



Technical Advisory Committee Meeting

**May 3, 2017
9:30 a.m.**

Agenda



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

Wednesday, May 3, 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 April 5, 2017 meeting.
5. **Action Item:** Recommendation to approve final FY18 – 19 Unified Planning Work Program.
6. **Action Item:** Selection and recommendation of projects for FY18 – 20 funding to include Categories 2— Metro and Urban Area Corridor Projects, 7—Metropolitan Mobility and Rehabilitation, & 9— Transportation Alternatives Program.
7. **Action Item:** Recommendation to initiate public involvement process for following amendments:
 - a) 2040 Metropolitan Transportation Plan project listing to include transit projects, updated project costs, division of projects into phases;
 - b) FY17 – 20 Transportation Improvement Program to include projects recommended for FY18 – 20 funding;
 - c) FY16 – 17 Unified Planning Work Program to amend budget for FY17.
8. **Discussion Item:** Public input received through April 30, 2017.
9. Member comments.
10. 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 KTMPPO 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 KTMPPO Meeting processes or happenings;
 - c. KTMPPO Current, Past or Future MPO Boundary Studies;
 - d. KTMPPO Past or Future Annual Meetings;
 - e. Current, Past or Future KTMPPO 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 KTMPPO 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 April 5, 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	Bryan Neaves—Bell County
Andrea Gardner—City of Copperas Cove	Robert Ator for Carole Warlick—Hill Country
David Olson for Ron Olson—City of Killeen	Transit District (HCTD)
Brian Chandler—City of Temple	Liz Bullock for Michael Bolin—Texas Dept. of
Joseph Molis for David Mitchell—City of	Transportation (TxDOT) Waco District
Harker Heights	

Non-Voting Members

Keith Fruge for Brian Dosa—Fort Hood	Leanna Sheppard—TxDOT
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Additional Attendees

Phil Haggerty—Belton Independent School	Janet Sheguit—BSP Engineers
District	Beth Correa—KTMPO
Councilmember Dan Yancey—City of	Kendra Coufal—KTMPO
Copperas Cove	Jason Deckman—KTMPO
Charlotte Hitchman—City of Copperas Cove	Cheryl Maxwell—KTMPO
Darrell Burtner—HCTD	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:

--Cheryl Maxwell stated that the I-14 sign unveiling ceremony is set for April 22 at 9:00 a.m. at Central Texas College. Ms. Maxwell also provided an update on the US 190 feasibility study and the Freight Advisory Committee.

--John Weber provided an update on the Bicycle/Pedestrian Advisory Committee. The next BPAC meeting will be held on May 9 at 9:00 a.m. At the March 14 BPAC meeting, BPAC members recommended approval of the National Bike Month resolution and the Fitness Friendly Business Program. Mr. Weber also stated that the BPAC will be conducting a tour of proposed bike/pedestrian projects on April 11.

--For air quality, March's ozone readings were 58 parts per billion (ppb) at the Temple station and 59 ppb at the Killeen station.

4. Action Item: Approve minutes from March 1, 2017 meeting.

Andrea Gardner made a motion to approve March 1, 2017 meeting minutes, seconded by David Olson; the motion passed unanimously.

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

Joseph Molis made a motion to recommend approval of Resolution for May 2017 as National Bike Month, seconded by Erin Smith; the motion passed unanimously.

6. Action Item: Recommend adoption of Fitness Friendly Business Program.

Kendra Coufal presented TAC the Fitness Friendly Business Program. This program recognizes area businesses as being bike or pedestrian friendly. Businesses must follow certain criteria to be recognized as a Fitness Friendly Business Program.

Brian Chandler made a motion to recommend adoption of Fitness Friendly Business Program, seconded by Andrea Gardner; the motion passed unanimously.

7. Discussion Item: Category 2 Funding Formula.

Cheryl Maxwell explained that the proposed funding formula for Category 2 was approved by a majority vote in January 2017 by the Texas Association of Metropolitan Planning Organizations (TEMPO). Based on the proposed formula, KTMPO would receive approximately \$227,500,000 over 10 years in CAT 2 funds. TEMPO's recommendation will be considered by the Texas Transportation Commission (TTC) but action is not anticipated until Spring 2018. If approved, the new formula is anticipated to go into effect in FY19 or later. TEMPO is putting together a formal report that MPO's can share with their TAC and TPPB; this should be available sometime in April.

No discussion was taken on this item.

8. Discussion Item: Match requirements for Unified Transportation Program (UTP) funding categories for projects in the 2040 Metropolitan Transportation Plan.

Cheryl Maxwell explained that the TTC recently approved revisions to the 2017 UTP, therefore, KTMPO plans to move forward with project selection in May. KTMPO anticipates to receive \$73 million in Category 2, 7 and 9 and possibly through Category 4 funds. At the May meeting, staff will present funding scenarios assuming 3 years of funding with a 10% reservation of Category 7 funds for transit projects. In preparation of this meeting, KTMPO would like to discuss match requirements for funding.

Ms. Maxwell explained the match requirements for each funding category. Regarding Category 7, for on-system projects, the 20% match may be local or state dollars, which the MPO needs to decide. Regarding timing, KTMPO plans to have the selection process and amendments completed by the end of July. The floor opened to discussion. TAC's consensus was to determine the match is when going through each project for selection.

9. Discussion Item: Update regarding MPO establishment of transit performance targets for State of Good Repair.

Cheryl Maxwell explained that HCTD set State of Good Repair performance targets for their Urban System as required by January 1, 2017. KTMPO have been informed by TxDOT that HCTD will also be setting performance targets for their Rural System. When this is completed, the 180-day requirement for MPOs will become effective.

No discussion was taken on this item.

10. Discussion Item: Public input received through March 31, 2017.

KTMPO did not receive any public input through March 31, 2017.

11. Member Comments: No comments were made.

12. Adjourn: The meeting adjourned at 9:53 a.m.

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

Cheryl Maxwell, KTMPO Director

Item 5:
Recommendation to
approve Final FY18-19 UPWP

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.

The 30 day public involvement process for the draft UPWP has been completed. Public comment opportunities were available from March 18-April 17 through the KTMPO website, at the CTCOG offices and during two public hearings on March 21 in the cities of Harker Heights and Temple. No public comments were received. We anticipate the following timeline as we complete the final update to 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
- **May 3, 2017 - TAC recommendation for approval of final UPWP**
- May 17, 2017 - TPPB approval of final UPWP
- June 1, 2017 - UPWP due to TxDOT

Action Needed: Recommendation to approve final FY18-19 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 FHWA, FTA or TxDOT.

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INTRODUCTION

PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM:

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPO) planning process for FYs 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, and local agencies 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 |
| | • Texas Commission on Environmental Quality |

-Homeland Security
 -Historical Commission
 -Lampasas County
 -Local Churches
 -Local Historical Agencies
 -Local Land Use Plans (City and County)
 -Local Parks and Recreation Departments
 -Local Economic Development Corporations
- (TCEQ)
 - Texas Historical Commission
 - Texas Parks and Wildlife
 - U.S. Army Corps of Engineers
 - U.S. Border Patrol
 - U.S. Department of Transportation
 - U.S. Environmental Protection Agency
 - U.S. Fish and Wildlife Services
 - U.S. Geological Survey

In conjunction with the development of the 2040 Metropolitan Transportation Plan (MTP), environmental issues are considered. A general discussion of potential environmental issues has 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 with 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 and 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; and
- 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 Roundtable meetings 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 populations 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.
9. Continued maintenance agreements regarding GIS software and additional costs for shared equipment in the CTCOG facility including maintenance on copy machines, plotters and computer equipment.
10. Worked with the TPPB/TAC on the competitive selection of projects for Category 7 and Category 9 funds as well as Proposition 1 funding; revised scoring criteria and issued project call for MTP resulting in prioritized 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 FWHA, FTA, and TxDOT 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 FHWA/FTA/TxDOT, 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 - FY18/19								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
1.1 ADMINISTRATION	KTMP	\$355,222	\$376,573	\$0	\$0	\$0	\$0	\$731,795
1.2 TRAINING	KTMP	\$8,000	\$8,000	\$0	\$0	\$0	\$0	\$16,000
1.3 TRAVEL	KTMP	\$13,651	\$13,651	\$0	\$0	\$0	\$0	\$27,302
1.4 EQUIPMENT	KTMP	\$6,000	\$6,000	\$0	\$0	\$0	\$0	\$12,000
1.5 OPERATING COST	KTMP	\$128,938	\$136,782	\$0	\$0	\$0	\$0	\$265,720
Total		\$511,811	\$541,006	\$0	\$0	\$0	\$0	\$1,052,817

(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 - FY18/19								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
2.1 DATABASE MAINTENANCE	KTMPO	\$25,507	\$26,783	\$0	\$0	\$0	\$0	\$52,290
2.2 GIS DEVELOPMENT	KTMPO	\$41,224	\$43,286	\$0	\$0	\$0	\$0	\$84,510
Total		\$66,731	\$70,069	\$0	\$0	\$0	\$0	\$136,800

(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 - FY18/19								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
3.1 TIP	KTMP	\$28,602	\$30,031	\$0	\$0	\$0	\$0	\$58,633
3.2 REGIONAL PLANNING	KTMP	\$10,432	\$10,953	\$0	\$0	\$0	\$0	\$21,385
3.3 HCTD TEMPLE UZA PLANNING	HCTD	\$0	\$0	\$9,843	\$9,942	\$18,280	\$18,463	\$56,528
3.4 HCTD KILLEEN UZA PLANNING	HCTD	\$0	\$0	\$25,229	\$25,481	\$25,229	\$25,481	\$101,420
Total		\$39,034	\$40,984	\$35,072	\$35,423	\$43,509	\$43,944	\$237,966

(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 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 Categories 2, 7 and 9, will be disseminated from this prioritized list as dollars become available. Consultants may be utilized as described in Subtask 5.2.

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 5.3.

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 5.4.

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 - FY18/19								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
4.1 MTP 2040 IMPLEMENTATION	KTMPO	\$119,086	\$68,901	\$0	\$0	\$0	\$0	\$187,987
4.2 MTP 2045 DEVELOPMENT & IMPLEMENTATION	KTMPO	\$80,742	\$167,271	\$0	\$0	\$0	\$0	\$248,013
Total		\$199,828	\$236,172	\$0	\$0	\$0	\$0	\$436,000

(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 an impact on regional planning have been discussed with the KTMPO partners. Funds have been reserved for miscellaneous studies. The TAC and TPPB will determine which studies to fund during FY18 and 19.

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 Multi-Modal/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 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 MTP project listing.

5.3 Congestion Management Process

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.

5.4 Performance Measures/Targets

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

5.5 Miscellaneous Studies

KTMPO may use consultants as needed to assist in conducting studies to include corridor studies, bike/ped regional connections, rails to trails projects, transit funding options, etc. The TAC and TPPB will be consulted in determining which studies to fund.

FUNDING SUMMARY

Task 5.0 - FY18/19								
SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
5.1 REGIONAL THOROUGHFARE AND PED/BICYCLE PLAN UPDATE	KTMO	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
5.2 TDM/PROJECT SELECTION	KTMO	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
5.3 CONGESTION MANAGEMENT PROCESS	KTMO	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
5.4 PERFORMANCE MEASURES AND TARGETS	KTMO	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
5.5 MISCELLANEOUS STUDIES	KTMO	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$30,000
Total		\$165,000	\$40,000	\$0	\$0	\$0	\$0	\$205,000

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

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

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

UPWP BUDGET SUMMARY FY18/19

SUBTASK	Responsible Agency	Transportation Planning Funds (TPF) ⁽¹⁾		FTA Sect. 5307		Local		Total
		FY18	FY19	FY18	FY19	FY18	FY19	
1. Administration-Management	KTMO	\$511,811	\$541,006	\$0	\$0	\$0	\$0	\$1,052,817
2. Data Development and Maintenance	KTMO	\$66,731	\$70,069	\$0	\$0	\$0	\$0	\$136,800
3. Short Range Planning	KTMO & HCTD	\$39,034	\$40,984	\$35,072	\$35,423	\$43,509	\$43,944	\$237,966
4. Metropolitan Transportation Plan	KTMO	\$199,828	\$236,172	\$0	\$0	\$0	\$0	\$436,000
5. Special Studies	KTMO	\$165,000	\$40,000	\$0	\$0	\$0	\$0	\$205,000
Total		\$982,404	\$928,231	\$35,072	\$35,423	\$43,509	\$43,944	\$2,068,583

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.

	Combined Transportation Planning Funds							\$1,178,772
	(FHWA PL-112: \$886,450; FTA 5303: \$292,322)							
	based on FY15 & FY16 allocations.							
	Estimated Unexpended Carryover							\$ 731,863
	TOTAL TPF							\$1,910,635

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January 17, 2017

APPENDIX A



POLICY BOARD

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January 18, 2017

APPENDIX A



POLICY BOARD

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Vacant

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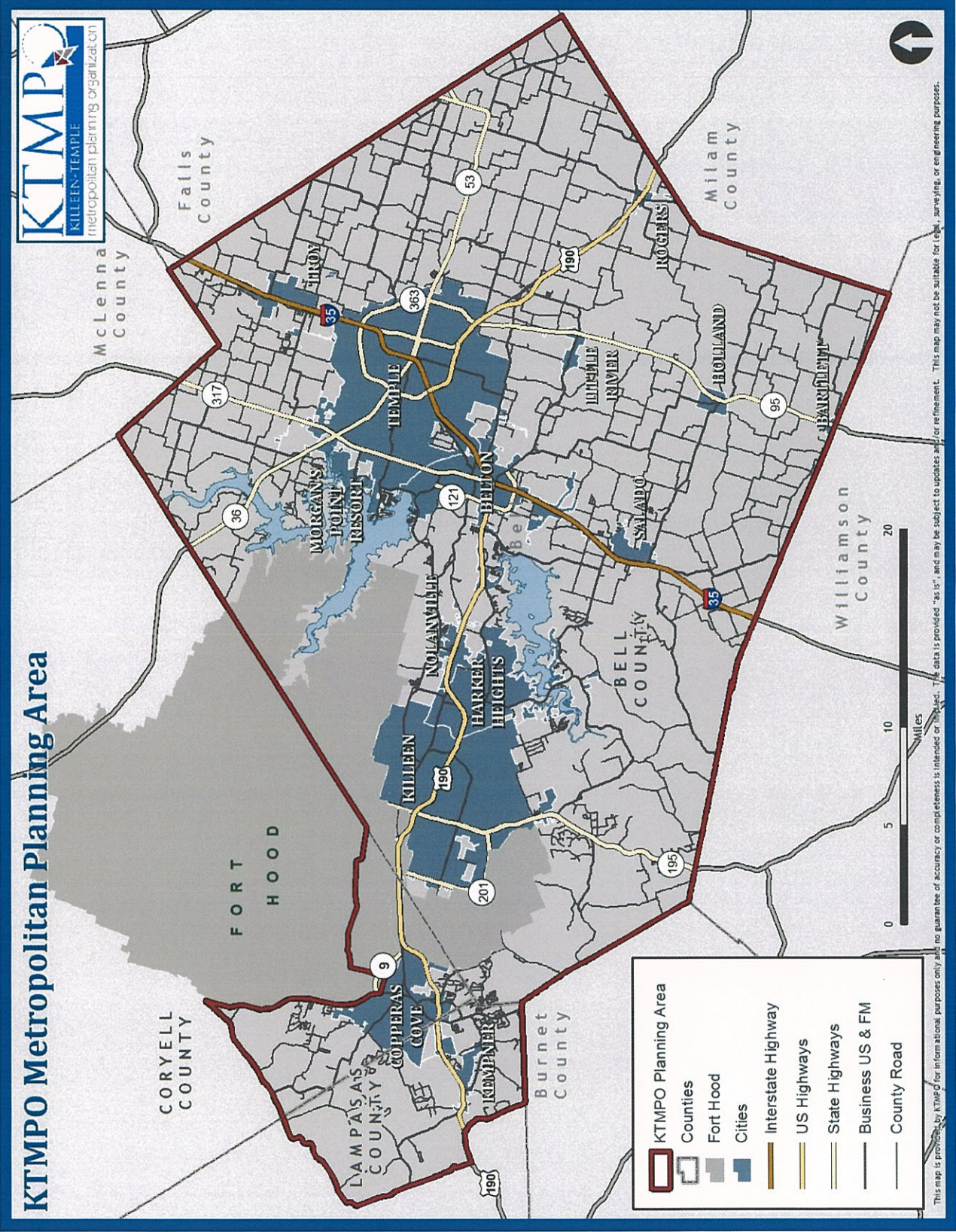
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January 18, 2017



APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **Killeen-Temple Metropolitan Planning Organization (KTMPO)** 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 for 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 – Mayor Marion Grayson, Chairman
KTMPO Transportation Planning Policy Board

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, an officer or employee of Congress, or an employee of 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 language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclosure 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 required 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 – Mayor Marion Grayson, Chairman
KTMPPO Transportation Planning Policy Board

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, Mayor Marion Grayson, KTMPO Transportation Planning Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the
forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost
Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Attest:

Signature - Mayor Marion Grayson, Chairman
KTMPO Transportation Planning Policy Board

Name

Date

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Mayor Marion Grayson, KTMPO Transportation Planning Policy Board Chairman,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Killeen-Temple Metropolitan Planning Organization,
(MPO)

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.

Attest:

Signature - Mayor Marion Grayson, Chairman
KTMPO Transportation Planning Policy Board

Date

Name

Title

Item 6:

**Recommendation of
Projects for Funding**

Selection of Projects for FY17 – 20 Funding Categories 2, 7 & 9

Summary:

As we discussed at previous meetings, 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. Attached is an excerpt from the Unified Transportation Program showing funding projected through year 2026. Descriptions of the four funding categories are also included. As a reminder, Category 9 funds cannot be used for roadway projects.

Table A below summarizes anticipated funding from Categories 2, 4, 7, & 9 for FY2018 – 2020.

Table A				
<u>Funding Category</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>3 YEAR Sub Total</u>
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

Table B below assumes a 10% reservation of Category 7 dollars for transit projects.

Table B				
<u>Funding Category</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>3 YEAR Sub Total</u>
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
7- Less 10% allocated to Transit Projects	\$ 4,653,000	\$ 4,833,000	\$ 5,049,000	\$ 14,535,000
9- Transportation Alternatives Program	\$ 390,000	\$ 390,000	\$ 390,000	\$ 1,170,000
Total	\$ 21,673,000	\$ 22,413,000	\$ 27,719,000	\$ 71,805,000

As previously discussed, below are the 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.

At the April meeting, the consensus was to determine match requirements for Cat 7 on-system projects on a case by case basis.

Staff has prepared funding scenarios based upon the figures shown in *Table B* which assumes 3 years of funding with a 10% reservation of Category 7 funds for transit projects (bus replacement). The transit project (KTMP Project ID A40-15) is attached. With these assumptions, we have 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. In general, we have tried to reserve Category 9 funding for off-system projects since a 20% local match is required for either Cat 7 or 9. On-system projects require a 20% local match under Cat 9 but may not have a local match under Cat 7, depending upon what the TAC decides. Updated project costs have also been provided for some of the projects and were used in developing the scenarios. Three scenarios are attached with a summary chart, project listing page, and detailed worksheet. A brief summary follows:

All Scenarios:

- Assume 10% reservation of Cat 7 for transit bus replacement
- Skip US 190 Project W40-02 since it is already funded (will be deleted from MTP list)
- Skip US 190 Project W40-05, deferring it to FY21 so US 190 construction is phased
- Skip Copperas Cove livability Project C35-02b for FM 116 railroad underpass sidewalk since roadway project not under consideration for funding at this time (funding order ranked 35)
- Salado Livability Project S40-04 for Main Street broken into 2 phases with Phase 1 proposed for funding at \$1,000,000—project costly and full project not ready for construction within funding years

Scenario 1:

- 17 projects funded: 5 roadway projects and 12 livability projects
- W40-04 (Belton Loop 121) not funded—project costly and full project not ready for construction within funding years

Scenario 2:

- 15 projects funded: 6 roadway projects and 9 livability projects
- W40-04 (Belton Loop 121) broken into 2 phases with Phase I partially funded at \$5,000,000—project costly and full project not ready for construction within funding years

Scenario 3:

- 10 projects funded: 7 roadway projects and 3 livability projects
- W40-04 (Belton Loop 121) broken into 2 phases with Phase I partially funded at \$5,000,000—project costly and full project not ready for construction within funding years
- H30-05 (Harker Heights Warriors Path) partially funded at \$5,835,000

Several other scenarios are possible and may be discussed and reviewed at Wednesday's meeting. Depending upon action taken by the TAC, amendments to the MTP may be needed to add the transit project, break projects into phases (Belton Loop 121 and Salado Main Street), and adjust project cost. These are addressed in Agenda Item #7.

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**
- May 17, 2017—TPPB approval of projects for funding
- May 20 – June 3, 2017 – Public Involvement for MTP and TIP amendments
- June 7, 2017—TAC recommendation for approval of amendments
- June 21, 2017—TPPB approval of amendments

Action Needed: Recommendation regarding the following:

- 10% reservation of Cat 7 funds for transit bus replacement projects;
- Selection of projects for funding; if project is partially funded, consider prioritizing project so when additional funds become available they may go toward this project;
- Match requirement for Cat 7 on-system projects.

Scenario 1

MPO ID	Project	Funding years	Funding sources	Total Cost
W40-06	US 190	FY18-20	Cat 2	39,000,000
C30-03b	Business 190	FY19-20	Cat 2	10,000,000
W40-03	US 190 - Clear Creek Turnaround	FY20	Cat 2	4,000,000
H35-01	US 190 – FM 2410 Turnaround	FY20	Cat 2 & 7	5,000,000 (3.1m / 1.9m)
K40-27	SH 195 – FM 3470 Turnaround	FY18	Cat 7	800,000
T40-12	31 st St. Sidewalks	FY18	Cat 7	500,000
T40-15	Adams Ave Bike/Ped Improvements	FY18-19	Cat 7	1,913,044
S40-04a	Salado Main St.	FY19-20	Cat 7	1,000,000
C40-05	FM 116 & FM 3046 Sidewalks	FY19	Cat 7	975,000
K40-21b	Heritage Oaks Hike & Bike Trail Segment 5	FY19-20	Cat 7 & 9	1,300,000 (980k / 320k)
C40-04c	The Narrows	FY18	Cat 7	170,000
B40-06	Belton North Trail Extension	FY18	Cat 7	473,510
C40-04b	The Narrows	FY18	Cat 7	680,000
T40-13	Georgetown RR Trail	FY18-19	Cat 7	2,000,000
N40-04	Nolanville Park Connectivity	FY19-20	Cat 7	1,558,802
N40-05	Nolanville Spur 439 Connectivity	FY19-20	Cat 7	593,230
C40-04a	The Narrows	FY18-20	Cat 9	850,000

ROADWAY PROJECTS

Scenario 1

		FY18	Remaining cost	FY19	Remaining cost	FY20	Remaining cost	FY21	Remaining cost	FY22	Remaining cost
Category 2											
Cat 2 Long Range											
W40-06	\$ 39,000,000	\$ 16,630,000	\$ 22,370,000	\$ 12,190,000	\$ 10,180,000	\$ 10,180,000	\$ -				
C30-03b	\$ 10,000,000	\$ -	Unfunded	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ -				
W40-03	\$ 4,000,000	\$ -	Unfunded	\$ -	Unfunded	\$ 4,000,000	\$ -				
H35-01	\$ 3,100,000		Unfunded	\$ -	Unfunded	\$ 3,100,000	\$ -				
	Cat 2 Expended	\$ 16,630,000		\$ 17,190,000		\$ 22,280,000		\$ -		\$ -	
Category 7											
Cat 7 Long Range											
K40-27	\$ 800,000	\$ 800,000	\$ -	\$ -	Unfunded	\$ -	Unfunded				
H35-01	\$ 1,900,000	\$ -	Unfunded	\$ -	Unfunded	\$ 1,900,000	\$ -				
T40-12	\$ 500,000	\$ 500,000	\$ -	\$ -	Unfunded		Unfunded				
T40-15	\$ 1,913,044	\$ 1,413,044	\$ 500,000	\$ 500,000	\$ -	\$ -	Unfunded				
S40-04a	\$ 1,000,000	\$ -	Unfunded	\$ 320,000	\$ 680,000	\$ 680,000	\$ -				
C40-05	\$ 975,000	\$ -	Unfunded	\$ 975,000	\$ -	\$ -	Unfunded				
K40-21b	\$ 980,000	\$ -	Unfunded	\$ -	Unfunded	\$ -	Unfunded				
C40-04c	\$ 170,000	\$ 170,000	\$ -	\$ -	Unfunded	\$ -	Unfunded				
B40-06	\$ 473,510	\$ 473,510	\$ -	\$ -	Unfunded	\$ -	Unfunded				
C40-04b	\$ 680,000	\$ 680,000	\$ -	\$ -	Unfunded	\$ -	Unfunded				
T40-13	\$ 2,000,000	\$ 616,446	\$ 1,383,554	\$ 1,383,554	\$ -	\$ -	Unfunded				
N40-04	\$ 1,558,802	\$ -	Unfunded	\$ 674,446	\$ 884,356	\$ 884,356	\$ -				
N40-05	\$ 593,230	\$ -	Unfunded	\$ -	Unfunded	\$ 593,230	\$ -				
		\$ -	Unfunded	\$ -	Unfunded	\$ -	Unfunded				
	Cat 7 Expended	\$ 4,653,000		\$ 4,833,000		\$ 4,057,586		\$ -		\$ -	
Category 9											
Cat 9 Long Range											
C40-04a	\$ 850,000	\$ 390,000	\$ 460,000	\$ 390,000	\$ 70,000	\$ 70,000	\$ -				
K40-21b	\$ 320,000	\$ -	Unfunded	\$ -	Unfunded	\$ 320,000	\$ -				
			Unfunded		Unfunded		Unfunded				
			Unfunded		Unfunded		Unfunded				
		\$ -	Unfunded	\$ -	Unfunded	\$ -	Unfunded				
	Cat 9 Expended	\$ 390,000		\$ 390,000		\$ 390,000		\$ -		\$ -	
Category 9											
FY17		FY18	Remaining funds	FY19	Remaining funds	FY20	Remaining funds	FY21	Remaining funds	FY22	Remaining funds
		\$ 16,630,000	\$ -	\$ 17,190,000	\$ -	\$ 22,280,000	\$ -	\$ 24,260,000	\$ 24,260,000	\$ 24,400,000	\$ 24,400,000
		\$ 4,653,000	\$ -	\$ 4,833,000	\$ -	\$ 5,049,000	\$ 991,414	\$ 5,112,000	\$ 5,112,000	\$ 5,175,000	\$ 5,175,000
		\$ 390,000	\$ -	\$ 390,000	\$ -	\$ 390,000	\$ -				
Cat 7		\$ 5,170,000		\$ 5,370,000		\$ 5,610,000		\$ 5,680,000		\$ 5,750,000	
Cat 9											
Cat 2 TMA											
Cat 7											
>minus 10% setaside											
Cat 9											
Cat 7 Total FY18-2						\$ 14,535,000	\$ 991,414				

20% match

\$ 196,000
\$ 34,000
\$ 94,702
\$ 136,000
\$ 400,000
\$ 311,760




20% match

\$ 170,000
\$ 64,000

Scenario 2

MPO ID	Project	Funding years	Funding sources	Total Cost
W40-06	US 190	FY18-20	Cat 2	39,000,000
W40-04a	Loop 121	FY20	Cat 2	5,000,000 (partial funding)
W40-03	US 190 - Clear Creek Turnaround	FY19-20	Cat 2 & 7	4,000,000 (2.1m / 1.9m)
C30-03b	Business 190	FY18-20	Cat 7	10,000,000
H35-01	US 190 – FM 2410 Turnaround	FY20	Cat 7	5,000,000
K40-27	SH 195 – FM 3470 Turnaround	FY18	Cat 7	800,000
T40-12	31 st St. Sidewalks	FY18	Cat 7	500,000
T40-15	Adams Ave Bike/Ped Improvements	FY18-19	Cat 7	1,913,044
C40-05	FM 116 & FM 3046 Sidewalks	FY18	Cat 7	975,000
K40-21b	Heritage Oaks Hike & Bike Trail Segment 5	FY18-19	Cat 7	1,300,000
S40-04a	Salado Main St.	FY19-20	Cat 7	1,000,000
C40-04a	The Narrows	FY18-19	Cat 7	850,000
C40-04c	The Narrows	FY19	Cat 9	170,000
B40-06	Belton North Trail Extension	FY18-19	Cat 9	473,510
C40-04b	The Narrows	FY19-20	Cat 9	680,000

ROADWAY PROJECTS													
KTMPQ ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	Updated Estimated Cost	CAMP Network	Flagged ⁴	Funding Sources ³	Funding	
W40-04	US 190	FM 2410 (Highways 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	\$39,000,000	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	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	\$33,000,000	Yes	EJ			
C30-02b	Business US 190 Phase 1	Ave D to Constitution Dr	Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalks, 5' bicycle lane and 1.5' curb and gutter	81.00	4	4	\$8,200,000	\$10,000,000	Yes	EJ			
W40-04	Loop 121	FM 439 to FM 436	Phase 1, B, Widen from 2 to 4 lane divided roadway	56.45	14	5	\$30,770,100	\$33,000,000	Yes	EJ, H, P			
W40-01	US 190 Turnaround	At SH 201 (Clear Creek Rd)	Roadway reconfiguration to improve turning movements	42.11	42	6	\$3,500,000	\$4,000,000	No	EJ			
W40-27	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 Coparras 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	\$18,666,500		No	EJ, H			
W35-05	US 190	At SH 195	Upgrade Interchange	63.34	8	11	\$52,450,000		Yes	EJ		Long Range Funding: \$116,905,358 ⁵	
H30-05	Warriors Path	FM 2410 (Highways Way) to Old Nolansville 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	Ray Reynolds Dr to US 190	Reduce roadway profile, install curb & gutter, access management/drainage 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 Walnut) to S of Walnut/Johnson Cr. Causeway	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation	55.88	15	16	\$6,275,000		No	P			
K30-23	Asper 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													
KTMPQ ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost		CAMP Network	Flagged ³	Funding Sources ²		Funding
T40-12	31st St Sidewalks	Martinswood Rd to Canyon Creek Rd	Construct 8 ft wide trail connecting transit stops	84.35	1	1	\$500,000.00		Yes	---			Short Range Funding: \$5,929,869 ⁵
T40-15	Adams Ave Bicycle/Pedestrian Improvements	SH 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, ARZ			
C40-04c	The Narrows	Constitution Dr to Hogan Dr	Construct sidewalk	70.32	11	6	\$170,000.00		No	EJ, 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, EJ			
S40-06	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 RGH ending at Constitution Dr	Construct sidewalk	70.87	9	10	\$680,000.00		No	EJ, H			
T40-13	Georgetown RR Trail												

	Project Funded Using One Funding Category
	Project Funded Through Multiple Funding Categories
	Project Split into Proposed Phases




[illegible]

Scenario 3

MPO ID	Project	Funding years	Funding sources	Total Cost
W40-06	US 190	FY18-20	Cat 2	39,000,000
W40-04a	Loop 121	FY20	Cat 2	5,000,000 (partial funding)
W40-03	US 190 - Clear Creek Turnaround	FY19-20	Cat 2 & 7	4,000,000 (2.1m / 1.9m)
C30-03b	Business 190	FY18-20	Cat 7	10,000,000
H35-01	US 190 – FM 2410 Turnaround	FY19-20	Cat 7	5,000,000
K40-27	SH 195 – FM 3470 Turnaround	FY19	Cat 7	800,000
H30-05	Warriors Path	FY18-20	Cat 7	5,835,000 (partial funding)
T40-12	31 st St. Sidewalks	FY18-19	Cat 7	500,000
S40-04a	Salado Main St.	FY19-20	Cat 7	1,000,000
B40-06	Belton North Trail Extension	FY19-20	Cat 9	473,510

ROADWAY PROJECTS												
KTMP ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	Updated Estimated Cost	CMP Network	Flagged ⁴	Funding Sources ³	Funding
W40-01	US 190	FM 2410 (Knights Way) to FM 2412 in W. Belton	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments	87.45	1	1	\$37,154,000	\$39,000,000	Yes	H		Short Range Funding: \$225,721,674 ⁵
W40-02	US 190	1-mi W of FM 2410 to FM 3423 (Indian Trails)	Widen from 4 to 6 lanes with bridge improvements	86.01	2	2	\$9,000,000		Yes	---		
W40-05	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	\$33,000,000	Yes	EJ		
C30-02b	Business US 190 Phase 1	Ave D to Constitution Dr	Change the center turn to a raised center turn and convert one travel lane in each direction to 6' sidewalks, 5' bicycle lane and 1.5' curb and gutter	81.00	4	4	\$8,200,000	\$10,000,000	Yes	EJ		
W40-04	Loop 121	FM 439 to FM 436	Phase 1, IH 35-Widens from 2 to 4 lane divided roadway	56.45	14	5	\$30,770,100	\$33,000,000	Yes	EJ, H, P		
W40-03	US 190 Turnaround	At SH 201 (Clear Creek Rd)	Roadway reconfiguration to improve turning movements	42.11	42	6	\$3,500,000	\$4,000,000	No	EJ		Long Range Funding: \$116,905,358 ⁵
K40-27	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 Coppens 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		Long Range Funding: \$116,905,358 ⁵
H30-05	Warriors Path	FM 2410 (Knights Way) to Old Nokesville 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/drainage 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 Walburns to S of Austin, Belton/Calloway)	Widen from 2 to 4 lanes with divided roadway and curb and gutter; includes bike & bike trail and bike dedicated lanes to incorporate multimodal transportation	55.88	15	16	\$6,275,000		No	P		Long Range Funding: \$116,905,358 ⁵
K30-23	Asper Bridge Expansion	S Florence Rd to Jagger Dr	Construct 8 lane overpass with pedestrian improvements with turnarounds	55.44	16	17	\$24,628,150		No	EJ		

TRANSPORTATION CHOICES AND LIVABILITY PROJECTS												
KTMP ID	Project Name	Full Extents	Description	Project Score	Project Ranking	Funding Order	Estimated Cost	Updated Estimated Cost	CMP Network	Flagged ³	Funding Sources ²	Funding
T40-12	31st St Sidewalks	Marlandwood Rd to Campen Creek Rd	Construct 8 ft wide trail connecting transit stops	94.35	1	1	\$500,000.00		Yes	---		Short Range Funding: \$5,979,869 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	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	Herritage 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, ARZ		
C40-04c	The Narrows	Constitution Dr to RGill Dr	Construct sidewalk	70.32	11	6	\$170,000.00		No	EJ, H		Long Range Funding: \$15,544,400 ⁵
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		
B40-06	Belton North Trail Extension	Confederate Park to Nolan Creek	Construct 10' hike/bike trail	73.33	7	8	\$475,510.00		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											

	Project Funded Using One Funding Category
	Project Funded Through Multiple Funding Categories
	Project Split into Proposed Phases

West of I-35

	FY18	Remaining cost	FY19	Remaining cost	FY20	Remaining cost	FY21	Remaining cost	FY22	Remaining cost
Category 2										
W40-06	\$ 39,000,000	\$ 16,630,000	\$ 22,370,000	\$ 15,590,000	\$ 6,780,000	\$ -				
W40-04a	\$ 27,000,000	\$ -	Unfunded	\$ -	\$ 5,000,000	\$ 22,000,000	\$ 10,500,000	\$ 11,500,000	\$ 11,000,000	\$ 500,000
W40-03	\$ 2,100,000	\$ -	Unfunded	\$ 1,600,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	
C30-03b	\$ 10,000,000	\$ -	Unfunded	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	
		\$ -	Unfunded	\$ -	Unfunded	Unfunded	\$ -	\$ -	\$ -	\$ -
Cat 2 Expended	\$ 16,630,000		\$ 17,190,000		\$ 22,280,000		\$ 10,500,000		\$ 11,000,000	

Category 7

[illegible]

20% match

[illegible]

Cat 2 TMA

Cat 7

>minus 10% setaside

		FY18	Remaining funds	FY19	Remaining funds	FY20	Remaining funds	FY21	Remaining funds	FY22	Remaining funds
FY17		\$ 16,630,000	\$ -	\$ 17,190,000	\$ -	\$ 22,280,000	\$ -	\$ 24,260,000	\$ 13,760,000	\$ 24,400,000	\$ 13,400,000
		\$ 4,653,000	\$ -	\$ 4,833,000	\$ -	\$ 5,049,000	\$ -	\$ 5,112,000	\$ 5,112,000	\$ 5,175,000	\$ 5,175,000

Cat 9

Cat 7	\$ 5,170,000	\$ 5,370,000	\$ 5,610,000	\$ 5,680,000
				\$ 5,750,000

Cat 7 Total FY18-2	\$ 14,535,000	\$
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**KTMP Project
Submission Packet
Cover Sheet**

Project Name: Fleet Replacement Project

Lead Agency:

Hill Country Transit District

*** Project Contact Name**

Carole Warlick

*** Phone Number**

325-372-4677

Address, City, State & Zip Code

P. O. Box 217, San Saba, TX 76877

Contact Email Address

cwarlick@takethehop.com

Date

04/24/2017

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

Required attachments:

- ☒ Exhibit A - Project Details
- ☒ Exhibit B - Narrative - Subjective Criteria
- ☒ Exhibit E - Local Support (Documents such as Letters, Resolutions, News articles, ROW agreements, etc.)

Optional attachments:

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



Exhibit A
Project Details

Project Name: Fleet Replacement Project

MPO ID: A40-15
(current MPO ID or 'NEW')

Transit Project - Description:

Purchase of three fixed route buses to replace Killeen fixed route buses that have exceeded their useful service lives.

HCTD Priority:

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

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

HCTD is able to issue a purchase order for this procurement upon receipt of notification of fund availability.

Project Phase:

- ☐ Operating (Oper. Activities):
- ☐ Operations (Maintenance):
- ☒ Purchasing (Rolling Stock)
- ☐ Purchasing (Other):
- ☐ Planning

Estimated Cost: \$1,285,000

Apportionment Year: SFY18 - 20

Project Listed in Other Plans:

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

See attached narrative.

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

Hill Country Transit District (HCTD), dba The HOP, is the regional public transportation provider for the Killeen-Temple region. The proposed fleet replacement plan enables HCTD to continue the provision of public transportation services which help meet the MTP 2040 goals of:

- *Improving mobility and reducing congestion
- *Improving access to jobs, homes, goods, and services
- *Improving safety, reliability, and efficiency in the transportation system
- *Promotion of healthier environment
- *Encouraging regional coordination in decision making

Exhibit B
Narrative Descriptions
(Continued)

Project Name: Fleet Replacement Project

Additional Narrative as needed:

See attached narrative.

KTMO Project Submission Attachment
Hill Country Transit District, dba The HOP
Fleet Replacement Project
Exhibit A and Exhibit B
Purpose and Needs Statement
Project Details and Narrative
04/24/2017

Hill Country Transit District (HCTD), dba The HOP, operates fixed route and complementary ADA paratransit service in the Killeen UZA and the Temple UZA. HCTD uses a fleet of buses to provide this service and those buses are on a replacement schedule based on their service life in years and miles.

HCTD Urban Service

Killeen Division Fixed Route Service (K-FRS) and Temple Division Fixed Route Service (T-FRS): HCTD provides fixed route public transit service within the Killeen urbanized area and the Temple urbanized area. The service operates along predetermined routes identified by specific bus stops. The service is open to the general public during regular service hours, operating approximately 12-13 hours each weekday, with limited Saturday service.

Killeen Division Special Transit Service (K-STC) and Temple Division Special Transit Service (T-STC): HCTD provides door-to-door service for ADA complementary paratransit passengers within the Killeen urbanized area and the Temple urbanized area. Shared rides include passenger trips for authorized Medicaid trips, as well as a variety of other purposes, including nutrition trips for Area Agency on Aging clients, and indigent health medical trips authorized through Baylor Scott & White.

Based on SFY16 ridership data, the projected trip and miles information for SFY18 is as follows:

Killeen
550,000 One-way trips
1,360,000 Revenue miles

Temple
200,000 One-way trips
685,000 Revenue miles

HCTD Urban Fleet

HCTD currently uses a fleet of 86 buses to provide service in the Killeen and Temple urbanized areas. Most K-FRS and T-FRS buses have a prescribed service life of 12 years/500,000 miles, but some of the oldest buses have a shorter service life of 10 Years/350,000 miles. Most K-STC buses and T-STC buses have a prescribed service life of 4 years/150,000 miles or 5 years/200,000 miles.

As with most public transit systems, HCTD must operate buses beyond their service life simply due to a lack of available financial resources for replacement as scheduled. HCTD has determined through years

of experience that these vehicles can typically operate satisfactorily through their prescribed service life and beyond. At this time, over 50% of the HCTD urban fleet has exceeded its prescribed service life in years and/or miles. There are no plans for service expansion and therefore no plans to grow the fleet, but only to replace buses. HCTD has a bus replacement schedule planned in accordance with the established standards prescribing service life for each bus category.

In addition to the number of buses that are required for service, HCTD must maintain sufficient spare buses in its fleet to enable it to continue service when buses are scheduled for maintenance or repairs or when buses must be removed from service due to unforeseen mechanical issues.

Through a comprehensive preventive maintenance program and professional fleet maintenance department, most HCTD buses are satisfactorily operated beyond their prescribed service lives. The fleet maintenance program focuses on components related to safety (brakes, suspension), comfort (air conditioning), efficiency (engine transmission), and appearance (paint, body). However, with so many buses beyond their scheduled replacement period, the maintenance department faces significant day-to-day challenges in its efforts to keep enough buses in operation to provide full service.

Hill Country Transit District
Cost Estimates for update to
KTMPO Mobility 2040 MTP
4/24/2017

Year	Cost Projection
2018	\$13,267,000
2019	\$13,522,000
2020	\$14,997,000
2021	\$14,048,000
2022	\$14,319,000
2023	\$15,810,000
2024	\$14,877,000
2025	\$15,164,000
2026	\$16,672,000
2027	\$15,757,000
2028	\$16,061,000
2029	\$17,588,000
2030	\$16,690,000
2031	\$17,014,000
2032	\$18,559,000
2033	\$17,681,000
2034	\$18,025,000
2035	\$19,590,000
2036	\$18,733,000
2037	\$19,097,000
2038	\$20,684,000
2039	\$19,849,000
2040	\$20,235,000
Total	\$388,239,000

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>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>

Table IV-4 Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor Total Funding Summary
(All Funds)

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											
Altamita											
Austin											
Beaumont											
Brownwood											
Bryan											
Childress											
Corpus Christi											
Dallas											
El Paso											
Fort Worth											
Houston											
Lubbock											
Lufkin											
Odessa											
Palis											
San Angelo											
San Antonio											
Tyler											
Waco											
Wichita Falls											
Yoakum											
(ABU) Abilene MPO	1,520,000	5,120,000	5,290,000	6,960,000	7,470,000	7,510,000	7,890,000	7,910,000	7,920,000	7,920,000	65,410,000
(AMA) Amarillo MPO	8,270,000	20,030,000	14,800,000	11,090,000	12,070,000	12,140,000	12,790,000	12,790,000	12,810,000	12,800,000	129,560,000
(ATL) Texarkana MPO	890,000	2,990,000	3,090,000	4,000,000	4,350,000	4,370,000	4,600,000	4,610,000	4,610,000	4,610,000	38,100,000
(AUS) CAMPO TMA	41,110,000	128,140,000	143,250,000	182,390,000	122,460,000	123,150,000	129,480,000	129,810,000	128,950,000	129,890,000	1,239,630,000
(BMT & HOU) HGAC TMA	200,350,000	291,460,000	385,260,000	298,170,000	324,600,000	326,430,000	343,190,000	344,070,000	344,440,000	344,280,000	3,182,270,000
(BMT) JHORTS MPO	6,250,000	27,530,000	21,670,000	38,070,000	30,590,000	30,750,000	32,330,000	32,410,000	32,450,000	32,430,000	284,470,000
(BRY) Bryan-College Station MPO	8,890,000	11,900,000	12,950,000	11,000,000	12,350,000	13,020,000	13,690,000	13,730,000	13,740,000	13,740,000	122,850,000
(CRP) Corpus Christi TMA	3,990,000	12,090,000	12,430,000	45,720,000	17,540,000	17,640,000	18,550,000	18,600,000	18,620,000	18,610,000	183,370,000
(DAL) FTW & PARS NE1COG TMA	111,100,000	312,490,000	338,760,000	437,260,000	414,250,000	416,600,000	437,990,000	439,100,000	439,570,000	439,370,000	3,784,530,000
(ELP) El Paso TMA	9,810,000	36,990,000	48,990,000	35,100,000	38,270,000	38,430,000	40,400,000	40,510,000	40,550,000	40,550,000	370,620,000
(LBB) Lubbock TMA	2,480,000	10,160,000	10,160,000	10,160,000	12,020,000	12,050,000	12,500,000	12,500,000	12,500,000	12,500,000	103,330,000
(ODD) Midland-Odessa TMA	6,330,000	12,860,000	13,320,000	17,800,000	18,760,000	18,900,000	19,870,000	19,920,000	19,940,000	19,930,000	169,330,000
(PAR) Sherman-Danison MPO	3,140,000	11,810,000	13,640,000	8,300,000	9,040,000	9,060,000	9,560,000	9,580,000	9,590,000	9,590,000	83,340,000
(PHR) Hardinge-San Benito MPO	1,920,000	6,430,000	6,650,000	8,920,000	9,390,000	9,440,000	9,920,000	9,950,000	9,960,000	9,960,000	82,240,000
(PHR) Hidalgo County TMA	7,960,000	26,710,000	27,610,000	35,790,000	38,590,000	39,180,000	41,190,000	41,300,000	41,340,000	41,320,000	341,360,000
(PHR) Brownsville TMA	2,170,000	7,290,000	7,540,000	9,770,000	10,630,000	10,690,000	11,240,000	11,270,000	11,280,000	11,280,000	93,160,000
(SJT) San Angelo MPO	1,000,000	14,840,000	3,470,000	4,490,000	4,890,000	4,920,000	5,170,000	5,180,000	5,190,000	5,190,000	54,340,000
(SAJ) AA-MPO	139,760,000	110,330,000	113,210,000	164,590,000	123,890,000	124,690,000	131,090,000	131,420,000	131,570,000	131,500,000	1,302,140,000
(TYL) Tyler MPO	3,340,000	27,100,000	11,590,000	15,030,000	16,590,000	16,450,000	17,300,000	17,340,000	17,360,000	17,350,000	159,220,000
(TYL) Longview MPO	1,690,000	5,640,000	13,470,000	7,560,000	8,230,000	8,270,000	8,700,000	8,720,000	8,730,000	8,730,000	79,730,000
(WAC) Killeen-Temple TMA	4,950,000	16,630,000	17,190,000	22,980,000	24,260,000	24,400,000	25,650,000	25,710,000	25,740,000	25,730,000	212,550,000
(WAC) Waco MPO	4,450,000	14,970,000	34,250,000	20,060,000	21,840,000	21,960,000	23,090,000	23,150,000	23,180,000	23,160,000	210,170,000
(WFS) Wichita Falls MPO	1,230,000	4,130,000	4,270,000	5,530,000	6,020,000	6,060,000	6,370,000	6,390,000	6,390,000	6,390,000	52,180,000
(YKM) Victoria MPO	1,690,000	5,620,000	5,810,000	7,530,000	8,200,000	8,250,000	8,670,000	8,690,000	8,700,000	8,700,000	71,850,000
Bridge Division											
Traffic Division											
Design Division											
Highway Safety Program											
Emergency Management											
Railroad Grade Crossing Program											
Railroad Signal Maintenance Program											
Texas Parks and Wildlife Program											
Landscape Incentive Awards Program											
Americans with Disabilities Act											
PTN TAP											
TAP Flex											
Green Ribbon											
Strategic Partnership Agreement with RMA's											
Federal Lands Access Program											
Statewide											
Statewide Unallocated											
TOTAL	\$ 570,850,000	\$ 1,132,990,000	\$ 1,259,480,000	\$ 1,389,340,000	\$ 1,308,980,000	\$ 1,316,380,000	\$ 1,383,970,000	\$ 1,387,500,000	\$ 1,389,000,000	\$ 1,388,360,000	\$ 12,536,850,000

Notes:
As passed by the 84th Legislature funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and HB 20 designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the requirements of HB 20. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP

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> <ul style="list-style-type: none"> 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><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.

Table IV-11 Category 4: Statewide Connectivity Corridor Total Funding Summary Including Proposition 1 and Additional

District/MPO/Division	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TOTALS
Ablene	\$ 3,440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,440,000
Amarillo	\$ 3,970,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,970,000
Atlanta	\$ 3,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,550,000
Austin	\$ 10,090,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,090,000
Bedford	\$ 4,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,550,000
Brownwood	\$ 4,890,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,890,000
Bryan	\$ 134,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,400,000
Childress	\$ 1,590,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,590,000
Corpus Christi	\$ 4,740,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,740,000
Dallas	\$ 17,260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,260,000
El Paso	\$ 3,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000
Fort Worth	\$ 11,210,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,210,000
Houston	\$ 20,560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,560,000
Laredo	\$ 2,920,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,920,000
Lubbock	\$ 4,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,220,000
Lufkin	\$ 3,040,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,040,000
Odessa	\$ 4,600,000	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,600,000
Paris	\$ 3,610,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,610,000
Pharr	\$ 5,450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,450,000
San Angelo	\$ 2,880,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,880,000
San Antonio	\$ 12,610,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,610,000
Tyler	\$ 5,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000
Waco	\$ 77,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,480,000
Michila Falls	\$ 2,780,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,780,000
Yoskum	\$ 4,710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,710,000
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTN TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAP Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Ribbon	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ 897,280,000	\$ 927,650,000	\$ 1,202,390,000	\$ 1,308,990,000	\$ 1,316,360,000	\$ 1,383,970,000	\$ 1,387,500,000	\$ 1,389,000,000	\$ 1,389,360,000	\$ 11,201,520,000
Statewide*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 398,550,000	\$ 927,280,000	\$ 927,650,000	\$ 1,202,390,000	\$ 1,308,990,000	\$ 1,316,360,000	\$ 1,383,970,000	\$ 1,387,500,000	\$ 1,389,000,000	\$ 1,389,360,000	\$ 11,630,070,000

Notes:
As passed by the 84th Legislature funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and HB 20 designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the requirements of HB 20. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.
*\$5 billion of the total Statewide Category 4 funds will be recommended for allocation to TxDOT Districts to address congestion along connectivity corridors using a formula that proportionally allocates funds based upon the percentage of MPO areas that fall within each District. The formula will distribute funds in years FY 18 through FY 26 and will be based on the Category 2 formula, with updates to the factors in the formula to account for the latest 2015 data.

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>

Table IV-17 Category 9: Transportation Alternatives Program 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	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Fort Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
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	7,210,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	\$ 29,350,000
(BMT & HOU) HGAC TMA	8,650,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	\$ 93,070,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	530,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	\$ 5,750,000
(DAL) FTW & PAR) NCTCOG TMA	9,150,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	\$ 98,520,000
(ELP) El Paso TMA	2,350,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	\$ 14,950,000
(LUD) Laredo TMA	390,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	\$ 4,260,000
(LBB) Lubbock TMA	400,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	\$ 4,270,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PARK) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	1,220,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	\$ 13,100,000
(PHR) Brownsville TMA	1,290,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	\$ 4,600,000
(SAL) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) Amarillo MPO	2,930,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	\$ 31,550,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Kilgus-Temple TMA	360,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	\$ 3,670,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) 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	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
PTN TAP	14,390,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	\$ 154,790,000
TAP Flex	41,940,000	-	-	-	-	-	-	-	-	-	\$ 41,940,000
Green Ribbon	-	-	-	-	-	-	-	-	-	-	\$ -
Strategic Partnership Agreement with RMA's	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Lands Access Program	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 90,810,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 45,490,000	\$ 500,220,000

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

Item 7:

Recommendation to Initiate Public Involvement for

- 2040 MTP

- FY17-20 TIP

- FY16-17 UPWP

Initiating Public Involvement Process for Amendments

Summary:

The public involvement process for amendments to the 2040 Metropolitan Transportation Plan (MTP), FY17 – 20 Transportation Improvement Program (TIP), and FY16 – 17 Unified Planning Work Program (UPWP) includes a public hearing and a 15 day public comment period. Initiation of the public involvement process for the following amendments is needed:

a. 2040 MTP:

Amend project listing as needed to include all projects selected for FY18-20 funding. This may include adding transit project, separating projects into phases, and updating project costs.

b. FY17 – 20 TIP:

Amend TIP to include projects recommended for FY18 – 20 funding.

c. FY16 – 17 UPWP:

The current Travel Demand Model (TDM) is based on the 2010 census demographics and has a forecast year of 2040. TxDOT is refreshing the TDM to include updated demographics and roadway network for 2015 with a forecast year of 2045; however, it is up to the MPO's to provide them with the updated data. To accomplish this task, we are contracting with Kimley-Horn and Associates. This task was not considered in the current budget for FY17. As a result, an amendment to the budget for FY17 is needed to add \$60,000 under Task 4.1 (MTP).

The updated and forecasted information will be provided to TxDOT to incorporate in their model refresh. Once completed, the updated TDM will be provided to us to use as we develop our 2045 MTP which is due in May 2019.

With the proposed amendment, we will have \$933,200 in Transportation Planning Funds (TPF) programmed for use in FY17. Funding available to us for FY17 is approximately \$1.2 million. Therefore, the proposed amendment is within our fiscal constraints.

Tentative Schedule:

- May 3, 2017—TAC recommendation to initiate public involvement (PI) process for amendments to the 2040 MTP, FY 17-20 TIP, and FY16-17 UPWP
- May 17, 2017—TPPB approval of initiation of PI process
- May 20 – June 3, 2017 – 15 day public comment period; public hearing (date/location tbd)
- June 7, 2017—TAC recommendation for approval of amendments
- June 21, 2017—TPPB approval of amendments

Action Needed: Recommendation to initiate PI process for proposed amendments.

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	KTMP	\$70,000	\$55,000 \$115,000	\$0	\$0	\$125,000 \$185,000
CONGESTION MANAGEMENT PROCESS	4.2	KTMP	\$130,000	\$75,000	\$0	\$0	\$205,000
Total	Total		\$200,000	\$130,000 \$190,000	\$0	\$0	\$330,000 \$390,000

(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.

UPWP BUDGET SUMMARY FY16/17

UPWP Task	FTA Task	Description	Transportation Planning Funds (1)		FTA Sect. 5307	Local Funds	Total Funds
			FY2016	FY2017			
1		Administration- Management	\$394,000	\$415,000	\$0	\$0	\$809,000
2		Data Development and Maintenance	\$62,000	\$65,000	\$0	\$0	\$127,000
3		Short Range Planning	\$88,800	\$93,200	\$66,433	\$83,137	\$331,570
4		Metropolitan Transportation Plan	\$200,000	\$130,000 ³ \$190,000	\$0	\$0	\$330,000 ³ \$390,000
5		Special Studies	\$181,000	\$170,000	\$0	\$0	\$351,000
		Total	\$925,800	\$873,200 ³ \$933,200	\$66,433	\$83,137	\$1,948,570 ³ \$2,008,570

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

²Estimate based on prior years authorizations

³ Amendment June 21, 2017

FY17 Total TPF Funds available as of this date: \$1,272,548.78

FY17 Apportionment - \$623,347.00

FY15 Carryover - \$649,201.78

(FY16 carryover not authorized yet - \$93,000)

FY17 TPF Programmed Amount as Amended: \$933,200

Item 8:

Public Input

Public Input Received through April 30, 2017

Summary:

KTMP 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. We will provide an update at the meeting on Wednesday.

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
KTMP Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMP) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMP) 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