



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TAC

**Technical Advisory
Committee**

October 7, 2026

Agenda



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

Wednesday, October 7, 2026

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 September 2, 2026, meeting (*pgs. 5-9*). [Presenter: Kendra Coufal, KTMPO]
4. **Discussion and Action Item:** Regarding approval of Travel Demand Model base year demographics (*pgs. 10-14*). [Presenter: Hamza Kahn, Kimley-Horn]
5. **Discussion Item:** Regarding Travel Demand Model future network and future year demographics update (*pgs. 15-22*). [Presenter: Hamza Kahn, Kimley-Horn]
6. **Discussion Item:** Regarding a presentation on the Copperas Cove Railroad Flyover Planning Study (*pgs. 23-37*). [Presenter: Jordan Everhart, HDRINC]
7. **Discussion Item:** Regarding FY27 Transportation Planning Policy Board Chair and Vice Chair, TAC Small and Rural Community Representative and Meeting Calendar (*pgs. 38-40*). [Presenter: Callie Tullos, KTMPO]
8. **Discussion Item:** Regarding MPO 101 on-board training for newly elected and existing MPO committee and policy board members (*pgs. 41-42*). [Presenter: Callie Tullos, KTMPO]
9. **Discussion Item:** Regarding Resolution 2027-01 adopting the FY2027 Safety Performance Measures (PM1) for the KTMPO region (*pgs. 43-46*). [Presenter: Tay Floyd, 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. **Discussion Item:** Regarding Resolution 2027-02 adopting the FY2027 Pavement and Bridge Condition (PM2) Performance Targets for the KTMPO region (*pgs. 47-52*).
[Presenter: Tay Floyd, KTMPO]
11. **Discussion Item:** Regarding Resolution 2027-03 adopting the FY2027 System Performance & Freight Travel Time Reliability (PM3) Performance Targets for the KTMPO region (*pgs. 53-56*). [Presenter: Tay Floyd, KTMPO]
12. **Discussion Item:** Regarding Resolution 2027-04 adopting the FY2027 HCTD Transit Asset Management Plan (TAMP) and Performance Measures for the KTMPO region (*pgs. 57-59*).
[Presenter: Anita Janke, KTMPO]
13. **Discussion Item:** Regarding Resolution 2027-05 adopting the FY2027 HCTD Public Transportation Agency Safety Plan (PTASP) and Performance Measures for the KTMPO region (*pgs. 60-62*). [Presenter: Anita Janke, KTMPO]
14. **Discussion Item:** Regarding an update from the recent SS4A Safety Taskforce meeting (*pgs. 63-64*). [Presenter: Jason Deckman, City of Killeen]
15. **Discussion Item:** Regarding quarterly update on Transportation Grants (*pgs. 65-66*).
[Presenter: Ashlynn Uschek, KTMPO]
16. **Discussion Item:** Regarding public input received through previous month (*pgs. 67-68*).
[Presenter: Anita Janke, KTMPO]
17. **Director's Update:** (*pgs. 69-71*). [Presenter: Kendra Coufal, KTMPO]
 - a) Meeting Schedule;
 - b) Other Updates;
 - c) Air Quality.
18. Member comments.
19. Adjourn.

Workshop - To Follow Regular Scheduled Meeting (If Needed)

AGENDA

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

ITEM #3

Meeting Minutes



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

Wednesday, September 2, 2026

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	Trevor Jorgensen	Y	
City of Killeen	Kent Cagle	N	
City of Temple	Don Bond	Y	
Bell County	Pete Feenstra	Y	
Coryell County	Judge Roger Miller	N	
Lampasas County	Commissioner Bobby Carroll	N	
HCTD	Raymond Suarez	Y	
Small and Rural Representative	Tammy Cockrum	N	
TxDOT – Waco	Victor Goebel, PE	Y/A	Brenton Lane
TxDOT – Brownwood	Jason Scantling, PE	N	

Y= Attended Y/A= Alternate Attended N=Did not attend *Denotes online attendance

Meeting Minutes:

- Call to Order:** Uryan Nelson called the meeting to order at 9:42 am.
- Opportunity for Public Comment:** There were no public comments.
- Action Item:** Approve minutes from the July 1, 2026, meeting.

Don Bond made a motion to approve the July 1, 2026, meeting minutes, seconded by Robert Lewis; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding recommendation to approve the KTMPO TAC and TPPB Meeting Schedule for CY2027.

Callie Tullos, KTMPO Regional Planner, presented the draft CY2027 meeting schedule, noting that TAC meetings are generally scheduled for the first Wednesday of the month and TPPB meetings for the third Wednesday. The CY2027 meeting schedule will be presented to the TPPB for final approval in September.

Robert Lewis made a motion to recommend approval of the KTMPO TAC and TPPB Meeting Schedule for CY2027, seconded by Don Bond; the motion passed unanimously.

5. **Discussion Item:** Regarding TAC Small and Rural Community Representative.

Uryan Nelson, KTMPO Director, provided an overview of the Small and Rural Representative position on the Technical Advisory Committee and the annual appointment. Mr. Nelson noted that eligible jurisdictions with populations under 10,000 may submit nominations and that the Policy Board appoints the representative to a one-year term.

6. **Discussion and Action Item:** Regarding recommendation to approve Resolution 2026-07 proclaiming October 2026 as National Pedestrian Safety Month in the KTMPO Region.

Anita Janke, KTMPO Regional Planner, provided an update of KTMPO's recognition of October as National Pedestrian Safety Month, noting the MPO's expanded focus on the safety of all pedestrians and vulnerable road users. Ms. Janke highlighted the importance of education, outreach, and awareness in promoting safer behaviors and supporting safer, more walkable communities throughout the region.

Raymond Suarez made a motion to recommend approval of Resolution 2026-07 proclaiming October 2026 as National Pedestrian Safety Month in the KTMPO Region, seconded by Robert Lewis; the motion passed unanimously.

7. **Discussion and Action Item:** Regarding recommending approval of Resolution 2026-08 proclaiming October 21, 2026, as Unplug Texas Day and the addition of supporting activities.

Anita Janke provided an update of Unplug Texas Day, a statewide observance held annually on October 21 that encourages Texans to disconnect from electronic devices and participate in outdoor recreation, physical activity, and community activities. Ms. Janke highlighted the initiative's connection to KTMPO's efforts to support active transportation, healthy communities, and the use of regional walking and bicycling facilities.

Don Bond made a motion to recommend approval of Resolution 2026-08 proclaiming October 21, 2026, as October Unplug Texas Day and the addition of supporting activities, seconded by Brenton Lane; the motion passed unanimously.

8. **Discussion and Action Item:** Regarding recommendation to approve amendments to the FY26-27 Unified Planning Work Program (UPWP).

Kenra Coufal, KTMPO Assistant Director of Planning, presented a proposed amendment to the FY2026–2027 UPWP to update funding and activities associated with travel and training, Travel Demand Model consultant work, and long-range planning efforts. Ms. Coufal noted that the amendment would better align the UPWP with anticipated expenditures and activities and would not change the overall UPWP budget or program funding.

Robert Lewis made a motion to recommend approval of the amendments to the FY26-27 Unified Planning Work Program (UPWP), seconded by Raymond Suarez; the motion passed unanimously.

9. **Discussion and Action Item:** Regarding recommendation to approve the Draft Category Program Funding Balance Policy.

Kendra Coufal provided an update on the Draft Category Program Funding Balance Policy, which outlines a framework for allocating available funding balances by prioritizing existing TIP project funding needs, advancing eligible MTP projects into the TIP, and, when appropriate, considering new project calls.

Bob van Til made a motion to recommend approval of the Draft Category Program Funding Balance Policy, seconded by Robert Lewis; the motion passed unanimously.

10. **Discussion Item:** Regarding an update on the FY2027 Unified Transportation Program (UTP) Funding.

Callie Tullos provided an overview of the UTP and the TxDOT funding categories utilized by KTMPO for transportation project programming. Ms. Tullos reviewed the FY2027 UTP funding allocations for Categories 2, 7, 9, and 10CR, which were included in the meeting packet.

11. **Discussion and Action Item:** Regarding recommendation to approve amendments to the FY27-30 Transportation Improvement Program (TIP) for the November 2026 Amendment.

Callie Tullos provided an overview of the proposed TIP and MTP amendments. Highway amendments included revising the Connell Street project (B40-07a) limits to include both Phases 1 and 2 and replacing the previously programmed \$4,695,000 in Category 7 funding with \$9,697,000 in Community Project Funding (CPF) earmark funding for the full Connell Street project. The \$4,695,000 in Category 7 funding released from Connell Street would be reallocated to Southwest Parkway (B45-10a), which would be added to the TIP as a new project. The amendments also included adding Veterans Memorial Boulevard Enhancements Phase 2 (T35-36b) as a new TIP project because of the newly published 2027 UTP. Ms. Tullos also presented a new transit project for inclusion in the TIP.

Bob van Til made a motion to recommend approval of the amendments to the FY27-30 Transportation Improvement Program (TIP) for the November 2026 Amendment, seconded by Don Bond; the motion passed unanimously.

12. **Discussion Item:** Regarding Travel Demand Model (TDM) base year demographics and network.

Hamza Khan, Kimley-Horn Traffic Engineer, provided a status update on the KTMPO TDM update, including the base year demographic data, project schedule, transportation network, and updated model maps. Mr. Khan reviewed the maps with TAC members and facilitated a live discussion to identify anticipated future development areas and gather input to help inform future demographic forecasts.

13. **Discussion Item:** Regarding Travel Demand Model (TDM) future demographics and land suitability analysis.

Hamza Khan provided an update on the KTMPO TDM, including the 2025 base-year demographics, transportation network and TAZ updates, and preliminary future-year demographic projections. Mr. Khan reviewed the information with TAC members and facilitated an exercise to gather input on future population and employment growth based on anticipated development and transportation improvements. Mr. Khan concluded with an overview of the anticipated schedule and next steps for the TDM update.

14. **Discussion Item:** Regarding public input received through August 2026.

Anita Janke provided an update on public input received through the previous month of August.

15. **Director's Update:**

Uryan Nelson briefed the TAC on several items, including AMPO/TEMPO updates, KTMPO's new website, KTMPO TPPB Officer Elections, and an Air Quality update.

16. **Member Comments:**

No member comments.

17. **Adjourn:** The meeting adjourned at 11:12am.

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

Uryan Nelson, KTMPO Director

ITEM #4

Travel Demand Model Base Year
Demographics

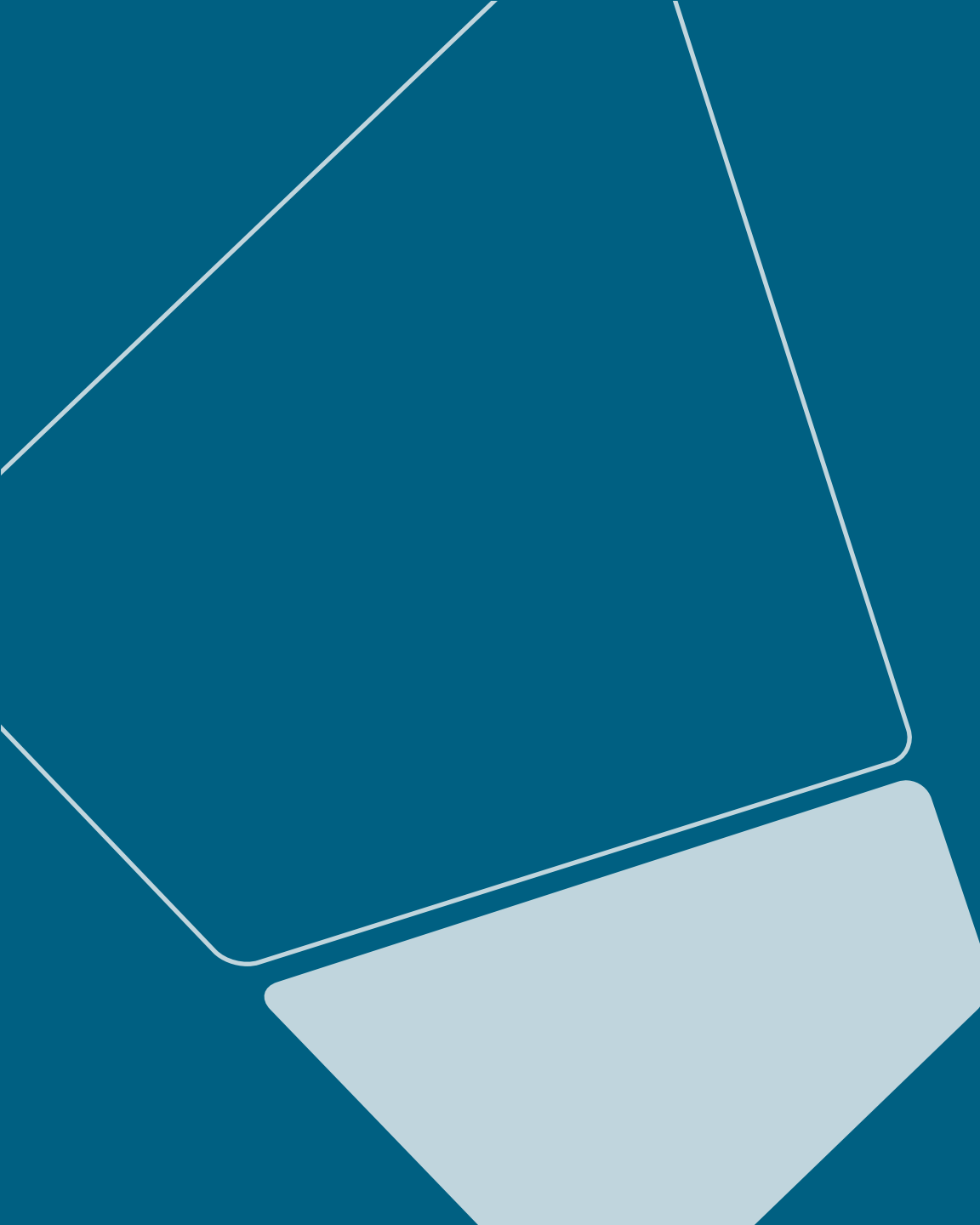
Travel Demand Model Base Year Demographics

Background

Kimley-Horn will present the updated base year demographic data developed as part of the regional travel demand model update. The base year demographics establish the population, households, employment, and other socioeconomic inputs used to represent existing conditions within the model.

The Technical Advisory Committee is asked to review and approve the proposed base year demographic inputs for use in the regional travel demand model. Approval of the base year demographics will allow the project team to proceed with the remaining model development and validation activities.

Action Needed: Consider approval of base year demographics.



KTMPO Network & Demographic Update

TAC Meeting (10/7)

Kimley»Horn



Base Year Demographics

2025 Demographics

Base Year



KTMPO MAB	CTM	2025	Within Limits ¹
Tot Pop (GQ + Pop)	469,657	469,657	Yes
Households	173,233	173,233	Yes
Avg HH Size	2.64	2.64	Yes
Median Income	\$68,397	\$70,482	Yes
Employment ²	140,542	143,145 + 48,250	Yes

¹Values are considered within acceptable limits when they match the CTM as closely as practicable and remain within $\pm 5\%$ for total population, households, average household size, employment, and median household income.

²The UTSA Institute for Demographic and Socioeconomic Research (IDSER) Controlled Totals Memorandum does not account for employment associated with the military, as military employment is not included in its standard employment surveys

ITEM #5

Travel Demand Model Future
Network and Future Year
Demographics Update

**Travel Demand Model Future Network and
Future Year Demographics Update**

Background

Kimley-Horn will provide an update on the development of the future transportation network and future year demographic forecasts for the regional travel demand model. The presentation will include an overview of the anticipated future roadway network, planned transportation improvements, and projected population, household, employment, and other socioeconomic conditions used to represent future growth within the region.

The Technical Advisory Committee will have an opportunity to review the proposed approach, provide technical input, and identify any additional information or planned transportation improvements that should be considered as the future-year model inputs are developed.

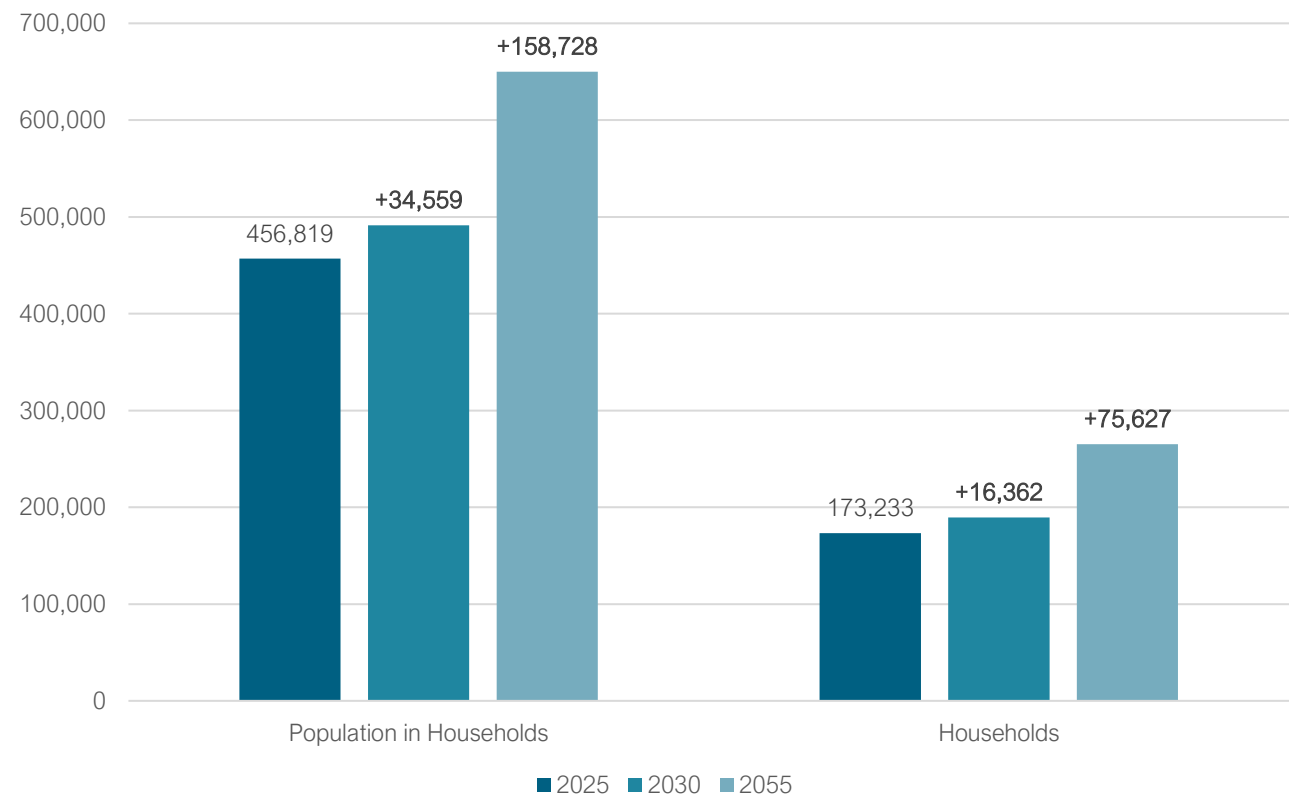
Action Needed: No action needed; for discussion only.



Future Year Demographics

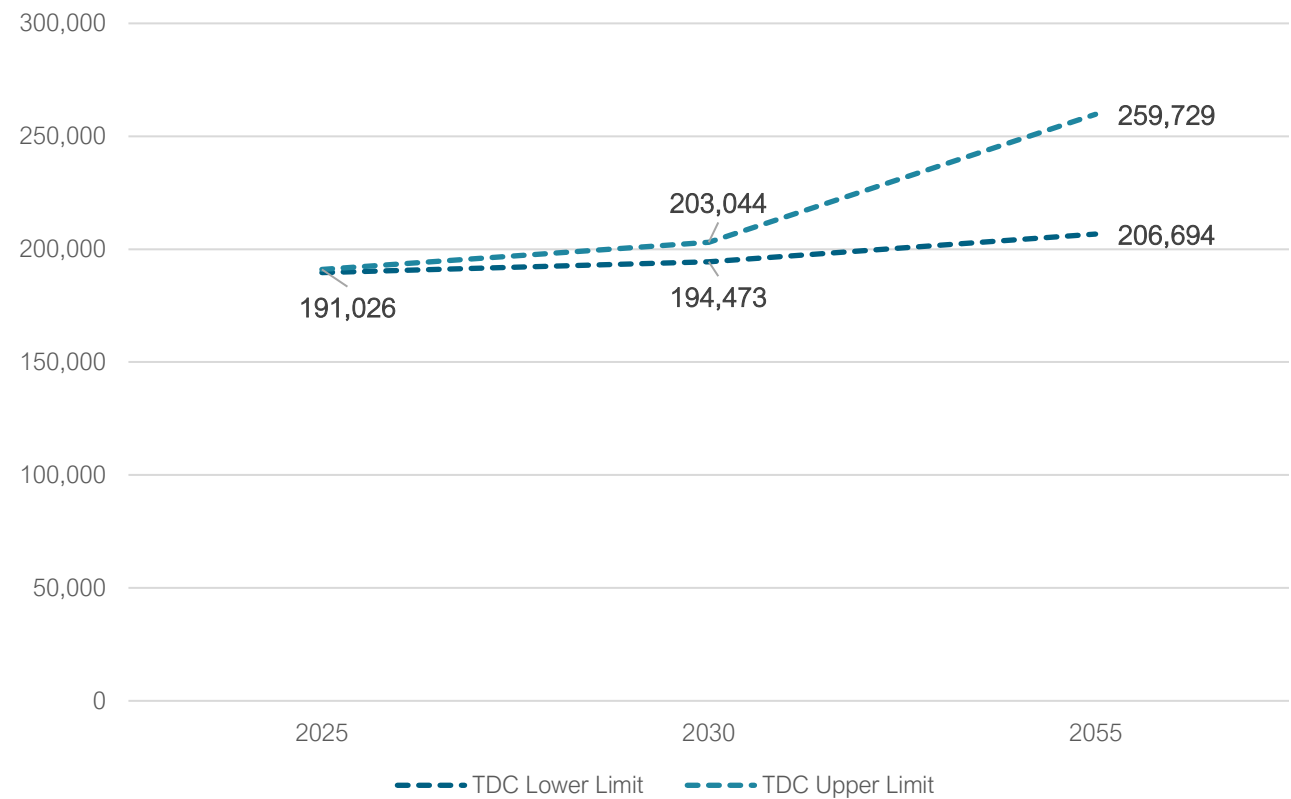
Future Demographics

Population & Households



Future Demographics

Employment

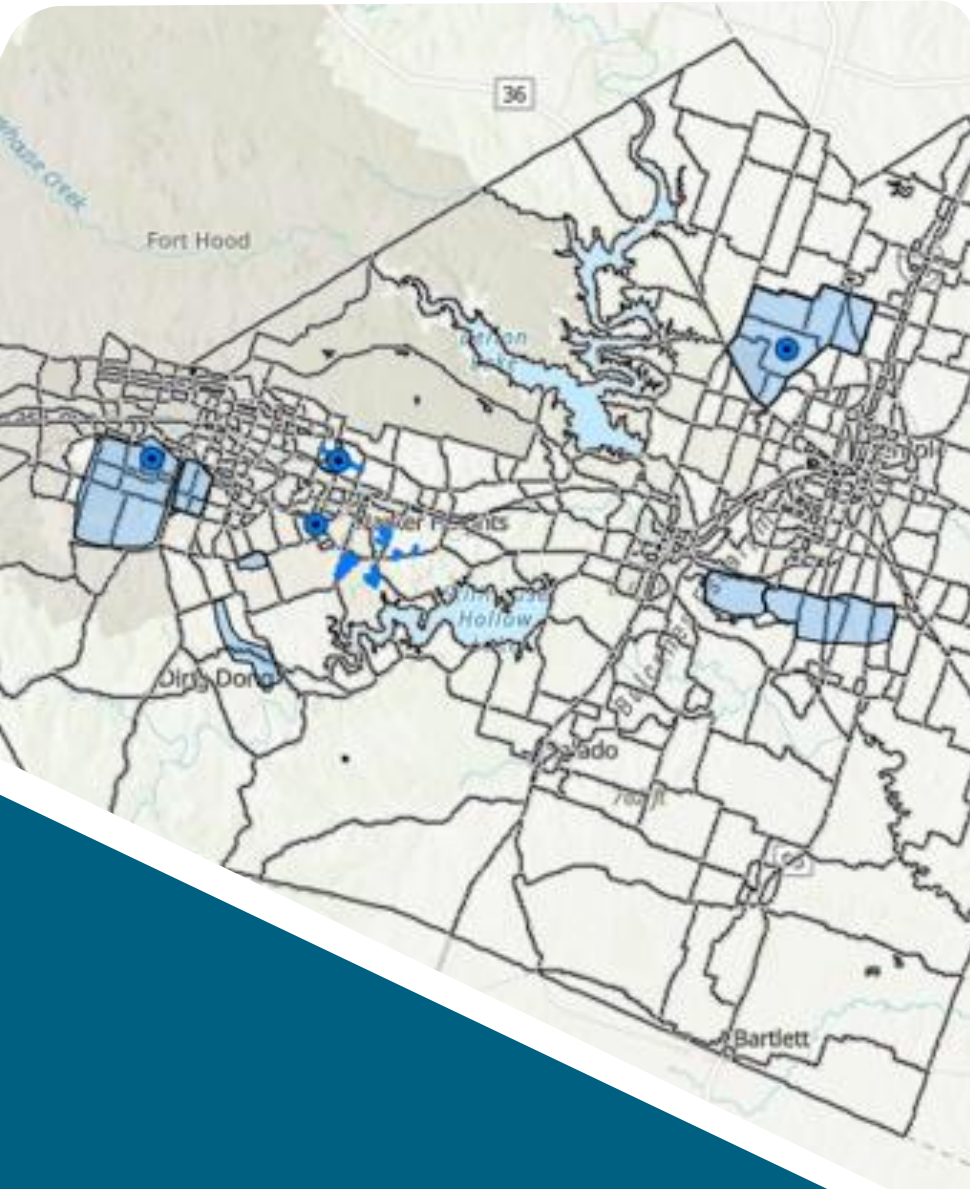


Note: Fort Hood approximately accounts for 48,000 of the employment in all years.

Future Demographics

Population, Employment, and Projects

- Provide feedback by **10/16**
- Specific to where cities expect future growth in population and employment
- Future roadway projects pertaining to capacity improvements
- Use link to provide feedback: [KTMPO TAZ Feedback Dashboard](#)





Schedule & Next Steps

Schedule & Next Steps

- Develop future demographics & network
- Address network comments from TxDOT
- Submit future demographics and network first week of November
- Approval of future demographics and network in February 2027

ITEM #6

Copperas Cove Railroad Flyover Planning Study

Copperas Cove Railroad Flyover Planning Study

Background

Jordan Everhart with HDR, Inc. will provide a presentation on the Copperas Cove Railroad Flyover Planning Study. The presentation will provide an overview of the study and the project's next steps, including its significance to regional mobility, safety, freight movement, and connectivity.

Action Needed: No action needed; for discussion only.



COPPERAS COVE RAILROAD FLYOVER PLANNING STUDY

Community Advisory Committee Meeting 1
Sept. 29, 2026

PROJECT OVERVIEW

Introduction



The City is performing a **Railroad Flyover Planning Study**, which will improve the safety and mobility of people and goods across existing at-grade rail crossings.



Funded by the Federal Railroad Administration Rail Crossing Elimination (RCE) Program.



The Project will:

- Develop grade-separation alternatives for 1st St., 17th St., Grimes Crossing Rd.
- Determine one grade-separated crossing.
- Evaluate other potential safety opportunities and improvements.

PROJECT OVERVIEW

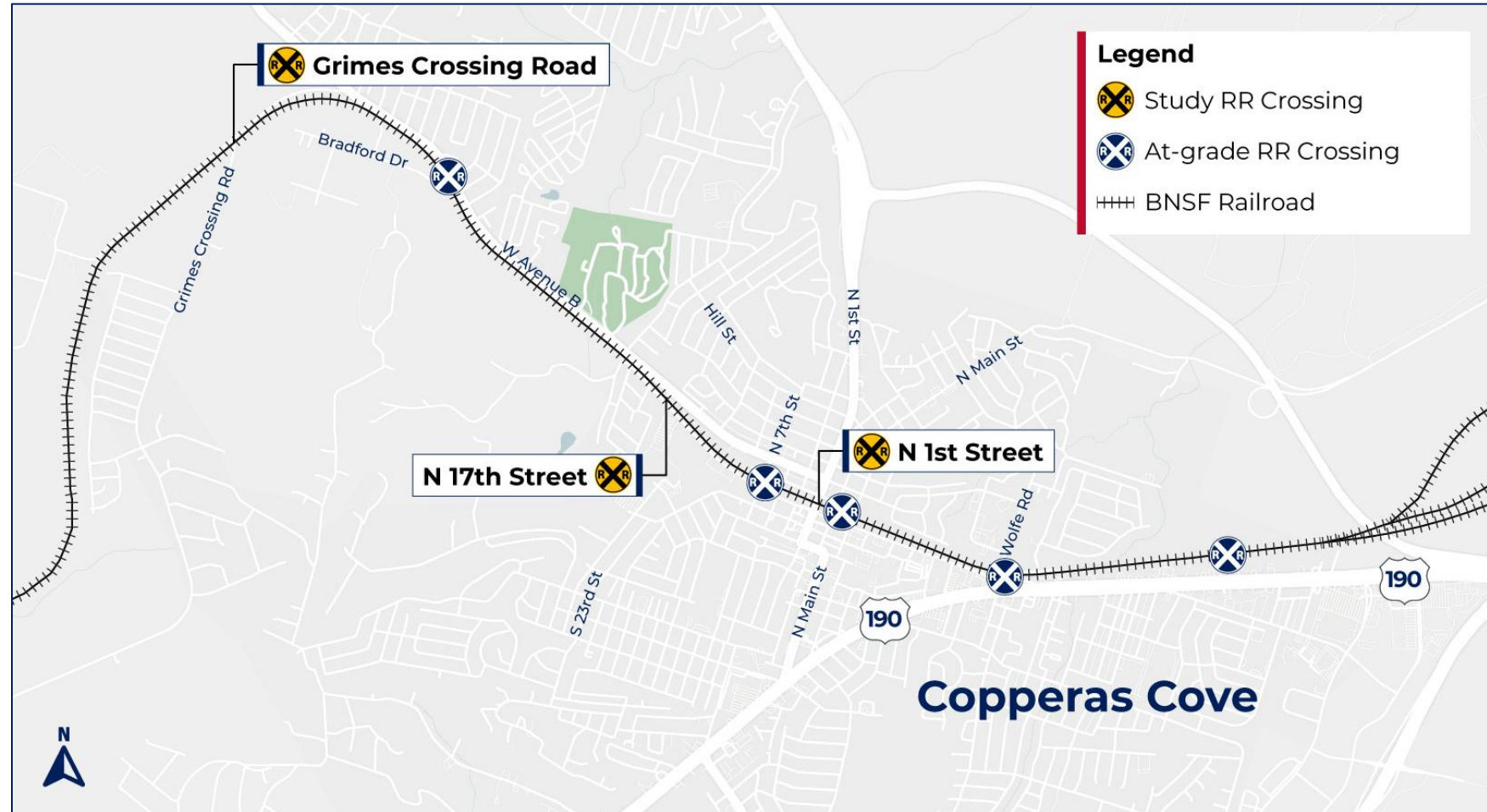
Study Area

The three key crossings for the Project includes:

Grimes Crossing Road

17th Street

1st Street



PROJECT OVERVIEW

Scope of Work



The project team will:

- **Develop and evaluate alternatives** for grade-separations at 1st St., 17th St., and Grimes Crossing Rd.
- **Identify treatments for improvements** to safety, traffic flow, and multimodal accommodations.



Work includes:

- **Planning activities**, including stakeholder and public engagement.
- Performing a **transportation technical analysis**.
- **Creating a conceptual design** and cost estimate.
- Establishing an **implementation/phasing plan**.

PROJECT OVERVIEW

Example Concepts



US Route 30, Illinois



Greenville, TX

PROJECT OVERVIEW

Example Concepts



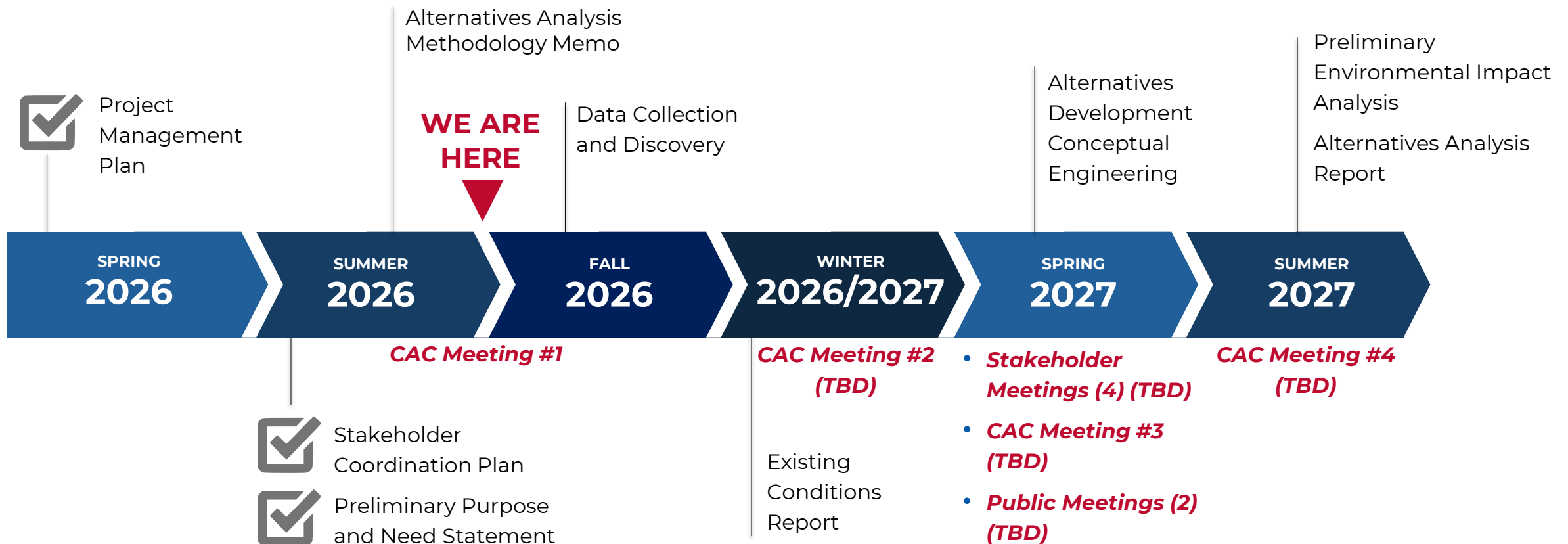
Stock Image



Terrell, TX

PROJECT OVERVIEW

Timeline



PROJECT OVERVIEW

Engagement Goals



Listen to and understand the community's needs.



Gather insights and information from key stakeholders to guide the planning study process and outcomes.



Inform the public about progress by consistently sharing updates and building community understanding of limitations.



Proactively address concerns that stakeholders may raise about the process, community impacts, and other issues.

PROJECT OVERVIEW

Purpose and Need

The purpose of the Project is to:

Identify infrastructure or operational solutions for the at-grade crossings to:

- ✓ **Reduce** safety risks.
- ✓ **Enhance** community access and mobility.
- ✓ **Support** railroad operational efficiency.

Identify other opportunities to:

- ✓ **Enhance** traffic flow.
- ✓ **Reduce** vehicular and pedestrian safety risks at the at-grade crossings.
- ✓ **Boost** community quality of life.
- ✓ **Improve** emergency response times across the City.

PROJECT OVERVIEW

Purpose and Need

The Project is needed to address three principal concerns:

Safety



Crashes at or near
at-grade crossings



Emergency response

Community Access and Mobility



Trains stopped at crossings



Access to schools, downtown,
and other amenities

BNSF Operational Efficiency



Operational reliability



Maintenance-of-way expenses
and periodic repairs

OPEN DISCUSSION

Community Impacts

How do train movements and existing at-grade railroad crossings affect safety, mobility, accessibility, and quality of life within the community?

Factors to consider:



City operations
(e.g., Community Services,
Development Services,
Public Works)



**Public safety/
emergency
services**



**Trips to/from
school**



**Economic
impacts**



**Railroad
operations and
maintenance**



**Access to
downtown**



**Bicycle/pedestrian
movements**



**Commuter
behavior**



**Travel
patterns**



**Regional
impacts**



**Land
uses**



**Future
development**



**Local
businesses**

NEXT STEPS

Overview

This Community Advisory Committee will meet three additional times around the following milestones:

- **Data Review:** A review and discussion of preliminary data and analysis will occur in Winter 2026.
- **Alternatives Development:** Spring 2027 will have an interactive session in which the project team will present the alternatives determined to be viable and gather stakeholder feedback and input.
- **Alternatives Analysis Report:** A review and discussion of the near-final draft recommendation and report will occur in Summer 2027.



City of Copperas Cove

Robert (Bobby) A. Lewis

Development Services Director
City of Copperas Cove
rlewis@copperascovetx.gov

Jordan Everhart, AICP, PMP

Project Manager
HDR
jordan.everhart@hdrinc.com

Kelli Reyna

Public Engagement Lead
HDR
Kelli.reyna@hdrinc.com

ITEM #7

FY27 TPPB Chair and Vice Chair,
TAC Small and Rural Community
Representative, and Meeting
Calendar

FY27 TPPB Chair and Vice Chair, TAC Small and Rural Community Representative, and Meeting Calendar

Background

The Transportation Planning Policy Board (TPPB) elected Commissioner Bobby Whitson to serve as Chair and Mayor Michael Blomquist to serve as Vice Chair for FY27. The Policy Board also elected Teresa Chandler, City Manager of Nolanville, to serve as the FY27 Small and Rural Community Representative on the Technical Advisory Committee (TAC).

The approved FY27 meeting calendar is included in the meeting packet. The calendar outlines scheduled meetings to assist members with planning and attendance throughout the fiscal year.

Action Needed: No action needed; for discussion only.

CY 2027

KTMPO Meeting Calendar

TAC typically 1st Wednesday of Month

January						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

TPPB typically 3rd Wednesday of Month

March						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

No Meetings Scheduled*

August						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

No Meetings Scheduled*

November						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

No Meetings Scheduled*

December						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

*If a meeting is needed in the months of August, November, or December, the Policy Board Chair will call a special meeting.

TAC
TPPB

Holidays
AMPO Annual Conference/Dates Not Confirmed

ITEM #8

MPO 101 On-board Training for
Newly Elected and Existing MPO
Committee and Policy Board
Members

MPO 101 On-board Training for Newly Elected and Existing MPO Committee and Policy Board Members

Background

KTMP staff are coordinating an MPO 101 onboarding training for newly elected and existing MPO Committee and Policy Board members. The training will provide an overview of the MPO’s role, the transportation planning process, and Policy Board responsibilities. It will also help members become familiar with KTMP’s planning documents and their role in regional transportation decision-making.

Staff are seeking feedback on member availability for the following potential morning training dates:

- Tuesday, November 3;
- Tuesday, November 17;
- Wednesday, November 18;
- Thursday, November 19, 2026.

A final date and additional meeting details will be provided once scheduling is confirmed.

Action Needed: No action needed; for discussion only.

ITEM #9

FY27 Safety Performance
Measures (PM1)

FY27 Safety Performance Measures (PM1) for the KTMPO Region

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, 2025, and 2026, the Policy Board adopted a goal of zero motor vehicle fatalities and a 25% decrease in serious injuries by the year 2050.

Metropolitan Planning Organizations are required to adopt PM1 Safety Targets for the MPO area no more than 180 days after receipt of TxDOT's statewide safety performance targets.

Staff recommends the TPPB adopt the following targets:

- Traffic Fatalities: Zero deaths by 2050 model, a target reduction number of 50 fatalities.
- Serious Injuries: 25% reduction, a target reduction number of 322 serious injuries.
- Number of Non-Motorized Fatalities and Serious Injuries: Zero deaths by 2050 model, a target reduction number of 30 fatalities.

Historical Crash Data

Year	2018	2019	2020	2021	2022	2023	2024	2025
Number of Fatalities	35	52	54	49	61	64	68	56
Number of Serious Injuries	135	162	189	240	261	223	244	217
Number of Non-Motorized Fatalities & Serious Injuries	19	35	31	41	36	44	37	39

Safety (PM1) Targets

Performance Measure Areas:	2026 Targets	2027 Targets
Number of Traffic Fatalities	52	50
Number of Serious Injuries	310	322
Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.34	1.28
Serious Injuries per 100 million VMT	7.93	8.24
Number of Non-Motorized Fatalities and Serious Injuries	31	30

FY2027 Safety Performance Measures (PM1) Adoption Schedule

Date	Activity
October 7, 2026	TAC discussion regarding Safety Performance (PM1) targets for FY2027.
October 21, 2026	TPPB discussion regarding Safety Performance (PM1) targets for FY2027.
January 6, 2027	TAC recommends approval of Resolution supporting Safety Performance (PM1) targets for FY2027.
January 20, 2027	TPPB approves Resolution supporting Safety Performance (PM1) targets for FY2027.

Action Needed: No action needed; for discussion only.

ITEM #10

FY27 Pavement and Bridge
Condition (PM2) Performance
Targets

FY27 Pavement and Bridge Condition (PM2) Performance Targets for the KTMP Region

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)

Pavement Condition Rule

The Pavement Condition Rule (PM2), found in 23 CFR 490.307(a1-4), establishes measures to assess the condition of pavement on the Interstate and non-Interstate systems. The purpose of this Rule is to better invest transportation funding for infrastructure projects that maintain good quality roads.

TxDOT sets pavement condition performance targets for four federally required pavement condition performance measures. These targets include:

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

Bridge Condition Rule

The Bridge Condition Rule (PM2), found in 23 CFR 490.407(c1-2), establishes measures to assess the condition of bridges on the National Highway System (NHS). The purpose of this Rule is to better invest transportation funding for infrastructure projects that maintain good quality bridges.

TxDOT sets bridge condition performance targets for two federally required bridge condition performance measures. These targets include:

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

KTMP Target Setting History

Since 2018 KTMP has regularly supported TxDOT's statewide bridge and pavement performance condition targets. The state is required to create a performance plan every 4 years that sets 2-year and 4-year targets. During the midpoint of that performance plan the state must reevaluate their targets and may adjust as necessary. There is currently no penalty for MPOs if targets are not met.

Current KTMP PM2 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 uses the following guidelines and metrics to determine the condition of pavements on the interstate system and non-interstate NHS.

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 KTMO 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%	pending
	Poor	0.1%	0.1%	In progress	0.2%	0.2%	pending
Non-IH NHS	Good	51.7%	51.3%	In progress	45.5%	46.0%	pending
	Poor	1.3%	1.7%	In progress	1.5%	1.5%	pending

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 uses the following guidelines and metrics to determine the condition of bridges on the NHS.

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%	pending
	Poor	1.1%	0.9%	0.0%	1.5%	1.5%	pending

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, KTMPO and most MPOs across the state have historically adopted the State performance targets as the regional MPO targets.

Staff Recommendation

Per Federal requirements, KTMPO has 180 days to support the TxDOT targets or establish its own targets. KTMPO Staff recommends supporting the 2-year and 4-year Pavement and Bridge targets established by TxDOT as the regional MPO targets.

FY27 Pavement and Bridge Condition (PM2) Performance Targets Adoption Schedule

Date	Activity
October 7, 2026	TAC discussion regarding Pavement and Bridge Condition (PM2) Performance Targets for FY2027.
October 21, 2026	TPPB discussion regarding Pavement and Bridge Condition (PM2) Performance Targets for FY2027.
January 6, 2027	TAC recommends approval of Resolution supporting Pavement and Bridge Condition (PM2) Performance Targets for FY2027.
January 20, 2027	TPPB approves Resolution supporting Pavement and Bridge Condition (PM2) Performance Targets for FY2027.

Action Needed: No action needed; for discussion only.

ITEM #11

FY27 System Performance &
Freight Travel Time Reliability
(PM3) Performance Targets

FY27 System Performance & Freight Travel Time Reliability (PM3)
Performance Targets for the KTMP Region

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)

System Performance Rule

The System Performance Rule (PM3), found in 23 CFR 490.507(a1-2) establishes measures to assess the reliability of the Interstate System and non-Interstate NHS. The purpose of this Rule is to better invest transportation funding for infrastructure projects that increase system reliability.

TxDOT sets system reliability performance targets for two federally required system reliability performance measures. These targets include:

- Percentage of person-miles traveled on the Interstate that are reliable; and
- Percentage of person-miles traveled on the non-Interstate NHS that are reliable.

Freight Travel Time Reliability Rule

The Freight Travel Time Reliability Rule (PM3), found in 23 CFR 490.607 establishes measures to assess freight movement on the Interstate System. The purpose of this Rule is to better invest transportation funding for infrastructure projects that increase freight travel time reliability.

TxDOT sets freight reliability performance targets for one federally required freight reliability performance measure:

- Truck Travel Time Reliability (TTTR) index

KTMP Target Setting History

Since 2018 KTMP has regularly supported TxDOT’s statewide bridge and pavement performance condition targets. The state is required to create a performance plan every 4 years that sets 2-year and 4-year targets. During the midpoint of that performance plan the state must reevaluate their targets and may adjust as necessary. There is currently no penalty for MPOs if targets are not met.

Current KTMP PM3 Targets

System Reliability

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

The TxDOT performance measure for freight movement and economic vitality is the truck travel time reliability index which is the 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%	pending
Reliable Person-Miles on Non-Interstate NHS (%)	90.3%	86.1%	70.0%	70.0%	pending
Truck Travel Time Reliability Index	1.39	1.42	1.55	1.55	pending

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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.
- 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, KTMP 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.

FY27 System Performance & Freight Travel Time Reliability (PM3) Performance Targets Adoption Schedule

Date	Activity
October 7, 2026	TAC discussion regarding System Performance & Freight Travel Time Reliability (PM3) Performance Targets for FY2027.
October 21, 2026	TPPB discussion regarding System Performance & Freight Travel Time Reliability (PM3) Performance Targets for FY2027.
January 6, 2027	TAC recommends approval of Resolution supporting System Performance & Freight Travel Time Reliability (PM3) Performance Targets for FY2027.
January 20, 2027	TPPB approves Resolution supporting System Performance & Freight Travel Time Reliability (PM3) Performance Targets for FY2027.

Action Needed: No action needed; for discussion only.

ITEM #12

FY27 Transit Asset Management
Plan (TAMP) and Performance
Measures

FY27 Transit Asset Management Plan (TAMP) and Performance Measures for the KTMPO Region

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)

Transit Asset Management Plan and Performance Rule

The Transit Asset Condition Performance Rule, found in 49 CFR 625.43(a,b,c,d), establishes performance measures to assess the condition of regional transit networks as defined as State of Good Repair (SGR) and documented in a transit agency's Transit Asset Management Plan (TAMP). SGR targets measure system performance and evaluate how well a transit system is performing.

Hill Country Transit District (HCTD)

Hill Country Transit District (HCTD) prepares its Transit Asset Management Plan (TAMP) by January 1 of each year. Metropolitan Planning Organizations (MPOs) establish regional transit asset management performance targets in coordination with their public transportation providers.

On June 21, 2017, KTMPO initially adopted HCTD's State of Good Repair performance targets and objectives for urban and rural systems as the MPO's regional targets under the Federal Transit Administration's (FTA) Transit Asset Management (TAM) Final Rule. KTMPO has continued to adopt HCTD's targets annually.

Central Texas Rural Transit District (CTRTD)

City and Rural Rides (CARR) is a rural public transit service operated by Central Texas Rural Transit District (CTRTD). CTRTD is now a transit service provider within the KTMPO region and will be included in the FY27 target-setting process. Staff will coordinate with HCTD and CTRTD to obtain their current transit asset management documents and performance targets. These materials will inform the regional targets presented to the Technical Advisory Committee and Transportation Planning Policy Board for consideration.



October 7, 2026

Technical Advisory Committee

Agenda Item # 12

**FY2027 Transit Asset Management Plan (TAMP) and
Performance Measures Adoption Schedule**

Date	Activity
October 7, 2026	TAC discussion regarding Annual TAMP and Performance Measures for FY2027.
October 21, 2026	TPPB discussion regarding Annual TAMP and Performance Measures for FY2027.
January 6, 2027	TAC recommends approval of Resolution supporting Annual TAMP and Performance Measures for FY2027.
January 20, 2027	TPPB approves Resolution supporting Annual TAMP and Performance Measures for FY2027.

Action Needed: No action needed; for discussion only.

ITEM #13

FY27 Public Transportation

Agency Safety Plan (PTASP) and
Performance Measures

FY27 Public Transportation Agency Safety Plan (PTASP) and Performance Measures for the KTMPO Region

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)

Public Transportation Agency Safety Plan and Performance Rule

The Public Transportation Agency Safety Plan and Performance Rule, found in 49 C.F.R. Part 673 (Part 673), requires all FTA Section 5307 recipients, such as HCTD, to set targets in their PTASP by July 20th of each year. The PTASP also incorporates the minimum required System Safety Program Plan elements delineated in Section 14-90.004(1).

Common elements of PTASPs include:

- 1) Transit Agency Information
- 2) Plan Development, Approval, and Updates
- 3) Definitions and acronyms
- 4) Safety Performance Targets
- 5) Safety Management Policy
- 6) Safety Risk Management
- 7) Safety Assurance
- 8) Safety Promotion
- 9) Additional Information

Metropolitan Planning Organizations are required to adopt the targets for the MPO area no more than 180 days after receipt of the Agency Safety Plan from their public transportation providers.

Central Texas Rural Transit District (CTRTD)

City and Rural Rides (CARR) is a rural public transit service operated by Central Texas Rural Transit District (CTRTD). CTRTD is now a transit service provider within the KTMPO region and will be included in the FY27 target-setting process.

In preparation for the FY27 annual target-setting process, KTMPO staff will coordinate with HCTD and CTRTD to obtain their current Public Transportation Agency Safety Plans (PTASPs) and safety performance targets. These materials will inform the regional targets presented to the Technical Advisory Committee and Transportation Planning Policy Board for consideration. Adoption will be documented through a resolution establishing the urban and rural transit safety performance targets for the region.

FY2027 Public Transportation Agency Safety Plan (PTASP) and Performance Measures Adoption Schedule

Date	Activity
October 7, 2026	TAC discussion regarding Annual TAMP and Performance Measures for FY2027.
October 21, 2026	TPPB discussion regarding Annual TAMP and Performance Measures for FY2027.
January 6, 2027	TAC recommends approval of Resolution supporting Annual TAMP and Performance Measures for FY2027.
January 20, 2027	TPPB approves Resolution supporting Annual TAMP and Performance Measures for FY2027.

Action Needed: No action needed; for discussion only.

ITEM #14

SS4A Safety Taskforce Meeting
Update



October 7, 2026

Technical Advisory Committee

Agenda Item # 14

SS4A Safety Taskforce Meeting Update

Background

The Safety Taskforce was established as part of the implementation recommendations for the Central Texas Roadway Safety Action Plan. The Taskforce brings together regional partners to discuss transportation safety concerns, review crash trends, and coordinate efforts to improve safety throughout the KTMPO region.

The Safety Taskforce held its most recent meeting virtually on September 29, 2026. Jason Deckman will provide an overview of the meeting, including key topics discussed and any follow-up items related to ongoing regional transportation safety efforts.

Action Needed: No action needed; for discussion only.

ITEM #15

Quarterly Transportation Grants Update

Quarterly Transportation Grants Update

Funding Opportunity	Official Link	Current Status
PROTECT Competitive Grant Program	Grants.gov – PROTECT FY 2024–2026	● Open — Oct. 9, 2026
Prioritization Process Pilot Program (PPPP)	FHWA – PPPP Program Information	● Open — Oct. 30, 2026
Wildlife Crossings Pilot Program	FHWA – Wildlife Crossings Pilot Program	● Open — Nov. 16, 2026
FY 2030 Highway Safety Improvement Program (HSIP) off-system call	TxDOT HSIP Public Folder	● Open — Dec. 11, 2026

Action Needed: No action needed; for discussion only.

ITEM #16

Public Input Received

Public Input Received through the Previous Month

Background

KT MPO collects public input through a variety of channels, including online submissions, email, public meetings, workshops, community events, social media, and interactive web maps. Staff regularly present this input to the TAC and TPPB to ensure awareness of public concerns and provide an opportunity for appropriate response. Public comments received during the previous month are included in the meeting packet and documented in the Public Engagement Log.

Action Needed: No action needed; for discussion only.

ITEM #17

Director's Update

Director’s Update

a) Meeting Schedule:

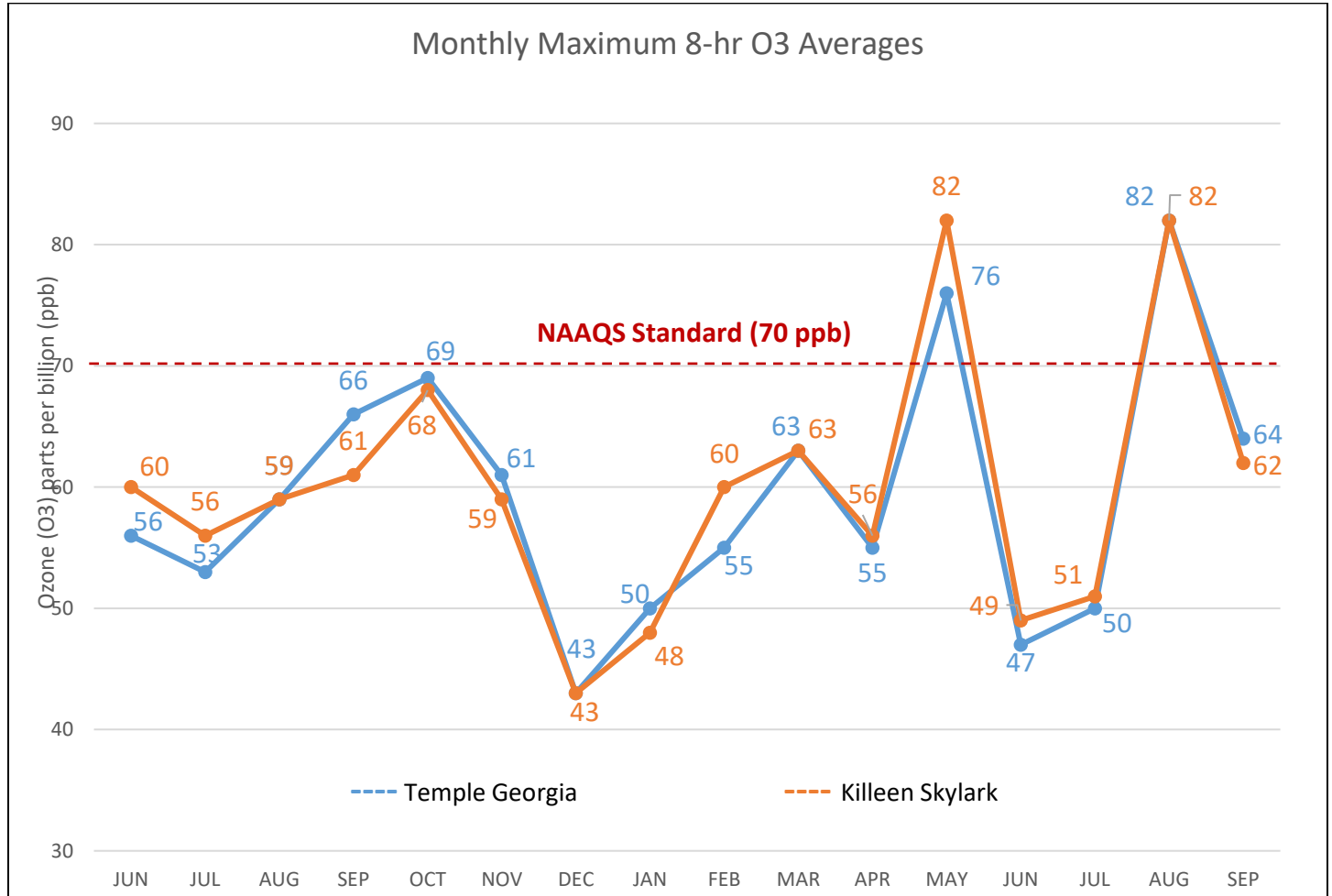
Date	Meeting
October 21, 2026	Transportation Planning Policy Board Meeting
November 4, 2026	Active Transportation Advisory Committee Meeting
No TAC or Policy Board meetings are scheduled for November and December. If a meeting is needed the Policy Board Chair may call a special meeting.	

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:

- i. AMPO/TEMPO Updates
- ii. Reauthorization
- iii. KTMP Website Update
- iv. February 2027 TIP Amendment Schedule

c) Air Quality



2026	Compliance with EPA Ozone Standard:			3-year average
	4th Highest Annual Value			(Calculated on October 1, 2026)
	2024	2025	2026*	
	Temple	61	68	71
Killeen	71	71	64	69

Action Needed: No action needed; for discussion only.

End of Packet