



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION



TAC

**Technical Advisory
Committee**

February 5, 2025
9:30am

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Agenda



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

Wednesday, February 5, 2025

Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPO TAC Meeting](#)

Call in Number: [+1 \(872\) 240-3212](#)

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item:** Regarding approval of minutes from the January 8, 2025, meeting. (pg 7-11)
[Presenter: Uryan Nelson, KTMPO]
4. **Discussion and Action Item:** Regarding recommending approval of the Central Texas Roadway Safety Action Plan. (pg. 13-14) [Presenter: James McGill, KTMPO]
5. **Discussion and Action Item:** Regarding recommending approval of Resolution 2025-02 adopting the FY2025 Safety (PM1) Performance Targets for KTMPO. (pg 15-21) [Presenter: James McGill, KTMPO]
6. **Discussion and Action Item:** Regarding recommending approval of Resolution 2025-03 adopting the FY2025 Pavement and Bridge Condition (PM2) Performance Targets for KTMPO. (pg 23-29) [Presenter: Kendra Coufal, KTMPO]
7. **Discussion Item:** Regarding the FY2025 System Performance & Freight Travel Time Reliability (PM3) Performance Targets for KTMPO. (pg 31-34) [Presenter: Kendra Coufal, KTMPO]
8. **Discussion Item:** Regarding the 2050 Technical Advisory Committee (TAC) Scoring Survey and Project Scoring Guidelines Assessment. (pg 35-36) [Presenter: James McGill, KTMPO]
9. **Discussion Item:** Regarding public input received through January 2025. (pg 37-39)
[Presenter: Anita Janke, KTMPO]

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. 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.

10. **Director's Update:** (pg 41-43) [Presenter: Uryan Nelson, KTMPO]
 - a) Meeting Schedule;
 - b) Other Updates;
 - c) Air Quality.
11. Member comments.
12. Adjourn.

Workshop - To Follow Regular Scheduled Meeting (If Needed)
AGENDA

1. Call to order.
2. Discussion on any KTMP items (No action will be taken on items discussed).
3. Adjourn.

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Item #3

Meeting Minutes



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

Wednesday, January 8, 2025

9:30 AM

Regular Meeting
2180 North Main Street
Belton, TX 76513

Representing	Member	Attended	Alternate Member Attended
City of Belton	Bob van Til	Y	
City of Copperas Cove	Robert Lewis	Y	
City of Harker Heights	Kristina Ramirez	Y	
City of Killeen	Kent Cagle	Y/A	Andrew Zagars
City of Temple	Jason Deckman	Y	
Bell County	Bryan Neaves, PE	N	
Coryell County	Judge Roger Miller	N	
Lampasas County	Commissioner Bobby Carroll	N	
HCTD	Darrell Burtner	Y	
Small and Rural Representative	Bert Henry	Y	
TxDOT – Waco	Victor Goebel, PE	Y	
TxDOT – Brownwood	Jason Scantling, PE	Y*	

Y= Attended Y/A= Alternate Attended N=Did not attend

*denotes online attendance

Meeting Minutes:

1. **Call to Order:** James McGill called the meeting to order at 9:31am.
2. **Opportunity for Public Comment:** Justin P. Morgan from the FHWA – Texas Division introduced himself and informed the committee that they may contact him with any questions regarding FHWA.
3. **Action Item:** Approve minutes from the September 11, 2024, meeting.

Mayor Bert Henry made a motion to approve the September 11, 2024, meeting minutes, seconded by Jason Deckman; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding recommending approval of 2024-2025 UPWP Amendment #1.

James McGill provided an update on the 2024-2025 UPWP Amendment. Mr. McGill explained that the amendment will revise the language in Subtask 1.4 to allow for an update to the KTMP O website, the procurement of a project tracker, the renaming of Task 4, and the reallocation of FY25 funding from Task 5 to Task 1. Mr. McGill also addressed questions from the TAC regarding the KTMP O website update and the reallocation of funds from Task 5 to Task 1.

Bob van Til made a motion to recommend approval of the 2024-2025 UPWP Amendment #1, seconded by Mayor Bert Henry; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding recommending approval of Resolution 2025-01 for the FY22 Annual Project Listing (APL).

James McGill explained that the Annual Project Listing (APL) is submitted each year; however, TxDOT requested confirmation of the FY22 APL due to issues with their system. He noted that this process may also need to be repeated for the FY23 APL.

Bobby Lewis made a motion to recommend approval of Resolution 2025-01 for the FY22 Annual Project Listing (APL), seconded by Kristina Ramirez; the motion passed unanimously.

6. **Discussion Item:** Regarding FY2024 Annual Performance and Expenditure Report (APER).

James McGill informed the TAC about the FY2024 APER report and noted that it was sent out with the meeting materials.

7. **Discussion Item:** Regarding the Active Transportation Advisory Committee (ATAC), Bylaws and Membership Updates.

Anita Janke provided an update on the Active Transportation Advisory Committee (ATAC), explaining that it was formerly known as the Bicycle/Pedestrian Advisory Committee (BPAC). The committee has updated its name to more accurately represent its expanded focus on all forms of active transportation, including biking, walking, and equestrian activities. Along with this change, the committee has redefined its mission and membership criteria, establishing clear objectives and responsibilities. The scope of its

work now includes a broader range of active transportation modes, with a particular emphasis on fostering greater citizen involvement in the decision-making process.

8. **Discussion Item:** Regarding the FY2025 Safety (PM1) Performance Targets for KTMPO.

Callie Tullos provided an update on the FY2025 Safety (PM1) Performance Targets for KTMPO. She shared the projected numbers for FY2025, based on forecasts created using 2022 data, and explained that these figures were calculated using the same formula as the FY2024 selection process. Ms. Tullos stated that staff recommend adopting the following targets:

- **Traffic Fatalities:** Zero deaths by 2050 model, with a target reduction of 54 fatalities.
- **Serious Injuries:** 25% reduction, with a target reduction of 298 serious injuries.
- **Non-Motorized Fatalities and Serious Injuries:** Zero deaths by 2050 model, with a target reduction of 32 fatalities.

James McGill noted that 2024 data for traffic fatalities and serious injuries is not yet available. As a result, staff recommend waiting until the 2024 and 2025 data is available before reevaluating the percentage reductions for each target. The TAC suggested revisions to the data to enhance the clarity of each graph.

9. **Discussion Item:** Regarding update on KTMPO TIP/MTP programmed funding and project readiness.

James McGill explained that TxDOT has been meeting with all MPOs regarding programmed funding carryover balances. Mr. McGill updated the TAC on a legislative rule change that allows unspent carryover funds exceeding 200% to be reallocated from Category 7 to Category 2. Mr. McGill noted that FY2025 funds for Category 7 could be affected by this change; therefore, staff would like to determine if any projects could be moved up to maximize the use of funds in FY2025. Mr. McGill then reviewed each funding category with the TAC, outlining the allocated projects for each year and the carryover balances. The floor was then opened for discussion.

10. **Discussion Item:** Regarding an update on the Safe Streets & Roads for All (SS4A) Grant.

James McGill provided an update on the draft Central Texas Roadway Safety Action Plan, noting that the final plan will be available for review in February. Callie Tullos also provided an update on the in-kind tracking progress for the grant.

11. Discussion Item: Regarding public input received through December 2024.

Anita Janke shared public comments received via email, the MPO website, and social media through December 2024. She also provided an overview of all comments received during FY2024.

12. Director's Update:

James McGill provided the schedule for the upcoming KTMPO meetings. Anita Janke gave an update on the development of the Active Transportation Master Plan, explaining that the plan will include strategies to promote all forms of active transportation within the region. Mr. McGill also provided an update on the TxDOT 2025 TA Project Call. The maximum ozone air quality readings for December were 42 parts per billion (ppb) at the Temple station and 44 ppb at the Killeen station.

13. Member Comments: No Comments.

14. Adjourn: The meeting adjourned at 10:35 am.

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

Uryan Nelson, KTMPO Director

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Item #4

Central Texas Roadway Safety Action Plan

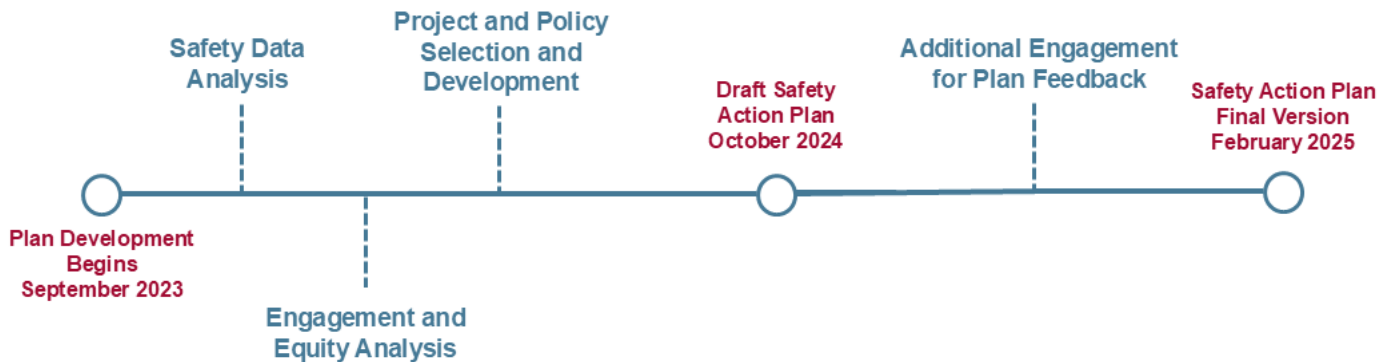
Central Texas Roadway Safety Action Plan

Background

In October 2024, CTCOG staff conducted an initial review and provided overview presentations. From November to December 2024, the plan underwent public review, followed by follow-up engagements and reviews by partner agencies and the task force. Additionally, the TPPB reviewed the plan during this period. As of February 2025, the final Safety Action Plan is ready for review.

The final Central Texas Roadway Safety Action Plan is included with the meeting materials.

Safety Action Plan Development Schedule



Action Needed: Consider recommending approval of the Central Texas Roadway Safety Action Plan.

Item #5

FY2025 Safety (PM1) Performance Targets

FY2025 Safety (PM1) Performance Target

Background

The Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance-based decision process that ties back to regional performance targets. 23 United States Code (U.S.C) Section 150 and the FAST Act require State DOTs and MPOs to establish performance standards and meet subsequent reporting requirements for the following national performance measures.

- Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance & Freight Travel Time Reliability (PM3)
- CMAQ (Congestion Mitigation and Air Quality) Improvement Program
- Transit Asset Management (State of Good Repair)
- Transit Agency Safety Plan (PTASP)

Safety Performance Rule

The Safety Performance Rule (PM1), found in 23 CFR 490.207(a1-5), establishes safety performance measures to address fatalities and serious injuries on roadways and is evaluated using Crash Records Information System (CRIS) and Vehicular Miles Traveled (VMT) estimates. This Rule is to better invest transportation funding for safety improvement projects to support safe roadway networks.

TxDOT sets safety performance targets for five federally required safety performance measures. These targets include:

- number of fatalities,
- fatalities per million miles traveled,
- number of serious injuries,
- serious injuries per million vehicle miles traveled, and
- number of non-motorized fatalities and non-motorized serious injuries.

Between 2018 and 2023 the KTMPo Policy Board annually approved support of TxDOT's statewide safety performance targets. In 2024 discussions began about the adoption of KTMPo region-specific safety targets, marking the inaugural year KTMPo's safety targets vary from TxDOT. In January 2024, the Policy Board adopted a goal of zero motor vehicle fatalities and a 25% decrease in serious injuries by the year 2050.

The PM1 Safety Targets must be adopted by KTMPo no later than February 26, 2025.

Staff recommends the TPPB adopt the following targets:

- Traffic Fatalities: Zero deaths by 2050 model, a target reduction number of 54 fatalities.
- Serious Injuries: 25% reduction, a target reduction number of 298 serious injuries.
- Number of Non-Motorized Fatalities and Serious Injuries: Zero deaths by 2050 model, a target reduction number of 32 fatalities.

Historical Crash Data

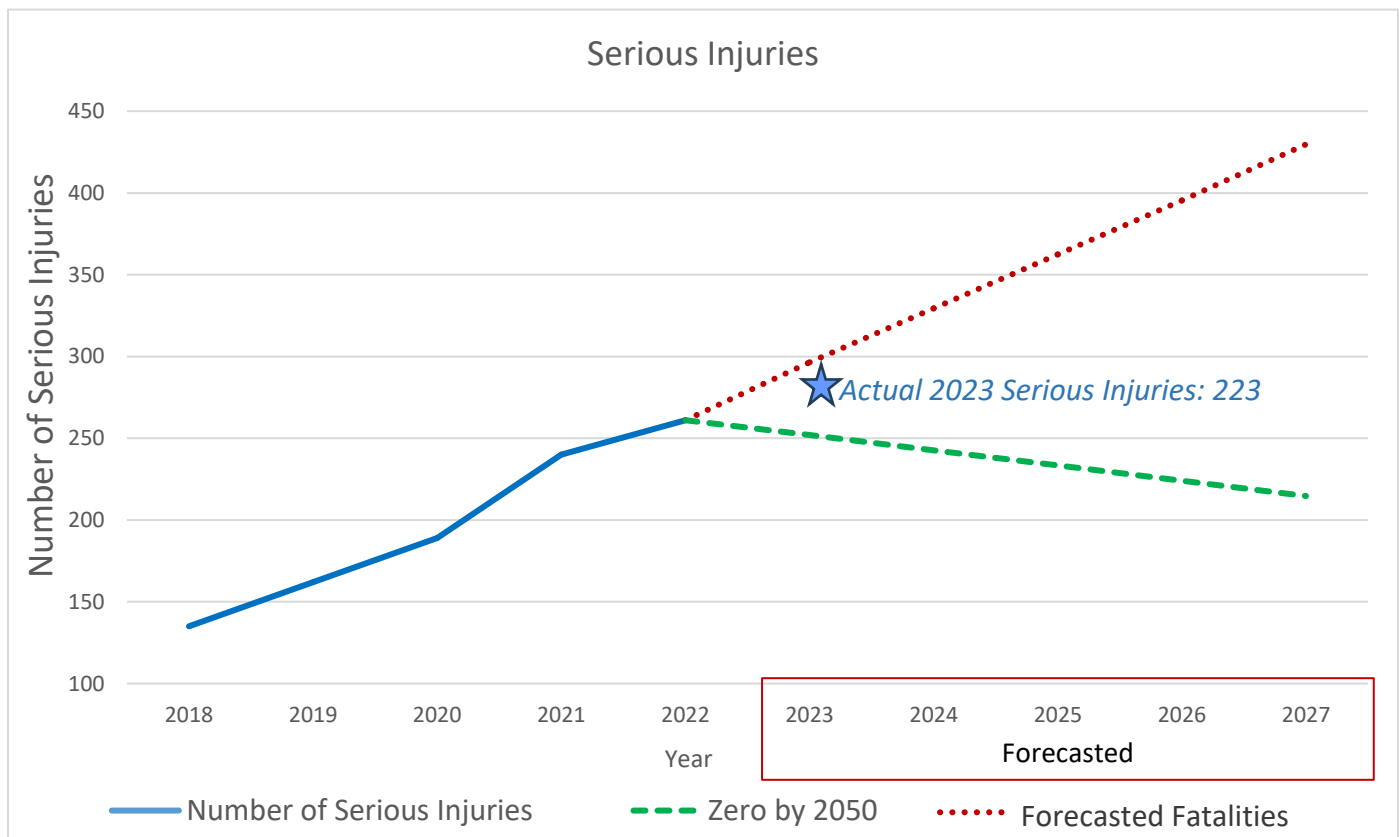
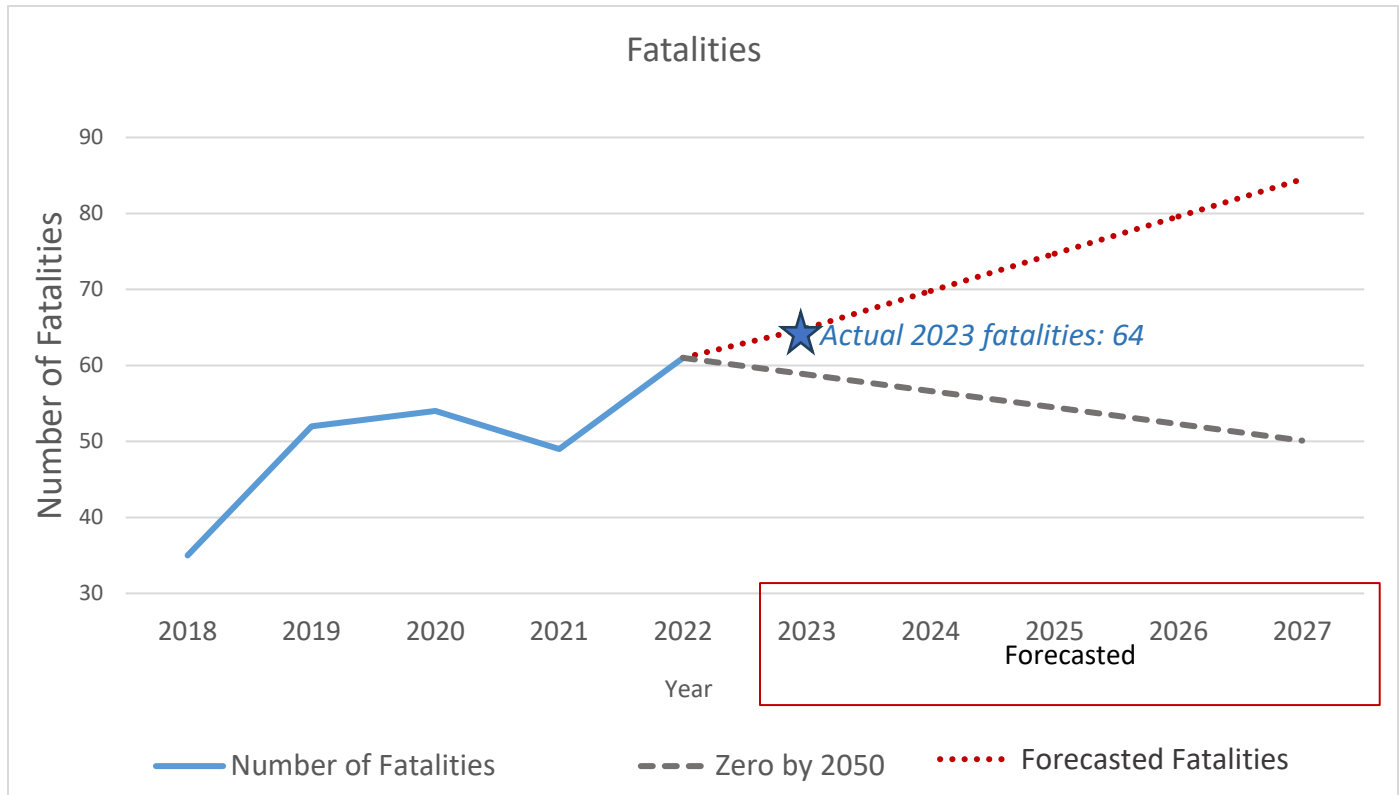
Year	2018	2019	2020	2021	2022	2023
Number of Fatalities	35	52	54	49	61	64
Number of Serious Injuries	135	162	189	240	261	223
Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.90	1.28	1.51	1.24	1.54	1.64
Serious Injuries per 100 million VMT	3.48	4.00	5.29	6.08	6.60	5.73
Number of Non-Motorized Fatalities & Serious Injuries	19	35	31	41	36	44

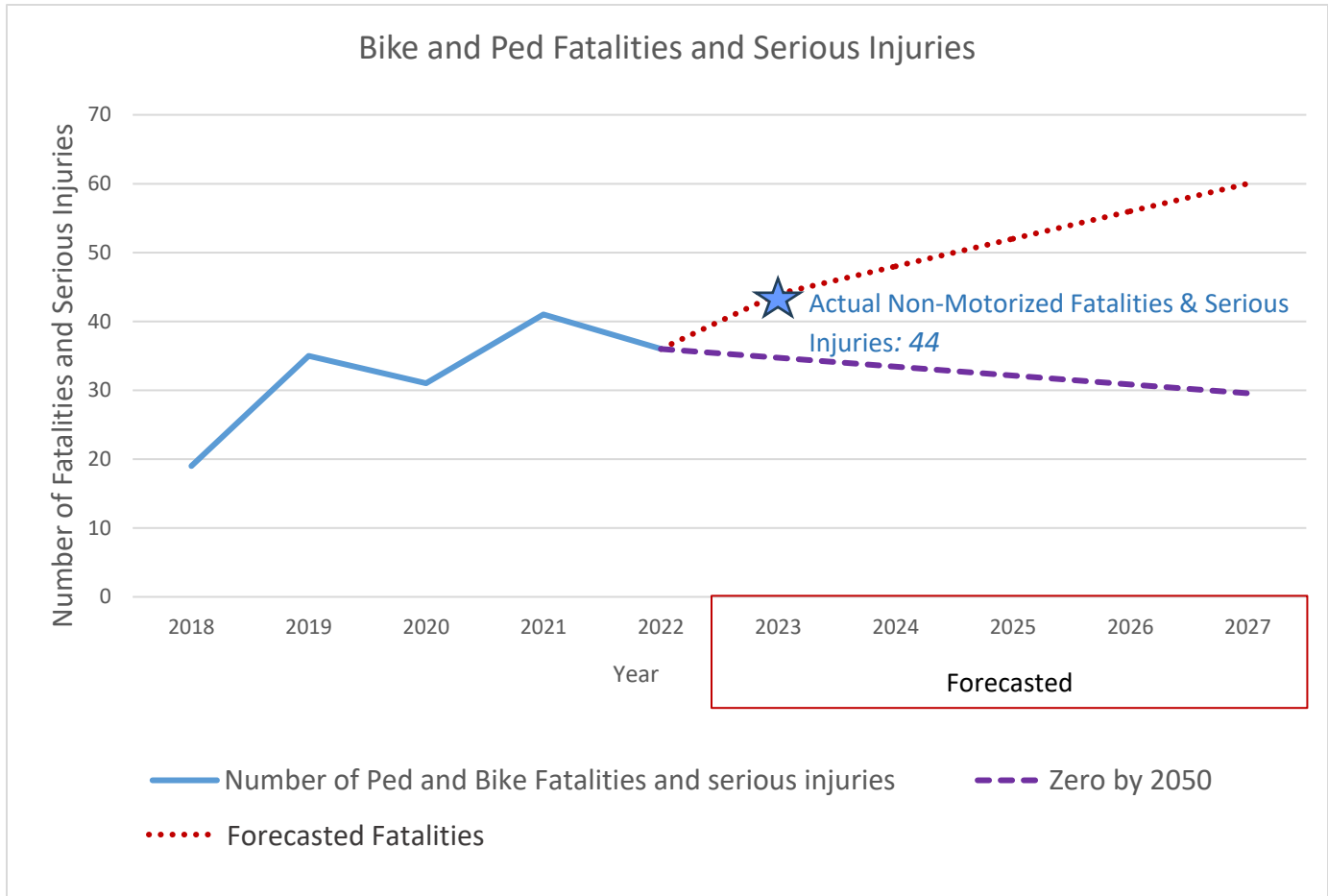
FY2024 Safety (PM1) Targets

Performance Measure Areas:	Targets:
Number of Traffic Fatalities	57
Number of Serious Injuries	286
Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.59
Serious Injuries per 100 million VMT	7.32
Number of Non-Motorized Fatalities and Serious Injuries	44

FY2025 Safety (PM1) Targets

Performance Measure Areas:	Targets:
Number of Traffic Fatalities	54
Number of Serious Injuries	298
Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.38
Serious Injuries per 100 million VMT	7.63
Number of Non-Motorized Fatalities and Serious Injuries	32





PM1 Safety Target Adoption Schedule

Date	Activity
January 8, 2025	TAC discussion regarding Safety Performance (PM1) targets for FY 2025.
January 22, 2025	TPPB discussion regarding Safety Performance (PM1) targets for FY 2025.
February 5, 2025	TAC recommends approval of Resolution 2025-02 supporting Safety Performance (PM1) targets for FY 2025.
February 19, 2025	TPPB approves Resolution 2025-02 supporting Safety Performance (PM1) targets for FY 2025.

Action Needed: Consider recommending approval of Resolution 2025-02 supporting Safety Performance (PM1) targets for FY 2025.



RESOLUTION NO. 2025-02

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION ANNUAL ADOPTION OF TARGETS FOR SAFETY PERFORMANCE MEASURES REQUIRED BY THE FAST ACT

WHEREAS; the Safety Performance Rule (PM1), found in 23 CFR 490.207(a1-5), establishes safety performance measures to address fatalities and serious injuries on roadways and is evaluated using Crash Records Information System (CRIS) and Vehicular Miles Traveled (VMT) estimates; and

WHEREAS; the Texas Department of Transportation (TxDOT) has adopted the “Road to Zero” goal to cut traffic fatalities on Texas roadways to zero by the year 2050, and the Killeen-Temple Metropolitan Planning Organization supports this ultimate goal; and

WHEREAS; the Killeen Temple Metropolitan Planning Organization (KTMPO) has established targets for the following 5 Performance Measures areas:

Performance Measure Areas:	Targets:
Number of Traffic Fatalities	54
Number of Serious Injuries	298
Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.38
Serious Injuries per 100 million VMT	7.63
Number of Non-Motorized Fatalities and Serious Injuries	32

WHEREAS; KTMPO utilized the following methodologies to establish safety targets for 2025:

- a linear reduction to 0 traffic fatalities by 2050 from 2022 numbers
- a 25% reduction from the current trend of serious injuries over the next 5 years
- a linear reduction to 0 non-motorized fatalities and serious injuries by 2050 from 2022 numbers

NOW, THEREFORE, BE IT RESOLVED that the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board has agreed to adopt and support the five safety performance measures attached herein for 2025; and

BE IT FURTHER RESOLVED that the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board will plan and program projects that contribute to the accomplishment of said targets.



PASSED AND ADOPTED on this 19th day of February 2025, at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board (TPPB) meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Councilmember Susan Long, KTMPO TPPB Chair

Uryan Nelson, KTMPO Director

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Item #6

FY2025 Pavement and Bridge Condition (PM2) Performance Targets

FY2025 Pavement and Bridge Condition (PM2) Performance Targets

Background

Since January of 2017, The Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment Jobs Act (IIJA) legislations enacted (and continued) Transportation Performance Management into the Federal Highway Program (23 CFR 490), addressing challenges that face the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

This surface transportation legislation includes provisions to make surface transportation more streamlined, performance-based, and multimodal.

State DOTs were required to set initial targets by May 20, 2018. MPOs were required to either support the state targets or establish their own regional targets no later than 180 days after State DOT targets were established. Once established, targets were reported to FHWA, with the requirement for reporting agencies to reevaluate 2 and 4-year targets every two years. To date, KTMP has maintained compliance with timely review and reporting of performance targets. There is currently no penalty for not meeting targets.

Pavement Conditions

One of the national goals, maintaining infrastructure condition, focuses on preservation of pavements and bridges which is critical to safety, the movement of goods and people, economic development. While the demand on the transportation system is greater than ever, pavements and bridges are steadily deteriorating due to traffic, weather and time.

TxDOT performance measures include percentages of person-miles traveled on Interstates and Non-Interstates that are reliable, as shown in the Table below.

- Percentage of pavements of the Interstate System in Good condition;
- Percentage of pavements of the Interstate System in Poor condition;
- Percentage of pavements of the non-Interstate NHS in Good condition; and
- Percentage of pavements of the non-Interstate NHS in Poor condition.

Pavement Condition Ratings

Interstate & Non-Interstate System Rating Thresholds			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Cracking %	< 5	5 - 10	> 10
Rutting (in)	< 0.2	0.2 - 0.4	> 0.4
Faulting (in)	< 0.05	0.05 - 0.15	> 0.15

Rating the National Highway System (NHS)

Rating the Interstate & Non-Interstate Roadways of the NHS			
	Pavement Types		
Overall Condition Rating	3 metric ratings ACO - (IRI, Cracking, Rutting) JCP - (IRI, Cracking, Faulting)	2 metric ratings CRCP - (IRI and Cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Fair	All other combinations	All other combinations	% Lane miles in "Fair" Condition
Poor	≥ 2 Metrics rated "Poor"	Two metrics rated "Poor"	% Lane miles in "Poor" Condition

Key= Asphaltic Concrete Overlay (ACO), Joint Concrete Pavement (JCP), Continuously Reinforced Concrete Pvmnt.(CRCP)

Pavement Condition Targets

Highway	Performance Measure	2022 State Baseline	2024 State 2-Year Actual	2024 KTMPO 2-Year Actual	2024 State 2-Year Target	2026 State 4-Year Target	2026 State 4-Year Adjustment
IH	Good	64.5%	65.6%	In progress	63.9%	63.6%	
	Poor	0.1%	0.1%	In progress	0.2%	0.2%	
Non-IH	Good	51.7%	51.3%	In progress	45.5%	46.0%	
	Poor	1.3%	1.7%	In progress	1.5%	1.5%	2.5%

Target Source: State Biennial Performance Report for Performance Period (2022-2025)

PM2 Pavement Data sources:

- International Roughness Index (IR), rutting, faulting, and cracking
- Highway Performance Monitoring System (HPMS)
- TxDOT Pavement Management Information System (PMIS)

Some limitations of the data:

- In 2022, condition calculations for Non-Interstate HNS pavement measures changed from one measure (IRI) to three measures (IRI, Cracking, and Rutting or Faulting).
- Pavement types vary from asphalt concrete, jointed concrete, and continuously reinforced concrete pavement.
- Data quality and availability varies.
- Coverage is only on the NHS.

TxDOT is responsible for collecting the necessary measurements and inspections to determine the pavement conditions ratings. The federal criterion bases the pavement condition on the International Roughness Index (IRI), rutting, cracking, and faulting. Essentially, the IRI is the overall ride quality of a roadway. The pavement analysis is based on distress ratings and ride quality measurements. TxDOT uses historical measurements of pavement and bridge conditions to establish statewide targets.

Bridge Conditions

Asset management analyses utilize bridge condition targets to improve the durability and extend the life of the region's bridges. TxDOT performance measures include percentages of bridges on the NHS that are in good and poor condition, as shown in the Table below.

- Percentage of NHS bridges classified as in Good condition;
- Percentage of NHS bridges classified as in Poor condition.

Bridge Inventory Ratings

	Good	Fair	Poor
Bridge Inventory Rating	≥ 7	< 7 and > 4	≤ 4

Bridge Condition Targets

Highway	Performance Measure	2022 State Baseline	2024 State 2-Year Actual	2024 KMTPO 2-Year Actual	2024 State 2-Year Target	2026 State 4-Year Target	2026 State 4-Year Adjustment
NHS	Good	49.2%	48.9%	74.1%	48.5%	47.6%	
	Poor	1.1%	0.9%	0.0%	1.5%	1.5%	

Target Source: State Biennial Performance Report for Performance Period (2022-2025)

PM2 Bridge Data sources:

- National Bridge Inventory evaluation ratings for the bridge's deck, superstructure, substructure, and culvert.
- The bridge targets are expressed in the percent of total bridge deck area. Deck area is computed using the structure length and deck width. For culverts, the deck area is calculated using the approach roadway width and structure length.

Some limitations of the data:

- Due to the lengthy lead time associated with environmental clearance, right of way purchase, design and the construction of a bridge, any new bridge being considered right now will have little or no influence on bridge conditions for the next three to five years. Data quality and availability varies.
- Coverage is only on the NHS.

Because of the complexity and limitations of the data sets, KT MPO and most MPOs across the state have historically adopted the State performance targets as the regional MPO targets.

Staff Recommendation

TxDOT reviewed and adjusted, as necessary, statewide Pavement and Bridge targets on October 1, 2024. Per Federal requirements, KT MPO has 180 days to support the TxDOT targets or establish its own targets. KT MPO Staff recommends supporting the 2-year and 4-year Pavement and Bridge targets established by TxDOT as the regional MPO targets. The PM2 Pavement and Bridge Condition Performance Targets must be adopted by KT MPO no later than March 30, 2025.

Action Needed: Consider recommending approval of Resolution 2025-03 supporting the state's FY2026 Pavement and Bridge Condition (PM2) Performance Targets for KT MPO.



RESOLUTION NO. 2025-03

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMP) SUPPORTING THE 2024 AND 2026 PAVEMENT AND BRIDGE (PM2) TARGETS FOR KTMP ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT).

WHEREAS; Title 23 CFR Part 490 and the Fixing America’s Surface Transportation (FAST) Act requires KTMP to establish the following national performance management measures for assessing pavement and bridge conditions.

- a. Pavement Conditions (23 CFR Part 490.307)
 - Percentage of pavements of the Interstate System in Good condition;
 - Percentage of pavements of the Interstate System in Poor condition;
 - Percentage of pavements of the non-Interstate NHS in Good condition; and
 - Percentage of pavements of the non-Interstate NHS in Poor condition.
- b. Bridge Conditions (23 CFR Part 490.407)
 - Percentage of NHS bridges classified as in Good condition;
 - Percentage of NHS bridges classified as in Fair condition; and
 - Percentage of NHS bridges classified as in Poor condition.

WHEREAS; in October 2024, TxDOT reviewed and updated, as necessary, statewide performance targets for PM2 2-year and 4-year targets and provided target recommendations for each set of measures; and

WHEREAS; KTMP, which serves as the metropolitan planning organization (MPO) for the Killeen-Temple Metropolitan Area, has the responsibility under the provisions of Fixing America’s Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS; pursuant to KTMP’s responsibilities as the MPO for the region must agree to support and accept the State performance targets or set other targets for the Killeen-Temple Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED that the KTMP Policy Board agrees to support and adopt the following TXDOT pavement and bridge state of good repair performance targets for the years 2024 and 2026; and



Pavement Targets

Highway	Performance Measure	2022 State Baseline	2024 State 2-Year Target	2026 State 4-Year Target
IH	Good	64.5%	63.9%	63.6%
	Poor	0.1%	0.2%	0.2%
Non-IH	Good	51.7%	45.5%	46.0%
	Poor	1.3%	1.5%	2.5%*

**Target was adjusted on October 1, 2024*

Bridge Targets

Highway	Performance Measure	2022 State Baseline	2024 State 2-Year Target	2026 State 4-Year Target
NHS	Good	49.2%	48.5%	47.6%
	Poor	1.1%	1.5%	1.5%

BE IT FURTHER RESOLVED that the KTMPO Policy Board will reflect these targets in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Plan (MTP) and plan and program projects that contribute to the accomplishment of said targets.

PASSED AND ADOPTED on this 19th day of February 2025, at a regular meeting of the KTMPO Policy Board meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Councilmember Susan Long, KTMPO TPPB Chair

Uryan Nelson, KTMPO Director

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Item #7

FY2025 System Performance & Freight Travel Time Reliability (PM3) Performance Targets

FY2025 System Performance & Freight Travel Time Reliability (PM3)

Performance Targets

Background

Since January of 2017, The Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment Jobs Act (IIJA) legislations enacted (and continued) Transportation Performance Management into the Federal Highway Program (23 CFR 490), addressing challenges that face the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

This surface transportation legislation includes provisions to make surface transportation more streamlined, performance-based, and multimodal.

State DOTs were required to set initial targets by May 20, 2018. MPOs were required to either support the state targets or establish their own regional targets no later than 180 days after State DOT targets were established. Once established, targets were reported to FHWA, with the requirement for reporting agencies to reevaluate 2 and 4-year targets every two years. To date, KT MPO has maintained compliance with timely review and reporting of performance targets. There is currently no penalty for not meeting targets.

System Reliability

One of the national goals, system reliability, focuses on improving the efficiency of the surface transportation system. TxDOT performance measures include percentages of person-miles traveled on Interstates and Non-Interstates that are reliable, as shown in the Table below.

- Percent of 'reliable' person miles traveled on the Interstate system
- Percent of 'reliable' person miles traveled on the non-Interstate NHS system

There are two NHS-based PM3 performance measures that represent the reliability of travel times for all vehicles, calculated on Interstate and non-Interstate NHS roadway, known as the LOTTR. The LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6:00 AM to 8:00 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person miles traveled on the Interstate and non-Interstate NHS that are reliable.

Freight Movement and Economic Vitality

Another one of the national transportation goals, freight movement and economic vitality, focuses on improving the National Highway Freight Network, strengthening the ability of rural communities to access national and international trade markets, and supporting regional economic development. The TxDOT performance measure for freight movement and economic vitality is the truck travel time reliability index, as shown in the Table below.

- Ratio of unreliable truck travel to average truck travel on the Interstate system

The freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate System over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

System Reliability Targets

Performance Measure	2022 State Baseline	2024 State 2-Year Actual	2024 State 2-Year Target	2026 State 4-Year Target	2026 State 4-Year Adjustment
Reliable Person-Miles on Interstate NHS (%)	84.6%	80.1%	70.0%	70.0%	
Reliable Person-Miles on Non-Interstate NHS (%)	90.3%	86.1%	70.0%	70.0%	
Truck Travel Time Reliability Index	1.39	1.42	1.55	1.55	

Target Source: State Biennial Performance Report for Performance Period (2022-2025)

PM3 Data sources:

- National Performance Measure Research Data Set (NPMRDS)
- TTI compiles the LOTTR data for Texas DOT and State MPOs
- Local inputs for growth rate and other elements
- Roll up MPO values into state summaries

Some limitations of the data:

- The NPMRDS does not provide real-time data (month delay traffic monitoring).
- Data quality and availability varies; NPMRDS may have a significant number of outliers and missing values depending on road type, location, day of week, time of day, segment length, and traffic volume.



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Agenda Item # 7

- Segment lengths in some areas (e.g., rural roads) may be too long to provide an accurate picture of delay and travel time.
- Coverage of the NPMRDS is only on the NHS.
- The basic NPMRDS (free package provided by FHWA) does not come with pre-built analytical tools.

Because of the complexity and limitations of the data sets, KT MPO and most MPOs across the state have historically adopted the State performance targets as the regional MPO targets.

TxDOT opted not to adjust its emissions targets in the recently completed Mid Performance Period (MPP) Progress Report. Since no changes were made federal regulations do not require any actions for PM3 from MPOs in attainment.

Action Needed: No action needed; for discussion only.

Item #8

2050 TAC Scoring Assessment

2050 TAC Scoring Assessment

Background

The 2050 Metropolitan Transportation Plan (MTP), our long-range transportation plan, was updated in the Spring of 2024. During the update, regional partners submitted projects covering all modes of transportation (roadway, bike/pedestrian, and transit). These projects were competitively evaluated using approved Scoring Guidelines to receive funding through various sources at the local, state, and federal levels based on the project's final score, regional prioritization ranking, and funding availability. Staff would like to ensure that the Technical Advisory Committee and Policy Board is pleased with the overall scoring process and feels their community's voices are heard.

A survey was sent out to the TAC to provide feedback on the project scoring process for the 2050 MTP and help improve future project scoring processes. The feedback gathered will help refine the process for ease of use and ensure that future project evaluations align with the needs and priorities of the community.

Action Needed: No action needed; for discussion only.

Item #9

Public Comment



February 5, 2025

Technical Advisory Committee

Agenda Item # 9

Public Input Received through Previous Month

KTMPPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. Staff 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. Public input received through the previous month is included in meeting packet.

Public Comment Log				
Date	Source	Public Comment	KTMP Response	Jurisdiction
1/27/2025	Outreach Activity	Is there an ADA plan for 509 S. 9th Street, Temple Texas. Hilltop Recovery Ministries (non-profit) would like to apply for the TxDOT 2025 Transportation Alternatives grant.	KTMP staff shared information on potential historical considerations for ADA compliance and advised the non-profit to review the lease agreement to determine financial responsibility for necessary ADA modifications, identify required improvements, and connect with relevant city contacts. (1/25/2025)	Multi
1/27/2025	Outreach Activity	Our friends were killed when crossing the street after a funeral in December 2024. What steps is the city taking to improve pedestrian safety in this area that does not have sidewalks or crosswalks -especially since there were two deaths? Approximate Location: 1630 Martin Luther King Jr Dr, Temple, TX 76504	KTMP Staff contacted the appropriate jurisdiction to seek clarification on the city's efforts to improve pedestrian safety in the area. Staff learned that there are currently no projects planned for that section of MLK, however, city staff suggested contacting Zoe Grant, District 2 Councilmember. KTMP staff will share this information with the citizen via telephone call and forward comment to Zoe Grant. Additionally, staff encouraged the citizen to participate in the ATAC as an advocate for pedestrian safety.	City of Temple

Action Needed: No action needed; for discussion only.

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Item #10

Director's Update



February 5, 2025

Technical Advisory Committee

Agenda Item # 10

Director's Update

a) Listed below are the upcoming KTMPO meetings:

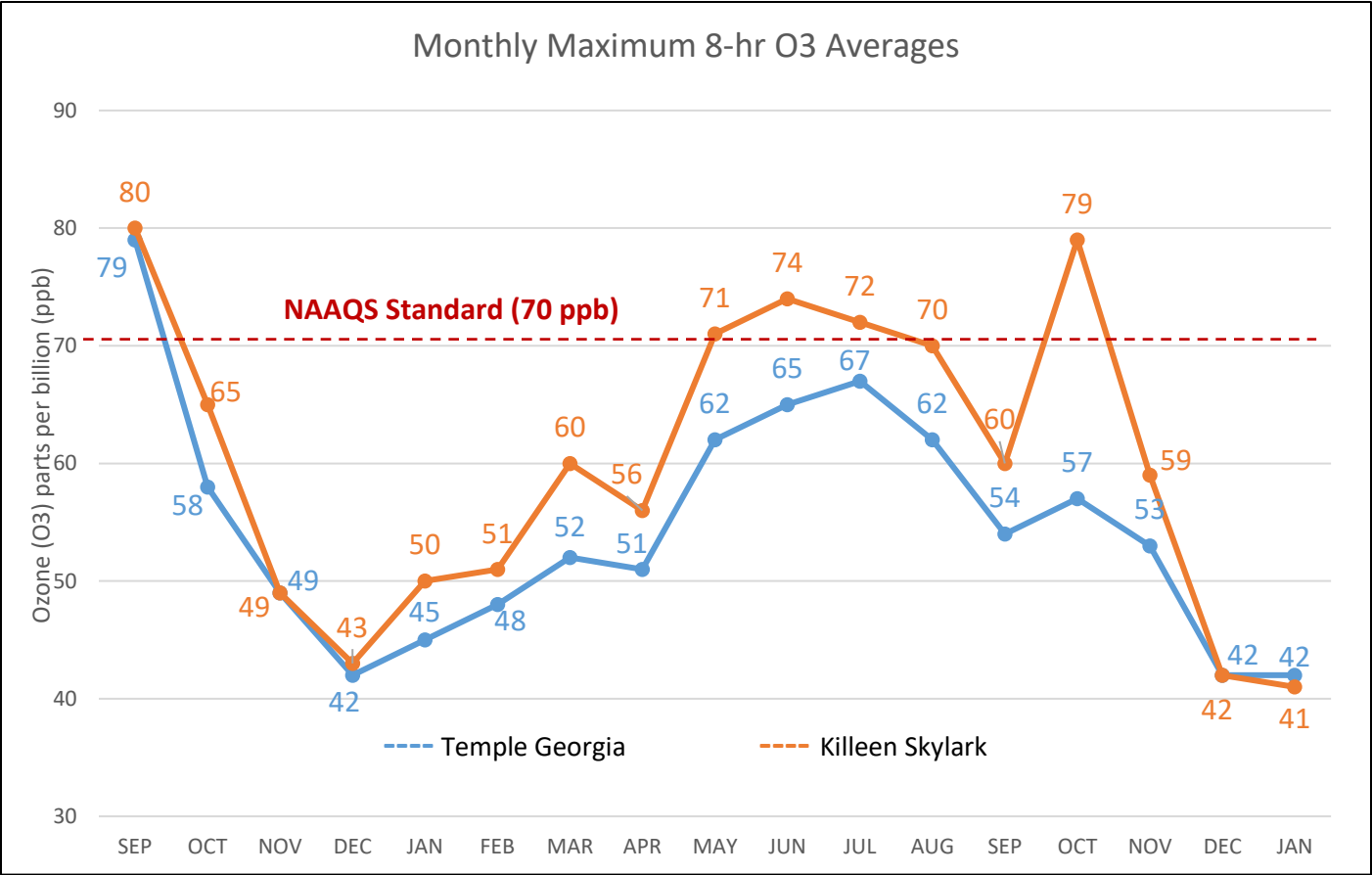
Date	Meeting
February 12, 2025	Active Transportation Advisory Committee
February 19, 2025	Transportation Planning Policy Board
March 5, 2025	Technical Advisory Committee
March 19, 2025	Transportation Planning Policy Board
April 2, 2025	Technical Advisory Committee
April 16, 2025	Transportation Planning Policy Board

All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas, unless otherwise noted (i.e. – electronic meeting).

b) Other Updates:

- Speed Sign Loaner Program
- Federal Executive Orders

c) Air Quality



Compliance with EPA Ozone				3-year average (Calculated on January 31, 2025)
Standard: 4th Highest Annual Value				
	2023	2024	2025*	
Temple	76	61	38	58
Killeen	76	71	38	62

KTMPO Meeting Attendance

KTMPO TPPB Meeting Attendance												
Entity	Name	Date Appointed	10/16/2024	1/22/2025	2/19/2025	3/19/2025	4/16/2025	5/21/2025	6/18/2025	7/16/2025	9/10/2025	10/15/2025
Belton	Mayor David Leigh	1/14/2020	P	M								
Copperas Cove	Councilmember Fred Chavez	1/24/2023	M	P								
Harker Heights	Mayor Michael Blomquist	5/16/2023	P	M								
Killeen	Councilmember Riakos Adams	7/25/2022	M	-								
Killeen	Councilmember Ramon Alvarez	7/25/2022	-	-								
Killeen	Councilmember Joseph Solomon	9/6/2023	-	M								
Temple	Mayor Tim Davis	8/15/2013	M	M								
Temple	Councilmember Susan Long	5/17/2018	M	P								
Temple	Councilmember Mike Pilkington	11/16/2023	M	M								
Bell County	Judge David Blackburn	3/11/2019	-	M								
Bell County #2	Commissioner Bobby Whitson	6/17/2024	M	M								
Coryell County	Judge Roger Miller	-	M	-								
Lampasas County	Bobby Carroll	6/28/2021	-	-								
TxDOT Waco District	Stan Swiatek	-	P	M								
TxDOT Brownwood District	Greg Cedillo	1/17/2023	-	-								
HCTD	Raymond Suarez	10/25/2023	M	M								

Attendance Legend	
Member	M
Proxy	P
Online	O
Not Present	-

KTMPO TAC Meeting Attendance												
Entity	Name	Date Appointed	10/2/2024	1/8/2025	2/5/2025	3/5/2025	4/2/2025	5/7/2025	6/4/2025	7/2/2025	9/3/2025	10/1/2025
Belton	Bob Van Til	10/13/2020	Meeting Cancelled/ No Quorum	M								
Copperas Cove	Bobby Lewis	11/20/2018		M								
Harker Heights	Kristina Ramirez	11/10/2020		M								
Killeen	Kent Cagle	1/14/2020		P								
Temple	Jason Deckman	3/17/2021		M								
Bell County	Bryan Neaves			-								
Coryell County	Judge Roger Miller			-								
Lampasas County	Bobby Carroll	6/28/2021		-								
HCTD	Darrell Burtner	10/23/2020		M								
Small and Rural Rep	Bert Henry	7/24/2024		M								
TxDOT Waco District	Victor Goebel	12/4/2017		M								
TxDOT Brownwood District	Jason Scantling			O								

KTMPO Contacts, Acronyms, and Terms

Transportation Planning Policy Board

City Members			
Entity	Name	Number	Email
City of Belton	Mayor David Leigh	254-933-1000	dkleigh@beltontexas.gov
City of Copperas Cove	Councilmember Fred Chavez	254-547-4221	fchavez@copperascovetx.gov
City of Harker Heights	Mayor Michael Blomquist	254-953-5600	mblomquist@harkerheights.gov
City of Killeen	Councilmember Ramon Alvarez	254-383-7981	ralvarez@killeentexas.gov
City of Killeen	Councilmember Riakos Adams	254-290-5330	radams@killeentexas.gov
City of Killeen	Councilmember Joseph Solomon	254-501-7600	jsolomon@killeentexas.gov
City of Temple	Mayor Tim Davis	254-298-5301	tdavis@templetx.gov
City of Temple	Chair , Councilmember Susan Long	254-774-5700	wtaylor604@aol.com
City of Temple	Councilmember Mike Pilkington	254-534-1472	mpilkington@templetx.gov
Hill Country Transit	Raymond Suarez	254-933-3700	rsuarez@takethehop.com
County Members			
Bell County	Judge David Blackburn	254-933-5105	david.blackburn@bellcounty.texas.gov
Bell County	Vice Chair , Commissioner Bobby Whitson	254-933-5105	bobby.whitson@bellcounty.texas.gov
Coryell County	Judge Roger Miller	254-865-5911	countyjudge@coryellcounty.org
Lampasas County	Commissioner Bobby Carroll	512-734-1860	bobbycarroll49@yahoo.com
TxDOT Members			
Waco District	Stan Swiatek	254-867-2700	stan.swiatek@txdot.gov
Brownwood District	Greg Cedillo	325-643-0410	greg.cedillo@txdot.gov
Non-Voting Members			
Fort Cavazos	Brian Dosa	254-287-2113	brian.l.dosa.civ@army.mil
FHWA - Texas Division	Justin P. Morgan	512-536-5943	justin.morgan@dot.gov

Technical Advisory Committee

Voting Members			
Entity	Name	Number	Email
City of Belton	Bob van Til	254-933-5813	bvantil@beltontexas.gov
City of Copperas Cove	Robert Lewis	254-547-4221	rlewis@copperascovetx.gov
City of Harker Heights	Kristina Ramirez	254-953-5663	kramirez@harkerheights.gov
City of Killeen	Kent Cagle	254-501-7700	kcagle@killeentexas.gov
City of Temple	Jason Deckman	254-298-5668	bchandler@templetx.gov
Small and Rural Rep. (Salado)	Mayor Bert Henry	254-947-5060	bhenry@saladotx.gov
Bell County	Bryan Neaves	254-933-5275	bryan.neaves@bellcounty.texas.gov
Coryell County	Judge Roger Miller	254-865-5911	countyjudge@coryellcounty.org
Lampasas County	Commissioner Bobby Carroll	512-734-1860	bobbycarroll49@yahoo.com
Hill Country Transit District	Darrell Burtner	254-933-3700	dburtner@takethehop.com
TxDOT - Waco District	Victor Goebel	254-867-2873	victor.goebel@txdot.gov
TxDOT - Brownwood District	Jason Scantling	325-643-0411	jason.scantling@txdot.gov
Non-Voting Members			
FHWA - Texas Division	Justin P. Morgan		justin.morgan@dot.gov
Fort Cavazos	Brian Dosa	254-287-2113	brian.l.dosa.civ@army.mil
TxDOT - TPP	Todd Gibson	512-486-5048	todd.gibson@txdot.gov
TxDOT Bell County	Michael Yates	254-939-3778	stephen.kasberg@txdot.gov
City of Nolanville	Teresa Chandler		

Active Transportation Advisory Committee

Members				
Interest	Entity	Name	Number	Email
Municipality	City of Belton	Joe Dyer (Vice-Chair)	(254) 317-0687	jdyer@beltontexas.gov
Municipality	City of Copperas Cove	Jeff Stoddard	(254) 542-2719	jstoddard@copperascovetx.gov
Municipality	City of Harker Heights	Amy Atkins	(254) 953-5657	aatkins@harkerheights.gov
Municipality	City of Killeen	VACANT		
Municipality	City of Nolanville	Teresa Chandler	(254) 551-6622	tchandler@nolanvilletx.gov
Municipality	City of Temple	Jason Deckman	(254) 298-5668	jdeckman@templetx.gov
Fort Cavazos	Ft. Cavazos	Gene Roberts	(254) 402-9432	edward.e.roberts4.civ@army.mil
TxDOT Waco District	TxDOT Waco District	Rachael Perry	(254) 366-9513	Rachael.Perry@txdot.gov
Public Transit	HCTD	James Wickham	(254) 933-3700	jwickham@takethehop.com
County Government	VACANT	VACANT		
Bicycle	Tri-City Bicycles	Chad Welch		welchc01@live.com
Bicycle	Sun Country Cycling	Geary McCabe (Chair)	(254) 447-7793	geary.mccabe@gmail.com
Bicycle	BS&W Cycling Club	Keller Matthews		kellbiker@gmail.com
Pedestrian	Citizen Rep.	Kara Escajeda		Kara.Escajeda@tpwd.texas.gov
Pedestrian	VACANT	VACANT		
Equestrian	VACANT	VACANT		
Youth	VACANT	VACANT		
Other	VACANT	VACANT		
Other	VACANT	VACANT		
Other	VACANT	VACANT		

Freight Advisory Committee

Voting Members			
Entity	Name	Number	Email
Baca Transport LLC	Adam Nezeri	254-760-0226	bacatransportllc@gmail.com
BellTec	Kevin Shuff	1-800-242-9410	kevin.shuff@belltec.net
BNSF	Zachary Baker	817-593-4297	zachary.baker@bnsf.com
Cameron Industrial Foundation	Ginger Watkins	254-697-4970	gwatkins@cameronindustrialfoundation.com
Heart of Texas Defense Alliance	Keith Sledd	254-690-4045	keith.sledd@hotda.org
North American Strategy for Competitiveness	Tiffany Melvin	214-855-0129	tiffany@nasconetwork.com
City of Temple	Jason Deckman	254-298-5668	jdeckman@templetx.gov
Temple & Central Texas Railway	Elvar "JR" Leal	904-518-2129	Elvar.Leal@Patriotrail.com

KTMPO Staff

Position	Name	Number	Email
MPO Director	Uryan Nelson	254-770-2373	uryan.nelson@ctcog.org
Assistant Director	James McGill	254-770-2366	james.mcgill@ctcog.org
Planner I	Anita Janke	254-770-2364	anita.janke@ctcog.org
Planner I	Callie Tullos	254-770-2376	callie.tullos@ctcog.org
Planner I	David Lopez	254-770-2363	david.lopez@ctcog.org
Planner I	Dominic Elizondo	254-770-2379	dominic.elizondo@ctcog.org
Planner I	Kendra Coufal	254-770-2369	kendra.coufal@ctcog.org
Planner I	Sam Agha	254-770-2387	sam.agha@ctcog.org
GIS Technician	Tane'ya Floyd	254-770-2387	tay.floyd@ctcog.org



Commonly Used Transportation Related Acronyms and Terms

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

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End of Packet
