



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

April 16, 2025

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Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board (TPPB)**

Wednesday, April 16, 2025

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

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPPO TPPB 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 March 19, 2025, meeting. (pg. 7-11)
[Presenter: Uryan Nelson, KTMPO]
4. **Discussion and Action Item:** Regarding approval of Resolution 2025-08 recognizing May as National Bike Month. (pg. 13-16) [Presenter: Callie Tullos, KTMPO]
5. **Discussion and Action Item:** Regarding amendments to the FY25-28 Transportation Improvement Plan (TIP) and 2050 Metropolitan Transportation Plan (MTP) for projects: (pg. 17-66) [Presenter: Kendra Coufal, KTMPO]
 - a) T15-06K – IH 35 from IH-14 to SL 363
 - b) T35-36a - Veterans Memorial Blvd Enhancements
 - c) HCTD Transit Projects
 - d) Performance Measures
6. **Discussion and Action Item:** Regarding approval of the Draft 2026-2027 UPWP to be sent to FHWA. (pg. 68-69) [Presenter: Uryan Nelson, KTMPO]
7. **Discussion and Action Item:** Regarding KTMPO 2025 Surface Transportation Reauthorization Bill Proposal Submission. (pg. 70-75) [Presenter: Uryan Nelson, KTMPO]
8. **Discussion and Action Item:** Authorizing the Board Chair/ Vice Chair to sign a letter supporting AMPOs legislative priorities for submission with 2025 Surface Reauthorization Bill Proposal. (pg. 76-80) [Presenter: Uryan Nelson, 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.

9. **Discussion Item:** Regarding the Draft TxDOT-KTMPO-CTCOG Planning Agreement. (pg. 82-100) [Presenter: Uryan Nelson, KTMPO]
10. **Discussion Item:** Regarding an update on the creation of the KTMPO Welcome Packet. (pg. 102-103) [Presenter: Kendra Coufal, KTMPO]
11. **Discussion Item:** Regarding an update on the Safe Streets & Roads For All (SS4A) Grant. (pg. 104-105) [Presenter: Uryan Nelson, KTMPO]
12. **Discussion Item:** Regarding public input received through March 2025. (pg. 106-108) [Presenter: Anita Janke, KTMPO]
13. **Director's Update:** (pg. 110-112) [Presenter: Uryan Nelson, KTMPO]
 1. Meeting Schedule;
 2. Other Updates;
 3. Air Quality.
11. Member comments.
12. Adjourn.

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Item #3

Meeting Minutes



**Killeen-Temple Metropolitan Transportation Planning Organization (KTMP O)
Transportation Planning Policy Board**

Wednesday, March 19, 2025

9:30 AM

Regular Meeting

2180 North Main Street

Belton, TX 76513

Representing	Member	Attended	Alternate Attended
City of Belton	Mayor David Leigh	Y	
City of Copperas Cove	Councilmember Dale Treadway	Y	
City of Harker Heights	Mayor Michael Blomquist	Y	
City of Killeen	Councilmember Ramon Alvarez	N	
City of Killeen	Councilmember Riakos Adams	Y	
City of Killeen	Councilmember Joseph Solomon	N	
City of Temple	Mayor Tim Davis	Y	
City of Temple	Chair, Councilmember Susan Long	Y/A	James Billeck
City of Temple	Councilmember Mike Pilkington	Y	
HCTD	Raymon Suarez	Y/A	Darrell Burtner
Bell County	Judge David Blackburn	N	
Bell County	Vice Chair, Commissioner Bobby Whitson	Y	
Coryell County	Judge Roger Miller	Y	
Lampasas County	Commissioner Bobby Carroll	N	
TxDOT – Waco	Stan Swiatek, PE	Y	
TxDOT – Brownwood	Greg Cedillo, PE	Y*	

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

*denotes online attendance

Meeting Minutes:

- 1. Call to Order:** Commissioner Bobby Whitson called the meeting to order at 9:34 am.
- 2. Opportunity for Public Comment:** No comments were made by the public.
- 3. Action Item:** Regarding approval of minutes from the February 19, 2025, meeting.

Mayor Tim Davis made a motion to approve the February 19, 2025, meeting minutes, seconded by Mayor Michael Blomquist; the motion passed unanimously.

- 4. Discussion and Action Item:** Regarding approval of Resolution 2025-05 recognizing April 2025 as National Distracted Driving Awareness Month.

Callie Tullos presented Resolution 2025-05 to recognize the month of April as National Distracted Driving Awareness Month and provided regional automobile accident statistics, including trend charts on motor vehicle fatalities and serious injuries.

Councilmember Riakos Adams made a motion to approve Resolution 2025-05 recognizing April 2025 as National Distracted Driving Awareness Month, seconded by Darrell Burtner; the motion passed unanimously.

- 5. Discussion and Action Item:** Regarding recommending approval of Resolution 2025-06 supporting the 2025 Transit Asset Management (TAM) performance targets established by Hill Country Transit District (HCTD).

Callie Tullos presented the proposal to recommend the approval of Resolution 2025-06, supporting the Transit Asset Management Plan. The plan aims to assess the condition of regional transit networks and phase out vehicles that have exceeded their useful life benchmark.

Darrell Burtner explained that a major transition within the Hill Country Transit District (HCTD) had resulted in the agency retaining twice the usual number of vehicles. He noted that the performance target figures were skewed due to the expanded inventory but stated that next year's numbers would better reflect HCTD's reduced scope as it shifts from serving nine counties to only four.

Councilmember Riakos Adams made a motion to approve Resolution 2025-06 supporting the 2025 Transit Asset Management (TAM) performance targets established by Hill Country Transit District (HCTD), seconded by Mayor David Leigh; the motion passed unanimously.

- 6. Discussion and Action Item:** Regarding recommending approval of Resolution 2025-07 supporting the 2025 Public Transportation Agency Safety Plan (PTASP) performance targets established by Hill Country Transit District (HCTD).

Callie Tullos presented the proposal to recommend approval of Resolution 2025-07, supporting the Hill Country Transit District's (HCTD) safety performance targets. Darrell Burtner explained that the Public Transportation Agency Safety Plan (PTASP) is a federally mandated safety program.

Judge Roger Miller made a motion to approve Resolution 2025-07 supporting the 2025 Public Transportation Agency Safety Plan (PTASP) performance targets

established by Hill Country Transit District (HCTD), seconded by Councilmember Riakos Adams; the motion passed unanimously.

7. Discussion and Action Item: Regarding the draft of the 2026-2027 Unified Planning Work Program (UPWP).

Uryan Nelson presented the 2026-2027 Unified Planning Work Program timeline and provided an update on staff's progress in revising the document. He noted that while the narrative may be subject to change, the numerical data is expected to remain largely unchanged.

Bobby Whitson and David Blackburn mentioned the changing priorities by the state of Texas regarding DEI-related language and asked whether this would affect funding to the MPO. James McGill noted that the use of such language in the UPWP was minimal, and Uryan Nelson said that funding would likely not be impacted at all.

8. Discussion Item: Regarding draft ILA for speed sign loaner program.

Sam Agha presented the draft ILA for the speed sign loaner program. Uryan Nelson explained that the MPO was awarded \$50,000 from the state for safety-related activities, so the MPO purchased ten speed signs that could be loaned out to any member jurisdiction for the purpose of data collection.

Jason Deckman asked if member jurisdictions would be responsible for any damage towards the speed signs if it happened during a roadside accident. Roger Miller asked if staff had any sort of distribution plan, noting that speed signs would be more useful to smaller cities without speed signs for themselves against larger cities that already have speed signs. Mr. Miller also asked about the type of data being collected by the speed signs.

9. Discussion Item: Regarding amendments to the FY25-28 Transportation Improvement Plan (TIP) and 2050 Metropolitan Transportation Plan (MTP) for projects.

James McGill provided an update of changing being made to the FY25-28 TIP and 2050 MTP. He provided several planning and administrative amendments to be made as well as a timeline for approval of the amendments.

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

Uryan Nelson provided an update on the SS4A grant, noting that it is nearing completion. Mr. Nelson reminded TAC members to submit their in-kind tracking forms via DocuSign.

11. Discussion Item: Regarding public input received through February 2025.

Anita Janke summarized public comments received through email, the MPO website, social media, and public engagement events. She highlighted concerns about Chapparral Road.

12. Director's Update:

Uryan Nelson provided the schedule for the upcoming KTMPO meetings. Mr. Nelson addressed the federal government's review of discretionary programs, explaining that other MPOs across the country had similar concerns but had not yet experienced any issues with continued funding. Mr. Nelson provided an update on the upcoming TEMPO and AMPO meeting. Mr. Nelson provided an update on the reallocation of transportation funds given to the state of Texas. Mr. Nelson provided an update on possible funding reallocation from TxDOT. Mr. Nelson notified the TPPB of two departures from KTMPO: James McGill and Dominic Elizondo. The maximum ozone air quality readings for January were 53 parts per billion (ppb) at the Temple station and 52 ppb at the Killeen station.

13. Member Comments:

Greta Buccellato from Fort Cavazos requested that the committee add a future agenda item regarding continuing HOP operations on Fort Cavazos through a fare system. Ms. Buccellato explained that for the prior year, Fort Cavazos had funded HOP microtransit on the base through federal funding, but that said federal funding would be pulled. Darrell Burtner said that the HOP would support that action.

14. Adjourn: The meeting was adjourned at 10:53 am.

These meeting minutes were approved by the TPPB members at their meeting on

_____.
ATTEST:

Councilmember Susan Long, Chair

Uryan Nelson, KTMPO Director

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Item #4

May 2025 National Bike Month

May 2025 as National Bike Month

Background

May is National Bike Month in America. Established in 1965, National Bike Month is promoted by the League of American Bicyclists. It offers an opportunity to promote and show all the benefits of biking in America, as well as encourage individuals to try biking. The Center for Safe Routes to School also partners with the League of American Bicyclists each year to host National Bike to School Day in May.

National Bike Month dates include:

Date	Activity
May 3, 2025	Safe Kids Mid-Texas and McLane Children’s Baylor Scott & White Medical Center Annual Safe Kids Day and Bike Rodeo
May 4, 2025	Ride a Bike Day
May 7, 2025	Bike & Roll to School Day
May 12-18, 2025	Bike to Work Week
May 21, 2025	Ride of Silence
May 16, 2025	Bike to Work Day

For more information and ideas on planning safe bike-friendly events, visit the League of American Bicyclists’ Bike Month page or the Center for Safe Routes to School Walk & Bike to School page.

A resolution recognizing May 2025 as National Bike Month is included in your meeting packet. KTMPO encourages area cities to support and promote National Bike Month as deemed appropriate in accordance with city and county orders.

Action Needed: Consider approval of Resolution 2025-08 recognizing May 2025 as National Bike Month.



RESOLUTION NO. 2025-08

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION SUPPORTING NATIONAL BIKE MONTH (MAY 2025) AND ASSOCIATED EVENTS

- WHEREAS;** National Bike Month is celebrated annually to encourage and promote cycling as a healthy, sustainable, and environmentally friendly mode of transportation; and
- WHEREAS;** bicycle commuting is an effective means to reduce air pollution caused by vehicular emissions, conserve energy, and promotes the “livability” of communities by reducing traffic, noise, and congestion in Central Texas; and
- WHEREAS;** bicycle transportation is an integral part of the “multi-modal” transportation system planned by federal, state, regional, and local transportation agencies; and
- WHEREAS;** The League of American Bicyclists has declared the month of May 2025, as National Bike Month; May 4, 2025 as Ride a Bike Day; May 12 - May 18, 2025 as Bike to Work Week; and May 16, 2025 as Bike to Work Day; and May 21, 2025 as Annual Ride of Silence Event; and
- WHEREAS;** the UNC Highway Safety Research Center has promoted Walk Bike & Roll to School Day since 2012. The 2025 Walk Bike & Roll to School Day will occur on May 7, 2025; and
- WHEREAS;** the Safe Kids Mid-Texas and McLane Children’s Baylor Scott & White Medical Center hosts the Annual Safe Kids Day and Bike Rodeo on May 3, 2025, from 10 am – 1pm; and
- WHEREAS;** the Ride of Silence is an annual event dedicated to honoring and remembering cyclists who have been injured or killed while riding on public roadways. Promoting awareness of traffic safety and advocating for safer roadways for cyclists, pedestrians, and all individuals is a shared responsibility. The Ride of Silence provides an opportunity for communities to raise awareness about cyclist safety and the importance of sharing the road with all users. The City of Nolanville will host the 2025 Ride of Silence on May 21, 2025, from 6:30-8pm; and
- NOW, THEREFORE, BE IT RESOLVED** that the Killeen-Temple Metropolitan Planning Organization hereby recognizes the month of May 2025, as National Bike Month; May 4, 2025, as Ride a Bike Day; May 12 - May 18, 2025, as Bike to Work



Week; and May 16, 2025, as Bike to Work Day; May 21, 2025, as Annual Ride of Silence Event; and

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

PASSED AND ADOPTED on this 16th day of April 2025, at a regular meeting of the KTMPO Policy Board meeting which was held in compliance with the Open Meetings Act, Texas Government Code, 551.001, *et seq.*, and at which meeting a quorum was present and voting.

ATTEST:

Councilmember Susan Long,
KTMPO TPPB Chair

Uryan Nelson, KTMPO Director

Item #5

**FY25-28 TIP and 2050 MTP
Amendments**

Proposed Amendments to the FY25-28 TIP and 2050 MTP

TIP Background

The Transportation Improvement Program (TIP) is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four-year period. The current TIP covers FY25-FY28. Projects included in the TIP must be consistent with the MTP and are chosen based on regional priority and available funding. An amendment to a TIP is not completed until the change has also been included in the STIP—Statewide Transportation Improvement Program.

MTP Background

The Metropolitan Transportation Plan (MTP) is the 25-year long range planning document for KT MPO. The 2050 MTP includes a short and long-range prioritized project listing incorporating projects expected to be funded within the document’s 25-year planning horizon. The project listing is fiscally constrained based on the projected funding the MPO expects to receive in the 25-year planning period. The document also lists regionally significant unfunded projects. Projects must be included in the funded section of the MTP in order to receive state or federal funding.

MPO ID	Project Name	Proposed Amendments to the FY25-28 TIP
T15-06k	IH 35 – I 14 to SL 363	• TxDOT received Community Project Funding through the Transportation, Housing and Urban Development (THUD) Appropriations Act, 2024, in the amount of \$15,000,000 for Interstate 35/14 Expansion. TxDOT needs to submit a Federal Project Authorization Agreement (FPAA) request for the funds received and would like to utilize these funds for the Preliminary Engineering component of the I-35 frontage road turnaround bridges. TxDOT will cover the 20% Local match. • Add the Preliminary Engineering (PE) component of the project to FY2025, in the amount of \$18,375,000. • Category 10 Funding ○ Federal amount will be \$15,000,000 ○ State amount will be \$3,375,000 ○ Total PE cost will be \$18,375,000 • Update CSJ to 0015-14-109
		Proposed Amendments to the 2050 MTP
		• All amendments to the TIP are to be made in the MTP as well.

April 16, 2025

Transportation Planning Policy Board

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MPO ID	Project Name	Proposed Amendments to the FY25-28 TIP
T35-36a	Veterans Memorial Blvd Enhancements	- Category 10 Funding: - Increase Local amount from \$0 to \$1,250,000; - Update Total Amount of Category 10 Funding from \$5,000,000 to \$6,250,000 - Category 3 Funding: - Reduce Local Contribution from to \$5,000,000 to \$2,120,000; - Update Total Amount of Category 3 Funding from \$5,000,000 to \$2,120,000. - Total of All Funding Categories: - Update from \$10,000,000 to \$8,370,000. - Phase Project and Update Project Limits: - Project will be phased from one project into three projects with new MPO IDs. - T35-36a: Phase 1: Limits 0.15mi S. of Ave U to 0.15 N. of Ave U.
		Proposed Amendments to the 2050 MTP - Funding Category: - Remove Category 2 Funding from Phase 1. - Phase Project and Update Project Limits: - Phases 2 and 3 will be added to the MTP's Short Range Funded Projects list for FY29-34, eligible for Category 2 Funding. - T35-36b: Phase 2: Cost \$8,020,000; Limits 0.15mi N. of Ave U to Ave R. - T35-36c: Phase 3: Cost \$6,160,000; Limits Ave R to Ave O. - Phase 2 and 3 project descriptions and rank remains the same as Phase 1. - All other amendments to the TIP are to be made in the MTP as well.

April 16, 2025

Transportation Planning Policy Board

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MPO ID	1 st Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 5307 Funds	12 Fixed Routes, all ADA clients, and all Non-Emergency Medical Transportation clients are still being served, but have changed modes of service from Fixed Route to Microtransit. This change in service mode changed the associated funding streams.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.
MPO ID	2 nd Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 and FY2026 5339 Funds	The apportionments for both Killeen and Temple are currently programmed for revenue vehicles, however HCTD needs to purchase non-revenue support vehicles with these funds.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.
MPO ID	3 rd Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 5339, STBG-5307 Funds	Three projects for FY2025 need to be added to the TIP to ensure funds are programmed and eligible to be expended.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

Performance Measures		Proposed Amendments to the FY25-28 TIP
KT MPO Performance Measures	- Safety - Pavement / Bridge - System Performance / Freight / CMAQ - Transit Asset Management - Transit Agency Safety Plan	All Performance Measure sections of the TIP have been updated to reflect newly adopted regional performance targets.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

Summary of Administrative Amendments to the FY25-28 TIP and 2050 MTP

MPO ID	Project Name	Proposed Amendment
N40-06	Railroad Crossing Safety	Change Let Date Current Let date: 2025 New Let Date: 2026 Funding Amount Current Amount: \$731,910 New Amount: \$1,000,000
R45-02	Holland Downtown Pedestrian Improvements	Change Let Date Current Let date: 2025 New Let Date: 2026
H50-04a	FM 3423 (Indian Trail Drive) Sidewalk Phase 1	Change Let Date Current Let date: 2026 New Let Date: 2028
B40-08	Sparta Road SUP	Change Let Date Current Let date: 2027 New Let Date: 2028
T50-07	Cedar Road Safety Crossing	Change Let Date Current Let date: 2027 New Let Date: 2028
S45-03	Williams Road Sidewalks	Change Let Date Current Let date: 2025 New Let Date: 2026
K45-03	W Rancier Ave	Change Let Date Current Let date: 2026 New Let Date: 2027

April 16, 2025

Transportation Planning Policy Board

Agenda Item #5

Plan Adoption Schedule

Date	Activity	
March 31 – April 19, 2025	Public Comment Period	
April 2, 2025	TAC considers recommending approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending public comments received.	
April 14, 2025	<u>In-Person Public Meeting</u> Monday, April 14, 2025 3:00 – 5:00 pm Helping Hands Ministry of Belton 2210 Holland Rd Belton, TX 76513	<u>Virtual Meeting</u> Monday, April 14, 2025 3:00 – 4:00 pm Join from your computer, tablet or smartphone. https://meet.goto.com/938515829 You can also dial in using your phone. Access Code: 938-515-829 United States: +1 (224) 501-3412
April 16, 2025	TPPB considers approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing.	

Action Needed: Consider approval of the FY2025-2028 TIP and 2050 MTP Amendments.



Proposed Amendments to the FY25-28 TIP and 2050 MTP

Public Comment Period

March 31, 2025 – April 19, 2025



Killeen-Temple Metropolitan Planning Organization

Public Meeting & Comment Period

Regarding:

Amendments to the FY25-28 TIP and 2050 MTP

Plan Adoption Schedule

Date	Activity	
March 31 – April 19, 2025	Public Comment Period	
April 2, 2025	TAC considers recommending approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending public comments received.	
April 14, 2025	<u>In-Person Public Meeting</u>	<u>Virtual Meeting</u>
	Monday, April 14, 2025 3:00 – 5:00 pm Helping Hands Ministry of Belton 2210 Holland Rd Belton, TX 76513	Monday, April 14, 2025 3:00 – 4:00 pm Join from your computer, tablet or smartphone. https://meet.goto.com/938515829 You can also dial in using your phone. Access Code: 938-515-829 United States: +1 (224) 501-3412
	Comments may also be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2366 Mail to: Killeen-Temple MPO C/O Kendra Coufal, FY25-28 TIP and 2050 MTP P.O. Box 729 Belton, TX 76513 Comments must be received or postmarked by Monday, April 14, 2025, to be included in the official record of the public meeting.	
April 16, 2025	TPPB considers approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending public comments received.	

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MPO ID	Project Name	Proposed Amendments to the FY25-28 TIP
T15-06k	IH 35 – I 14 to SL 363	• TxDOT received Community Project Funding through the Transportation, Housing and Urban Development (THUD) Appropriations Act, 2024, in the amount of \$15,000,000 for Interstate 35/14 Expansion. TxDOT needs to submit a Federal Project Authorization Agreement (FPAA) request for the funds received and would like to utilize these funds for the Preliminary Engineering component of the I-35 frontage road turnaround bridges. TxDOT will cover the 20% Local match. • Add the Preliminary Engineering (PE) component of the project to FY2025, in the amount of \$18,375,000. • Category 10 Funding ○ Federal amount will be \$15,000,000 ○ State amount will be \$3,375,000 ○ Total PE cost will be \$18,375,000 • Update CSJ to 0015-14-109
		Proposed Amendments to the 2050 MTP
		• All amendments to the TIP are to be made in the MTP as well.

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0015-14-109	IH-35	2025	E	Temple	Temple	\$18,750,000
LIMITS FROM:	IH 14					REVISION DATE:	May-25	
LIMITS TO:	SL 363					MPO ID:	T15-06k	
DESCRIPTION:	This project will reconstruct and widen IH 35 from IH 14 to SL 363 from 6 to 8 lanes divided. Direct connector ramps will also be constructed at the SL 363 interchange. Preliminary Engineering component of the I-35 frontage road turnaround bridges.					FUNDING CATEGORY:	10	
REMARKS:	Preliminary Engineering; IH35 - IH14 to SL 363					PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:				
PRELIMINARY ENGINEERING:	\$18,750,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:
RIGHT OF WAY:	\$0			10	\$15,000,000	\$3,750,000	\$0	\$0
CONSTRUCTION:	\$0	\$18,750,000			\$0	\$0	\$0	\$0
CONSTRUCTION ENGINEERING:	\$0			TOTAL	\$15,000,000	\$3,750,000	\$0	\$0
CONTINGENCIES:	\$0							
INDIRECTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$18,750,000							

2050 MTP PROJECT LISTING

KTMP Short Range Funded Projects (FY25-28 TIP)

Other

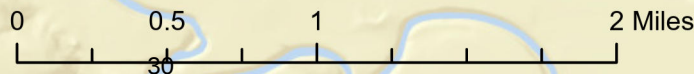
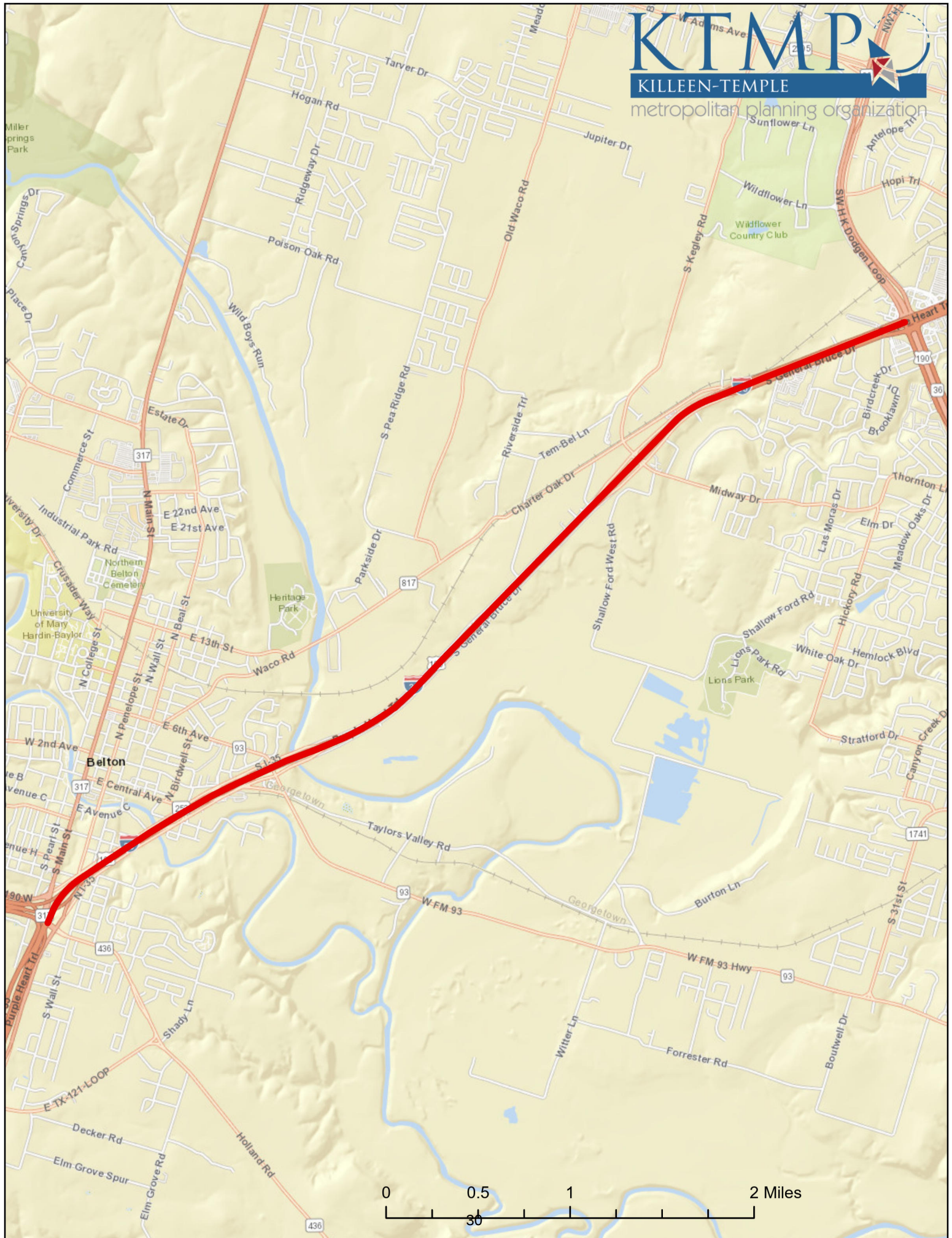
MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C45-01	3623-01-004	Fort Cavazos Access Ramps	Old Georgetown Rd to BNSF Railway	Construct an entrance ramp from SH 9 on to W Tank Destroyer Blvd and an exit ramp from SH 9 on to Old Georgetown Rd.	11	\$ 11,822,489	2025	3
B45-13	0909-36-192	E Central Ave Bridge Replacement	E Central Ave Bridge @ Nolan Creek to Spring St	Remove the E Central Ave bridge over Nolan Creek. Extend Spring St east and construct new bridge over Nolan Creek; reconnect to Central Ave on east side of the creek.	N/A	\$ 6,250,000	2025	10
K45-05	5000-00-189	Killeen NEVI Project	2511 Trimmier Rd, Killeen, Texas 76542	Install 4 Direct Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 14)	N/A	\$ 1,202,800	2025	10 NEVI

2050 MTP PROJECT LISTING

KTMP Short Range Funded Projects (FY25-28 TIP)

Other

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C45-01	3623-01-004	Fort Cavazos Access Ramps	Old Georgetown Rd to BNSF Railway	Construct an entrance ramp from SH 9 on to W Tank Destroyer Blvd and an exit ramp from SH 9 on to Old Georgetown Rd.	11	\$ 11,822,489	2025	3
B45-13	0909-36-192	E Central Ave Bridge Replacement	E Central Ave Bridge @ Nolan Creek to Spring St	Remove the E Central Ave bridge over Nolan Creek. Extend Spring St east and construct new bridge over Nolan Creek; reconnect to Central Ave on east side of the creek.	N/A	\$ 6,250,000	2025	10
K45-05	5000-00-189	Killeen NEVI Project	2511 Trimmier Rd, Killeen, Texas 76542	Install 4 Direct Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 14)	N/A	\$ 1,202,800	2025	10 NEVI
T15-06k	0015-14-109	IH35 - IH14 to SL 363 (Preliminary Engineering)	From IH 14 to SL 363	This project will reconstruct and widen IH 35 from IH 14 to SL 363 from 6 to 8 lanes divided. Direct connector ramps will also be constructed at the SL 363 interchange. Preliminary Engineering component of the I-35 frontage road turnaround bridges.	1	\$ 18,750,000	2025	10
T35-36a	0320-01-074	Veterans Memorial Blvd Enhancements, Phase 1	0.15 mi S of Ave U to 0.15 N of Ave U	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 8,370,000	2026	10, 3LC



MPO ID	Project Name	Proposed Amendments to the FY25-28 TIP
T35-36a	Veterans Memorial Blvd Enhancements	• Category 10 Funding: ○ Increase Local amount from \$0 to \$1,250,000; ○ Update Total Amount of Category 10 Funding from \$5,000,000 to \$6,250,000 • Category 3 Funding: ○ Reduce Local Contribution from to \$5,000,000 to \$2,120,000; ○ Update Total Amount of Category 3 Funding from \$5,000,000 to \$2,120,000. • Total of All Funding Categories: ○ Update from \$10,000,000 to \$8,370,000. • Phase Project and Update Project Limits: ○ Project will be phased from one project into three projects with new MPO IDs. • T35-36a: Phase 1: Limits 0.15mi S. of Ave U to 0.15 N. of Ave U.
		Proposed Amendments to the 2050 MTP • Funding Category: ○ Remove Category 2 Funding from Phase 1. • Phase Project and Update Project Limits: ○ Phases 2 and 3 will be added to the MTP's Short Range Funded Projects list for FY29-34, eligible for Category 2 Funding. ○ T35-36b: Phase 2: Cost \$8,020,000; Limits 0.15mi N. of Ave U to Ave R. ○ T35-36c: Phase 3: Cost \$6,160,000; Limits Ave R to Ave O. ○ Phase 2 and 3 project descriptions and rank remains the same as Phase 1. • All other amendments to the TIP are to be made in the MTP as well.

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-01-074	SS 290	2026	C	Temple	Temple	\$10,000,000
LIMITS FROM:	Ave O					REVISION DATE:	Jul-24	
LIMITS TO:	0.15 S of Ave U					MPO ID:	T35-36a	
DESCRIPTION:	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails					FUNDING CATEGORY:	10, 3LC	
REMARKS:	Phase 1					PROJECT HISTORY: December 2022 KTMPO selected project		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:			
PRELIMINARY ENGINEERING:	\$469,143		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0		3LC	\$0	\$0	\$0	\$5,000,000	\$5,000,000
CONSTRUCTION:	\$10,000,000		10	\$5,000,000	\$0	\$0	\$0	\$5,000,000
CONSTRUCTION ENGINEERING:	\$669,247		TOTAL	\$5,000,000	\$0	\$0	\$5,000,000	\$10,000,000
CONTINGENCIES:	\$274,350							
INDIRECTS:	\$277,656							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$11,690,396							

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0320-01-074	SS 290	2026	C	Temple	Temple	\$8,370,000
LIMITS FROM:	0.15 S of Ave U					REVISION DATE:	Jul-24	
LIMITS TO:	0.15 N of Ave U					MPO ID:	T35-36a	
DESCRIPTION:	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails					FUNDING CATEGORY:	10, 3LC	
						PROJECT HISTORY:		
REMARKS:	Veterans Memorial Blvd Enhancements, Phase 1					December 2022 KTMPO selected project		
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY:				
PRELIMINARY ENGINEERING:	\$469,143			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:	\$0			10	\$5,000,000	\$0	\$1,250,000	\$0 \$6,250,000
CONSTRUCTION:	\$8,370,000	\$8,370,000		3LC	\$0	\$0	\$0	\$2,120,000 \$2,120,000
CONSTRUCTION ENGINEERING:	\$669,247			TOTAL	\$5,000,000	\$0	\$1,250,000	\$2,120,000 \$8,370,000
CONTINGENCIES:	\$274,350							
INDIRECTS:	\$277,656							
BOND FINANCING:	\$0							
TOTAL PROJECT COST (YOE):	\$10,060,396							

2050 MTP PROJECT LISTING

KTMP Short Range Funded Projects (FY25-28 TIP)

Category 2

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C50-04d	0231-02-070	BUS 190 Phase 4	Robertson Ave to E Ave D	Remove two-way shared left turn lane on BUS 190 from Robertson Ave to E Ave D, construct a raised median, and add an 11' shared use path and 6' sidewalk.	10	\$ 10,133,000	2027	2M
H40-03c	3409-01-011	FM 3481 @ Chaparral Road	0.3 mi N of Chaparral Road to 0.3 mi S of Chaparral Road	Construct new signalized intersection on FM 3481 approximately 0.12 mi S of existing intersection. Realign Chaparral Road and widen to 4-lanes with a continuous center turn lane and 12 ft shared use paths on both sides.	27	\$ 6,678,325	2028	2M, 3LC
T35-36a	0320-01-074	Veterans Memorial Blvd Enhancements	Ave O to .15 mi S of Ave U	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 15,000,000	2026	2M, 10
W35-01	0231-01-003 0231-02-067	US 190 Bypass	0.6 mi W of FM 2657 to US 190 W of Clarke Rd	Widen from two lane to four lane divided highway and construct interchanges.	3	\$ 127,975,830	2026	2M
W40-04b	2502-01-024	Loop 121 Phase 2	US 190/IH 14 to IH35	Widen Loop 121 from US190/IH 14 to IH 35 from 2 to 4 lane divided roadway with a raised median, 10 ft Shared Use Path (SUP) on the north and east side, and 6 ft sidewalk on the south and west side	6	\$ 32,480,000	2028	2M

2050 MTP PROJECT LISTING

KTMP Short Range Funded Projects (FY25-28 TIP)

Other

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C45-01	3623-01-004	Fort Cavazos Access Ramps	Old Georgetown Rd to BNSF Railway	Construct an entrance ramp from SH 9 on to W Tank Destroyer Blvd and an exit ramp from SH 9 on to Old Georgetown Rd.	11	\$ 11,822,489	2025	3
B45-13	0909-36-192	E Central Ave Bridge Replacement	E Central Ave Bridge @ Nolan Creek to Spring St	Remove the E Central Ave bridge over Nolan Creek. Extend Spring St east and construct new bridge over Nolan Creek; reconnect to Central Ave on east side of the creek.	N/A	\$ 6,250,000	2025	10
K45-05	5000-00-189	Killeen NEVI Project	2511 Trimmier Rd, Killeen, Texas 76542	Install 4 Direct Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 14)	N/A	\$ 1,202,800	2025	10 NEVI
T15-06k	0015-14-109	IH35 - IH14 to SL 363 (Preliminary Engineering)	From IH 14 to SL 363	This project will reconstruct and widen IH 35 from IH 14 to SL 363 from 6 to 8 lanes divided. Direct connector ramps will also be constructed at the SL 363 interchange. Preliminary Engineering component of the I-35 frontage road turnaround bridges.	1	\$ 18,750,000	2025	10
T35-36a	0320-01-074	Veterans Memorial Blvd Enhancements, Phase 1	0.15 mi S of Ave U to 0.15 N of Ave U	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 8,370,000	2026	10, 3LC

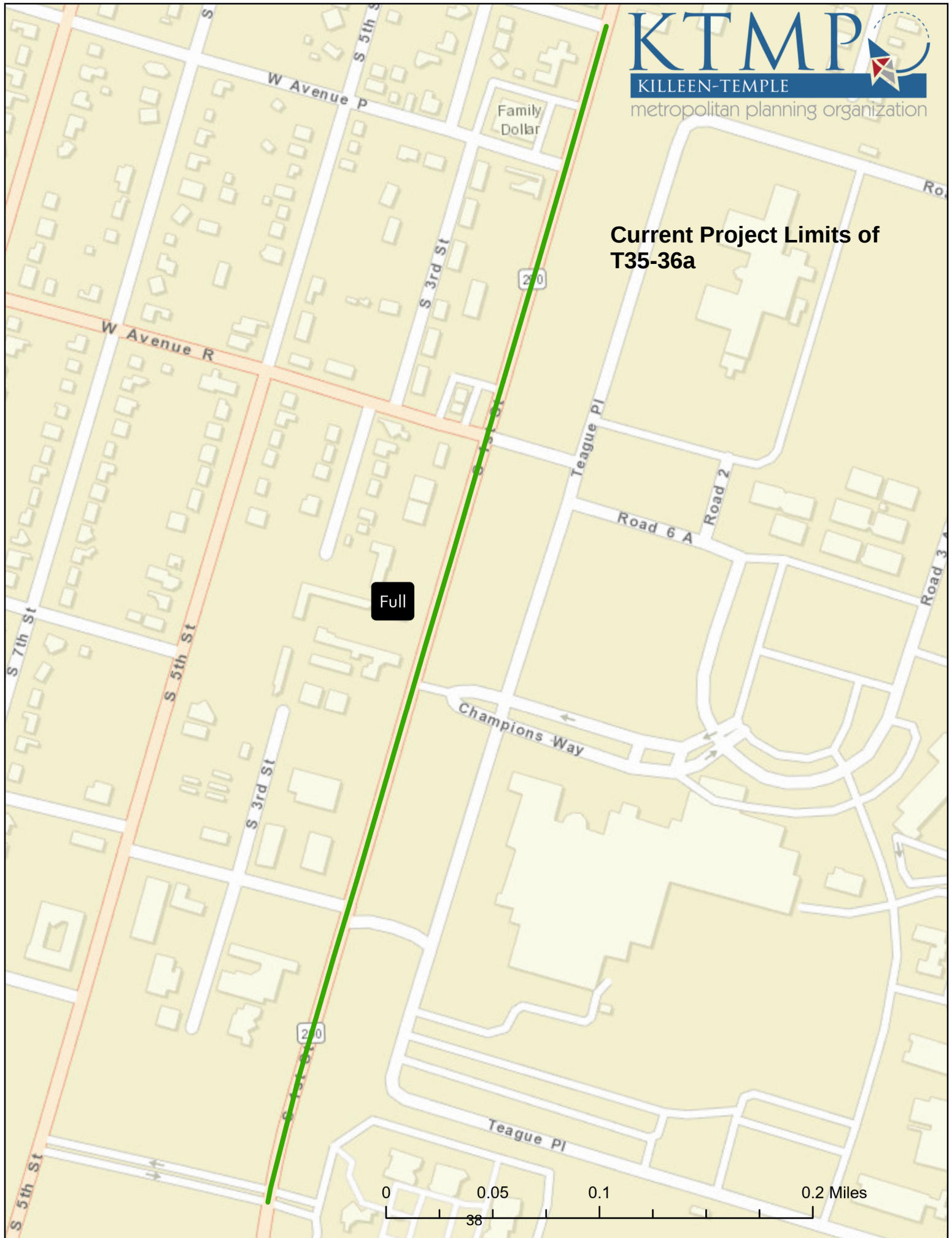
KTMPO Short-Range Funded Projects FY29-34

Roadway Projects

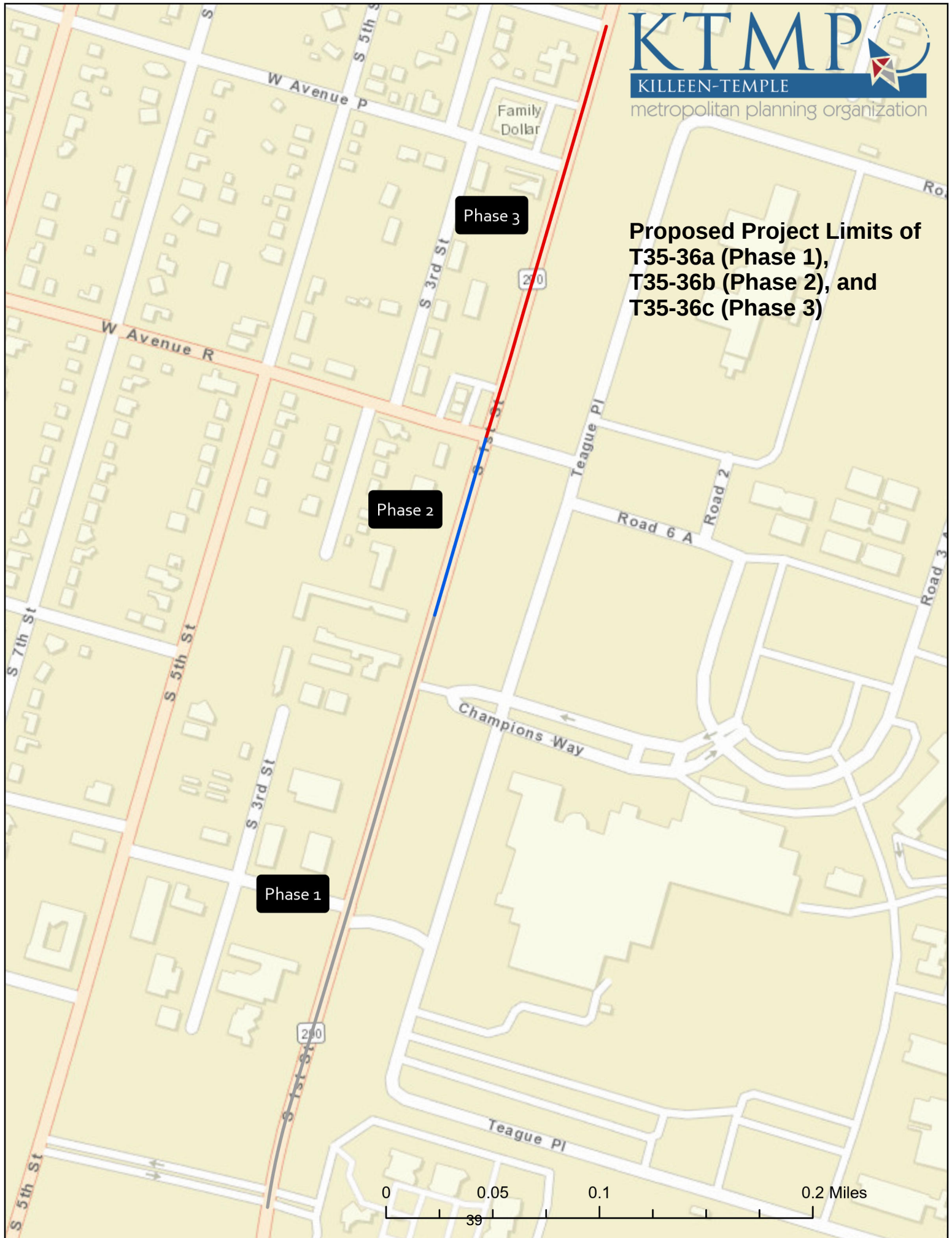
KTMP ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
T35-36b	N/A	Veterans Memorial Blvd Enhancements, Phase 2	0.15mi N of Ave U to Ave R	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 8,020,000	TBD	CAT 2
T35-36c	N/A	Veterans Memorial Blvd Enhancements, Phase 3	Ave R to Ave O	Widen from 4 lane undivided to 4 lane divided roadway with a curb & gutter, and hike & bike trails to incorporate multi-modal design	5	\$ 6,160,000	TBD	CAT 2
B45-12	N/A	IH 35 Safety Improvements	IH 14 to Loop 363	Redesign, possibly add messaging boards, striping, improve pavement, and other safety improvements. May include additional speed reduction, pavement alterations (texturing), on-off ramp modifications, and other safety-oriented modifications.	4	\$ 1,800,000	TBD	CAT 2
C50-04c	N/A	BUS 190 Phase 3	S Main St / Hwy Ave / Leonhard St to Robertson Ave	Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared use path and 6' sidewalk.	22	\$ 7,296,000	2029	CAT 2
W35-04b	N/A	FM 439 Phase 2	SP 439 to FM 93	The project would widen FM 439 from 2 lanes to a 4 lane divided highway with improved bicycle and pedestrian facilities.	8	\$ 23,000,000	2031	CAT 2
W50-01	N/A	SL 363 East Phase 1	North IH 35 to US 190	The ultimate design for this segment of SL 363 will be a full freeway segment with main lanes and frontage roads. This project will be phase 1 to reconstruct and widen SL 363 from 2 to 4 lanes divided by building the ultimate frontage roads and signalized intersections only.	2	\$ 70,000,000	2030	CAT 2

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**Current Project Limits of
T35-36a**



**Proposed Project Limits of
T35-36a (Phase 1),
T35-36b (Phase 2), and
T35-36c (Phase 3)**



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MPO ID	1 st Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 5307 Funds	12 Fixed Routes, all ADA clients, and all Non-Emergency Medical Transportation clients are still being served, but have changed modes of service from Fixed Route to Microtransit. This change in service mode changed the associated funding streams.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025

TxDOT Waco District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Killeen Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	Current FY2025-2028 TIP
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,470,832	
		State Funds from TxDOT	162,346	
		Other Funds	1,308,486	
Apportionment Year	2023	Fiscal Year Cost	\$2,941,664	
Project Phase	Operations			
Brief Project Description	Operating Activities (K)	Total Project Cost	\$2,941,664	
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Killeen Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	Current FY2025-2028 TIP
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$558,357	
		State Funds from TxDOT	\$128,779	
		Other Funds	\$10,810	
Apportionment Year	2023	Fiscal Year Cost	\$697,946	
Project Phase	Operations			
Brief Project Description	ADA Operating as Capital (K)	Total Project Cost	\$697,946	
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Temple Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	Current FY2025-2028 TIP
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,110,814	
		State Funds from TxDOT	\$364,797	
		Other Funds	\$746,017	
Apportionment Year	2023	Fiscal Year Cost	\$2,221,628	
Project Phase	Operations			
Brief Project Description	Operating Activities (T)	Total Project Cost	\$2,221,628	
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Temple Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	Current FY2025-2028 TIP
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$388,082	
		State Funds from TxDOT	\$73,503	
		Other Funds	\$23,518	
Apportionment Year	2023	Fiscal Year Cost	\$485,103	
Project Phase	Operations			
Brief Project Description	ADA Operating as Capital (T)	Total Project Cost	\$485,103	
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				

REQUESTED REVISIONS

TxDOT Waco District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Killeen Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	May 2025 TIP Amendment
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$2,032,677	
		State Funds from TxDOT	162,346	
		Other Funds	1,870,331	
Apportionment Year	2023	Fiscal Year Cost	\$4,065,354	
Project Phase	Operations			
Brief Project Description	Operating Activities (K)	Total Project Cost	\$4,065,354	38.20% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>Amendment Date & Action</u>				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Killeen Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	May 2025 TIP Amendment
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	
		State Funds from TxDOT	\$0	
		Other Funds	\$0	
Apportionment Year	2023	Fiscal Year Cost	\$0	
Project Phase	Operations			
Brief Project Description	ADA Operating as Capital (K)	Total Project Cost	\$0	-100.00% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>Amendment Date & Action</u>				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Temple Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	May 2025 TIP Amendment
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,492,091	
		State Funds from TxDOT	\$364,797	
		Other Funds	\$1,127,294	
Apportionment Year	2023	Fiscal Year Cost	\$2,984,182	
Project Phase	Operations			
Brief Project Description	Operating Activities (T)	Total Project Cost	\$2,984,182	34.32% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>Amendment Date & Action</u>				

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		Temple Service Area
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307	May 2025 TIP Amendment
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	
		State Funds from TxDOT	\$0	
		Other Funds	\$0	
Apportionment Year	2023	Fiscal Year Cost	\$0	
Project Phase	Operations			
Brief Project Description	ADA Operating as Capital (T)	Total Project Cost	\$0	-100.00% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>Amendment Date & Action</u>				

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MPO ID	2 nd Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 and FY2026 5339 Funds	The apportionments for both Killeen and Temple are currently programmed for revenue vehicles, however HCTD needs to purchase non-revenue support vehicles with these funds.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025

TxDOT Waco District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$197,636
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$197,636
Project Phase	Purchasing		
Brief Project Description	Revenue Rolling Stock (K)	Total Project Cost	\$197,636
		Trans. Dev. Credits to be Requested	39,527
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0
Amendment Date & Action			

Killeen Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$21,960
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$21,960
Project Phase	Purchasing		
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(K)	Total Project Cost	\$21,960
		Trans. Dev. Credits to be Requested	4,392
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0
Amendment Date & Action			

Killeen Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$107,724
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$107,724
Project Phase	Purchasing		
Brief Project Description	Revenue Rolling Stock (T)	Total Project Cost	\$107,724
		Trans. Dev. Credits to be Requested	21,545
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0
Amendment Date & Action			

Temple Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$11,969
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$11,969
Project Phase	Purchasing		
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Total Project Cost	\$11,969
		Trans. Dev. Credits to be Requested	2,394
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0
Amendment Date & Action			

Temple Service Area
Current FY2025-2028 TIP

REQUESTED REVISIONS

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Killeen Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$219,595	May 2025 TIP Amendment
Apportionment Year	2023	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Non-revenue support vehicles (Killeen)	Fiscal Year Cost	\$219,595	
		Total Project Cost	\$219,595	11% Federal funding change
		Trans. Dev. Credits to be Requested	43,919	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Killeen Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	May 2025 TIP Amendment
Apportionment Year	2023	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Delete Project	Fiscal Year Cost	\$0	
		Total Project Cost	\$0	100% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Temple Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$119,693	May 2025 TIP Amendment
Apportionment Year	2023	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Non-revenue support vehicles (Temple)	Fiscal Year Cost	\$119,693	
		Total Project Cost	\$119,693	11% Federal funding change
		Trans. Dev. Credits to be Requested	23,939	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Temple Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	May 2025 TIP Amendment
Apportionment Year	2023	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Delete Project	Fiscal Year Cost	\$0	
		Total Project Cost	\$0	100% Federal funding change
		Trans. Dev. Credits to be Requested	0	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	0	
Amendment Date & Action				

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2026

TxDOT Waco District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$203,565
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$203,565
Project Phase	Purchasing		
Brief Project Description	Revenue Rolling Stock (K)	Total Project Cost	\$203,565
		Trans. Dev. Credits to be Requested	40,713
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			

Killeen Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$22,619
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$22,619
Project Phase	Purchasing		
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(K)	Total Project Cost	\$22,619
		Trans. Dev. Credits to be Requested	4,524
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			

Killeen Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$110,955
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$110,955
Project Phase	Purchasing		
Brief Project Description	Revenue Rolling Stock (T)	Total Project Cost	\$110,955
		Trans. Dev. Credits to be Requested	22,191
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			

Temple Service Area
Current FY2025-2028 TIP

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,328
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$12,328
Project Phase	Purchasing		
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Total Project Cost	\$12,328
		Trans. Dev. Credits to be Requested	2,466
		Trans. Dev. Credits Awarded (Date & Amount)	0
Sec 5309 ID Number	NA		
Amendment Date & Action			

Temple Service Area
Current FY2025-2028 TIP

REQUESTED REVISIONS

<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Killeen Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$238,761	May 2025 TIP Amendment
Apportionment Year	2024	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Non-revenue support vehicles (Killeen)	Fiscal Year Cost	\$238,761	
		Total Project Cost	\$238,761	17% Federal funding change
Sec 5309 ID Number	NA	Trans. Dev. Credits to be Requested	47,753	
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Killeen Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	May 2025 TIP Amendment
Apportionment Year	2024	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Delete Project	Fiscal Year Cost	\$0	
		Total Project Cost	\$0	100% Federal funding change
Sec 5309 ID Number	NA	Trans. Dev. Credits to be Requested	0	
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Temple Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$102,307	May 2025 TIP Amendment
Apportionment Year	2024	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Non-revenue support vehicles (Temple)	Fiscal Year Cost	\$102,307	
		Total Project Cost	\$102,307	8.8% Federal funding change
Sec 5309 ID Number	NA	Trans. Dev. Credits to be Requested	20,462	
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	0	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>		
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339	Temple Service Area
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$0	May 2025 TIP Amendment
Apportionment Year	2024	State Funds from TxDOT	\$0	
Project Phase	Purchasing	Other Funds	\$0	
Brief Project Description	Delete Project	Fiscal Year Cost	\$0	
		Total Project Cost	\$0	100% Federal funding change
Sec 5309 ID Number	NA	Trans. Dev. Credits to be Requested	0	
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	0	

MPO ID	3 rd Request	Proposed Amendments to the FY25-28 TIP
HCTD Transit Projects	FY2025 5339, STBG-5307 Funds	Three projects for FY2025 need to be added to the TIP to ensure funds are programmed and eligible to be expended.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2025

TxDOT Waco District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$104,558
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2022	Fiscal Year Cost	\$104,558
Project Phase	Purchasing		
		Total Project Cost	\$104,558
Brief Project Description	Revenue Rolling Stock (T)		
		Trans. Dev. Credits to be Requested	20,912
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	0

Temple Service Area
May 2025 TIP Amendment

Project to be added

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$11,618
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2022	Fiscal Year Cost	\$11,618
Project Phase	Purchasing		
	Other, such as equipment for	Total Project Cost	\$11,618
Brief Project Description	shop, communications, and		
	surveillance, hardware &		
	software, etc.(T)	Trans. Dev. Credits to be Requested	2,324
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	0

Temple Service Area
May 2025 TIP Amendment

Project to be added

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	STBG - 5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$506,923
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2020	Fiscal Year Cost	\$506,923
Project Phase	Purchasing		
		Total Project Cost	\$506,923
Brief Project Description	Revenue Rolling Stock (T)		
		Trans. Dev. Credits to be Requested	0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	101,385

Temple Service Area
May 2025 TIP Amendment

Project to be added

Amendment Date & Action

Current FY2025-2028 TIP

Transit Financial Summary
Hill Country Transit District
FY 2025-2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program Description	FY 2025			FY 2026			FY 2027			FY 2028		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$2,812,616	\$1,806,278	\$4,618,894	\$2,896,995	\$1,860,466	\$4,757,461	\$2,983,905	\$1,916,280	\$4,900,185	\$3,073,422	\$1,973,769	\$5,047,191
2 Sec. 5307 - Urbanized Formula <200K	\$1,951,223	\$1,320,917	\$3,272,140	\$2,009,758	\$1,360,545	\$3,370,303	\$2,070,053	\$1,401,360	\$3,471,413	\$2,132,154	\$1,443,403	\$3,575,557
3 Sec. 5339 - Bus & Bus Facilities	\$679,403	\$0	\$679,403	\$349,467	\$0	\$349,467	\$359,951	\$0	\$359,951	\$370,750	\$0	\$370,750
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$228,286	\$113,322	\$341,608	\$235,135	\$116,722	\$351,857	\$242,189	\$120,224	\$362,413	\$249,455	\$123,830	\$373,285
5 Sec. 5311 - Nonurbanized Formula	Programmed By PTN		\$0	Programmed By PTN		\$0	Programmed By PTN		\$0	Programmed By PTN		\$0
6 Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 Other FTA (ARRA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13 Regionally Significant or Other (Cat 7/STP)	\$0,000,000	\$0	\$0,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$8,978,417	\$3,240,517	\$12,218,934	\$5,491,355	\$3,337,733	\$8,829,088	\$5,666,098	\$3,437,864	\$9,093,962	\$5,825,781	\$3,541,002	\$9,366,783
Transportation Development Credits												
To Be Requested			418,477			69,894			71,990			74,150
Awarded			284,585			0			0			0

May 2025 Amendment

Transit Financial Summary

Killeen - Temple Metropolitan Planning Organization

FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 04/09/2025

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,816,104	\$2,228,534	\$5,044,638	\$2,896,995	\$1,860,466	\$4,757,461	\$2,983,905	\$1,916,280	\$4,900,185
2	Sec. 5307 - Urbanized Formula <200K	\$1,944,418	\$1,605,173	\$3,549,591	\$2,009,758	\$1,360,545	\$3,370,303	\$2,070,053	\$1,401,360	\$3,471,413
3	Sec. 5309 - Discretionary	\$679,402	\$0	\$679,402	\$341,068	\$0	\$341,068	\$359,951	\$0	\$359,951
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$228,286	\$113,322	\$341,608	\$235,135	\$116,722	\$351,857	\$242,189	\$120,224	\$362,413
5	Sec. 5311 - Nonurbanized Formula	Programmend By PTN			Programmend By PTN			Programmend By PTN		
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0			\$0			\$0
7	Sec. 5316 - JARC <200K	\$0	\$0	\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K	\$0	\$0	\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0			\$0			\$0
12	Other FTA	\$0	\$0	\$0			\$0			\$0
13	Regionally Significant or Other	\$2,390,889	\$0	\$2,390,889			\$0			\$0
Total Funds		\$8,059,099	\$3,947,029	\$12,006,128	\$5,482,956	\$3,337,733	\$8,820,689	\$5,656,098	\$3,437,864	\$9,093,962
Transportation Development Credits										
Requested										
Awarded										

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,073,422	\$1,973,769	\$5,047,191	\$11,770,426	\$7,979,049	\$19,749,475
2	Sec. 5307 - Urbanized Formula <200K	\$2,132,154	\$1,443,403	\$3,575,557	\$8,156,383	\$5,810,481	\$13,966,864
3	Sec. 5309 - Discretionary	\$370,750	\$0	\$370,750	\$1,751,171	\$0	\$1,751,171
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$249,455	\$123,830	\$373,285	\$955,065	\$474,098	\$1,429,163
5	Sec. 5311 - Nonurbanized Formula	Programmend By PTN			Programmend By PTN		
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA			\$0	\$0	\$0	\$0
13	Regionally Significant or Other			\$0	\$2,390,889	\$0	\$2,390,889
Total Funds		\$5,825,781	\$3,541,002	\$9,366,783	\$25,023,934	\$14,263,628	\$39,287,562
Transportation Development Credits							
Requested							
Awarded							

		Proposed Amendments to the FY25-28 TIP
KTMPO Performance Measures	• Safety • Pavement / Bridge • System Performance / Freight / CMAQ • Transit Asset Management • Transit Agency Safety Plan	All Performance Measure sections of the TIP have been updated to reflect newly adopted regional performance targets.
		Proposed Amendments to the 2050 MTP
		All amendments to the TIP are to be made in the MTP as well.

including reducing regulatory burdens and improving agencies' work practices.

Specific quantitative criteria have been published by the Secretary of Transportation to measure whether these goals are being achieved. State guidelines have also been provided and KTMPO regularly reviews these metrics to evaluate KTMPO's goals, objectives, and performance measures in their ability to support the state performance targets. The KTMPO public engagement process provides citizens, public agencies, transportation agencies, private transportation providers, and other interested parties with a reasonable opportunity to comment in the transportation planning process as required by FAST Act.

Regional Performance Targets

May 2025 Amendment

The Fixing America's Surface Transportation (FAST) Act requires KTMPO to adopt regional performance targets to better utilize transportation investments in the KTMPO region. In this approach, goals, measures, and data are used to inform policy makers about how to invest in a better performing regional transportation system. Transportation funds are intended to target projects aimed at achieving set performance targets for, safety, pavement/bridge condition, system performance, State of Good Repair (transit), and transit safety. To comply with federal requirements, KTMPO initiated the process for selecting performance measure targets in 2016 and has continued refining and adopting new targets on an annual or biannual basis as necessary. Additional information regarding these targets and other federally required performance measures can be found at [FHWA's Transportation Performance Management](#) website.

Adoption Schedule of Performance Measures	
Performance Measure	Frequency
FHWA Safety Measures (PM 1)	Annually
FHWA Pavement / Bridge Performance Measures (PM 2)	Every Two Years
FHWA System Performance / Freight / CMAQ Measures (PM 3)	Every Two Years
FTA Transit Asset Management (TAM)	Annually
FTA Agency Safety Plan (PTASP)	Annually

Safety Performance Measures (PM 1)

KTMPO Safety Measures (PM 1)	
Federal Rule	
23 CFR 490.207(a1-5)	
Purpose	
The Safety Performance Rule (PM 1), establishes safety performance measures to address fatalities and serious injuries on roadways and to better invest transportation funding for safety improvement projects to support safe roadway networks. Five federally required safety performance measures include: • Number of fatalities; • Fatalities per million miles traveled; • Number of serious injuries; • Serious injuries per million vehicle miles traveled; • Number of non-motorized fatalities and non-motorized serious injuries.	
Data Sources	
• National Highway Traffic Safety Administration (NHTSA)'s Fatality Analysis Reporting System (FARS) database, which is a primary source for fatality data, published annually and updated with preliminary and final data. It is used to calculate safety performance measures like the number of fatalities and fatality rates per 100 million vehicle miles traveled (VMT) • FHWA's Highway Safety Information System (HSIS) which provides quality data on crash, roadway, and traffic variables • Local data through community engagement (walk audits, road safety audits, field safety reviews, health impact assessments)	
At the State Level	
States must collect and report safety data, including their safety targets and progress towards meeting those targets. TxDOT uses a Transportation Asset Management Plan (TAMP) to analyze performance and project future conditions. TxDOT's data and targets can be found on the TxDOT's Safety Performance Dashboard.	
At the MPO Level	
MPOs must collect and report safety data, including their safety targets and progress towards meeting those targets. KTMPO's targets can be found in the chart below.	
Historical TPPB Annual Adoption Dates	
• January 2018 adoption of State Targets • January 2019 adoption of State Targets • February 2020 adoption of State Targets • March 2021 adoption of State Targets • February 2022 adoption of State Targets • January 2023 adoption of State Targets	

- January 2024 adoption of region-specific Targets
- February 2025 adoption of KTMPO region-specific Targets

The following are KTMPO's most recently adopted regional Safety targets:

KTMPO Safety Measures (PM 1)	
Mode	Target
Traffic Fatalities	54
Serious Injuries	298
Fatalities per 100 million VMT	1.38
Serious Injuries per 100 million VMT	7.63
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	32

KTMPO Policy Board will continue the adoption of safety targets on an annual basis as required by the federal planning Rule.

By setting region specific safety targets, KTMPO plans on doing the following:

- Work with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the MPO planning area; Coordinate with the state and include in the Metropolitan Transportation Plan (MTP) the safety performance measures and targets for all public roads in the metropolitan area;
- Integrate into the planning process the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the Highway Safety Implementation Plan (HSIP);
- Use data to identify areas that have shown a concentration of accidents and continue to use crash rates as one of our scoring criteria to select projects that support the regional goals;
- Use this information as part of our public outreach efforts to educate drivers about ways they can drive more safely and reduce accidents.

Some recommendations may be made to reduce the recurrence of crashes at particular locations, such as:

- Upgrades to existing transportation infrastructure;
- Modification or implementation of safety infrastructure;

- Creation of alternative routes to alleviate congestion;
- Public campaigns promoting a particular safety issue;
- Requirement of the use of motorcycle and bicycle safety gear;
- An assessment of the transportation network to determine driver decisions

To assess progress towards meeting KTMPO's targets, projects located in both the TIP and the MTP are evaluated for both fatality and serious injury rate. Projects are measured using the project location's number of fatalities and serious injury rate per 100 million vehicle miles traveled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project, therefore, a project that addresses hazardous roadways may receive a higher ranking. For future projects, KTMPO plans to continue to review and possibly reweight project scoring criteria and use crash rates to evaluate transportation projects to further support the regions targets for a safe transportation system. In time, as projects are completed and reliable performance measure related data becomes available, KTMPO will be able to determine the attainment of these performance measures and if adjustments are needed.

Infrastructure or Pavement / Bridge Condition Measures (PM 2)

Pavement / Bridge Condition Measures (PM 2)
Federal Rule
23 CFR 490.307 , 23 CFR 490.407
Purpose
The Pavement / Bridge Condition Rule (PM 2), establishes performance measures to assess the condition of pavement on the Interstate and non-Interstate systems and to better invest transportation funding for infrastructure projects that maintain good quality roads. Four federally required pavement condition performance measures 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. The Bridge Condition Rule (PM2), establishes measures to assess the condition of bridges on the National Highway System (NHS) and to better invest transportation funding for infrastructure projects that maintain good quality bridges. Two federally required bridge condition performance measures include: • Percentage of NHS bridges classified as in Good condition, and • Percentage of NHS bridges classified as in Poor condition.
Data Sources
Pavement data sources:

• International Roughness Index (IR), rutting, faulting, and cracking • Highway Performance Monitoring System (HPMS) • TxDOT Pavement Management Information System (PMIS) 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.
At the State Level
States must collect and report Pavement and Bridge data, including their targets and progress towards meeting those targets. TxDOT uses a Transportation Asset Management Plan (TAMP) to analyze performance and project future conditions. TxDOT's data and targets can be found on the TxDOT's Pavement and Bridge Performance Dashboard .
At the MPO Level
MPOs must collect and report Pavement and Bridge data, including their targets and progress towards meeting those targets. KTMPO's targets can be found in the chart below.
Historical TPPB Biennial Adoption Dates
• November 2018 adoption of State Targets • December 2020 adoption of State Targets • June 2023 adoption of State Targets • February 2025 adoption of State Targets

The following are KTMPO's most recently adopted Pavement and Bridge targets:

KTMPO Pavement Performance Measures (PM 2)				
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%*

KTMPO Bridge Performance Measures (PM 2)				
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%

To assess progress towards meeting KTMPO's targets, projects located in both the TIP and the MTP are evaluated for their ability to achieve and sustain a desired state of good repair over the lifecycle of the physical asset. Bridges are evaluated based on structural sufficiency, while roadways are evaluated using a pavement condition index (PCI). A project with a higher percent of improvement receives a higher score compared to a project with a lower percent of improvement. For future projects, KTMPO plans to continue to review and possibly reweight project scoring criteria to identify transportation projects that contribute to asset preservation and a state of good repair. In time, as projects are completed and reliable performance measure related data becomes available, KTMPO will be able to determine the attainment of these performance measures and if adjustments are needed.

System Performance / Freight / CMAQ Measures (PM 3)

The System Performance/Freight/CMAQ Rule (PM 3), found in 23 CFR 490.507(a1-2)(b), 23 CFR 490.607, 23 CFR 490.707(a,b), and 23 CFR 490.807, establishes measures based on Level of Travel Time Reliability (LOTTR), Total Peak Hour Excessive Delay person-hours, Truck Travel Time Reliability Index, percent of trips that are Non-SOV, Total Emission Reductions and Annual Total Tailpipe CO₂ Emissions on NHS. This performance measure is evaluated using NPMRDS, speed limits, auto occupancy, HPMS, fuel sales statistics, the American Community Survey, and CMAQ Public Access System for air quality measures.

In April 2022, the Texas A&M Transportation Institute (TTI) provided KTMPO with local numbers and updated estimates for regional system performance metrics. On August 17, 2022 the TPPB adopted the following local targets for System Performance Measures in 2022:

System Performance / Freight / CMAQ Measures (PM 3)
Federal Rule
23 CFR 490.501-513 , 23 CFR 490.601-613 , 23 CFR 490.701-713 , 23 CFR 490.801-811
Purpose
The System Performance measures the efficiency and reliability of the overall transportation network. Two federally required system performance measures include:

- Percent of Person Miles of Travel on the Interstate System that is Reliable (Level of Travel Time Reliability) - Percent of Person Miles of Travel on the Non-Interstate National Highway System (NHS) that is Reliable (Level of Travel Time Reliability) The Freight measures are established to improve efficiency of freight movement and identify freight bottlenecks. One federally required freight reliability performance measure includes: - Truck Travel Time Reliability (TTTR) Congestion Mitigation and Air Quality Improvement (CMAQ) program recognizes investments for Non-Attainment areas that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion. Three federally required CMAQ performance measures (if non-attainment) include: - Peak Hour Excessive Delay (PHED) - Percent Non-Single Occupancy Vehicle (Non-SOV) Travel - Total Emissions Reductions (NOx and VOC)
Data Sources
System Performance data sources: - Level of Travel Time Reliability (LOTTR) - National Performance Measure Research Data Set (NPMRDS) Freight data sources: - Truck Travel Time Reliability (TTTR) Index - National Performance Measure Research Data Set (NPMRDS) CMAQ data sources (if non-attainment): - Annual hours of Peak Hour Excessive Delay (PHED) per capita on the NHS - American Community Survey (ACS) Commuting (Journey to Work) - DOT and MPO localized surveys - DOT and MPO volume/usage counts by mode
At the State Level
States must collect and report System Reliability, Freight and CMAQ data, including their targets and progress towards meeting those targets. TxDOT's Optimize System Performance page tracks travel times across Texas to identify areas for improvement. The TxDOT Performance Dashboard provides data on congestion, travel times, and other performance measures, allowing citizens to see how TxDOT is performing. TxDOT utilizes Transportation Systems Management and Operations (TSMO) strategies and technologies to optimize traffic flow and improve reliability.
At the MPO Level
MPOs must collect and report System Reliability, Freight and CMAQ (if non-attainment) data, including their targets and progress towards meeting those targets. KTMPO's targets can be found in the chart below.
Historical TPPB Biennial Adoption Dates
- November 2018 adoption of State Targets - December 2020 adoption of State Targets

- August 2022 adoption of State Targets
- February 2025 no adoption required as State Targets were not adjusted

The following are KTMPO's 2022 adopted System Performance and Freight targets (CMAQ not required as KTMPO is In-Attainment):

System Performance / Freight (PM 3)			
Performance Measure	2022	2024 (2-Year)	2026 (4-Year)
	State Baseline	State Target	State Target
Reliable Person-Miles on Interstate NHS (%)	84.6%	70.0%	70.0%
Reliable Person-Miles on Non-Interstate NHS (%)	90.3%	70.0%	70.0%
Truck Travel Time Reliability Index	1.39	1.55	1.55

To assess progress towards meeting KTMPO's targets, projects located in both the TIP and the MTP are evaluated for their ability to achieve system reliability in regard to people and freight movement. For future projects, KTMPO plans to continue to review and possibly reweight project scoring criteria to identify transportation projects that contribute to system reliability. In time, as projects are completed and reliable performance measure related data becomes available, KTMPO will be able to determine the attainment of these performance measures and if adjustments are needed.

Transit Asset Management / State of Good Repair Performance Measures

Transit Asset Management / State of Good Repair Performance Measures
Federal Rule
49 CFR 625.43(a,b,c,d)
Purpose
The Transit Asset Management / State of Good Repair Performance Rule 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). These targets evaluate how well a transit system is performing to provide safe, cost-effective, and reliable public transportation. Four federally required system performance measures include: • Equipment: the percentage of non-revenue, support-service and maintenance vehicles that have either met or exceeded their Useful Life Benchmark (ULB). • Rolling stock: the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.

• Infrastructure: the percentage of track segments with performance restrictions for rail fixed-guideway, track, signals, and systems. • Facilities: the percentage of facilities within an asset class, rated below condition 3 on the Transit Economic Requirements Model (TERM) scale.
Data Sources
• National Transit Database (NTD) • Asset Inventories • Condition Assessments • Performance Data • Maintenance and Repair Data • Life Cycle Cost Data • State of Good Repair (SGR)
At the State Level
TxDOT's Public Transportation Division is responsible for usage oversight, this includes monitoring Subrecipients that purchase real property, rolling stock, and equipment when TxDOT is the Direct Recipient. TxDOT's oversight also includes asset inventory, maintenance schedule reviews (facility, equipment, and vehicle), bi-annual asset inspections, annual insurance checks, and asset disposition.
At the MPO Level
Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. HCTD establishes State of Good Repair (SOGR) performance targets and objectives for both their urban and rural systems in their TAMP. While MPOs are not required to develop full TAM plans, they do need to participate in setting performance targets that reflect the condition and performance of transit assets in their area. These targets should address performance measures or standards established in the TAM Final rule, coordinating with transit providers to the maximum extent practicable. MPOs also need to share TAM data with their State and MPO planning partners. KTMPO's targets can be found in the chart below. • HCTD SOGR targets are to have less than 30% of assets within each group (fleet vehicles, maintenance equipment, and facilities) exceed their useful life benchmark.
Historical TPPB Annual Adoption Dates
• June 2017 adoption of HCTD Targets • July 2018 adoption of HCTD Targets • January 2019 adoption of HCTD Targets • February 2020 adoption of HCTD Targets • March 2021 adoption of HCTD Targets • March 2022 adoption of HCTD Targets • February 2023 adoption of HCTD Targets • February 2024 adoption of HCTD Targets • March 2025 adoption of HCTD Targets

The following are KTMPO's most recently adopted HCTD's Transit Asset Management / State of Good Repair targets.

Transit Asset Management / State of Good Repair Performance					
Asset Category		Total # of Assets	# of Assets that exceeded their ULB	Percentage of Assets that have exceeded their ULB	
Admin Support Vehicles		0	0		
Urban Vehicle Type	Urban Support Vehicles	11	11	100.0%	
	Temple FRS Buses	6	2	33.3%	
	Temple Cutaway	13	10	76.9%	
	Temple Vans	18	0	0.0%	
	Killeen FRS Buses	12	5	41.7%	
	Killeen Cutaway	23	5	21.7%	
	Killeen Vans	30	6	20.0%	
Urban Fleet		113	39	34.5%	
Rural Vehicle	Rural Support	1	1	100.0%	
	Rural Cutaway	24	8	33.3%	
	Rural Vans	16	5	31.3%	
	Rural Fleet	41	14	34.1%	Categorical Target
Total Rolling Stock		154	53	34.4%	=< 30%
Total Maintenance Equipment		39	27	69.2%	=< 30%
Total Buildings		5	0	0.0%	=< 30%

The inclusion of transit projects located in both the TIP and MTP are intended to support HCTD in achieving the SGR performance measures for the regional transportation system.

Public Transportation Agency Safety Plan (PTASP) Performance Measures

Public Transportation Agency Safety Plan (PTASP) Performance Measures
Federal Rule
49 CFR 673
Purpose

Public Transportation Agency Safety Plan (PTASP) Performance Rule requires Transit Providers to develop PTASPs to monitor and improve the safety of their transit systems. A core component of the process is monitoring and establishing targets for a series of performance measures related to: • Major Safety Events • Fatalities • Injuries • Assaults on Transit Workers • System Reliability
Data Sources
• National Public Transportation Safety Plan
At the State Level
TxDOT's Public Transportation Division reviews and approves each PTASP.
At the MPO Level
Hill Country Transit District (HCTD) serves as the transit operator and designated recipient for federal transit funding within the urban service area. While MPOs are not required to develop PTASPs, they do need to participate in setting performance targets, coordinating with transit providers to the maximum extent practicable. MPOs also need to share PTASP data with their State and MPO planning partners.
Historical TPPB Annual Adoption Dates
• December 2020 adoption of HCTD Targets • March 2022 adoption of HCTD Targets • February 2023 adoption of HCTD Targets • February 2024 adoption of HCTD Targets • March 2025 adoption of HCTD Targets

The following are KTMPO's most recently adopted HCTD's PTASP Performance Measures:

Fixed Route (Bus) Safety Performance Targets	
Mode	Target
Fatalities	0
Rate of Fatalities	0
Injuries	0
Rate of Injuries	0%
Safety Events	1
Rate of Safety Events	0.00017%

Mean Distance Between Major Mechanical Failure	10,321 VRM
--	------------

Demand Response Safety Performance Targets	
Mode	Target
Fatalities	0
Rate of Fatalities	0
Injuries	2
Rate of Injuries	0.00012%
Safety Events	3
Rate of Safety Events	0.00018%
Mean Distance Between Major Mechanical Failure	19,342 VRM
Other	0

The inclusion of transit projects located in both the TIP and MTP are intended to support HCTD in achieving the safety performance measures for the regional transportation system.

Supplemental Fast Act Compliance for Metropolitan Transportation Planning Process

The FAST Act also outlines supplement actions for KTMPO to remain in compliance. These actions are listed below:

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR450.316(a))
2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes

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Item #6

Draft 2026-2027 UPWP

Draft 2026-2027 UPWP

Background

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KT MPO) planning process for a two-year period. The UPWP serves as a base document for carrying on the continuing, cooperative, and comprehensive transportation planning process in the Killeen-Temple urbanized area. This work plan identifies tasks and subtasks that KT MPO staff plan to undertake during the plan period and the associated budget for these tasks.

2026-2027 UPWP Timeline

February-March:	April - May:	April - July:	August - October:	Oct 1:
MPOs Draft UPWP	MPOs Submit Draft UPWP May 1: MPOs MUST submit initial draft to TPP	MPOs & TPP Collaborate on Final UPWP Jul 15: MPOs MUST submit final UPWP (with policy board approval).	FHWA/FTA Review & Approval Aug 1: TPP submits all UPWPs to FHWA. Aug - Sept: FHWA may request revisions.	Start date for approved FY 2026 UPWPs.

Staff are in the process of updating this plan for FY2026-2027. A draft version of the UPWP is included in the meeting packet for feedback and will be sent to FHWA for review.

Action Needed: Consider approval of the Draft 2026-2027 UPWP.

Item #7

KTMPO 2025 Surface Transportation Reauthorization Bill Proposal Submission

2025 Surface Transportation Reauthorization Bill Proposal

The House Transportation and Infrastructure (T&I) Committee recently launched a formal stakeholder portal to collect legislative proposals as part of the 2025 Surface Transportation Reauthorization Process. The deadline for submissions is Wednesday, April 30, 2025, at 6:00 PM (ET).

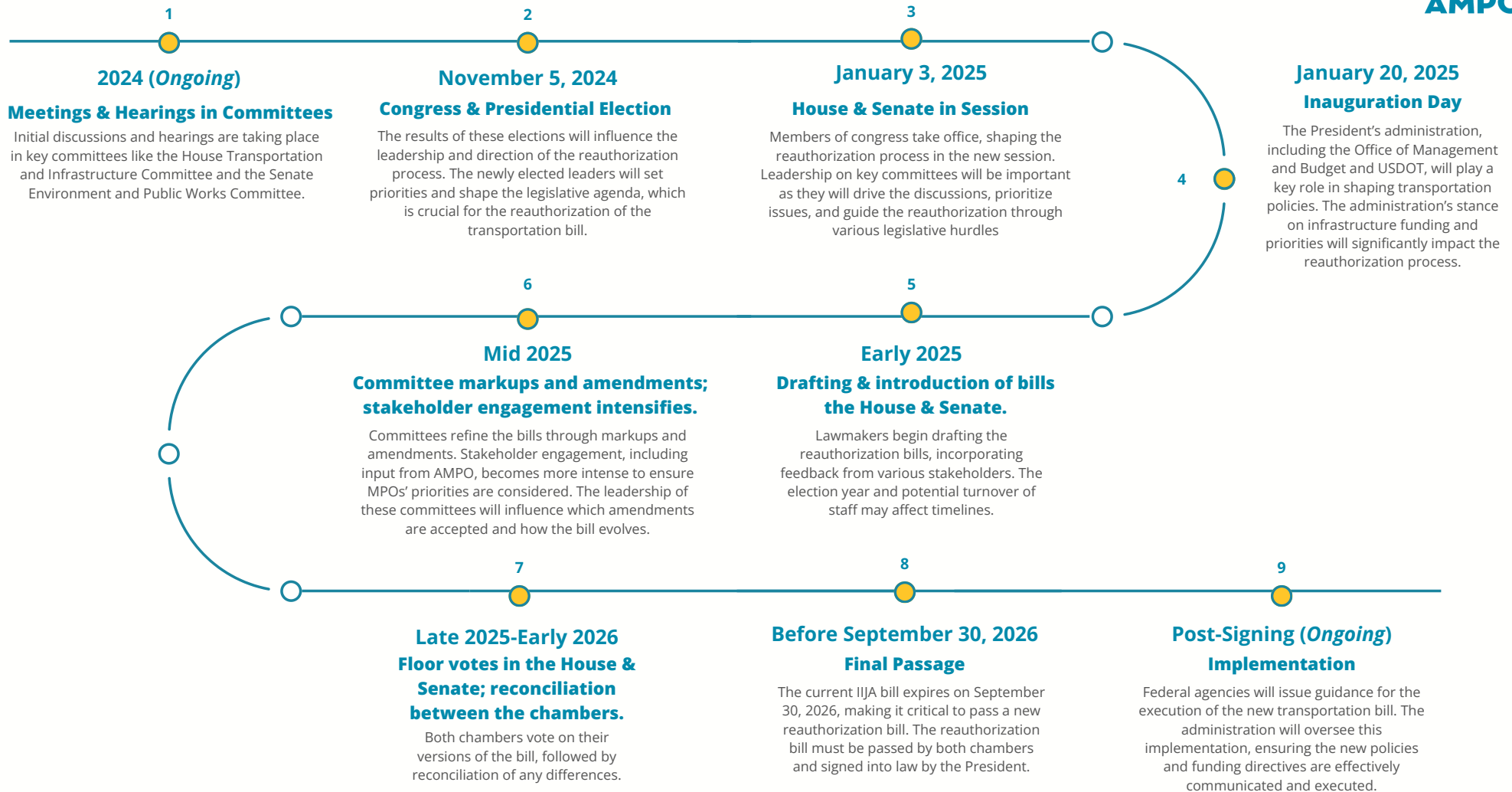
Additionally, AMPO is working alongside partners in the Local Officials for Transportation (LOT) Coalition to develop a set of shared principles for reauthorization. The LOT Coalition is composed of organizations that represent local and regional governments and planning bodies across the country, including, The National League of Cities (NLC), The National Association of Counties (NACo), The U.S. Conference of Mayors (USCM), AMPO, The National Association of Regional Councils (NARC), and The National Association of Development Organizations (NADO). Once finalized, these principles will be shared with AMPO members and may be submitted alongside individual MPO proposals.

Action Needed: Consider approval of 2025 Surface Transportation Reauthorization Bill Proposal.

Timeline

The reauthorization process involves key legislative steps, from initial discussions to bill implementation. Understanding these timelines helps MPOs advocate effectively at each stage.





Note: Although the reauthorization process varies, it typically follows a multi-year cycle. Historically, reauthorization bills face delays, requiring short-term extensions to maintain funding.

MPO Submission Instructions: 2025 Surface Transportation Reauthorization Proposals

The House Subcommittee on Highways and Transit is now accepting formal legislative proposals from stakeholders as part of the 2025 surface transportation reauthorization process. AMPO encourages MPOs to submit using the following template and instructions.

Directions for Submission:

1. Prepare your legislative proposal using AMPO's template below. Fill in any yellow highlighted areas with your MPO's relevant information.
 - a. *Note:* if you have additional legislative priorities beyond what AMPO has listed, you should also add those specifics into the letter below.
2. Click the House Transportation & Infrastructure Committee link to begin submitting your priorities: <https://form.jotform.com/250345930596058>
3. On the first page, fill out your organization's contact information in the form.
4. On the first page, add up to 5 proposals in this form, if you have more you can resubmit another form - include AMPO's legislative request as just one of the proposals (see title, description, and mode below).
5. On the second page, customize and attach the letter to the committee (template below), include all proposals in the letter.
6. Submit!

Please reach out to Katie Economou, AMPO Legislative Director, at keconomou@ampo.org, with any questions.

Proposal

Subject/Short Title of Proposal: AMPO Legislative Priorities

Description of Proposal: At the Killeen-Temple Metropolitan Planning Organization (KTMPPO), we plan for the future of transportation across 3 counties and 14 cities as well as Fort Cavazos, serving approximately 375,000 residents. We oversee approximately [\$\$\$] annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a professional planning staff, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPPO planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, MPOs coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, state DOTs, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

As the designated MPO for the Killeen and Temple Urbanized Areas, we support the Association of Metropolitan Planning Organizations' (AMPO) legislative priorities for the upcoming surface

transportation reauthorization. These priorities reflect the shared needs of MPOs nationwide and will strengthen our ability to deliver future-ready, resilient, and reliable transportation systems:

Increase Planning Funds to Meet Federal Planning Requirements—Planning is the foundation of effective project delivery. Despite expanding responsibilities, PL funds remain below 1% of total formula dollars. At KTMPO, in addition to our short and long range planning activities, we are also responsible for freight coordination and congestion management efforts. These planning activities require sophisticated modeling, public engagement, and interagency coordination. We advocate for an increase in the total amount of metropolitan planning funds and an increase in the federal share to adequately meet the needs of the evolving role of MPOs. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.

MPOs Becoming Direct Recipients for Certain Federal Funds—As the organization charged with federally required transportation planning, KTMPO supports greater flexibility in granting direct recipient status to MPOs for certain federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and empower MPOs to make decisions that directly benefit their respective communities, while reaching national goals.

Reducing Local Match for Federal Transportation Programs— KTMPO is tasked with developing federally required transportation blueprints that guide billions in public investment and are central to meeting national performance goals. Yet, we must secure local funds, or rely on available state funding, just to access the planning resources needed to carry out these obligations. Throughout our region, this requirement poses a recurring challenge as many of our communities lack the local resources to financially support both the planning activities and implementation of large scale transportation projects. By reducing local match requirements for federal transportation funds, we aim to give MPOs the flexibility to address critical infrastructure needs. Reducing match requirements supports rural and economically distressed communities that struggle to access critical federal funds.

Allowing for Carryover of Federal Funds—Many of KTMPO's projects, such as [insert example: regional BRT network, grade separation project], require extensive coordination and span multiple fiscal years. Often times, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, mobility, and economic vitality for residents.

Shifting Certain Discretionary Funding to Formula Funding— While competitive grants like BUILD, SS4A, SMART, and PROTECT can prove valuable, KTMPO often lacks the capacity needed for extensive grant applications. A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan for the long-term growth of their communities.

Relevant Modal Administration: FHWA

Item #8

Support of AMPO Legislative Priorities

Support of AMPO Legislative Priorities

AMPO has provided a template for MPOs to submit AMPO's reauthorization priorities to the House T&I Committee. This document includes submission instructions, recommended language, and space to tailor proposals to region-specific priorities and needs.

MPOs are encouraged to begin coordinating with policy boards, securing necessary approvals, and collecting letters of support if desired.

Action Needed: Consider approval of KTMPPO TPPB Chair/Vice Chair signing Letter of Support for AMPO Legislative Priorities for submission with 2025 Surface Reauthorization Bill Proposal.



DRAFT LETTER – Save as Attachment

The Honorable Sam Graves
Chairman
House Committee on Transportation and Infrastructure Committee
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and Infrastructure Committee
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

RE: 2025 Surface Transportation Reauthorization Bill

At the Killeen-Temple Metropolitan Planning Organization (KTMPPO), we plan for the future of transportation across 3 counties and 14 cities, as well as Fort Cavazos, serving approximately 375,000 residents. We oversee approximately [\$\$\$] annually in federal transportation funding, working to improve safety, reduce congestion, and support economic development. Guided by a board of local elected officials and supported by a staff of professional planners, we ensure federal dollars are invested strategically to deliver transformative projects to the KTMPPO Planning area.

Metropolitan Planning Organizations (MPOs) are federally required regional policy-making bodies responsible for developing the long-range transportation blueprints that guide critical infrastructure investments. By law, MPOs coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, state DOTs, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

As the designated MPO for Killeen and Temple Urbanized Areas, we support the Association of Metropolitan Planning Organizations' (AMPO) legislative priorities for the upcoming surface transportation reauthorization. These priorities reflect the shared needs of MPOs nationwide and will strengthen our ability to deliver future-ready, resilient, and reliable transportation systems:

Increase Planning Funds to Meet Federal Planning Requirements—Planning is the foundation of effective project delivery. Despite expanding responsibilities, PL funds remain below 1% of total formula dollars. At KTMPPO, in addition to our short and long range planning activities, we are also responsible for freight coordination and congestion management efforts. These planning activities require sophisticated modeling, public engagement, and interagency coordination. **We advocate** for an increase in the total amount of metropolitan planning funds and an increase in the federal share to adequately meet the needs of the evolving role of MPOs. These funds empower MPOs to plan for transportation systems that are responsive to the needs of our communities, fostering economic growth, safety, and mobility.



MPOs Becoming Direct Recipients for Certain Federal Funds—As the organization charged with federally required transportation planning, KTMPO supports greater flexibility in granting direct recipient status to MPOs for certain federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and empower MPOs to make decisions that directly benefit their respective communities, while reaching national goals.

Reducing Local Match for Federal Transportation Programs—KTMPO is tasked with developing federally required transportation blueprints that guide billions in public investment and are central to meeting national performance goals. Yet, we must secure local funds, or rely on available state funding, just to access the planning resources needed to carry out these obligations. Throughout our region, this requirement poses a recurring challenge as many of our communities lack the local resources to financially support both the planning activities and implementation of large scale transportation projects. By reducing local match requirements for federal transportation funds, we aim to give MPOs the flexibility to address critical infrastructure needs. Reducing match requirements supports rural and economically distressed communities that struggle to access critical federal funds.

Allowing for Carryover of Federal Funds—Many of KTMPO's projects, such as [insert example: regional BRT network, grade separation project], require extensive coordination and span multiple fiscal years. Often times, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, mobility, and economic vitality for residents.

Shifting Certain Discretionary Funding to Formula Funding— While competitive grants like BUILD, SS4A, SMART, and PRTOECT can prove valuable, KTMPO often lacks the capacity for extensive grant applications. A shift to formula-based funding for certain federal programs ensures a more predictable and equitable distribution of resources, allowing MPOs to strategically plan for the long-term growth of their communities.

[Optional] Additional Legislative Priorities

[Insert Any Region-Specific Priorities]

MPOs are essential to translating federal investments into locally tailored, results-driven infrastructure. The recommendations outlined above would empower KTMPO to meet growing federal responsibilities, improve the efficiency of project delivery, and ensure the communities we serve receive the full benefits of national transportation policy.

We appreciate your leadership and consideration of these proposals and would welcome the opportunity to share additional information or discuss them further.

Sincerely,



INSERT E-SIGNATURE

Susan Long, City of Temple, Councilmember
Policy Board Chair
Killeen-Temple MPO
2180 N Main St, Belton, TX 76513
[Insert Email | Insert Phone #]

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Item #9

Draft TxDOT-KTMPO-CTCOG Planning Agreement

Draft TxDOT- KTMPO-CTCOG Planning Agreement

Included in the meeting packet is a Draft Planning Agreement agreement between TxDOT, KTMPO, and CTCOG that outlines the cooperative planning and programming process between the agencies. This agreement ensures that transportation projects are developed in a coordinated manner, considering regional needs and federal requirements, and outlines how federal planning funds are distributed.

Metropolitan Planning Agreement Timeline

- March 7: DRAFT Agreement sent to MPOs
- March 26 & 28: Office hours
- March 31: Comments on DRAFT due to TPP
- April 15: Final template sent to MPOs
- April-August 15: MPO Policy Board consideration to approve the Agreement. MPOs to provide email addresses for signatories.
- August 15: TPP to send Agreement to Fiscal Agent and Policy Board Chair via DocuSign
- Effective Date: Agreement takes effect once all parties have signed
- September 15: Deadline for all Agreements to be fully executed
- August 31, 2030: End of Agreement period

Action Needed: No action needed; for discussion only.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

METROPOLITAN PLANNING AGREEMENT

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” the **{Enter Name of MPO}** Metropolitan Planning Organization (MPO), called the “MPO”, which has been designated by the Governor of the State of Texas as the MPO of the **{Enter Census Name(s)}** urban area(s), and the **{Enter Name of Fiscal Agent}**, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, the Governor of the State of Texas and the **{Enter Name of City or COG}** have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Definitions

- A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
- B. **Federal Fiscal Year** – A twelve-month period that begins October 1 and ends September 30.
- C. **Fiscal Agent** – the third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization for the area and the Governor designated under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code 472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies identified in the original designation agreement and any additional agencies or organizations added later, as specified in the MPO's bylaws, as amended.
- F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. **MPO Director** – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal

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CFDA Title:	
CFDA No.:	
Not Research and Development	

agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.

- H. **Pass-Through Entity** – A non-Federal entity that provides a Subaward to a Subrecipient to carry out part of a Federal program as defined in 2 CFR §200.1, as amended.
- I. **State Fiscal Year** – A twelve-month period that runs from September 1 to August 31.
- J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. **Subcontractor** – An entity that receives a subcontract.
- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-Federal entity that receives a Subaward from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 2 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA.

Article 2. Agreement Period

- A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the Governor's designation of the MPO is withdrawn; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
- B. This Agreement expires on **August 31, 2030**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO; and in consultation with the MPOs, develop a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101, respectively.
- C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities including but not limited to the development of financial plans.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 5. Responsibilities of the MPO

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
 1. 23 USC §134. Metropolitan transportation planning
 2. 23 USC §135. Statewide and nonmetropolitan transportation planning

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

3. 49 USC §5303. Metropolitan transportation planning
 4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
 5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
 6. 23 CFR Part 420 Planning and Research Program Administration
 7. 23 CFR Part 450 Planning Assistance and Standards
 8. 23 CFR Part 490 National Performance Management Measures
 9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning and Subchapter C Transportation Programs
 10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following as applicable in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
1. Metropolitan Transportation Plan (MTP)
 2. 10-Year Transportation Plan
 3. Transportation Improvement Program (TIP)
 4. Unified Planning Work Program (UPWP)
 5. Performance Measures
 6. Public Participation Plan (PPP)
 7. Congestion Management Process (CMP), if the MPO is a Transportation Management Area (TMA)
 8. MPA boundary designation
 9. Annual Listing of Obligated Projects (ALOP or APL)
 10. Annual Performance and Expenditures Report (APER)
 11. Congestion Management and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
 12. Transportation Alternatives Annual Report, if applicable
 13. Other planning documents and reports as may be required by the Department or state or federal laws or regulations.
- E. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
- F. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
- G. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The

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MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes within 30 days of the change.

- H. In accordance with the MPO bylaws, exercise responsibility to appoint, direct, evaluate, and relinquish duties of the MPO director.
- I. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- J. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
- K. Participate in other related planning efforts and studies with the Department and other regional partners.
- L. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.

Article 6. Responsibilities of the Fiscal Agent

The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
- B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
- C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.
- E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and shared with the Department as updated.
- F. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
 - 1. Evaluating Subrecipient's risk of non-compliance,
 - 2. Monitoring Subrecipient activities, and
 - 3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- G. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- H. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

Article 7. Unified Planning Work Program (UPWP)

- A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meets federal and state requirements in accordance with the Department's established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.

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- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
 - 1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
 - 2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
 - 3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly documented in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall ensure accurate task charging in the UPWP, including vacation, sick and other forms of paid leave.
- H. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
- I. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- J. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
- K. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO's approved UPWP.
- L. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work

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tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.

- N. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
- O. The cost of travel incurred by elected officials serving on the MPO is eligible for reimbursement with TPF.
- P. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
- Q. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

Article 8. Compensation

The Department's reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally-assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state's UGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement on a semi-monthly basis, but no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.

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- F. The MPO shall submit the final bill from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any bills submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
- G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for a RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The MPO shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code Sec. 2251.021.

Article 10. Subcontracts

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to

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be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subrecipients shall comply with the Fiscal Agent procurement policy and requirements of Subrecipient monitoring, risk assessment, and audits in conformance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO agrees that it shall:
 - 1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100); and
 - 2. Annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the Federal government to track the distribution of federal money.

Article 12. Single Audit Report

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

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Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however,

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the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 16. Remedies

- A. Violation or breach of Agreement terms by the MPO may, at the discretion of the Department, be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.
- B. This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with: workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

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- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall be responsible for documenting its DBE actions.
- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or in the administration of its DBE program, as required by 49 CFR Part 26. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. Failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
- D. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The contractor, Subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," set forth in 49 CFR Part 655.

Article 23. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the

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making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 24. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:
Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.
- B. Upon termination of this Agreement, all documents prepared by the MPO, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 25. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 26. Indemnification

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its Fiscal Agent, its agents, or its

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employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 27. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 28. Termination

- A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws his designation of the MPO.
- B. The Department or the MPO may terminate of this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and Fiscal Agent.
- D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.
- F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 29. Successors and Assigns

No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

Article 30. Amendments

Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

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Article 31. Notices

All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	{Enter Name of MPO Policy Board Chair} {Enter Name of MPO} {Enter Address of MPO}
Fiscal Agent:	{Enter Name of Fiscal Agent} {Enter Address of Fiscal Agent}
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

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Article 32. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Typed or Printed Name

Title

Date

THE FISCAL AGENT

Signature

Typed or Printed Name

Title

Date

THE DEPARTMENT

Signature

Typed or Printed Name

Director, Transportation Planning and
Programming Division
Texas Department of Transportation

Title

Date

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Item #10

KTMPO Welcome Packet



April 16, 2025

Transportation Planning Policy Board

Agenda Item # 10

KTMPo Welcome Packet

Background

Staff have developed a Welcome Packet to be used as a resource for new Board and Committee members, new staff, and the general public. The Welcome Packet highlights legislation supporting MPOs, their roles and responsibilities, the importance of long-range transportation planning, various plan types, and other relevant information.

A draft version of the Welcome Packet is included in the meeting packet for review and feedback.

Action Needed: No action needed; for discussion only.

Item #11

SS4A Grant Update

SS4A Update

Standing agenda item for staff to provide updates on the CTCOG-KTMPPO-Coryell County Joint SS4A Grant.

- In-Kind Match Update

SS4A In-Kind/Invoice Tracker				
July 2023 - March 2025				
Total Spent	In-Kind Match (20%)	In-Kind Received (logged)	In-kind dollars with signed forms	In-Kind Hours Received
\$942,487.55	\$ 188,497.51	\$154,364.68	\$ 52,552.69	975.5



Website Link: ss4acentraltexas.org

Action Needed: No action needed; for discussion only.

Item #12

Public Input



April 16, 2025

Transportation Planning Policy Board

Agenda Item #12

Public Input Received through Previous Month

KT MPO 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.

Action Needed: No action needed; for discussion only.

Public Comments 2025						
Date Received	Source	Topic	Jurisdiction	Comment	KTMPPO Response	Name
3/19/2025	Public Comment Form	Safety	Bell County & City of Killeen	There needs to be a traffic light at the intersection of Dorado Drive and Stagecoach Road in Killeen, TX 76542. When coming out of the subdivision Levy Crossing and trying to make a left turn, your unable to see over the hill when it's dark.	Staff thanked the citizen for their input, listened to their concerns, and explained that the MPO does not have jurisdiction over traffic light installations or visibility issues. However, roadway safety is a top priority for all stakeholders. Staff also informed the citizen that no project is currently programmed in the 2050 MTP Project Listing. The appropriate jurisdiction has been notified, and the comment is now part of the public record. Information on the next TAC/TPPB meetings was also provided.	Jwana Sartor
3/17/2025	Public Comment Form	Safety	Bell County & City of Killeen	Coming out of Platinum Dr. turning west on Chapparral Road and before East Trimmier. There is a huge pothole that bent my rim. Had to have the rim replaced (it was undrivable). It was dark and there are no lights out on the road, the solid yellow line is faded and one the edge of the road there are no white lines and the asphalt is crumbling.	Staff thanked the citizen for their input, actively listened to their concerns, and explained that repairing potholes is a public works issue and falls outside the scope of KTMPPO; communicating roadway safety is a top priority for all of our partners and that includes a lack of lighting and crumbling asphalt. Staff also informed the citizen that there is a project planned for the stretch of road from East Trimmier to Trimmer Road, with a Letting (LET) date scheduled for 2028. Additionally, the proper jurisdictions have been informed and the comment is a matter of public	Anonymous
3/3/2025	Email	Congestion	TxDOT - Waco	The intersections at Nola Ruth Blvd at both N. and S. Central Texas Expressway are a mess, especially if you're trying to head east at the S. Central Tx Expwy & Nola Ruth Blvd. The cars are always backed up, which blocks traffic and causes major congestion.	KTMPPO staff thanked the citizen for their input and informed them that a project addressing this stretch of road is included in the MTP 2050. Additionally, the comment will be part of the public record, presented at the TAC and PB meetings, and forwarded to TxDOT Waco District and City of Nolanville staff.	Anonymous
3/1/2025	Website	Road/Highway Project	TxDOT - Brownwood	At the intersection of 281 and County Road 4016 Lampasas, Texas. TxDot started the roadwork on Hwy 281 with the entrance to our neighborhood in March 2024. After tearing up our entrance they moved the work up and down 281 while leaving our entrance in a mess and dangerous. I have made calls to TXDOT to make complaints but was told they would share my concerns to the contractors of TxDot. It has been one year and 12 accidents in the area of our entrance and still no help	KTMPPO staff thanked the citizen for their input and informed them that the comment is a matter of public record and will be presented at the TAC and PB meetings, as well as forwarded to the TxDOT Brownwood District. Following this, the public comment, along with the citizen's email address and phone number, was promptly shared with TxDOT Brownwood District staff (J.Kelly, J. Scantling, L.Tipton and G. Cedillo).	Edith Harrison
1/27/2025	Outreach Activity	ADA	Multi	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.	KTMPPO 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)	Hilltop Recovery Ministries
1/27/2025	Outreach Activity	Safety	City of Temple	Our friend was killed and another had a serious injury 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	KTMPPO 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 Concilmember.KTMPPO 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.	Rodney Coleman

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Item #13

Director's Update



April 16, 2025

Transportation Planning Policy Board

Agenda Item #13

Director's Update

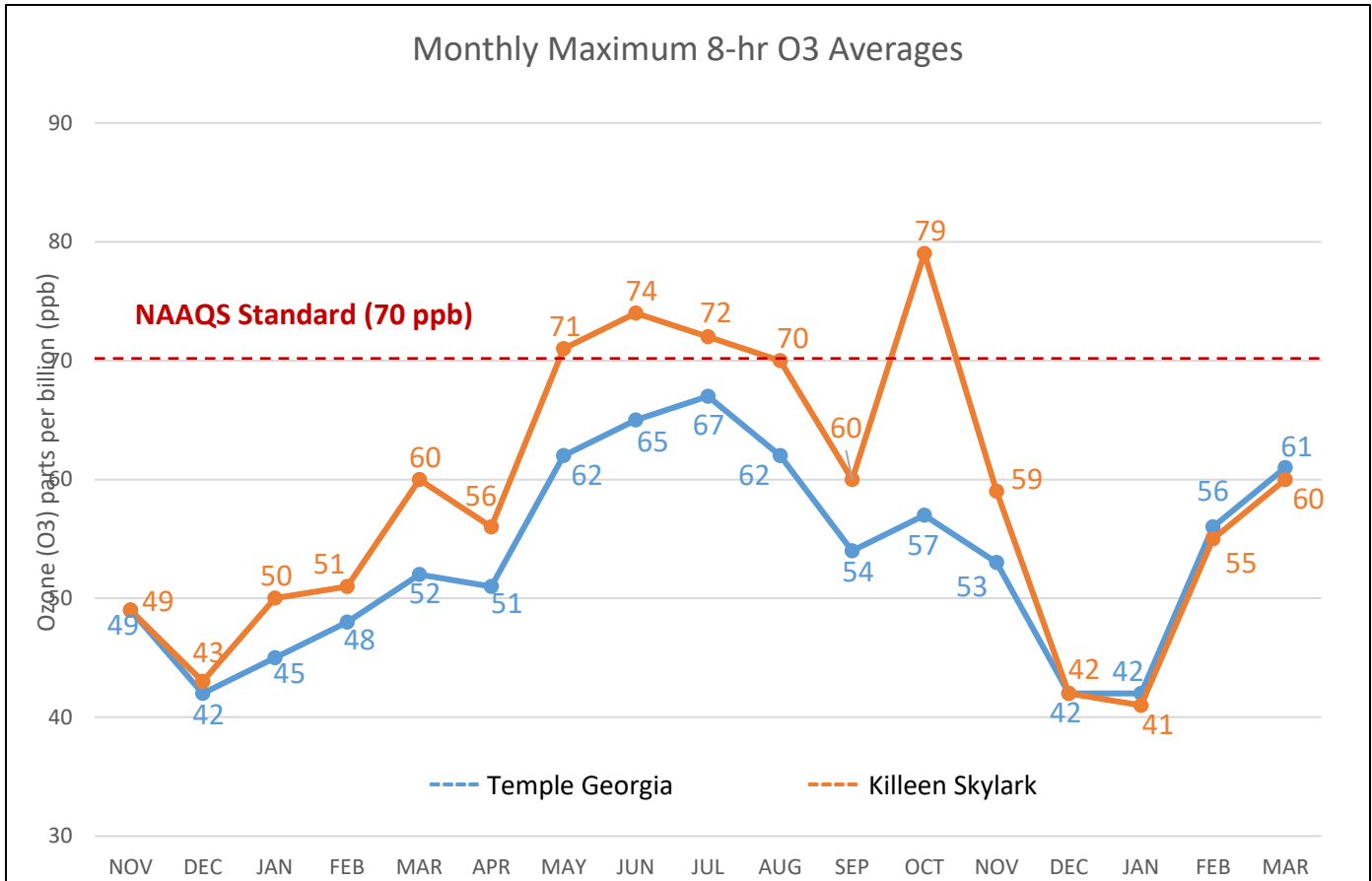
a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
April 22, 2025	Freight Advisory Committee
May 7, 2025	Technical Advisory Committee
May 14, 2025	Active Transportation Advisory Committee
May 21, 2025	Transportation Planning Policy Board
June 4, 2025	Technical Advisory Committee
June 18, 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:

c) Air Quality



Compliance with EPA Ozone				3-year average (Calculated on March 31, 2025)
Standard: 4th Highest Annual Value				
	2023	2024	2025*	
Temple	76	61	55	64
Killeen	76	71	56	68

Action Needed: No action needed; for discussion only.

KTMPO Meeting Attendance

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 Dale Treadway	254-547-4221	dtreadway@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	Vacant	-	-
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	512-536-5943	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	254-698-6335	tchandler@nolanvilletx.gov

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	VACANT	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		
Cycling	Tri-City Bicycles	Chad Welch		welchc01@live.com
Cycling	Sun Country Cycling	Geary McCabe (Chair)	(254) 447-7793	geary.mccabe@gmail.com
Cycling	BS&W Cycling Club	Keller Matthews		kellbiker@gmail.com
Pedestrian	Citizen Rep.	Kara Escajeda		Kara.Escajeda@tpwd.texas.gov
Bicycle & Pedestrian Tourism	City of Gatesville	Holly Owens	(254) 290-0545	howens@gatesvilletx.com
Running Events	Barrow Brewing	KD Hill		kd@barrowbrewing.com
Pedestrian	VACANT	VACANT		
Equestrian	VACANT	VACANT		
Youth	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



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.

End of Packet
