



Killeen–Temple Metropolitan Planning Organization Project Phasing Policy

1. Purpose

The purpose of this policy is to establish procedures for phasing transportation projects programmed through the Killeen–Temple Metropolitan Planning Organization (KTMPPO) planning process while maintaining fairness in project prioritization and supporting timely project delivery.

2. Recognition of Project Phasing in Transportation Planning

KTMPPO recognizes that transportation projects may be implemented in multiple phases due to funding limitations, construction staging needs, environmental considerations, or right-of-way constraints. Project phasing can allow large or complex projects to move forward in logical segments while maintaining consistency with regional transportation planning priorities.

KTMPPO recognizes that project phasing may affect project delivery schedules and costs. Project sponsors are encouraged to develop phasing strategies that support efficient project delivery and minimize unnecessary increases in project costs while remaining consistent with project funding availability and implementation constraints.

KTMPPO will make reasonable efforts to manage project phasing in a manner that preserves the intent of the original project evaluation and selection process.

3. Definition of Project Phasing

For the purposes of KTMPPO planning and programming activities, project phasing occurs when a project originally programmed as a single implementation phase is divided into multiple segments or phases. Phasing may include:

- Segmenting a transportation corridor into multiple construction projects
- Dividing construction implementation across multiple fiscal years
- Separating project limits into logical segments due to engineering, environmental, or right-of-way considerations
- Coordinating project implementation with other planned transportation improvements

4. Applicability

This policy applies to projects selected and programmed through KTMPPO planning and programming activities, including:

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- TIP amendments and administrative modifications
- Other regional transportation project programming activities



5. Preservation of Project Priority

Projects that have been selected through the KTMPO project evaluation and ranking process will retain their original priority when phased, provided that the project remains consistent with its original purpose and need and does not constitute a significant scope change under this policy. Phased projects must remain consistent with the adopted MTP. Phased segments of the original project may be programmed in future TIP updates or amendments as funding becomes available.

6. Limitations on Phasing

Project phasing will not be used to circumvent the KTMPO project selection process, expand the project scope beyond what was originally evaluated, or replace previously approved projects with substantially different improvements.

If a phased project experiences a significant scope change, the project may be subject to reevaluation under the KTMPO project selection criteria. For purposes of this policy, a significant scope change is one that fundamentally alters the project's original purpose and need, improvement type, or anticipated transportation benefits such that the project no longer reasonably reflects the project evaluated and selected by KTMPO.

Examples of significant scope changes may include:

- Converting a roadway reconstruction project into a capacity expansion project that was not originally evaluated;
- Converting an intersection improvement project into a corridor-wide improvement project;
- Expanding the project to serve substantially different travel markets or activity centers than those considered during project evaluation;
- Combining multiple independent projects into a single project that was not originally evaluated through the KTMPO project selection process; or
- Modifying the project in a manner that would likely have resulted in a materially different project score or ranking during project evaluation.

The following actions, by themselves, shall not constitute a significant scope change:

- Dividing a project into logical implementation phases;
- Adding or modifying project phases, including preliminary engineering, right-of-way acquisition, utility relocation, or construction;
- Changes to project costs, funding sources, letting dates, funding dates, or CSJ numbers;
- Adjustments to project termini, lane configurations, or other design elements processed through the approved MTP or TIP amendment procedures, provided such changes do not fundamentally alter the project's original purpose and need or anticipated transportation benefits; or



- Refinements resulting from engineering, environmental, right-of-way, operational, or construction considerations that do not substantially alter the project's original purpose and need.

As a general guideline, if a change can be accommodated through the approved MTP or TIP amendment process and the project remains substantially consistent with the project originally selected by KTMPO, the change shall not be considered a significant scope change. Conversely, if a change transforms the project into something materially different from the project originally evaluated and ranked, KTMPO staff, in consultation with the Technical Advisory Committee, may recommend that a phased project be reevaluated under the KTMPO project selection criteria. The Policy Board retains final authority to determine whether reevaluation is warranted.

7. Documentation and Transparency

All project phasing actions will be documented through the appropriate KTMPO planning and programming procedures. Documentation may include:

- TIP amendments or administrative modifications
- Presentations to the Technical Advisory Committee (TAC)
- Policy Board review and approval when funding adjustments are required

Project sponsors are encouraged to identify anticipated project phasing during the KTMPO Call for Projects process when such information is reasonably known at the time of application. Sponsors may describe anticipated project phases, implementation sequencing, or logical project segments to assist KTMPO in evaluating and programming projects. Identification of potential phasing during project application does not obligate the sponsor to implement the project exactly as described and does not preclude future phasing adjustments consistent with KTMPO planning and programming procedures.

8. Policy Review

This policy will be reviewed periodically and updated as necessary to remain consistent with KTMPO planning practices, federal transportation planning requirements, and regional transportation program implementation needs.

Approved by the Policy Board on Sept 23, 2026.



Commissioner Bobby Whitson, Chair



Uryan Nelson, KTMPO Director