



Technical Advisory Committee Meeting

**April 5, 2017
9:30 a.m.**

Agenda



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

Wednesday, April 5, 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 March 1, 2017 meeting.
5. **Action Item:** Recommend approval of Resolution for May 2017 as National Bike Month.
6. **Action Item:** Recommend adoption of Fitness Friendly Business Program.
7. **Discussion Item:** Category 2 Funding Formula.
8. **Discussion Item:** Match requirements for Unified Transportation Program funding categories for projects in the 2040 Metropolitan Transportation Plan.
9. **Discussion Item:** Update regarding MPO establishment of transit performance targets for state of good repair.
10. **Discussion Item:** Public input received through March 31, 2017.
11. Member comments.
12. 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.

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

Item 4:
Meeting Minutes



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

Wednesday March 1, 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	Stephen Eubanks for Bryan Neaves—Bell 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	

Non-Voting Members

Keith Fruge for Brian Dosa—Fort Hood

Additional Attendees

Cynthia Arevalo—Belton Independent School District	Beth Correa—CTCOG
Dan Yancey—City of Copperas Cove	Jim Martin—KTMPO
Charlotte Hitchman—City of Copperas Cove	Kendra Coufal—KTMPO
Liz Bullock—TxDOT Waco District	Jason Deckman—KTMPO
Darrell Burtner—HCTD	Cheryl Maxwell—KTMPO
	John Weber—KTMPO

Meeting Minutes

- 1. Call to Order:** Cheryl Maxwell called the meeting to order at 9:33 a.m.
- 2. Opportunity for Public Comment:** No comments were made from the public.
- 3. Staff Update:** KTMPO staff provided the following updates:
 - Jim Martin stated that KTMPO is working with FHWA to develop an action plan for freight planning.
 - John Weber stated that the next Bicycle/Pedestrian Advisory Committee (BPAC) meeting will be held on March 14 at 9:00 am. BPAC is currently working on identifying corridors that lack bike/pedestrian

infrastructure and the Fitness Friendly Business Program and will be bringing their recommendations to the next TAC meeting.

--For air quality, February's ozone readings were 62 parts per billion (ppb) at the Temple station and 61 ppb at the Killeen station.

4. Action Items: Approve minutes from February 1, 2017 meeting.

Brian Chandler made a motion to approve February 1, 2017 meeting minutes, seconded by David Olson; the motion passed unanimously.

5. Action Item: Recommend approval of draft FY2018/2019 Unified Planning Work Program and initiation of public involvement process.

Cheryl Maxwell presented the TAC with the updated draft UPWP. The draft includes the updated Subtask 5.5, Special Studies to include studies discussed at February's TAC meeting and the updated budget summary. Appendices C through F will be updated before the draft is presented to TPPB. Ms. Maxwell explained that a 30 day public involvement period will occur with two public hearings. The FY18/19 UPWP is due to TxDOT on June 1, 2017.

David Olson made a motion to recommend approval of draft FY2018/2019 UPWP and initiate the public involvement process, seconded by Andrea Gardner; the motion passed unanimously.

6. Discussion Item: Schedule for selecting projects for funding from the 2040 Metropolitan Transportation Plan list of prioritized projects based on anticipated funding for FY2018-2020.

Cheryl Maxwell discussed the potential schedule for selecting projects that are listed in the 2040 MTP for funding. Ms. Maxwell explained that it is recommended for the MPO to wait to May to dedicate funds since revisions to the TxDOT's 2017 Unified Transportation Program are anticipated to be finalized in March or April. KTMPO is anticipated to receive \$73 million in FY18-20 through Category 2, 7, and 9 funds. KTMPO may also receive funds through Category 4, however, those projects are selected by TxDOT. Ms. Maxwell provided TAC with a tentative schedule. At their May meeting, TAC recommends projects for funding and to initiate the public involvement process for TIP and MTP amendments. At their June meeting, TAC recommends approval of TIP/MTP amendments and TPPB approval of amendments at their June meeting.

No action was taken on this item.

7. Discussion Item: Requirement for MPO to establish transit performance targets for state of good repair.

Cheryl Maxwell explained that under the Transit Asset Management (TAM) Final Rule, the Federal Transit Administration (FTA) requires transit providers to set performance targets for State of Good Repair (SGR) by January 1, 2017. The Planning Rule requires each MPO to establish targets no later than 180 days after the date on which the relevant state or provider of public transportation establishes its performance targets. HCTD has established State of Good Repair performance targets, therefore, based upon this rule, MPOs would have to establish targets before June 30, 2017. KTMPO is consulting with TxDOT and FTA for clarification of this process.

No action was taken on this item.

8. Discussion Item: Public input received through February 28, 2017.

KTMPO did not receive any public input in the month of February.

9. Member Comments.

Michael Bolin provided TAC with an update on I-14. Mr. Bolin stated that a sign unveiling ceremony will be held on April 22 near the Bell Tower exit and the process to resign this portion of US 190 will take a couple of months. Cheryl Maxwell provided an update on the US 190 Feasibility Study. TxDOT has contracted with CP&Y to conduct the study and a kickoff meeting was held in February.

10. Adjourn: The meeting adjourned at 9:55 a.m.

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

Cheryl Maxwell, KTMPO Director

Item 5:

**Resolution for May
as National Bike Month**

National Bike Month

Summary:

Since 1956, the League of American Bicyclists have dedicated the month of May as National Bike Month to promote bicycling as a healthy, safe and environmentally-friendly form of transportation. National Bike Month also includes Bike to School Day on May 10, National Bike to Work Week on May 15-19, and Bike to Work Day on May 19. Attached to this meeting packet is a resolution that will be presented to KTMPPO Transportation Planning Policy Board in April for supporting National Bike Month and Associated Events and Dates. KTMPPO encourages area cities to also support and promote National Bike Month.

Action Needed: Recommend approval of Resolution for May 2017 as National Bike Month.



RESOLUTION NO. 2017-01

**A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
SUPPORTING NATIONAL BIKE MONTH (MAY 2017) AND ASSOCIATED EVENTS AND DATES**

WHEREAS; The League of American Bicyclists has declared the month of May 2017 as National Bike Month, May 10, 2017 as Bike to School Day; May 15 through May 19, 2017 as Bike to Work Week; and May 19, 2017 as Bike to Work Day; and

WHEREAS; biking is a healthy, safe, and environmentally-friendly form of transportation and an excellent form of recreation; and

WHEREAS; bicycle commuting is an effective means to reduce air pollution, conserve energy, and promotes the "livability" of communities by reducing traffic, noise, and congestion; and

WHEREAS; bicycle transportation is an integral part of the "multi-modal" transportation system planned by federal, state, regional, and local transportation agencies; and

WHEREAS; National Bike Month promotions, such as Bike to Work Week/Day and Bike to School Day encourage citizens to ride their bicycles, thereby reducing vehicular emissions in Central Texas;

NOW, THEREFORE, BE IT RESOLVED that the Killeen-Temple Metropolitan Planning Organization hereby recognizes and supports the month of May 2017 as National Bike Month, May 10, 2017 as Bike to School Day; May 15 through May 19, 2016 as Bike to Work Week; and May 19, 2017 as Bike to Work Day;

BE IT FURTHER RESOLVED that the Killeen-Temple Metropolitan Planning Organization urges all who support bicycling to participate in the events planned and urges all road users to share the road safely with bicyclists.

PASSED AND ADOPTED on this 19th day of April, 2017 at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Mayor Marion Grayson, Chair

Cheryl Maxwell, KTMO Director

Item 6:
**Fitness Friendly
Business Program**

Fitness Friendly Business Program

Summary:

KTMPO's BPAC (Bike & Pedestrian Advisory Committee) has developed a Fitness Friendly Business Program. The Fitness Friendly Business Program recognizes area businesses as being bicycle and pedestrian friendly. Businesses must follow certain criteria to be considered for the Fitness Friendly Business Program. At the March 14, 2017 BPAC meeting, BPAC members recommended approval of the program.

Attached to this meeting packet is the Fitness Friendly Business Program Packet that includes the criteria, application, and promotional flier. Staff is asking for any additional input on the program and a recommendation to the TPPB for adoption of the program.

Action Needed: Recommend adoption of Fitness Friendly Business Program.

Fitness Friendly Business Program

Program Background

The Fitness Friendly Business program recognizes local businesses as being bicycle and pedestrian friendly. This initiative can drive economic success, decrease congestion, promote healthy lifestyles, and increase quality of life. Businesses catering towards cyclists and pedestrians can provide several positive impacts, not only the community, but for the business. Non-motorized users can save on fuel and vehicle maintenance costs, allowing them to spend more on goods, hobbies and recreational activities. Bicyclists and pedestrians are more likely to notice a business when biking and walking than traveling in an automobile, which can also drive economic success.

To be a member of the Fitness Friendly Business Program, businesses must follow certain criteria.

Recognizing a Fitness Friendly Business Program

For businesses to be recognized as a fitness friendly business, they shall meet a **minimum of three criteria**. Businesses are required to allow cyclists and pedestrians to use the bathroom facilities and provide cyclists and pedestrians with water. These count as two of the three criteria. Businesses are allowed to choose at least one more criteria from the following list.

- Designated bicycle parking;
 - Bike Rack
 - Safety and Security Features (Businesses must provide an explanation)
 - Other appropriate bike parking options (Businesses must provide an explanation)
- Bicycle Repair Kit
 - Air Pressure Tank
 - Tire Repair Kit
 - Tools: Screwdrivers, ratchet set, hammer, etc.
- 15% Discount for Cyclists or Pedestrians
- First Aid Kit
- Accessibility of businesses to cyclists and pedestrians.
 - Located on a designated bike lane, bike route, roadway with shoulder, trail, sidewalk or an appropriate bike/pedestrian facility not listed.
 - Near a Transit Stop.
- Charging station to allow cyclist to charge electronic devices
- Other Amenities (Businesses must provide an explanation)

Businesses will be required to fill out an application to be considered membership of this program. Their submitted application will be presented at a BPAC meeting. BPAC members will have the opportunity to recommend whether to approve or disapprove a business.



Membership or Application Fee:

The application fee will be \$25. The application fee will be used to purchase the business decals and other promotional items.

Rules and Regulations:

- A completed application does not guarantee the business to be a member of the Fitness Friendly Business Program.
- Failure to comply, will result in termination of membership from the Bike Friendly Business Program.
- We reserve the right to accept or reject any application submitted.
- The \$25 application fee is non-refundable regardless if you are accepted or denied membership.

Failure to Recognize:

Business members that do not abide by the rules will have their membership revoked. Business may have the opportunity to reapply for membership after one year. If membership is revoked for a second time, businesses will not be given the opportunity to receive membership for a third time.

KTMPO will recognize businesses by the following:

Display the location of the business on the KTMPO Bicycle/Pedestrian Web Map.

Recognition in KTMPO newsletters and social media.



Fitness Friendly Business Recognition Application

Thank you for your interest in the Killeen-Temple Metropolitan Planning Organization (KTMP O) Fitness Friendly Business Program. Please fill out the following information if your business would like to be recognized as a Bicycle and Pedestrian Friendly Business.

Businesses that qualify as a Fitness Friendly Business will have their locations featured on our bicycle and pedestrian map and be featured in our quarterly newsletter.

When completed, please mail or return form, with the \$25 application fee to the following address.

Killeen-Temple Metropolitan Planning Organization

Attn: John Weber

P.O. Box 729

2180 N. Main St.

Belton, TX 76513

Business Information

Name of Business: _____

Physical Address: _____

Mailing Address: _____

Business Phone: _____ Business Email: _____

Business Website: _____

Contact Information (Confidential)

Contact Person: _____

Phone Number: _____ Email: _____



To qualify as a Fitness Friendly Business, your business must meet a minimum of 3 criteria.

Mandatory Criteria:

_____ Cyclists Have Free Access to Restroom Facilities

_____ Businesses Must Provide Free Water

Please select one of the following criteria:

_____ Bike Racks

_____ Safety and Security Features: Please Explain _____

_____ Other Appropriate Bike Parking Option, Please Explain _____

_____ Cellphone Recharging Station

_____ 15% Discount for Cyclists or Pedestrians at Your Place of Business

_____ Business located Near a Bike Lane/Route/Hike and Bike Trail/Roadway with Shoulder

_____ Located Near Transit Stop

_____ Repair Kit for Cyclist

_____ First Aid Kit

_____ Other: Please Explain: _____

I agree to abide by the rules and regulations of the KTMPPO Fitness Friendly Business Program and that my membership may be terminated if business violates any rules and regulations. I agree that this application does not guarantee membership and that the \$25 application fee is non-refundable.

Business Owner Name (Please Print)

Signature

Date

What do I have to do to have my business be a member of Fitness Friendly Business?

To qualify your business as a fitness friendly business, a business must fill out an application, with a \$25 application fee, stating criteria that cater to cyclist and/or pedestrians. The application can be found online at www.ktmipo.org.

Your completed application will then be reviewed and evaluated by the Bicycle/Pedestrian Advisory Committee (BPAC) to determine if your business qualifies as a Fitness Friendly Business.

Need More Information

For questions regarding KTMO Fitness Friendly Business Program, please contact KTMO.

Phone: (254) 770-2200

Email: ktmipo@ctcog.org

About KTMO

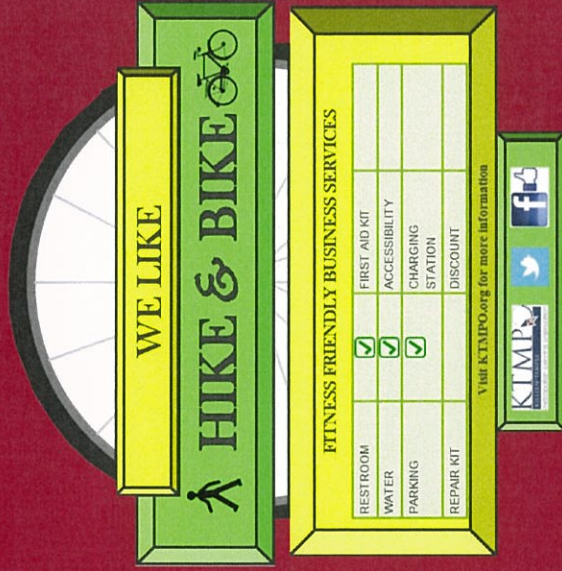
The Killeen-Temple Metropolitan Planning Organization (KTMO) is responsible for coordinating transportation planning for the greater area around Killeen and Temple. By federal and state law, an MPO must be in operation in every urbanized area with a population over 50,000. KTMO Metropolitan Planning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

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

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

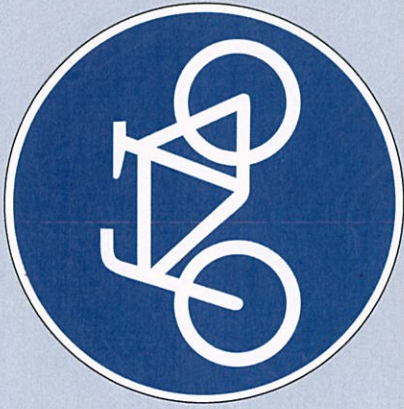


FITNESS FRIENDLY BUSINESS PROGRAM



KTMO is looking for businesses that are bike and/or pedestrian friendly to participate in the Fitness Friendly Business Program.





What is a Fitness Friendly Business

The Fitness Friendly Business Program recognizes local businesses as being bike and/or pedestrian friendly. This initiative can drive economic success, decrease congestion, increase human health, and increase quality of life in the region.

To be a member of the KTMPO's Fitness Friendly Business Program, businesses must follow certain criteria. Businesses must provide cyclists and pedestrians with a refillable water station and access to bathrooms, plus an additional service to be part of this program.

Why Should I Become a Member?

There are several positive impacts for businesses that are recognized as a fitness friendly business.

- Bicyclists and pedestrians have more flexible income by saving on fuel and vehicle maintenance cost thereby allowing them to spend more on goods, hobbies, and recreational activities.
- Bicyclists and pedestrians are more likely to notice a business when riding on a bike verses traveling in an automobile.
- Most bike and walking trips are local trips meaning bicyclists and pedestrians are supporting the local economy.

How will I be Recognized?

KTMPO will recognize your business by the following:

- Provide you with a decal recognizing you can display your business as being Fitness Friendly.
- Display the location of your business on the KTMPO Bicycle/Pedestrian Web Map.
- ♦ Be featured in KTMPO's quarterly newsletter, *Central Texas On The Move*.



Item 7:
Category 2
Funding Formula

Category 2 Funding Formula

Summary:

The current funding formula for Category 2 distribution was developed in 2008. It is to be reviewed and updated periodically, ideally every 5 years. TEMPO, Texas Association of Metropolitan Planning Organizations, started actively reviewing the current formula in the Spring of 2016. Several meetings have been held during the past year and over 10 different funding scenarios developed. The proposed formula was approved by majority vote in January 2017. The attached sheets compare the current and proposed funding formulas. TEMPO's recommendation will be considered by the Texas Transportation Commission, but action is not anticipated until Spring 2018, at which point they may make a decision on the funding formula if they so choose. If approved, we do not anticipate a new formula going into effect until FY19 or later. TEMPO is putting together a formal report that we can share with the TAC and TPPB; this should be available sometime in April.

Also of note, with regard to the Texas Legislature, Texas HCR 108 was recently introduced and directs the Comptroller to reduce transfers to the State Highway Fund (SHF) under Proposition 7 by 50 percent in fiscal years 2018 and 2019. This would result in cutting SHF expenditures by nearly \$2.7 billion in the next biennium if the resolution is adopted by a 2/3 majority vote in both houses. The effective result would be very significant reductions to distributions of Categories 2, 4, and 12 for FY 18 & 19 compared to what was identified in the 2017 UTP. To review the exact language of HCR 108 and its progress through the Legislative process, go to the following link: <http://www.legis.state.tx.us/BillLookup/History.aspx?LegSess=85R&Bill=HCR108>.

Action Needed: No action at this meeting; for informational purposes only.

Current Category 2 Funding Formula (25 MPOs Statewide)

MPOs Divided into Two Groups--TMA/Non-TMA

87/13 split based on population

87% of funds to TMAs (11 MPOs)	
30%	Vehicle Miles Traveled (VMT)
17%	Population
10%	On System Lane Miles
14%	Truck VMT
7%	Pop Below Poverty Level
15%	Congestion
7%	Crashes

13% of funds to non-TMAs (14 MPOs)	
20%	Total VMT
25%	Population
8%	On System Lane Miles
15%	Truck VMT
4%	Pop Below Poverty Level
10%	Congestion
10%	Crashes
8%	Centerline Miles

Current Funding Formula			
Distribution for 87% of Funds		Distribution for 13% of Funds	
TMA	Overall Percent	MPO	Overall Percent
CAMPO	10.77%	ABILENE	4.39%
*CORPUS CHRISTI	1.54%	AMARILLO	7.09%
EL PASO	3.36%	BEAUMONT (JOHRTS)	17.97%
HIDALGO	3.43%	BRYAN-COLLEGE STATION	7.61%
HGAC	28.55%	HARLINGEN-SAN BENITO	5.52%
*LUBBOCK	1.06%	LONGVIEW	4.83%
NCTCOG	36.27%	MIDLAND-ODESSA	11.04%
ALAMO	10.90%	SAN ANGELO	2.87%
*BROWNSVILLE	0.94%	SHERMAN-DENISON	5.31%
*KILLEEN-TEMPLE	2.13%	TEXARKANA	2.55%
*LAREDO	1.05%	TYLER	9.61%
Total	100.00%	VICTORIA	4.82%
		WACO	12.83%
		WICHITA FALLS	3.54%
		Total	100.00%

*Small TMAs

Current Funding Formula: KTMPO receives approximately 2.13% of 87%, or 1.88% of total funding.

Proposed Category 2 Funding Formula (25 MPOs Statewide)

MPOs Divided into Two Groups Based on Population

Large MPOs/Small MPOs (Break Point: 700,000 population)

82/18 split based on population

82% of funds to Large MPOs (6 MPOs)	
35%	Population
15%	Truck VMT
35%	Congestion
15%	Crashes

18% of funds to Small MPOs (19 MPOs)	
15%	Total VMT
25%	Population
12%	Total Lane Miles
22%	Truck VMT
16%	Congestion
10%	Crashes

Proposed Funding Formula—Small MPOs		
MPO		Total Percent
Abilene		3.09%
Amarillo		4.90%
Beaumont / Port Arthur		11.85%
*Brownsville		3.97%
Bryan / College Station		5.05%
*Corpus Christi		7.98%
Harlingen / San Benito		3.55%
*Killeen / Temple		10.09%
*Laredo		4.58%
Longview		3.37%
*Lubbock		5.06%
Midland / Odessa		9.04%
San Angelo		2.06%
Sherman / Denison		3.08%
Texarkana		1.83%
Tyler		6.62%
Victoria		3.19%
Waco		8.28%
Wichita Falls		2.40%
Total		100.00%

*Small TMAs

Proposed Funding Formula: KTMPO receives approximately 10.09% of 18%, or 1.82% of total funding.

Total Funding estimated at \$12.5 billion over 10 years

Current Formula: KTMPO would receive approximately \$235,000,000 over 10 years

Proposed Formula: KTMPO would receive approximately \$227,500,000 over 10 years

Note: Funding amounts are estimated and shown only to illustrate differences between current formula and proposed formula.

**Item 8:
Match Requirements for
Unified Transportation
Program**

Categories 2, 7 & 9 Match Requirements

Summary:

As we discussed at previous meetings, the TxDOT 2017 Unified Transportation Program is a 10-year plan to guide transportation project development and authorizes projects for construction, development and planning activities, including projects for highways, aviation, public transportation, and state and coastal waterways. The Texas Transportation Commission recently approved revisions to the 2017 UTP. We anticipate having updated figures by Wednesday's meeting. Therefore, we plan to move forward with our project selection process in May.

KTMPO anticipates receiving 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. The table below summarizes anticipated funding from Categories 2, 4, 7, & 9 for FY2018 – 2020. Updated figures will be available at Wednesday's TAC meeting.

TxDOT 2017 UTP (www.txdot.gov)				
Funding Category	FY18	FY19	FY20	3 YEAR Sub Total
2 - TMA and Non-TMA (All Funds)	\$ 16,630,000	\$ 17,190,000	\$ 22,280,000	\$ 56,100,000
4 - Statewide Connectivity Corridor (All Funds)	\$ -	\$ -	\$ -	\$ -
7- Metropolitan Mobility and Rehabilitation (STP-MM)	\$ 5,170,000	\$ 5,370,000	\$ 5,610,000	\$ 16,150,000
9- Transportation Alternatives Program	\$ 390,000	\$ 390,000	\$ 390,000	\$ 1,170,000
Total	\$ 22,190,000	\$ 22,950,000	\$ 28,280,000	\$ 73,420,000

At the May meetings, staff will present funding scenarios assuming 3 years of funding with a 10% reservation of Category 7 funds for transit projects (bus replacement). In preparation for this meeting, staff wanted to discuss match requirements for Categories 2, 7 & 9.

For **Category 2**, 80% of the funds are federal; a 20% match is required with either local dollars or state dollars. OR, the state funds 100% (Prop1/Prop 7 dollars).

- Off the state system, 80% federal/**20% local**
- On the state system, 80% federal/20% state; or 100% state

For **Category 7**, 80% of the funds are federal; a 20% match is required with either local dollars or state dollars.

- Off the state system, 80% federal/**20% local**
- On the state system, 80% federal/20% state; **OR** 80% federal/**20% local**.

For **Category 9**, 80% of the funds are federal; a **20% match** is required with **local** dollars.

Regarding Category 7, for on-system projects, the 20% match may be local or state dollars. This is something we will need to discuss and evaluate the pros and cons of each and determine which way we want to go for this round of funding.

Included in this packet are excerpts from our 2040 MTP project list showing short and long range funded projects for both roadway and livability projects. Please ensure that if your project is considered for funding at our May meeting that you are prepared to provide required matching funds.

Our goal is to have the selection process and all amendments completed by the end of July as shown in the following schedule.

Tentative Schedule:

- February 1, 2017—TAC review/discussion of various funding scenarios
- March 1, 2017—TAC review/discussion of proposed schedule
- March 15, 2017—TPPB review/discussion of proposed schedule
- **April 5, 2017—TAC review/discuss match requirements**
- April 19, 2017—TPPB review/discuss match requirements
- May 3, 2017—TAC recommendation of projects for funding; recommendation to initiate public involvement (PI) process for TIP amendments (MTP amendment for transit project)
- May 17, 2017—TPPB approval of projects for funding and initiation of PI process
- June 7, 2017—TAC recommendation for approval of TIP/MTP amendments
- June 21, 2017—TPPB approval of TIP/MTP amendments

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

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>2 Metropolitan and Urban Corridor Projects</p>	<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 prioritized 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>TMA Distribution Formula:</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>MPO Distribution Formula:</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. 	<p>Federal 80% Local 20%</p> <p>Or</p> <p>Federal 80% State 20%</p> <p>Or</p> <p>State 100% (Prop1/Prop7 or CFO approval)</p> <p>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.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>4</p> <p>Statewide Connectivity Corridor Projects</p>	<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: Mobility corridors—based on congestion. Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided. 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>Prop 1:</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
<p>7 Metropolitan Mobility and Rehabilitation</p>	<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. 	<p>Federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</p>	<p>Federal 80% Local 20% Or Federal 80% State 20%</p> <p>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.</p> <p>This program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>9</p> <p>Transportation Alternatives Program</p>	<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>

2040 MTP Short Range and Long Range Roadway and Livability Projects

ROADWAY PROJECTS

KT/MPO ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	CMP Network	Flagged ⁴	Funding Sources ³	Funding
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
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		
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 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	\$1,500,000	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 Copperas 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	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		
W30-17	FM 93	SH 317 to Wheat Rd	Widen from 2 to 4 lane divided roadway	53.55	20	14	\$8,794,843	Yes	EJ, H, P		
B40-11	FM 2271	FM 439 to US 190	Widen from 2 to 4 lane divided roadway	58.33	13	15	\$49,700,000	No	EJ, H, P		
T40-07	Outer Loop/Old Waco Rd	Drainage Channel (south of FM 2305 and Walmart) to S of Jupiter Driver/Tarver Dr	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes hike & bike trail and bike dedicated lanes to incorporate multimodal transportation	55.88	15	16	\$6,275,000	No	P		
K30-23	Jasper Bridge Expansion	S Florence Rd to Jasper Dr	Construct 8 lane overpass with pedestrian improvements with turnarounds	55.44	16	17	\$24,628,150	No	EJ		

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS

KTMPO 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	Mirlandwood 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	E, J, 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	E, J, ARZ		
C40-04c	The Narrows	Constitution Dr to Rgill Dr	Construct sidewalk	70.32	11	6	\$170,000.00	No	E, J, H		
S40-04'	Main St Sidewalks	Salado Plaza Dr to Pace Park Rd	Construct 5 ft wide trail	81.01	3	7	\$3,840,000.00	No	H, ARZ, ES		Long Range Funding: \$15,544,430 ⁵
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$473,510.00	No	E, J, P		
C40-04a	The Narrows	Bowen Ave to S of MLK	Construct sidewalk	72.78	8	9	\$850,000.00	No	E, J, 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	E, J, 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	E, J, H, P		
B40-05	Belton Hike and Bike Trail Extension South	Confederate Park to Griggs Field	Construct 10' hike/bike trail	69.80	12	12	\$817,971.00	No	E, J, P		
B40-12	Belton Southwest Trail Expansion	Confederate Park to Nolan Creek Pedestrian Bridge	Construct 10' hike/bike trail	69.78	13	13	\$3,252,480.00	No	E, J, H, P		
N40-04	Park Connectivity	City Park along Mesquite St and Ave H to 10th St	Construct 10' wide sidewalk, ADA ramps and crosswalks, widen pavement by 32" with curb and gutter	69.75	14	14	\$1,558,802.00	No	P		
N40-05	Spur 439 Connectivity	Main St to North Dr	Construct 10' wide sidewalk, ADA ramps and crosswalks, improve shoulders at Main St	69.55	15	15	\$593,230.00	No	—		
D40-02	North Waco Rd (Old 81) Sidewalk	West Main St to West Big Elm	Construct 10' wide pedestrian/bicycle facility	69.22	16	16	\$1,700,000.00	No	—		

Item 9:
Update on State of Good
Repair Performance Targets

Transit Performance Targets—State of Good Repair

Summary:

Under the Transit Asset Management (TAM) Final Rule, the Federal Transit Administration (FTA) requires transit providers to set performance targets for state of good repair (SGR) by January 1, 2017. The Planning Rule requires each Metropolitan Planning Organization (MPO) to establish targets not later than 180 days after the date on which the relevant state or provider of public transportation establishes its performance targets.

Hill Country Transit District (HCTD), the transit operator, has established State of Good Repair performance targets for their Urban System as required by January 1, 2017. We have been informed by TxDOT that HCTD will also be setting performance targets for their Rural System. After this is accomplished, then the 180-day requirement for MPOs will become effective. Note attached memo from TxDOT. Therefore, we do not need to establish transit performance targets by June 30, 2017. We will keep you updated as this endeavor progresses.

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

Cheryl Maxwell

From: Greg Davis <Greg.Davis@txdot.gov>
Sent: Wednesday, March 29, 2017 9:59 AM
To: Cheryl Maxwell
Cc: Kendra Coufal; Leanna Sheppard
Subject: RE: Performance Targets

HCTD will be required to set performance targets for the Rural fleet as well. Once they have completed this and submitted the Rural piece, the MPO will have 180 days, after submittal, to establish their targets. With this being said, the clock has not started yet for the MPO.

Greg

From: Cheryl Maxwell [mailto:cheryl.maxwell@ctcog.org]
Sent: Wednesday, March 29, 2017 8:48 AM
To: Greg Davis
Cc: Kendra Coufal; Leanna Sheppard
Subject: RE: Performance Targets

Greg,

I would like clarification regarding the rule below with regard to KTMPD and HCTD...

Final Rule- published May 27, 2016 in the Federal Register and effective June 27, 2016, §450.306 (d)(3) states "Each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets."

If I understand you correctly, although HCTD has set performance targets for their Urban System, they have not yet set the performance targets for their Rural System. As a result, the requirement for us as the MPO to set performance targets within 180 days has not been triggered. Please confirm that this is correct. I do not want our MPO to be penalized for not meeting required deadlines due to a misunderstanding.

Thank you!

Cheryl

Cheryl Maxwell, AICP
Planning Director
Killeen-Temple Metropolitan Planning Organization
254-770-2379

**Item 10:
Public Input**

Public Input Received through March 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 March 31, 2017 will be provided at Wednesday's meeting.

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

KTMPO Contacts,
Acronyms, and Terms



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Commonly Used Transportation Related Acronyms and Terms

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