco District	Kendra Coufal—KTMPO
	John Weber—KTMPO

Meeting Minutes

1. Call to Order: Cheryl Maxwell called the meeting to order at 9:35 a.m.

2. Opportunity for Public Comment: No comments were made from the public.

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

--Cheryl Maxwell introduced Kendra Coufal as the new KTMPO senior planner.

--Jim Martin provided an update on the Freight Advisory Committee. KTMPO is looking at the late January to have a Freight Advisory Committee meeting. Mr. Martin provided TAC with information about a workshop conducted by the Federal Highway Institute discussing fundamentals of freight data.

--John Weber stated that the next Bicycle/Pedestrian Advisory Committee (BPAC) meeting will be held on January 10, 2017 at 9:00 a.m. Mr. Weber stated that the BPAC is working to develop the Fitness Friendly Business Program which recognizes area businesses that cater towards cyclists and pedestrians.

--For air quality, December's ozone readings were 44 parts per billion (ppb) at the Temple station and 42 ppb at the Killeen station. The Design Value calculated to date is 67 ppb at both stations.

4. Action Item: Approve minutes from November 2, 2016 meeting.

David Olson made a motion to approve the November 2, 2016 meeting minutes, seconded by Robert Ator; the motion passed unanimously.

5. Discussion and Action Item: Regarding recommendation to approve amendment to the FY2017-2020 Transportation Improvement Program (TIP) for adjustments to Killeen Heritage Park Hike and Bike Trail (KTMPO ID K40-21a).

Cheryl Maxwell stated that the public comment period was held from November 19 through December 3, 2016, with public hearings held on November 29 in Killeen and Salado, for amendments to the TIP for projects funded through the Statewide Category 9 for the City of Killeen and the Village of Salado. Public feedback was received at the hearings for both the Killeen and Salado projects. Public hearings were held for both projects, however, since then, the Salado Project has been withdrawn by the Village of Salado due to the complexity of the submittal. At their January 18, 2017 meeting, Policy Board approves TIP amendment.

Brian Chandler made a motion to recommend approval of TIP amendment, seconded by Erin Smith; the motion passed unanimously.

6. Discussion and Action Item: Tasks and studies to include in FY2018/2019 Unified Planning Work Program.

Cheryl Maxwell explained that KTMPO is in the process of updating the Unified Planning Work Program for FY2018/2019 and asked TAC for any input on potential projects and/or studies that may be needed in our region. Ms. Maxwell stated that the final UPWP will be approved in May 2017 and due to TxDOT on June 1, 2017.

No action was taken on this item.

7. Member Comments.

Michael Bolin stated that TxDOT will be updating their projects using Design Lens which help scores the statewide projects. Design Lens will be also be available for the MPO to use.

Liz Bullock explained that the Statewide Category 9 project call has started and will close in May.

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

These meeting minutes were approved by the TAC members at their meeting on _____.

Cheryl Maxwell, KTMPO Director

Item 5:

Draft FY2018/2019 UPWP

Tasks and Studies for FY2018/2019 UPWP

Summary:

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPO) planning process for a two year period. The UPWP serves as a base document for carrying on the continuing, cooperative and comprehensive transportation planning process in the Killeen-Temple urbanized area. It serves as our work plan and identifies tasks and subtasks that we plan to undertake during the plan period and the associated budget for these tasks.

We are in the process of updating this plan for the upcoming FY18/19 period. Staff did not received any input regarding special studies. A draft plan is attached and will be discussed at the TAC meeting on Wednesday. Please note that the Table of Contents and budget tables have not been updated yet. We anticipate the following timeline as we update the UPWP:

Tentative Schedule:

- January 4, 2017—TAC discussion on potential tasks/studies
- January 18, 2017—TPPB discussion on potential tasks/studies
- **February 1, 2017 TAC review/discussion of draft UPWP**
- February 15, 2017 TPPB review/discussion of draft UPWP
- March 1, 2017 TAC recommendation for approval of draft UPWP; initiation of public involvement (PI) process
- March 15, 2017 TPPB approval of draft UPWP; initiation of PI process
- March 18 – April 17—30 day public comment period; 2 public hearings locations/dates TBD
- May 3, 2017 TAC approval of final UPWP
- May 17, 2017 TPPB approval of final UPWP
- June 1, 2017—UPWP due to TxDOT

Action Needed: No action at this time; discuss draft FY2018/2019 Unified Planning Work Program.



Fiscal Years (FYs) 2018-2019

UNIFIED PLANNING WORK PROGRAM

KILLEEN - TEMPLE METROPOLITAN PLANNING ORGANIZATION

Approved by Transportation Planning
Policy Board:

Amended by the Transportation
Planning Policy Board:

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

Approved 07/15/15.

Admin revisions 08/07/15; 09/17/15.

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To Be Revised

INTRODUCTION

PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM:

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMO) planning process for FYs 2018-2019. The activities are required to implement the provisions of 23 USC 134 and 49 USC 5303 and are conducted in accordance with 23 CFR 420, 23 CFR 450, and FTA Circular C8100. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive (3 C's) transportation planning process in the Killeen-Temple urbanized area.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations. Several transportation bills have been implemented in the past. These include the following:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5 year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

The FAST Act (23 CFR 450.306) requires MPOs to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

In addition, the MPO supports national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 USC 150:

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

The MPO continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

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

The MPO continues to consult and cooperate with federal, state, local and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans. The KTMPO network of agencies are listed below:

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

-Local Historical Agencies
-Local Land Use Plans (City and County)
-Local Parks and Recreation Departments
-Local Economic Development Corporations
- U.S. Border Patrol
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S. Geological Survey

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

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

DEFINITION OF THE KTMPO PLANNING AREA:

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

ORGANIZATION:

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

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

PRIVATE SECTOR INVOLVEMENT:

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

PLANNING ISSUES AND EMPHASIS:

Continued KTMPO efforts in the implementation of the transportation bills will identify planning issues and emphasis areas which include:

- Coordinate with local, regional, state, and federal agencies in the development of a comprehensive, accessible, and seamless transportation system for all citizens
- Provide transportation planning assistance to the Killeen and Temple Urban Transit Districts in fulfilling their role as the provider of urban transit service
- Evaluate transportation alternatives scaled to fit the region, its transportation issues, and the realistically available resources from a context sensitive approach in order to develop a sustainable transportation system that improves the livability of our region
- Continued data development and implementation of the Congestion Management Process (CMP)
- Monitor the implementation of the 2040 MTP

- Manage the TIP to ensure that it serves the region's goals
- Involve the general public in the transportation planning process through the implementation of the PPP.
- Continue to transition to Performance-based Planning and Programming (PBPP) by working with our federal, state and local partners. Expectations of performance targets will be identified by state partners during this UPWP cycle. Continued efforts with local partners to collect performance data will occur during this cycle as well.
- Continued "Regional Models of Cooperation" efforts and "Ladders of Opportunity" will occur through meetings with Transit and area/regional MPOs on air quality, roadways, freight, transit, and other transportation planning issues. KTMPO staff will continue hosting monthly The Central Texas Regional Transportation Advisory Group meetings and Planner Roundtable sessions to discuss common gaps, successes, and challenges. These meetings allow the KTMPO region to address transportation efforts and needs on a "real time" basis.
- Continue to facilitate a Freight Advisory Committee to identify KTMPO Freight needs and issues
- Continue to facilitate regular meetings of the Bicycle/Pedestrian Advisory Group to identify non-motorized transportation needs within the region

TASK 1.0 ADMINISTRATION / MANAGEMENT

A. OBJECTIVE:

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

B. EXPECTED PRODUCTS:

The expected product is a management structure that accomplishes established planning objectives in conformance with state and federal requirements. All UPWP tasks will be budgeted and scheduled in advance to assure that the majority of efforts are properly sequenced and resourced. Planning documents produced may include the Annual Performance and Expenditure Report, the Annual Project Listing, Annual Title VI Report, modifications to the Bylaws (as needed), report for the 2019 FHWA Federal Certification Review, FY20-21 UPWP, and updated Public Participation Plan.

C. PREVIOUS WORK:

1. Preparation of the FY2016 Annual Performance and Expenditure Report, FY2016 Annual Project Listing, and the FYs 2016-2017 UPWP and administrative amendments.
2. Conducted TPPB and TAC meetings; facilitated Bike/Pedestrian Advisory Committee; began development of Freight Advisory Committee; hosted bi-monthly planner roundtables to provide a forum for regional coordination and information exchange among the various entities within the MPO boundary.
3. Attended various community events to promote awareness of transportation-related topics (i.e. air quality, transportation options, etc.).
4. Maintenance of a management structure that accomplishes the planning objectives set forth.
5. Attended local and statewide MPO Meetings, various training courses, and annual conferences.
6. Maintained data on minority and disadvantaged population for Environmental Justice (EJ) purposes; in evaluating and selecting projects for funding, location and impact of a project with regard to EJ areas was considered.
7. Continued to provide administrative support to all MPO entities and members as requested to include data, maps, information, and presentations.
8. Continued to provide the public with up-to-date transportation related information via email and KTMPO website to include: social media, presentations, KTMPO meeting materials, transportation related news from all partners, current KTMPO transportation planning documents, and various transportation planning educational materials, Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
9. Worked with the TPPB/TAC on the competitive selection of projects for Category 7 and Category 9 funds as well as Proposition 1 funding; revised scoring criteria and issued project call for MTP resulting in reprioritized project listing.

D. SUBTASKS –

1.1. General Administration

Work items under this subtask include reports, correspondence and documentation of actions for the record, inventory, accounting and financial management, staff supervision and personnel administration, meetings, staying abreast of rules and regulations from TXDOT, FTA, and FHWA and other administrative duties and correspondences, to include the following:

Committee and Board Support: MPO staff will provide administrative support for the TAC, TPPB, Bike and Pedestrian Advisory Committee, Freight Advisory Committee, and Planner Roundtable.

Title VI Civil Rights Evaluation/Environmental Justice: The MPO will continue to follow recent guidance on Title VI and EJ compliance for all projects and procedures and will update the PPP accordingly. The MPO will continue to utilize various analysis tools related to Title VI/EJ and integrate these tools into project selection for development of the MTP and the TIP.

Public Participation Plan: KTMPO will update and monitor the Public Participation Plan to ensure it conforms to federal legislation, along with state and local requirements to include Title VI and Environmental Justice. Revisions will be implemented as needed to improve the effectiveness of the public input process and KTMPO will consider appropriate best practices from other MPOs and public agencies.

Public Involvement and Outreach: Staff will offer presentations and materials as requested to the public. Staff will continue to explore public outreach efforts such as surveys and internet-based outreach mechanisms. KTMPO staff will develop and participate in community outreach programs. These community outreach opportunities will keep citizens informed about the transportation planning process and provide additional opportunity for public input. Staff will provide the public with up-to-date transportation related information via email, social media, the KTMPO website, and quarterly newsletters. KTMPO will maintain all functional website information/design through staff and contracted services.

UPWP: MPO staff will coordinate with the TPPB to assess the status of the MPO and the needs of members and plan a budget for the next two year scope of work. MPO staff will review and amend the UPWP in FYs 18 & 19 as needed and will develop the next two year UPWP in 2019.

Federal Certification Review (FCR): KTMPO staff will prepare reports and other documents as needed for the FCR due in 2019.

1.2. Training

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

1.3. Travel

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

1.4. Equipment

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

1.5. Operating Costs

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

FUNDING SUMMARY

Task 1.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
GENERAL ADMINISTRATION	1.1	KTMP	\$196,000	\$204,000	\$0	\$0	\$400,000
TRAINING	1.2	KTMP	\$6,000	\$6,000	\$0	\$0	\$12,000
TRAVEL	1.3	KTMP	\$30,000	\$20,000	\$0	\$0	\$50,000
EQUIPMENT	1.4	KTMP	\$0,000	\$5,000	\$0	\$0	\$15,000
OPERATING COST	1.5	KTMP	\$140,000	\$145,000	\$0	\$0	\$285,000
DEVELOP UPWP	1.6	KTMP	\$17,000	\$19,000	\$0	\$0	\$36,000
TITLE VI/ENVIRONMENTAL JUSTICE	1.7	KTMP	\$15,000	\$16,000	\$0	\$0	\$31,000
Total	Total		\$394,000	\$415,000	\$0	\$0	\$809,000

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

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

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

TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

1. KTMPO technical staff continued to maintain a transportation database with all data associated with transportation planning analysis, including, but not limited to: roadway network, bicycle and pedestrian network, Congestion Management Network, transit routes and stops, traffic counts, traffic accidents, employment data, housing data, and environmental justice areas.
2. KTMPO technical staff continued to gather, verify, and update all spatial data as required for transportation. The bicycle and pedestrian facilities layer was updated as information became available. The areas of environmental justice were reevaluated to maintain a consistent Census geography in analysis. Web-based mapping tools were published on ArcGIS Online to provide visibility on planned projects as well as to allow public input to highlight gaps in the GIS data or to propose new bicycle or pedestrian facilities.
3. Continued mapping and data support was provided to planning partners.

D. SUBTASKS –

2.1. Database Maintenance

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

2.2. GIS Development

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

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

FUNDING SUMMARY

Task 2.0 - FY16/17							
SUBTASK	Subtask	Responsible Agency	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local	Total
			FY2016	FY2017			
DATABASE MAINTENANCE	2.1	KTMF	\$10,000	\$72,000	\$0	\$0	\$72,000
GIS DEVELOPMENT	2.2	KTMF	\$27,000	\$28,000	\$0	\$0	\$55,000
Total	Total		\$62,000	\$65,000	\$0	\$0	\$127,000

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

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

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

TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

1. TIP revisions and development to program highway, transit, bicycle, and pedestrian projects that are ready to be implemented or constructed.
2. Engage the public through a public involvement process and other programs designed to increase awareness of the transportation planning process.
3. Provide support of the multi-county regional public transportation service plan by attending meetings and providing technical assistance support within the MPA.
4. Continue to meet federal and state requirements for short range planning including any needed changes to the next TIP iteration.
5. Continue work with TPPB/TAC on selection of projects and allocation of funding as funding becomes available.
6. Monitoring of 2017-2020 TIP.
7. Modifications to the PPP (as needed)

C. PREVIOUS WORK

1. Development of the FYs 2017-2020 TIP.
2. Revisions to the FYs 2015-2018 TIP
3. Coordination and hosting of the Central Texas Regional Transportation Advisory Group (CTRTAG) responsible for updating the Regionally Coordinated Transportation Plan (RCTP)
4. Coordination and hosting of the "Planners Roundtable" for partner planners
5. Coordination and hosting of the Development District of Central Texas (DDCT) quarterly meetings to discuss economic development issues/needs in the area.

D. SUBTASKS –

3.1. Transportation Improvement Program

MPO Staff will monitor and revise the FYs 2017-2020 TIP and develop FYs 2019-2022 TIP. Staff will coordinate this effort by meeting with local and TxDOT officials, organizing meetings, adhering to the KTMPO PPP, and publishing any TIP amendments. MPO staff will ensure that each agency reviews the information within the TIP to maintain the most accurate document possible.

3.2 Regional Planning Project

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

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

3.3 Hill Country Transit District – Temple UZA - Planning

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

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

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

3.4 Hill Country Transit District – Killeen UZA – Planning

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

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

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

FUNDING SUMMARY

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

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

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

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

TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

1. KTMPO will monitor and implement the 2040 MTP designed to meet the objectives and needs of its members. Continued implementation of key planning elements of 2040 MTP may include and are not limited to: local Advisory Groups, updated prioritization of projects utilizing an updated TDM, updated planning and environmental linkages elements in each project, and updates as needed to the CMP.
2. KTMPO will develop the 2045 MTP.

C. PREVIOUS WORK

1. Staff continued to implement the Mobility 2040 MTP. This included developing a bicycle and pedestrian advisory committee (BPAC) which became active during FY16. KTMPO staff made progress in FY16 to establish a freight advisory committee and this effort continues on into FY17.
2. The process to reprioritize the MTP project listing began in FY16 and included adoption of revised scoring criteria that incorporated elements outlined in HB20. The criteria included use of the updated TDM; planning and environment linkages was also part of the scoring criteria. Purpose and Need Statements were required with the application. This process was completed in FY17.
3. During FY16, project calls were successfully completed for Categories 7 & 9 funding for FYs 15 – 17. Projects were also competitively selected for Proposition 1 funding for FYs 16 & 17 and TxDOT Project Development funding.
4. The MPO took steps to complete the Congestion Management Process. A congestion survey was developed and available to the public for their feedback. The congestion network was updated, performance measures were evaluated and recommended, mitigation strategies were identified and evaluated, and steps were outlined to monitor the plan, track performance, and document performance outcomes. Final plan adoption occurred in FY17 (October 19, 2016).
5. During FY16, staff regularly reviewed information for the ozone monitors in Killeen and Temple and posted air quality information on the KTMPO website and newsletters, and presented updated ozone readings at various MPO meetings.

D. SUBTASKS –

4.1 Mobility 2040 Metropolitan Transportation Plan Implementation

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

Planning and Environmental Linkages: KTMPO will promote planning and environmental linkages by attending relevant workshops and providing information to the TAC/TPPB membership. MPO staff will coordinate with appropriate TxDOT staff to implement and support measures including development of purpose and need statements when projects are submitted and coordination with other agencies to identify environmental issues.

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

TDM/Project Selection: KTMPO will use the travel demand model to evaluate and prioritize projects for inclusion in the 2040 MTP project listing. Funding, to include Category 2, 7 and 9, will be disseminated

from this prioritized list as dollars become available. Consultants may be utilized as described in Subtask 5.3.

CMP: KTMPO will track and report performance on the CMP network and assess progress made towards congestion reduction. The CMP will be updated as needed. Consultants may be utilized as described in Subtask 5.4.

Performance Measures/Targets: KTMPO will initiate development of performance measures/targets in accordance with federal and state requirements. The MPO will be involved in discussions with FHWA, FTA, and TxDOT in the development of performance measures/targets. The MPO will initiate review of specific data needs that are applicable to the established performance measures/targets. Consultants may be utilized as described in Subtask 5.5.

4.2 Mobility 2045 MTP Update

The MPO will update the MTP for the 2045 forecast year. Staff will engage the general public and transportation stakeholders through workshops, focus groups, public presentations, etc. as needed. Socio-economic information will be evaluated for the study area that significantly impacts the needs and performance of our transportation system and the regional economy for use in the MTP update. Based on available funding, the MPO may use consultant services for part or all of this activity.

FUNDING SUMMARY

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

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

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

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

TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

1. Staff recently worked with consultants to update the CMP; assist in reprioritizing the MTP projects by developing scoring criteria, running the TDM, and assigning objectives scores.
2. During FY16, MPO staff continued researching requirements for performance based planning and programming and participated in FHWA webinars. Scoring criteria for the MTP project reprioritization included elements of HB20 and proposed rules/guidelines provided by FHWA.

D. SUBTASKS –

5.1 Regional Thoroughfare and Pedestrian/Bicycle Plan Update

The MPO will review and update as necessary the Regional Thoroughfare and Pedestrian/Bicycle Plan to reflect updated information, changing development trends, shifts in travel patterns, and other relevant factors that may impact future multi-modal planning in our region. The MPO may use consultant services for this activity.

5.2 Travel Demand Model 2015 Refresh

The MPO will develop sociodemographic data and a transportation network for forecast year 2045 for use in the TDM 2015 refresh. The MPO may use consultant services for this activity.

5.3 TDM/Project Selection: KTMPO may use consultants as needed to assist in running the travel demand model to evaluate and prioritize projects for inclusion in the 2040 MTP project listing.

5.4 CMP: KTMPO may use consultants as needed to assist in tracking and reporting performance on the CMP network, assessing progress made towards congestion reduction, and updating the CMP as needed.

5.5 Performance Measures/Targets: KTMPO may use consultants as needed to assist in developing performance measures/targets in accordance with federal and state requirements.

FUNDING SUMMARY

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

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

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

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

Following Pages have not been updated.

UPWP BUDGET SUMMARY FY16/17							
UPWP Task	FTA Task	Description	Transportation Planning Funds ⁽¹⁾		FTA Sect. 5307	Local Funds	Total Funds
			FY2016	FY2017			
1		Administration-Management	\$394,000	\$415,000			\$809,000
2		Data Development and Maintenance	\$62,000	\$67,000	\$0	\$0	\$127,000
3		Short Range Planning	\$88,800	\$93,200	\$94,418	\$55,152	\$331,570
4		Metropolitan Transportation Plan	\$200,000	\$130,000	\$0	\$0	\$330,000
5		Special Studies	\$181,000	\$170,000	\$0	\$0	\$351,000
		Total	\$925,800	\$873,200	\$94,418	\$55,152	\$1,948,570

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

² FHWA (PL-112) \$868,824

² FTA Section 5303 (Sect. 8) \$293,096

Estimated Unexpended Carryover \$637,080

Total TPF \$1,799,000

² Estimate based on prior years authorizations

APPENDIX A



TECHNICAL ADVISORY COMMITTEE

Judge John Firth

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
county_judge@coryellcounty.org
Alternate: Commissioner Don Jones

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512) 734-0742
Fax: (512) 556-8270
rainwater150@gmail.com
Alternate: Commissioner Robert Vincent

Glenn Morrison

Killeen City Manager
101 North College St., Killeen, TX, 76541
Phone: (254) 501-7700
gmorrison@killeentexas.gov
Alternate: George Lueck, Tony McIlwain, John Sutton

Andrea Gardner

Copperas Cove City Manager
P.O. Drawer 1449
Copperas Cove, TX 76522
Phone: (254) 547-4221
Fax: (254) 547-5116
agardner@copperascovetx.gov
Alternate: Mark Peterson

David R. Mitchell

City Manager
City of Harker Heights
305 Miller's Crossing
Harker Heights, TX 76548
Phone: (254) 953-5600
dmitchell@ci.harker-heights.tx.us
Alternate: Mark Hyde, Joseph Mollis

Erin Newcomer

Belton Planning Director
333 Water St., Belton, TX 76513
Phone: (254) 933-5812
Fax: (254) 933-5822
enewcomer@beltontexas.gov
Alternate: Sam Ustl

Brian Chandler

Temple Planning Director
2 North Main, Temple, TX 76501
Phone: (254) 296-5272
bchandler@templetx.gov
Alternate: Don Bond, Jonathan Graham, Nicole Torralva

Bryan Neaves, P.E.

Bell County Engineer
P. O. Box 264, Belton, TX 76513
Phone: (254) 933-5275
Fax: (254) 933-5276
bryan.neaves@co.bell.tx.us
Alternate: Stephen Eubanks

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4577
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Robert Ator

Kevin Dickey, P.E.

Director, Transportation Planning & Development, TxDOT Waco
100 South Loop Drive, Waco TX 76704-2858
kevin.dickey@txdot.gov
Alternate: Ed Kabobel

Jason Scantling, P.E.

Director, Transportation Planning & Development, TxDOT Brownwood
2495 Hwy 183 North, Brownwood, TX 76802
jason.scantling@txdot.gov
Alternate: Tamara Cope

NON VOTING MEMBERS

Mary E. Himic

Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 286-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa

Barbara C. Maley, AICP

Environmental and Transportation Planning Coordinator/Air Quality Specialist
Federal Highway Administration, Texas Division
P.O. Box 260729
Plano, TX 75026
Phone: (214) 224-2479 (direct)
Fax: (214) 224-2479 (fax)
barbara.maley@fhwa.dot.gov

Edward A. Kabobel Jr.

TxDOT Waco District Transportation Planner
100 South Loop Drive, Waco TX 76704-2858
Phone: (254) 867-2731
Fax: (254) 867-2738
edward.kabobel@txdot.gov

Megan Campbell

Transportation Planning & Programming Division, TxDOT MPO Coordination
118 E. Riverside Drive, Austin TX
Phone: (512) 485-5042
megan.campbell@txdot.gov

June 1, 2015/cm

APPENDIX A



POLICY BOARD

Chairman:

Mayor Danny Dunn

Temple City Council

1400 S 31st Street

Temple, TX 76504

Phone: (254) 774-7355

ddunn@templetx.gov

Alternate: Jonathan Graham,

Nicole Torralva, Brian Chandler

Vice Chairman:

Mayor Scott Cooper

City of Killeen

2110 Southport, Killeen, TX 76542

Phone: (254) 554-5929

Fax: (254) 525-2167

scoper1@hotmail.com

Alternate: Glenn Morrison, George

Lueck, Charlotte Humpherys

Commissioner Tim Brown

Bell County

P.O. Box 768, Belton, TX 76513

Phone: (254) 933-5102

Fax: (254) 933-5179

tim.brown@co.bell.tx.us

Alternate: Bryan Neaves, P.E.

Mayor John Hull

City of Copperas Cove

2507 Freedom Lane, Copperas Cove, TX 76522

Phone: (254) 770-6134

jhull@copperascovetx.gov

Alternate: Andrea Gardner, Mark Peterson

Judge John Firth

Coryell County Main Street Annex

800 E. Main Street, Suite A

Gatesville, TX 76528

Phone: (254) 865-5911, ext. 2221

Fax: (254) 865-2040

county_judge@coryellcounty.org

Alternate: Commissioner Don Jones

Councilmember Tim Davis

City of Temple

2 North Main #103, Temple TX 76501

Phone: (254) 298-5301

Fax: (254) 298-5637

tdavis@templetx.gov

Alternate: Jonathan Graham, Nicole Torralva, Brian Chandler

Councilmember Jose Segarra

City of Killeen

2000 E. CTE Suite B, Killeen, TX 76541

Phone: (254) 290-0548

jose@exithomevets.net

Alternate: Glen Morrison, George Lueck

Mayor Rob Robinson

City of Harker Heights

305 Miller's Crossing, Harker Heights, TX 76548

Phone: (254) 953-5600

Fax: (254) 953-5605

rrobinson@ci.harker-heights.tx.us

Alternate: David Mitchell

Mayor Marlon Grayson

City of Belton

333 Water Street, Belton, TX 76513

Phone: (254) 718-7878

Fax: (254) 939-0468

marlongrayson@gmail.com

Alternate: Sam Listl, Erin Newcomer

Mayor Pro-Tem Elizabeth Blackstone

City of Killeen

601 Illinois Ave

Killeen, Texas 76541

Phone: (254) 634-5090

Fax: (254) 501-7639

elblackstone@killeentexas.gov

Alternate: Glenn Morrison, George

Lueck, Charlotte Humpherys

APPENDIX A



POLICY BOARD

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512) 734-0742
Fax: (512) 556-8270
rainwater150@gmail.com
Alternate: Commissioner Robert Vincent

Carole Warlick
General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takeahop.com
Alternate: Robert Ator

Bobby G. Littlefield, JR., P.E.
District Engineer, TxDOT Waco
100 South Loop Drive
Waco, Texas 76704
Phone: (254) 867-2701
Fax: (254) 867-2893
Bobby.Littlefield@txdot.gov
Alternate: Kevin Dickey

Elias Rmelli, P.E.
TxDOT Brownwood District Engineer
2495 Hwy 183 North
Brownwood, TX 76802
Phone: (325) 643-0411
Fax: (325) 643-0364
elias.rmelli@txdot.gov
Alternate: Jason Scantling

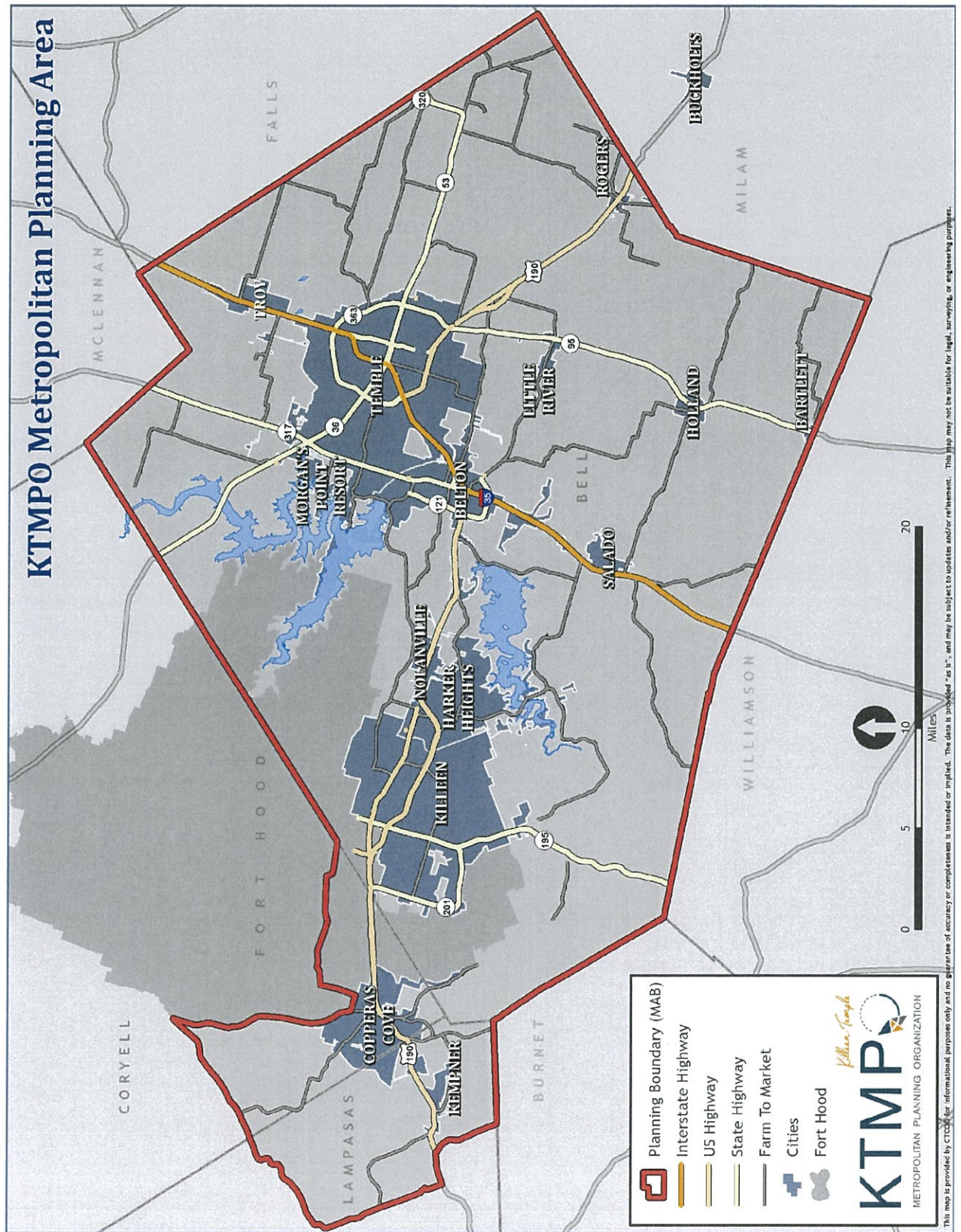
Bell County Representative
Vacant

NON VOTING MEMBERS

Mary E. Himic
Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 288-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa

Barbara C. Maley, AICP
Environmental and Transportation Planning Coordinator/Air
Quality Specialist
Federal Highway Administration, Texas Division
P.O. Box 260729
Plano, TX 75026
(214) 224-2479 (direct)
(214) 224-2479 (fax)
barbara.maley@fhwa.dot.gov

APPENDIX B



APPENDIX C

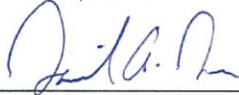
DEBARMENT CERTIFICATION

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

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

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

* Federal, state or local



Signature

Danny Dunn, Chairman
KTMO – Transportation Planning Policy Board

7-15-15

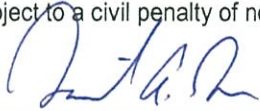
Date

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

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

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

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



Signature

Danny Dunn, Chairman
KTMO – Transportation Planning Policy Board

7-15-15

Date

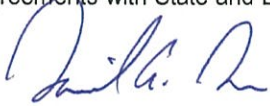


APPENDIX E

CERTIFICATION OF COMPLIANCE

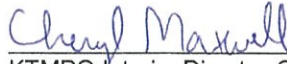
I, Danny Dunn, KTMO – Transportation Planning Policy Board Chairperson, a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization (KTMO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance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

7-15-15
Date



Signature Danny Dunn, Chairman
KTMO – Transportation Planning Policy Board

Attest:



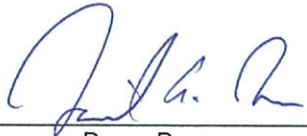
KTMO Interim Director Cheryl Maxwell

APPENDIX F

Certification of Internal Ethics and Compliance Program

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

7-15-15
Date


Signature – Danny Dunn
Chairman, MPO Policy Board

Attest:

Cheryl Maxwell
KTMO Interim Director Cheryl Maxwell

Item 6:

MTP Project Funding Scenarios

2040 Metropolitan Transportation Plan Project Listing

A. MTP Project Funding Scenarios

Summary: Now that we have completed the MTP project reprioritization, staff would like to discuss how to fund these projects. The TxDOT 2017 Unified Transportation Program is a 10-year plan to guide transportation project development. The UTP is developed annually in accordance with the Texas Administrative Code (TAC §16.105) and is approved by the Texas Transportation Commission annually, prior to August 31st. The UTP authorizes projects for construction, development and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. A February revision is proposed for the UTP and will likely be finalized in March; therefore it is recommended we wait for the revision to come out before moving forward. We can, however, at this time begin looking at how we may want to distribute anticipated funding.

KTMPPO will receive funding through Categories 2 (metropolitan corridors), 7 (metropolitan mobility), and 9 (transportation alternatives). It is possible we may also receive funds through Category 4 (statewide connectivity) but those projects are selected by TxDOT. Attached is an excerpt from the UTP showing funding projected through year 2026. Description of the four funding categories are also included. As a reminder, Category 9 funds cannot be used for roadway projects.

Staff has compiled a summary sheet showing anticipated funding for each category for a 3 year period (FY18 – 20) and a 5 year period (FY18 – 22). We have then taken the prioritized list of roadway and livability projects and distributed the anticipated funds for Categories 2, 7, and 9 to maximize the number of projects funded while remaining mindful of the stated priority number. Both of these scenarios are attached. Please note that there are an endless number of options; what we are presenting is just an example of how you might go about allocating the funds. More projects may be funded with the 5 year scenario; however, the MPO may not want to commit the funds that far out since other unexpected project needs may come up between now and then. Another consideration is the 10% reservation of Category 7 funds for transit projects (bus replacement).

Action Needed: No action at this time; discuss funding scenarios, number of years to consolidate, and the 10% reservation of Cat 7 for transit projects.

Funding Category	3 YEAR					5 YEAR	
	FY18	FY19	FY20	Sub Total	FY21	FY22	Total
2 - TMA and Non-TMA (All Funds)	\$ 16,630,000	\$ 17,190,000	\$ 22,280,000	\$ 56,100,000	\$ 24,260,000	\$ 24,400,000	\$ 104,760,000
4 - Statewide Connectivity Corridor (All Funds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 - Metropolitan Mobility and Rehabilitation (STP-MIM)	\$ 5,170,000	\$ 5,370,000	\$ 5,610,000	\$ 16,150,000	\$ 5,680,000	\$ 5,750,000	\$ 27,580,000
9- Transportation Alternatives Program	\$ 390,000	\$ 390,000	\$ 390,000	\$ 1,170,000	\$ 390,000	\$ 390,000	\$ 1,950,000
Total	\$ 22,190,000	\$ 22,950,000	\$ 28,280,000	\$ 73,420,000	\$ 30,330,000	\$ 30,540,000	\$ 134,290,000

Funding Scenario A1: 3 years (FY18 - 20) \$73,420,000 - with Loop 121 project 6 Projects Funded

Cat 4		Funding order	Planned Let year	
W40-05	\$	45,500,000	3	2017
Cat 2 \$56,100,000				
W40-06	\$	37,154,000	1	2019
W40-02	\$	9,000,000	2	2018
W40-04 Ph1	\$	9,700,000	5	2018
Total	\$	55,854,000	Total Cost \$14,552,100	
\$	56,100,000	\$	246,000	Remaining
Cat 7 \$16,150,000				
T40-15	\$	1,243,044	2	2021
C30-03b	\$	8,200,000	4	?
W40-04 Ph1	\$	4,852,100	5	2018
Transit	\$	1,615,000	setaside	
Total	\$	15,910,144	Total Cost \$1,913,044	
\$	16,150,000	\$	239,856	Remaining
Cat 9 \$1,170,000				
T40-12	\$	500,000	1	2017
T40-15	\$	670,000	2	2021
Total	\$	1,170,000	Total Cost \$1,913,044	
\$	1,170,000	\$	-	Remaining
Wild Card Project: B40-06				
2-7-9 pooled (remaining funds)			\$	473,510
			\$	12,346

Note: Roadway Projects shown in black;
Livability Projects shown in green.

W40-04*	Belton - broken-out
Loop 121 a	\$ 30,770,100
loop 121 b	\$ 14,552,100
loop 121 c	\$ 10,494,000
	\$ 5,724,000

Funding Scenario A1: 3 years (FY18-20) \$73,420,000-With Loop 121 Project

ROADWAY PROJECTS

KTMO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ⁴	Funding Sources ³	Funding	Note:
W40-06 ¹	US 190	FM 2410 (Knights Way) to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$37,154,000	Yes	H		Short Range Funding: \$225,721,674 ⁵	Projects that can be funded under Scenario A1
W40-02	US 190	1 mi W of FM 2410 to FM 2423 (Indian Trail)	Widen from 4 to 6 lanes with bridge improvements	86.01	2	2	\$9,000,000	Yes	—			Projects that are partially funded
W40-05 ¹	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	83.79	3	3	\$46,500,000	Yes	EJ			
C30-03b	Business US 190 Phase I	Ave D to Constitution Dr	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	81.00	4	4	\$6,200,000	Yes	EJ			
W40-04 ¹	Loop 121	FM 339 to FM 436	Phase I, II, III-Widen from 2 to 4 lane divided roadway	56.45	14	5	\$30,770,100	Yes	EJ, H, P			
W40-03 ¹	US 190 Turnaround	At SH 201 (Clear Creek Rd)	Roadway reconfiguration to improve turning movements	42.11	42	6	\$3,500,000	No	EJ		Long Range Funding: \$136,905,358 ⁵	
K40-27 ¹	SH 195	At FM 3470	Construct turn-arounds	42.68	41	7	\$800,000	Yes	EJ			
H35-01	FM 2410	At US 190	Phase 2, West-East Connector: Add turn lanes, ramp and intersection work	67.11	6	8	\$5,000,000	Yes	—			
W35-01	US 190 Bypass	E of Copparras Cove to 0.5 mi W of Lampasas County Line	Phase 2, Construct final 2 lanes of ultimate 4 lane divided roadway	64.00	7	9	\$48,150,000	Yes	EJ, L, H			
K30-13	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	61.44	9	10	\$18,666,900	No	EJ, H			
W35-05	US 190	At SH 195	Upgrade interchange	63.34	8	11	\$52,450,000	Yes	EJ			
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nolanville Rd	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	59.77	10	12	\$8,969,990	No	EJ, H			
H30-01	Business 190/Veterans Memorial Blvd	Roy Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	59.44	11	13	\$5,000,000	No	L, H			

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTMO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ³	Funding Sources ²	Funding
T40-12	31st St Sidewalks	Martlandwood Rd to Canyon Creek Rd	Construct 8 ft wide trail connecting transit stops	94.35	1	1	\$500,000.00	Yes	—		Short Range Funding: \$5,929,889 ⁵
T40-15	Adams Ave Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd	Construct 6' sidewalk and 5' bike path along Central and Adams Ave	92.00	2	2	\$1,913,044.00	Yes	EJ, H		
C35-02b	Railroad Underpass Sidewalks	S Main thorough existing parking facility) to Ave B	Construct 10' wide sidewalk in conjunction with the FM 116 underpass project	80.90	4	3	\$920,000.00	Yes	—		
C40-05	FM 116 & 3046 Sidewalks	Business 190 to South Park on FM 3046	Construct ADA compliant sidewalks, curb ramps, crosswalks, and bike lanes	77.88	5	4	\$975,000.00	No	H, P		
K40-21b	Heritage Oak Hike and Bike Trail, Segment 5	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	75.99	6	5	\$1,300,000.00	No	EJ, ARZ		
C40-04c	The Narrows	Constitution Dr to RCGill Dr	Construct sidewalk	70.32	11	6	\$170,000.00	No	EJ, H		Long Range Funding: \$15,544,430 ⁵
S40-04	Main St Sidewalks	Salado Plaza Dr to Pecos Park Rd	Construct 5 ft wide trail	81.01	3	7	\$3,840,000.00	No	H, ARZ, ES		
B40-06 ¹	Belton North Trail Extension	Constitution Park to Nolan Creek	Construct 10' hike/bike trail	71.33	7	8	\$473,510.00	No	EJ, P		
C40-04a	The Narrows	Bowen Ave to S of MLK	Construct sidewalk	72.78	8	9	\$850,000.00	No	EJ, H		
C40-04b	The Narrows	Loop on Old Constitution Dr to RCGill ending at Constitution Dr	Construct sidewalk	70.87	9	10	\$680,000.00	No	EJ, H		
T40-13	Georgetown RR Trail	S 5th St to Leon River	Construct 10 ft wide trail	70.68	10	11	\$2,000,000.00	No	EJ, H, P		

¹Funding in this scenario only includes Phase I of Loop 121 project.

	Funding order	Planned Let year
Cat 4	3	2019
W40-05	\$ 45,500,000	
Cat 2 \$56,100,000		
W40-06	\$ 37,154,000	2018
W40-02	\$ 9,000,000	2017
C30-03b	\$ 8,200,000	?
W40-03	\$ 1,500,000	2018 (Total cost \$3.5m)
Total	\$ 55,854,000	
\$ 56,100,000	\$ 246,000	Remaining
Cat 7 \$16,150,000		
T40-12	\$ 500,000	2017
T40-15	\$ 1,913,044	2021
K40-21b	\$ 1,300,000	?
W40-03	\$ 2,000,000	2018 (Total cost \$3.5m)
K40-27	\$ 800,000	2019
H35-01	\$ 5,000,000	
Transit	\$ 1,615,000	setaside
Total	\$ 13,128,044	
\$ 16,150,000	\$ 3,021,956	Remaining
Cat 9 \$1,170,000		
C40-05	\$ 975,000	4
C40-04c	\$ 170,000	6
Total	\$ 1,145,000	
\$ 1,170,000	\$ 25,000	Remaining
S40-04		
Remainder	2-7-9 pooled	\$ 3,840,000
\$ 3,292,956	\$ (547,044)	

Note: Roadway Projects shown in black;
Livability Projects shown in green.

W40-04*	\$ 30,770,100	Belton - broken-out
Loop 121 a	\$ 14,552,100	
loop 121 b	\$ 10,494,000	
loop 121 c	\$ 5,724,000	

Funding Scenario A2: 3 years (FY18-20) \$73,420,000-Without Loop 121 Project

ROADWAY PROJECTS

KTAPD ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ⁴	Funding Sources ³	Funding	Note:
W40-06 ¹	US 190	FM 2410 Knights Way to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$37,154,000	Yes	H		Short Range Funding: \$225,721,674 ⁵	Projects that can be funded under Scenario A1
W40-02	US 190	1 mi W of FM 2410 to FM 3423 (Indian Trail)	Widen from 4 to 6 lanes with bridge improvements	86.01	2	2	\$9,000,000	Yes	—			Projects that are partially funded
W40-05 ¹	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	83.79	3	3	\$45,500,000	Yes	EJ			
C30-03b	Business US 190 Phase I	Ave D to Constitution Dr	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	81.00	4	4	\$8,200,000	Yes	EJ			
W40-04 ¹	Loop 121	FM 439 to FM 436	Phase 1, II, III-Widen from 2 to 4 lane divided roadway	56.45	14	5	\$30,770,100	Yes	EJ, H, P			
W40-03 ¹	US 190 Turnaround	At SH 201 (Clear Creek Rd)	roadway reconfiguration to improve turning movements	42.11	42	6	\$1,500,000	No	EJ		Long Range Funding: \$136,905,358 ⁵	
K40-27 ¹	SH 195	At FM 2470	Construct turn-around	42.68	41	7	\$800,000	Yes	EJ			
H35-01	FM 2410	At US 190	Phase 2, West-East Connector- Add turn lanes, ramp and intersection work	67.11	6	8	\$5,000,000	Yes	—			
W35-01	US 190 Bypass	E of Copparras Cove to 0.5 mi W of Lampasas County Line	Phase 2, Construct final 2 lanes of ultimate 4 lane divided roadway	64.00	7	9	\$48,150,000	Yes	EJ, L, H			
K30-13	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	61.44	9	10	\$18,666,900	No	EJ, H			
W35-05	US 190	At SH 195	Upgrade interchange	63.34	8	11	\$52,450,000	Yes	EJ			
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nolanville Rd	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	59.77	10	12	\$8,969,950	No	EJ, H			
H30-01	Business 190/Veterans Memorial Blvd	Boy Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	59.44	11	13	\$5,000,000	No	L, H			

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTAPD ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ³	Funding Sources ²	Funding
T40-12	31st St Sidewalks	Marlandwood Rd to Canyon Creek Rd	Construct 8 ft wide trail connecting transit stops	94.35	1	1	\$500,000.00	Yes	—		Short Range Funding: \$5,929,889 ⁵
T40-15	Adams Ave Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd	Construct 6' sidewalk and 5' bike path along Central and Adams Ave	92.00	2	2	\$1,913,044.00	Yes	EJ, H		
C35-02b	Railroad Underpass Sidewalks	S Main (through existing parking facility) to Ave B	Construct 10' wide sidewalk in conjunction with the FM 116 underpass project	86.90	4	3	\$920,000.00	Yes	—		
C40-05	FM 116 & 3046 Sidewalks	Business 190 to South Park on FM 3046	Construct ADA compliant sidewalks, curb ramps, crosswalks, and bike lanes	77.88	5	4	\$975,000.00	No	H, P		
K40-21b	Heritage Oaks Hike and Bike Trail, Segment 5	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	75.99	6	5	\$1,300,000.00	No	EJ, ABZ		
C40-04c	The Narrows	Constitution Dr to Rgill Dr	Construct sidewalk	70.32	11	6	\$170,000.00	No	EJ, H		Long Range Funding: \$15,544,430 ⁵
S40-04	Walt St Sidewalks	Salado Plaza Dr to Peace Park Rd	Construct 5 ft wide trail	81.01	3	7	\$3,840,000.00	No	H, ABZ, ES		
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$473,510.00	No	EJ, P		
C40-04a	The Narrows	Bowen Ave to S of MLK	Construct sidewalk	72.78	8	9	\$850,000.00	No	EJ, H		
C40-04b	The Narrows	Loop on Old Constitution Dr to Rgill ending at Constitution Dr	Construct sidewalk	70.87	9	10	\$680,000.00	No	EJ, H		
T40-13	Georgetown RR Trail	S 5th St to Leon River	Construct 10 ft wide trail	70.68	10	11	\$2,000,000.00	No	EJ, H, P		

Funding Scenario B: 5 years (FY18 - 22) \$134,290,000 13 Projects Funded

W35-01		Cat 4	Funding order	Planned Let year
		\$	48,150,000	9
Cat 2 \$104,760,000				
W40-06*	\$	37,154,000	1	2018
W40-05*	\$	45,500,000	3	2019
W40-04 (ph.1)	\$	14,552,100	5*	2018
K40-27*	\$	800,000	7	2019
H35-01	\$	5,000,000	8	2017
Total/remaining	\$	103,006,100		
\$	104,760,000	\$	1,753,900	
Cat 7 \$27,580,000				
W40-02	\$	9,000,000	2	2017
C30-03b	\$	8,200,000	4	
W40-03*	\$	3,500,000	6	2018
T40-12	\$	500,000	1	2017
T40-15	\$	1,913,044	2	2021
Transit	\$	2,758,000	setaside	
Total/remaining	\$	25,871,044		
\$	27,580,000	\$	1,708,956	
Cat 9 \$1,950,000				
C40-05	\$	975,000	4	
C40-04c	\$	170,000	6	
B40-06	\$	473,510	8	
Total/remaining	\$	1,618,510		
\$	1,950,000	\$	331,490	
Salado Main Street				
		2-7-9 pooled		\$ 3,840,000
		\$ 3,794,346		\$ (45,654)

Note: Roadway Projects shown in black;
Livability Projects shown in green.

Belton - broken-out	
W40-04*	\$ 30,770,100
Loop 121 a	\$ 14,552,100
loop 121 b	\$ 10,494,000
loop 121 c	\$ 5,724,000

Funding Scenario B: 5 years (FY18-22) \$134,290,000-13 Projects Funded

ROADWAY PROJECTS

KTAPD ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged	Funding Sources	Funding	Note:
W40-06 ¹	US 190	FM 2410 (Knights Way) to FM 2410 in W Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$37,154,000	Yes	H			Projects that can be funded under Scenario B
W40-02	US 190	1 mi W of FM 2410 to FM 3423 (Indian Trail)	Widen from 4 to 6 lanes with bridge improvements	86.01	2	2	\$9,000,000	Yes	—			
W40-05 ¹	US 190	FM 2410 in W Belton to IH 35	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	83.79	3	3	\$45,500,000	Yes	EJ			Projects that are partially funded.
C30-03b	Business US 190 Phase I	Ave D to Constitution Dr	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	81.00	4	4	\$8,200,000	Yes	EJ			
W40-04 ¹	Loop 121	FM 437 to FM 436	Phase I, II, III-Widen from 2 to 4 lane divided roadway	56.45	14	5	\$30,770,100	Yes	EJ, H, P			
W40-03 ¹	US 190 Turnaround	At SH 201 (Clear Creek Rd)	Roadway reconfiguration to improve turning movements	42.11	42	6	\$3,500,000	No	EJ			
K40-27 ¹	SH 195	At FM 3470	Construct turn-arounds	42.68	41	7	\$800,000	Yes	EJ			
H35-01	FM 2410	At US 190	Phase 2, West-East Connector- Add turn lanes, ramp and intersection work	67.11	6	8	\$5,000,000	Yes	—			
W35-01	US 190 Bypass	E of Copperton Cove to 0.2 mi W of Lampasas County Line	Phase 2, Construct final 2 lanes of ultimate 4 lane divided roadway	64.00	7	9	\$48,150,000	Yes	EJ, L, H,			
K30-13	Chaparral Rd	SH 195 to FM 3481	Widen from 2 to 4 lane roadway with center turn lane, curb and gutter	61.44	9	10	\$18,666,900	No	EJ, H			
W35-05	US 190	At SH 195	Upgrade interchange	63.34	8	11	\$52,450,000	Yes	EJ			
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nolanville Rd	Widen from 2 to 4 lane roadway with curb & gutter, medians and access controls	59.77	10	12	\$8,969,950	No	EJ, H			
H30-01	Business 190/Veterans Memorial Blvd	Boy Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/driveway control, drainage improvements, sidewalks, medians and other context sensitive solutions	59.44	11	13	\$5,000,000	No	L, H			

Short Range Funding: \$225, 721,6745

Long Range Funding: \$136,905,3585

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTAPD ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ³	Funding Sources ²	Funding
T40-12	31st St Sidewalks	Marlandwood Rd to Canyon Creek Rd	Construct 8 ft wide trail connecting transit stops	94.35	1	1	\$500,000.00	Yes	—		
T40-15	Adams Ave Bicycle/Pedestrian Improvements	IH 35 to MLK Jr Blvd	Construct 6' sidewalk and 5' bike path along Central and Adams Ave	92.00	2	2	\$1,913,044.00	Yes	EJ, H		
C35-02b	Railroad Underpass Sidewalks	S Main (through existing parking facility) to Ave B	Construct 10' wide sidewalk in conjunction with the FM 116 underpass project	80.90	4	3	\$920,000.00	Yes	—		
C40-05	FM 116 & 3046 Sidewalks	Business 190 to South Park on FM 3046	Construct ADA compliant sidewalks, curb ramps, crosswalks, and bike lanes	77.88	5	4	\$975,000.00	No	H, P		
K40-21b	Heritage Oaks Hike and Bike Trail, Segment 5	Chaparral Rd to USACE Property	Construct shared use path for pedestrian and bicyclists	75.99	6	5	\$1,300,000.00	No	EJ, 4B2		
C40-04c	The Narrows	Constitution Dr to Rgill Dr	Construct sidewalk	70.32	11	6	\$170,000.00	No	EJ, H		
S40-04	Male St Sidewalks	Salado Plaza Dr to Persimmon Rd	Construct 5 ft wide trail	81.00	3	7	\$3,940,000.00	No	H, 4B2, ES		
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$473,510.00	No	EJ, P		
C40-04a	The Narrows	Bowen Ave to S of MLK	Construct sidewalk	72.78	8	9	\$850,000.00	No	EJ, H		
C40-04b	The Narrows	Loop on Old Constitution Dr to Rgill ending at Constitution Dr	Construct sidewalk	70.87	9	10	\$680,000.00	No	EJ, H		
T40-13	Georgetown 88 Trail	S 5th St to Leon River	Construct 10 ft wide trail	70.68	10	11	\$2,000,000.00	No	EJ, H, P		

Short Range Funding: \$5,929,889⁵

Long Range Funding: \$15,544,430⁵

¹Funding in this scenario only includes Phase I of Loop 121 project.

\$ 27,580,000
\$ 16,150,000

Table IV-15 Category 7: Metropolitan Mobility and Rehabilitation (STP-MM) Funding Summary

District/MPO/Division	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TOTALS
Abilene											
Amarillo											
Allamore											
Austin											
Beaumont											
Brownwood											
Bryan											
Childress											
Corpus Christi											
Dallas											
El Paso											
Fort Worth											
Houston											
Lubbock											
Lufkin											
Odessa											
Paris											
Pharr											
San Angelo											
San Antonio											
Tyler											
Waco											
Wichita Falls											
Yoakum											
(ABL) AbileneMPO											
(AMA) Amarillo MPO											
(ATL) Texarkana MPO											
(AUS) CAMPO TMA	20,210,000	20,370,000	32,150,000	35,100,000	35,570,000	36,020,000	36,440,000	36,820,000	37,140,000	37,400,000	\$ 327,220,000
(BMT & HOU) HGAC TMA	111,140,000	123,180,000	128,040,000	133,550,000	135,350,000	137,060,000	138,650,000	140,100,000	141,340,000	142,320,000	\$ 1,330,730,000
(BMT) JHORTS MPO											
(BRY) Bryan-College Station MPO											
(CRP) Corpus Christi TMA	560,000	1,200,000	1,400,000	8,240,000	8,360,000	8,460,000	8,560,000	8,650,000	8,730,000	8,790,000	\$ 82,950,000
(DAL) FTW & PAR) NCTCOG TMA	117,650,000	130,400,000	135,540,000	141,370,000	143,280,000	145,090,000	146,780,000	148,310,000	149,620,000	150,660,000	\$ 1,406,700,000
(ELP) El Paso TMA	29,520,000	18,350,000	19,080,000	19,900,000	20,160,000	20,420,000	20,660,000	20,870,000	21,060,000	21,200,000	\$ 211,720,000
(LRD) Laredo TMA	5,050,000	5,600,000	5,820,000	6,070,000	6,150,000	6,230,000	6,300,000	6,370,000	6,430,000	6,470,000	\$ 60,460,000
(LBB) Lubbock TMA	1,240,000	9,490,000	5,860,000	6,110,000	6,200,000	6,280,000	6,350,000	6,410,000	6,470,000	6,520,000	\$ 60,930,000
(ODA) Midland-Odessa TMA											
(PAR) Sherman-Denison MPO											
(PHR) Harlingen-San Benito MPO											
(PHR) Hidalgo County TMA	15,620,000	17,320,000	18,000,000	18,770,000	19,030,000	19,270,000	19,490,000	19,700,000	19,870,000	20,010,000	\$ 187,080,000
(PHR) Brownsville TMA	10,160,000	5,170,000	5,370,000	5,600,000	5,680,000	5,750,000	5,820,000	5,880,000	5,930,000	5,970,000	\$ 61,330,000
(SJT) San Angelo MPO	60,690,000	41,780,000	43,420,000	45,280,000	45,900,000	46,480,000	47,020,000	47,510,000	47,930,000	48,270,000	\$ 474,290,000
(SAT) AAMPO											
(TYL) Tyler MPO											
(TYL) Longview MPO											
(WAC) Lubbock-Temple TMA	4,670,000	5,170,000	5,370,000	5,610,000	5,680,000	5,750,000	5,820,000	5,880,000	5,930,000	5,970,000	\$ 55,650,000
(WAC) Waco MPO											
(WFS) Wichita Falls MPO											
(TKM) Victoria MPO											
Bridge Division											
Traffic Division											
Design Division											
Federal Highway-Highway Safety Program											
Railroad Grade Crossing Program											
Railroad Signal Maintenance Program											
Texas Parks and Wildlife Program											
Landscape Incentive Awards Program											
Public Parks with Disabilities Act											
PTN RFP											
TAP RFP											
Green Ribbon											
Shirley Partnership Agreement with RMA's											
Federal Lands Access Program											
Statewide											
Statewide Unallocated											
Total	\$ 376,510,000	\$ 378,030,000	\$ 400,050,000	\$ 425,610,000	\$ 431,360,000	\$ 436,810,000	\$ 441,890,000	\$ 446,500,000	\$ 450,450,000	\$ 453,580,000	\$ 4,240,790,000

Notes:
Category 7 distributed to MPO's with urbanized area population over 200,000.

Table IV-17 Category 9: Transportation Alternatives Program Funding Summary

[illegible]

TMA allocations represent the Transportation Alternatives Program Distribution to MPO's with urbanized area population over 200,000.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
2 Metropolitan and Urban Corridor Projects	<ul style="list-style-type: none"> ▪ Texas Transportation Commission distributes funds to MPOs by the Category 2 metro and urban formulas. ▪ Total project cost allocation includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs and must have the concurrence and support of the MPO having jurisdiction in the particular area. Projects may be reprioritized during the development of the UTP. ▪ Projects selected and ranked by MPOs in consultation with TxDOT. ▪ District updates data in DCIS and verifies in SharePoint. ▪ As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20–designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p>Each MPO shall receive an allocation based on this funding target formula:</p> <p>2M: TMA = 87% of Category 2 funding allocation</p> <p><u>TMA Distribution Formula:</u></p> <ul style="list-style-type: none"> ▪ 30% total vehicle miles traveled (on and off system). ▪ 17% population. ▪ 10% lane miles (on system). ▪ 14% vehicle miles traveled (trucks only) (on system). ▪ 7% percentage of census population below the federal poverty level. ▪ 15% based on congestion. ▪ 7% fatal and incapacitating crashes. <p>2U: MPO operating in areas that are non-TMA = 13% of Category 2 funding allocation</p> <p><u>MPO Distribution Formula:</u></p> <ul style="list-style-type: none"> ▪ 20% total vehicle miles traveled (on and off system). ▪ 25% population. ▪ 8% lane miles (on system). ▪ 15% vehicle miles traveled (trucks only) (on system). ▪ 4% percentage of census population below the federal poverty level. ▪ 8% centerline miles (on system). ▪ 10% congestion. ▪ 10% fatal and incapacitating crashes. 	Federal 80% Local 20% Or Federal 80% State 20% Or State 100% (Prop1/Prop7 or CFO approval) Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
4 Statewide Connectivity Corridor Projects	<ul style="list-style-type: none"> Project-specific selection by Texas Transportation Commission. Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. District updates data in DCIS and verifies in SharePoint. District ranks projects. As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20–designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p><u>Project Specific:</u> Selections based on engineering analysis of projects on three corridor types:</p> <p>Mobility corridors—based on congestion.</p> <p>Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided.</p> <p>Strategic corridors—strategic corridors on the state highway network that provide statewide connectivity. An example would be the Ports-to-Plains corridor.</p> <p><u>Prop1:</u> FY 2017 funds distributed based on allocation formula:</p> <ul style="list-style-type: none"> 70% on-system vehicle miles traveled. 20% on-system lane miles. 10% annual truck vehicle miles traveled. 	<p>Federal 80% State 20% Or State 100% (Prop1/Prop7 or CFO approval)</p> <p>Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:</p> <ul style="list-style-type: none"> The Texas Trunk System. National Highway System. Connections from the Texas Trunk System or the National Highway System to major ports on international borders or Texas water ports.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
7 Metropolitan Mobility and Rehabilitation	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Allocation based on projected federal funding levels. ▪ Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. ▪ Projects selected and ranked by MPOs in consultation with TxDOT. ▪ District updates data in DCIS and verifies in SharePoint. 	Federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).	Federal 80% Local 20% Or Federal 80% State 20% State transportation needs within the metropolitan area boundaries of the MPO are having urbanized area populations of 200,000 or greater. Projects selected by the MPOs. This program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
9 Transportation Alternatives Program	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Federal program created by Moving Ahead for Progress in the 21st Century (MAP-21) and continued as a sub-allocation of Surface Transportation Program funds under FAST Act. ▪ Includes 50% distribution of funds based on population. ▪ TMA's MPO shall receive direct TAP allocations. ▪ TMA's MPO TAP projects shall be ranked and selected by the TMA's MPO in consultation with TxDOT. ▪ TxDOT district staff shall update DCIS for TAP projects selected within their district. ▪ In areas with populations less than 200,000, TAP program calls to be managed by PTN. ▪ PTN shall rank TAP projects from areas with populations less than 200,000. ▪ PTN coordinates updates in DCIS and verifies TAP project information in SharePoint. 	<p>Federal program with 50% available for statewide flexible use and 50% distributed by population. MPOs with an urbanized area population of 200,000 or greater (TMAs) receive direct TAP allocations.</p> <p>For urbanized areas with populations over 200,000, the MPO through a competitive process selects TAP projects in consultation with TxDOT.</p> <p>Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) will be administered by TxDOT through a competitive process.</p> <p>TAP project eligibility will be determined by TxDOT and FHWA.</p> <p>TxDOT staff makes recommendations to Texas Transportation Commission for TAP allocation to areas with less than 200,000 population.</p> <p>The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT-administered TAP call for projects.</p> <p>Statewide TAP Flex projects shall be selected by the Texas Transportation Commission.</p>	<p>Federal 80% State 20% Or Federal 80% Local 20%</p> <p>For a TxDOT-administered Call for Projects, the eligible TAP project activities are defined in the TAC, Title 43, Subchapter F Rule §11.303.</p> <p>During a program call administered by the department, current TAC rules allow the award of TAP funds for any of the following activities:</p> <ul style="list-style-type: none"> ▪ Construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. ▪ Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. ▪ Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. ▪ Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. ▪ A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TAP. ▪ Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project. <p>MPO TAP funding must be in accordance with most currently adopted federal TAP guidance and TAC rules.</p>

B. Process to Add New Projects to Project List

Summary: Staff would like to discuss the following:

1. Annual project call to score projects and insert into MTP project listing; August/September time frame.
2. Administrative amendment that may be processed any time to add a project to the bottom of the unscored/unfunded list.
3. Special project call to score and insert a project into MTP project listing between annual project calls.

Action Needed: No action at this time; for discussion only.

Item 7:

Public Input

Public Input Received through January 31, 2017

Summary: KTMPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. We propose to bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly. Comments received through January 31, 2017 will be provided at Wednesday's meeting.

Action Needed: No action at this time; discuss public input received through January 31, 2017.

KTMPO Contacts, Acronyms, and Terms



POLICY BOARD

Chairman:**Mayor Marion Grayson**

City of Belton

333 Water Street, Belton, TX 76513

Phone: (254) 718-7878

Fax: (254) 939-0468

mariongrayson@gmail.com

Alternate: Sam Listi, Erin Smith

Vice Chairman:**Mayor Frank Seffrood**

City of Copperas Cove

PO Drawer 1449; 914 S. Main St., Ste. C

Copperas Cove, TX 76522

Phone: (254) 542-8926

fseffroodl@copperascovetx.gov

Alternate: Andrea Gardner, Dan Yancey

Commissioner Tim Brown

Bell County

P.O. Box 768, Belton, TX 76513

Phone: (254) 933-5102

Fax: (254) 933-5179

tim.brown@co.bell.tx.us

Alternate: Bryan Neaves, P.E.

Mayor Jose Segarra

City of Killeen

101 N. College Street

Killeen, Texas 76541

mayor@killeentexas.gov

Phone: (254) 290-0548

Alternate: Ann Farris, Jim Kilpatrick

Judge John Firth

Coryell County Main Street Annex

800 E. Main Street, Suite A

Gatesville, TX 76528

Phone: (254) 865-5911, ext. 2221

Fax: (254) 865-2040

county_judge@coryellcounty.org

Alternate: Commissioner Don Jones

Mayor Danny Dunn

Temple City Council

1400 S 31st Street

Temple, TX 76504

Phone: (254) 774-7355

ddunn@templetx.gov

Alternate: Jonathan Graham,

Nicole Torralva, Brian Chandler

Councilmember Tim Davis

City of Temple

2 North Main #103, Temple TX 76501

Phone: (254) 298-5301

Fax: (254) 298-5637

tdavis@templetx.gov

Alternate: Jonathan Graham, Nicole Torralva, Brian Chandler

Mayor Rob Robinson

City of Harker Heights

305 Miller's Crossing, Harker Heights, TX 76548

Phone: (254) 953-5600

Fax: (254) 953-5605

robinson@ci.harker-heights.tx.us

Alternate: David Mitchell

Juan Rivera

City of Killeen

101 N. College Street

Killeen, TX 76541

Phone: (254) 624-0872

jrivera@killeentexas.gov

Alternate: Lillian Ann Farris, David Olson,

Gregory Johnson

City of Killeen

101 N. College Street

Killeen, TX 76541

Phone: (254) 702-5162

gjohnson@killeentexas.gov

Alternate: Lillian Ann Farris, Shirley Fleming,



POLICY BOARD

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512)734-0742
Fax: (512)556-8270
rainwater150@gmail.com
Alternate:

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takeitthehop.com
Alternate: Robert Ator

Bobby G. Littlefield, JR., P.E.

District Engineer, TxDOT Waco
100 South Loop Drive
Waco, Texas 76704
Phone: (254) 867-2701
Fax: (254) 867-2893
Bobby.Littlefield@txdot.gov
Alternate: Michael Bolin

Elias Rmeili, P.E.

TxDOT Brownwood District Engineer
2495 Hwy 183 North
Brownwood, TX 76802
Phone: (325) 643-0411
Fax: (325) 643-0364
elias.rmeili@txdot.gov
Alternate: Jason Scantling

Bell County Representative

Vacant

NON VOTING MEMBERS

Mary E. Himic

Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 286-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa, Keith Fruge

Justin P. Morgan

Federal Highway Administration, Texas Division
300 East 8th Street, Rm 826
Austin, Texas 78701
Justin.morgan@dot.gov



TECHNICAL ADVISORY COMMITTEE

Judge John Firth

Coryell County Main Street Annex
800 E. Main Street, Suite A
Gatesville, TX 76528
Phone: (254) 865-5911, ext. 2221
Fax: (254) 865-2040
county_judge@coryellcounty.org
Alternate: Commissioner Don Jones

Commissioner Mark Rainwater

Lampasas County
P.O. Box 231
Lampasas, TX 76550
Phone: (512) 734-0742
Fax: (512) 556-8270
rainwater150@gmail.com
Alternate:

Lillian Ann Farris

Interim Killeen City Manager
101 N. College St., Killeen, TX, 76541
Phone: (254) 616-3230
Fax: (254) 634-2484
afarris@killeentexas.gov
Alternate: David Olson

Andrea Gardner

Copperas Cove City Manager
P.O. Drawer 1449
Copperas Cove, TX 76522
Phone: (254) 547-4221
Fax: (254) 547-5116
agardner@copperascovetx.gov
Alternate: Charlotte Hitchman, Dan Yancey

David R. Mitchell

City Manager
City of Harker Heights
305 Miller's Crossing
Harker Heights, TX 76548
Phone: (254) 953-5600
dmitchell@ci.harker-heights.tx.us
Alternate: Mark Hyde, Joseph Molis

Erin Smith

Belton Planning Director
333 Water St., Belton, TX 76513
Phone: (254) 933-5812
Fax: (254) 933-5822
enewcomer@beltontexas.gov
Alternate: Sam Listi

Brian Chandler

Temple Planning Director
2 North Main, Temple, TX 76501
Phone: (254) 298-5272
bchandler@templetx.gov
Alternate: Don Bond, Jonathan Graham, Nicole Torralva

Bryan Neaves, P.E.

Bell County Engineer
P. O. Box 264, Belton, TX 76513
Phone: (254) 933-5275
Fax: (254) 933-5276
bryan.neaves@co.bell.tx.us
Alternate: Stephen Eubanks

Carole Warlick

General Manager, Hill Country Transit District
P.O. Box 217, San Saba, TX 76877
Phone: (325) 372-4677
Fax: (325) 372-6110
cwarlick@takethehop.com
Alternate: Robert Ator

Michael Bolin, P.E.

Director, Transportation Planning & Development, TxDOT Waco
100 South Loop Drive, Waco TX 76704-2858
Phone: 254-867-2865
Fax: 254-867-2738
michael.bolin@txdot.gov
Alternate: Liz Bullock

Jason Scantling, P.E.

Director, Transportation Planning & Development, TxDOT Brownwood
2495 Hwy 183 North, Brownwood, TX 76802
jason.scantling@txdot.gov
Alternate: Tamara Cope

NON VOTING MEMBERS

Mary E. Himic

Deputy to the Garrison Commander
Building 1001, Room W321, Fort Hood, TX 76544
Phone: (254) 288-3451
Fax: (254) 286-5265
mary.e.himic.civ@mail.mil
Alternate: Brian Dosa, Keith Fruge

Justin P. Morgan

Federal Highway Administration, Texas Division
300 East 8th Street, Rm 826
Austin, TX 75093
justin.morgan@dot.gov

Liz Bullock

TxDOT Waco District
Transportation Planner
100 South Loop Drive, Waco TX 76704-2858
Phone: (254) 867-2751
Fax: (254) 867-2738
liz.bullock@txdot.gov

Megan Campbell

Transportation Planning & Programming Division, TxDOT
MPO Coordination
118 E. Riverside Drive, Austin TX
Phone: (512) 486-5042
megan.campbell@txdot.gov

Kara Escajeda

Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Phone: (254) 698-6335
kara.escajeda@ci.nolanville.tx.us

August 29, 2016

**Chair Kara Escajeda**

Nolanville City Manager
101 North 5th Street
Nolanville, TX 76559
Email: kara.escajeda@ci.nolanville.tx.us

Vice Chair Reese Davis

Killeen Police Department
402 N 2nd St
Killeen, TX 76541
Email: rdavis@killeentexas.gov

Matt Bates

Belton Park and Recreation Director
P.O. Box 120
401 N. Alexander
Belton, TX 76513
Email: mbates@beltontexas.gov

Joe Brown

Copperas Cove Park and Recreation Director
1408 Golf Course Road
Copperas Cove, TX 76522
Email: jbrown@copperascovetx.gov

Brian Chandler

Temple Planning Director
2 North Main Street
Temple, TX 76501
Email: bchandler@templetx.gov

Keith Dyer

Morgan Point Resort Council Member
8 Morgan's Point Blvd.
Morgan's Point Resort, TX 76513
Email: keithdyer82@gmail.com

Leo Mantey

Harker Height City Planner
305 Millers Crossing
Harker Heights, Texas 76548
Email: lmantey@ci.harker-heights.tx.us

Amy Seaman

Ft. Hood Community Planner
4612 Engineer Drive
Fort Hood, TX 76544-5028
Email: amy.l.seaman2.civ@mail.mil

Kris Long

TxDOT Waco District, Special Project Coordinator
100 South Loop
Waco, TX 76704
Email: Kris.Long@txdot.edu

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**Robert Ator**

Director of Urban Operations, HCTD
4515 W. US 190
Belton TX 76513
Email: rator@takeethehop.com

Pamela Terry

Citizen Representative
44 Hickory Ln.
Belton, TX 76513
Email: TERRY8@nationwide.com

Peggy McIlvanie

Citizen Representative
Phone: (254) 421-9706

Lindsey Anderson

Team RWB/Citizen Representative
2413 Stratford Dr.
Temple, TX 76502
Email: lindmanderson@gmail.com
Alternate: Kyle Fischer

Chad Welch

Tri-City Bicycles/Citizen Representative
1010 Arbor Park
Belton, TX 76513
Email: welchc01@live.com
Alternate: Mike Anderson

Keller Matthews

BS&W Cycling Club/Citizen Representative
600 S 25th St
Temple, TX
Email: KMATTHEWS@sw.org

Doug Edwards

Central Texas College/Citizen Representative
6200 W. Central Texas Expy
Killeen, TX 76549
Email: doug.edwards@ctcd.edu

Marlene Maciborski

Women on Wheels/Citizen Representative
4310 Creekside Dr., Killeen, TX 76549
Email: mdv8ed@hotmail.com

Jimmie McCormack

Team Road Kill/Citizen Representative
Email: jimmie.l.mccormack@gmail.com



STAFF

Cheryl Maxwell, AICP

Director

Phone: (254) 770-2379

Fax: (254) 770-2360

cheryl.maxwell@ctcog.org

Jason Deckman

Planner/GIS Technician

Phone: (254) 770-2376

Fax: (254) 770-2360

jason.deckman@ctcog.org

Jim Martin

Regional Planner

Phone: (254) 770-2364

Fax: (254) 770-2360

jimmy.martin@ctcog.org

John Weber

Regional Planner

Phone: (254) 770-2366

Fax: (254) 770-2360

john.weber@ctcog.org



Commonly Used Transportation Related Acronyms and Terms

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