



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

May 21, 2025

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Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board
Wednesday, May 21, 2025**

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

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPO TAC Meeting](#)

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

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item:** Regarding approval of minutes from the April 16, 2025, meeting. *(pgs. 8-12)*
[Presenter: Chair]
4. **Discussion and Action Item:** Regarding the nomination and election of TPPB Vice-Chair for the remainder of FY2025. *(pgs. 14)* [Presenter: Chair]
5. **Discussion and Action Item:** Regarding approval of Active Transportation Advisory Committee (ATAC) membership. *(pgs. 16-17)* [Presenter: Anita Janke, KTMPO]
6. **Discussion and Action Item:** Regarding approval of ratification for MPO Director's requested response to Senator Cruz's office for 2025 Reauthorization Bill. *(pgs. 20-50)*
[Presenter: Chair/ Uryan Nelson, KTMPO]
7. **Discussion and Action Item:** Regarding approval of Resolution 2025-09 recognizing June 7, 2025 as National Trails Day. *(pgs. 52-54)* [Presenter: Anita Janke, KTMPO]
8. **Discussion and Action Item:** Regarding approval of Resolution 2025-10 authorizing KTMPO to submit an application for the 2025 SS4A Planning and Demonstration Grant. *(pgs. 56-59)* [Presenter: Uryan Nelson, KTMPO]
9. **Discussion and Action Item:** Regarding Speed Sign Loaner Program. *(pgs. 62-74)*
[Presenter: Uryan Nelson, KTMPO]
10. **Discussion Item:** Regarding an update on the Safe Streets & Roads for All (SS4A) Grant In-Kind Match Report. *(pgs. 76)* [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.

11. **Discussion Item:** Regarding TIP Amendment schedule for CY2025 and amendments to the FY25-28 Transportation Improvement Plan (TIP) and 2050 Metropolitan Transportation Plan (MTP). (pgs. 78-88) [Presenter: Callie Tullos, KTMPO]
12. **Discussion Item:** Regarding the Draft TxDOT-KTMPO-CTCOG Planning Agreement. (pgs. 90-107) [Presenter: Uryan Nelson, KTMPO]
13. **Discussion Item:** Regarding the Draft 2026-2027 UPWP sent to FHWA. (pgs. 110) [Presenter: Uryan Nelson, KTMPO]
14. **Discussion Item:** Regarding KTMPO's Regional Active Transportation Plan Update. (pgs. 112-113) [Presenter: Anita Janke, KTMPO]
15. **Discussion Item:** Regarding public input received through April 2025. (pgs. 116-119) [Presenter: Anita Janke, KTMPO]
16. **Director's Update:** (pgs. 122-123) [Presenter: Uryan Nelson, KTMPO]
 - a. Meeting Schedule;
 - b. Other Updates;
 - c. Air Quality.
19. Member Comments. [Presenter: Chair]
20. Adjourn. [Presenter: Chair]

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

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

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Item #3

Meeting Minutes



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

Wednesday, April 16, 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/A	David Mitchell
City of Killeen	Councilmember Ramon Alvarez	Y/A	Andrew Zagars
City of Killeen	Councilmember Riakos Adams	N	
City of Killeen	Councilmember Joseph Solomon	N	
City of Temple	Mayor Tim Davis	Y	
City of Temple	Chair, Councilmember Susan Long	Y/A	Jason Deckman
City of Temple	Councilmember Mike Pilkington	Y	
HCTD	Raymon Suarez	Y/A	Darrell Burtner
Bell County	Judge David Blackburn	Y/A	Commissioner Russell Schneider
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/A	Victor Goebel
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:** Judge Roger Miller called the meeting to order at 9:32 am.
- 2. Opportunity for Public Comment:** No comments were made by the public.
- 3. Action Item:** Regarding approval of minutes from the March 19, 2025, meeting.

Jason Deckman made a motion to approve the March 19, 2025, meeting minutes, seconded by Mayor Tim Davis; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding approval of Resolution 2025-08 recognizing May 2025 as National Bike Month.

Callie Tullos presented Resolution 2025-08 recognizing May 2025 as National Bike Month. Ms. Tullos explained National Bike Month promotes safe and active biking and includes key events during the month – Baylor Scott & White’s bike rodeo on May 3, National Ride a Bike Day on May 4, Bike and Roll to School Day on May 7, Bike to Work Week from May 12–18, Bike to Work Day on May 16, and the Ride of Silence on May 21 to honor individuals who lost their lives while biking.

Mayor Tim Davis made a motion to approve Resolution 2025-08 recognizing May 2025 as National Bike Month, seconded by Councilmember Dale Treadway; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding Amendments to the FY25-28 Transportation Improvement Plan (TIP) and 2050 Metropolitan Transportation Plan (MTP).

Kendra Coufal provided an update on the FY25-28 TIP and 2050 MTP May Amendments. Ms. Coufal explained project IH 35-I14 to SL 363’s preliminary engineering phase is being added to the FY25-28 TIP and 2050 MTP, the Veterans Memorial Blvd Enhancements project is being phased, HCTD made amendments to their FY2025 & FY2026 projects, and there will be administrative amendments regarding let dates and one project with a funding update. Ms. Coufal provided an update on the public comment period explaining there was a public meeting held on April 14, 2025. Anita Janke provided an update on the public meeting, explaining there were 20 responses received during the meeting. Ms. Janke explained during the meeting staff received a negative response due to KTMPO’s public comment process. Ms. Janke explained KTMPO is now reevaluating the translation process to better meet the public’s needs at future meetings. The floor was then opened for discussion.

A motion and a second were made to approve the amendments to the FY25-28 TIP and 2050 MTP; the motion passed unanimously.

6. **Discussion and Action Item:** Regarding approval of the Draft 2026-2027 UPWP to be sent to FHWA.

Uryan Nelson provided an update on the FY2026–2027 Unified Planning Work Program (UPWP). Mr. Nelson presented the timeline for submitting the draft UPWP and the final

UPWP. Mr. Nelson explained the motion would be only for the draft UPWP and there will be revisions made to the document before the October 1, 2025, deadline. Mr. Nelson also explained that certain languages have been removed according to guidance received regarding executive orders.

Mayor David Leigh made a motion to approve the Draft 2026-2027 UPWP to be sent to FHWA, seconded by Andrew Zagars; the motion passed unanimously.

7. Discussion and Action Item: Regarding KTMPO 2025 Surface Transportation Reauthorization Bill Proposal Submission.

Uryan Nelson provided an update on the 2025 Surface Transportation Reauthorization Bill Proposal Submission. Mr. Nelson explained that the House Transportation and Infrastructure (T&I) Committee recently launched a formal stakeholder portal to collect legislative proposals. The deadline for submissions is Wednesday, April 30, 2025. Mr. Nelson also shared AMPO's request that MPO's submit stakeholder information into the portal. Mr. Nelson explained that even though the MPO would be submitting stakeholder information for the region, this would not exclude any other entities who would like to submit their own information. Mr. Nelson also discussed the timeline for the 2025 Surface Transportation Reauthorization. The floor was then opened for discussion.

Commissioner Bobby Whitson made a motion to approve the 2025 Surface Transportation Bill Proposal, seconded by Councilmember Dale Treadway; the motion passed unanimously.

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.

Uryan Nelson explained this agenda item would approve the TPPB Chair and Vice Chair to sign a letter supporting AMPO's legislative priorities for submission with 2025 Surface Reauthorization Bill Proposal, as discussed in the previous agenda item.

Darrell Burtner made a motion authorizing the Board Chair/ Vice Chair to sign a letter supporting AMPOs legislative priorities for submission with 2025 Surface Reauthorization Bill Proposal, seconded by Jason Deckman; the motion passed unanimously.

9. Discussion Item: Regarding the Draft TxDOT-KTMPO-CTCOG Planning Agreement.

Uryan Nelson updated the TPPB on the draft TxDOT-KTMPO-CTCOG Planning Agreement, which is typically signed every five years, with a continuation of one to two years. Mr. Nelson explained KTMPO is nearing the end of the current agreement. Mr. Nelson explained there have been three separate meetings with TxDOT to update the new draft agreement for KTMPO. Mr. Nelson explained the comments on the draft were submitted to TxDOT on March 31, 2025, with a future meeting planned for the upcoming week. Mr. Nelson provided the timeline for the planning agreement, stating the planning agreement will be brought to the Policy Board for approval in August 2025.

10. Discussion Item: Regarding an update on the creation of the KTMPO Welcome Packet.

Kendra Coufal provided an update to the draft of the KTMPO Welcome Packet, designed to serve as an onboarding guide for new board members, staff, and council members. Ms. Coufal explained the packet includes an overview of the MPO's responsibilities, planning activities, and the types of projects typically funded. Ms. Coufal encouraged the Policy Board to provide feedback on the draft that will be incorporated into the final version.

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

Uryan Nelson provided an update on the SS4A grant. KTMPO has completed all required activities and is beginning the close-out process. Mr. Nelson addressed the in-kind documentation and signatures needed for the grant and expressed great importance on the returning the DocuSign documents to staff so the in-kind can be documented.

12. Discussion Item: Regarding public input received through March 2025.

Anita Janke provided an update on the public comments received through March 2025. Ms. Janke explained there are two ways KTMPO typically receives public comments, one through out-reach activities and events, and the other through social media or online comments. Ms. Janke also shared a comment received by Chip Howell regarding a constituent who is concerned about the speed limit on Chaparral Road. Mayor David Leigh addressed the concern by a member of the public at the public meeting held on April 14, 2025, and the need for Spanish translation at public meetings. Ms. Janke explained that staff are reevaluating the translation process to better meet the public's needs at future meetings.

13. Director's Update:

Uryan Nelson provided an update on the schedule for the upcoming KTMPPO meetings. Mr. Nelson shared the maximum ozone air quality readings for March, which were 61 parts per billion (ppb) at the Temple station and 60 ppb at the Killeen station.

14. Member Comments:

Jason Deckman addressed comments the City of Temple has received regarding I35 from the public. Victor Goebel explained that TxDOT just received the preliminary alignment from their consultant and then TxDOT will present the draft alignment to the city and the public before it is finalized.

15. Adjourn: The meeting was adjourned at 10:20 am.

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

_____.

ATTEST:

Commissioner Bobby Whitson, Chair

Uryan Nelson, KTMPPO Director

Item #4

Vice-Chair Nomination and Election

Nomination and Election of TPPB Vice-Chair for FY2025

KTMPo Chair, Councilmember Susan Long, has resigned from Temple City Council. KTMPo Bylaws state, "In the event that the Chairperson is unable to serve, the Vice Chairperson shall assume the office of Chairperson and call a special election at the next regular, special, or Annual Meeting to fill the office of Vice Chairperson for the remaining portion of the term." Bell County Commissioner, Bobby Whitson, will transition from his current role as Vice Chair to Chair. Staff welcome the discussion, nomination, and election of a new Vice Chair for the remainder of FY2025, until Elections for the next Chair and Vice Chair are held at the Annual Meeting.

Eligible Policy Board Voting Members

City Members	
Entity	Name
City of Belton	Mayor David Leigh
City of Copperas Cove	Councilmember Dale Treadway
City of Harker Heights	Mayor Michael Blomquist
City of Killeen	Councilmember Ramon Alvarez
City of Killeen	Councilmember Riakos Adams
City of Killeen	Councilmember Joseph Solomon
City of Temple	Mayor Tim Davis
City of Temple	Councilmember Mike Pilkington
Hill Country Transit	Raymond Suarez
County Members	
Bell County	Judge David Blackburn
Coryell County	Judge Roger Miller
Lampasas County	Commissioner Bobby Carroll
TxDOT Members	
Waco District	Stan Swiatek
Brownwood District	Greg Cedillo

Action Needed: Consider nomination and approval of new Vice Chair for the remainder of FY2025.

Item #5

ATAC Committee Membership

Active Transportation Advisory Committee Member Request

Background

According to the ATAC bylaws, ATAC shall be comprised of governmental agency staff, non-governmental organizations, and citizens in the KTMPO region who express an interest in active transportation. ATAC Bylaws state the nomination process for membership will be as follows:

- Municipal and county representatives will be appointed in writing by the mayor, judge, or their designated representative.
- Organizations or individuals wishing to secure a voting position on the ATAC may submit a written request to the chairperson or KTMPO staff, outlining the individual they propose to represent their organization's transportation interests, what that interest is, and their potential contribution.
- The ATAC members will review each nomination and make a recommendation to the TPPB for approval.

Lauren Morrell has formally requested to be considered for a voting member position on ATAC as a representative of Youth Interest. Although she resides in Gatesville, she maintains strong and active connections in the Belton, Temple, and Killeen communities. Ms. Morrell is actively engaged with Belton New Tech High School and is a dedicated cyclist, demonstrating a clear commitment to regional mobility and youth advocacy. Her involvement in local initiatives and transportation-related activities supports her candidacy as a valuable voice for youth perspectives on the committee. A copy of her letter requesting membership is included in the packet.

- The ATAC approved Ms. Morrell's membership request during its meeting held on Wednesday, May 14, 2025.

Action Needed: Consider approval of new ATAC appointments and/or membership requests.

From: Lauren Morrell <laurenmorrell84@gmail.com>

Sent: Friday, March 7, 2025 1:24 PM

To: Anita Janke <anita.janke@ctcog.org>

Subject: Re: ATAC Membership

Good Afternoon Anita,

Please see my request to be considered for the ATAC. I will not be able to make the next meeting in person. I might be able to attend virtually but I'm not sure at this time. I should be good for the subsequent meetings. Thank you for all your help.

Good Afternoon ATAC,

I request consideration as a voting member in the ATAC as the Youth Advocate. I am the mother of two active children, ages 7 and 9. Although we live in Gatesville, I have ties in the Belton/Temple/Killeen area through my husband and son's mountain biking as well as through the Army. I am currently the Adopt-A-School liaison to Belton New Tech High School and have supported them over the last two years. During this time, they have held the Zombie Run as a school fundraiser in Confederate Park.

Additionally, I am a member of the Gatesville Exchange Club, which holds the Fire Ant Tour, benefiting all bike enthusiasts in the surrounding area.

My goal of being on this committee is two-fold: to help bridge the gap in jurisdictional collaboration and be an advocate for youth-centered biking and recreation projects.

Thank you for your consideration.

Sincerely,

Lauren Morrell

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Item #6

2025 Reauthorization Bill

2025 Reauthorization Bill

Background

On May 8, 2025, KTMPO Director Uryan Nelson submitted the following recommendations to Senator Ted Cruz's office on behalf of KTMPO regarding the 2025 Reauthorization Bill:

1. Increase Planning Funds (PL):

- Set PL funds at 3% of total formula allocations.
- Establish a funding floor to support smaller and rural MPOs.

2. Direct Recipient Status for Planning Funds:

- Amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients.
- Allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation, funding intended for those metropolitan area will continue to be provided to the State through the existing process.

3. Direct Recipient Status for TMAs for Suballocated Programs:

- Allocate STBG, CMAQ, CRP, and (if integrated) SS4A funds directly to MPOs with TMAs.

4. Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects:

- Eliminate the local match requirement for pl funds to ease burden on smaller MPOs.
- Reduce local match requirements and allow for flexible options for suballocated programs and allow flexible options like in-kin match.

5. Allowing for Carryover of Planning Funds and Suballocated Funds:

- Allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next.

6. Formulate Safe Streets and Roads for All (SS4A):

- Integrate SS4A into HSIP and distribute via formula to MPOs with safety plans.

7. Expand Eligibility of Planning Funds:

- Allow PL funds for preliminary design, fiscal administration of local projects, economic development studies, and critical data procurement.

A copy of the letter submitted to Senator Cruz's office is included in the packet.

Action Needed: Consider approval of the ratification for MPO Director's requested response to Senator Cruz's office for 2025 Reauthorization Bill.



May 8, 2025

The Honorable Ted Cruz
Senate Committee on Commerce, Science, and Transportation
United States Senate
Washington, D.C. 20510

Dear Chairman Cruz,

On behalf of the Killeen-Temple Metropolitan Planning Organization (KTMPPO), thank you for your continued leadership on the Senate Committee on Commerce, Science, and Transportation, and for your unwavering commitment to improving our country's transportation systems. As the Committee turns its focus toward the next surface transportation reauthorization, your efforts will be critical in shaping policies that deliver real results to our communities across Texas, and the nation.

At KTMPPO, we plan for the future of transportation across 3 counties and 14 cities, serving approximately 375,000 residents. We oversee approximately \$40,044,040 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, USDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

There are 410 Metropolitan Planning Organizations (MPOs) nationwide. As federally mandated and locally driven organizations, MPOs are key to ensuring that federal transportation investment reflects regional priorities. MPOs work to support project delivery, improve safety, alleviate congestion, and drive economic growth. MPOs collectively program billions of dollars in both formula and discretionary funding, advancing projects that generate meaningful, lasting benefits for the regions they serve.

As we look ahead to the expiration of the Infrastructure Investment and Jobs Act (IIJA), we are presented with a critical opportunity to reflect on its implementation and make meaningful improvements to better support the long-term needs of our national transportation system. With this in mind, KTMPPO respectfully submits the following policy priorities for your consideration as the Committee begins work on the next surface transportation authorization bill. These recommendations reflect the on-the-ground experience of our MPO as well as others across the country, and are intended to strengthen the federal-state-regional-local partnership that underpins our national infrastructure strategy:

#1 Increase Planning Funds

Planning is the foundation of effective project delivery. It builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development, ensuring taxpayers that every dollar is spent wisely.

Metropolitan Planning (PL) funds are the primary federal source that supports our core planning responsibilities under federal law. These funds are used to develop long-range plans, transportation improvement programs (TIPs), as well as conduct robust public engagement and performance-based planning. We are on the front lines of critical efforts such as short and long range planning activities; we are also responsible for freight coordination and congestion management efforts. These complex activities demand sophisticated modeling, extensive public outreach, and seamless interagency coordination.

Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs. While KTMP has risen to the challenge and become a vital convener for collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. This limited resource empowers us to plan for transportation systems that are responsive to the needs of our communities. As Texas continues to grow, it is essential that planning keeps pace to support safe, connected, and economically vibrant communities.

Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

Recommendations:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Increase PL Funding:** Congress should increase metropolitan planning (PL) funds in Section 104 from a set number to a percentage. AMPO urges that planning funds be set at 3% of total formula allocations.
- **Establish a Funding Floor:** Congress should establish a dedicated funding floor to ensure that smaller MPOs, particularly those serving rural areas, receive a fair and adequate share of these vital resources, recognizing their unique planning challenges and resource constraints. This minimum, which would benefit the smallest communities, is only possible if there is an increase in overall planning funds.

#2 Direct Recipient Status for Planning Funds

At KTMP, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

However, the current process for federal formula funding often involves lengthy approval chains and administrative hurdles. This bureaucratic red tape can delay critical projects, inflate costs, and leave our region waiting for essential repairs and upgrades. In the upcoming reauthorization, Congress has a significant opportunity to streamline this process by directly allocating Federal Highway Trust Fund formula dollars intended for local decision-making through the established metropolitan planning process directly to MPOs. This direct allocation will empower local and regional leaders to deliver smarter planning, accelerate project development, and implement better transportation projects that directly advance critical national transportation goals.

KTMPO supports granting direct recipient status to MPOs for Metropolitan Planning (PL) federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and empower us to make decisions that directly benefit our respective communities, while reaching national goals.

Recommendations:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation:** To enhance efficiency, accountability, and responsiveness to regional priorities, Congress should amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients. Specifically, when the Secretary annually apportions funds to states, the Secretary shall directly sub-allocate Obligation authority and all associated responsibilities to metropolitan planning organizations that have formally chosen direct recipient status for funding allocated under 23 U.S.C. § 104(b)(6) or 49 U.S.C. § 5305(g). This direct relationship will simplify administrative processes and ensure that vital planning resources are directly aligned with locally developed regional transportation plans and priorities.
- **Opt-out Option:** Congress should allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation. For MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process.

#3 Direct Recipient Status for TMAs for Suballocated Programs

Similarly to PL, KTMPO believes certain capital formula funds should be sent directly to MPOs covering Transportation Management Areas¹ (TMAs) with an opt-out option. This approach would simplify administration, improve project delivery timelines, and enhance accountability for performance-based decision-making.

Recommendations:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

¹TMA: An urbanized 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, is called a Transportation Management Area (TMA).

[Source: Federal Transit Administration](#)

- **Direct Suballocation to MPOs with TMAs:** Congress should allocate obligation authority and funding directly to MPOs within a transportation management area for those programs Congress has created or intended funding to be suballocated, including STBG, CMAQ, and CRP. For the purposes of this proposal, and contingent upon the integration of the Safe Streets for All program into HSIP as outlined in priority #6, we have included a portion of the HSIP program.
- **Opt-out Option:** Congress should allow MPOs within TMAs that do not wish to directly receive these capital funds to opt-out of direct suballocation. For TMA MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process. However, the respective MPO shall retain project selection priority for these funds, accompanied by strengthened requirements to ensure robust regional coordination and alignment with regional priorities.

#4 Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects

Effective transportation planning is the fundamental first step in guiding sound infrastructure investments and achieving national transportation goals. KTMPO is tasked with developing comprehensive transportation plans, conducting vital analyses, and engaging the public in a process that shapes the future of our transportation networks. However, the requirement for a 20% local match to access federal PL funds creates an unnecessary barrier to these essential activities. Requiring a local match for the very funds intended to support federally mandated planning activities places a disproportionate burden on KTMPO. We strongly urge Congress to eliminate the local match requirement for PL funds. This action will provide us with the necessary flexibility to dedicate our resources directly to the essential planning work that underpins sound transportation investments and benefits the residents of the KTMPO Region.

Our region encompasses both urban and rural communities with varying levels of fiscal capacity. These local governments often face steep barriers in accessing capital funding due to high local match requirements and are forced to forgo critical infrastructure improvements because they simply cannot meet the non-federal cost share—despite the urgency of these infrastructure, safety and other mobility needs.

Additionally, to ensure that all regions have reliable access to federal capital transportation funds and can effectively address their critical infrastructure needs, we urge Congress to establish reduced local match requirements for key capital programs (STBG, HSIP, CMAQ, and CRP). Additionally, flexible options for meeting the local match, such as allowing in-kind contributions or leveraging other resources, would provide crucial flexibility and ensure that vital projects are not unduly delayed due to local funding limitations. Reducing this financial barrier will empower communities to invest in essential infrastructure improvements, leading to a safer, more efficient, transportation network for the nation.

Recommendations:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Eliminate the Local Match Requirement for PL:** Congress should eliminate the local match requirement for PL funds to provide MPOs with greater flexibility to address critical infrastructure needs. Reducing this financial burden will particularly benefit rural and

economically distressed communities that often face challenges in accessing essential federal funds

- **Reduce Local Match Requirements and Allow for Flexible Options for Suballocated Programs:** Congress should also establish reduced local match requirements for State and suballocated funds be used in projects in small urban (under 200,000) and rural areas. Furthermore, flexible options for meeting the local match, such as in-kind contributions or leveraging other federal resources, should be provided to accommodate the unique financial circumstances of different regions.

#5 Allowing for Carryover of Planning Funds and Suballocated Funds

Many of KTMP's projects, such as our I-35/ I-14 Expansion, Chaparral Rd, US-190 Bypass, as well as many other local projects, require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. To ensure the seamless progression of critical long-term infrastructure projects, Congress should allow for the carryover of federal transportation funds from one fiscal year to the next. This crucial flexibility will eliminate unnecessary disruptions, promote consistent progress on projects vital for enhancing safety, improving mobility, and bolstering economic growth. By allowing for the carryover of funds, Congress can facilitate more cost-effective project management and ensure the timely delivery of essential transportation improvements to communities across the nation.

Recommendation:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Allow Carryover of PL Funds and Suballocated Funds:** Congress should allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next by aligning obligation authority and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

#6 Formulate Safe Streets and Roads for All (SS4A)

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations.

In contrast, the SS4A program fills critical gaps by allowing KTMP and the member governments in our region to develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. In the KTMP region, we've seen firsthand how early investments in safety planning help us identify dangerous corridors and prioritize projects that save lives.

SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

Recommendation:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Formulize SS4A:** The Safe Streets for All program should be incorporated into the Highway Safety Improvement Program and distributed (via formula) to MPOs who have and/or are developing safety action plans. The funding can be used by MPOs and Rural Transportation Planning Organizations² (RTPOs) to develop and implement safety action plans. MPOs who choose not to participate would be excluded from receiving funding and funds should be redistributed to the State for projects eligible under HSIP. Many of the programmatic requirements included in the SS4A program should carry over and be included.

#7 Expand Eligibility of Planning Funds

Under current law, Metropolitan Planning (PL) funds are narrowly defined to support required federal planning activities. However, MPOs are being asked to do much more: assist local governments with project development/delivery, support grant applications, manage public engagement, procure regional data, and coordinate economic development studies.

In the KTMP Region, our MPO is often the first call when local governments need technical assistance or help navigating federal programs. With expanded eligibility, we could better support our partners, fill capacity gaps, and ensure that federal transportation investments are responsive to both local priorities and national performance objectives.

Recommendation:

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Expand Eligible Uses of PL:** Congress should expand the eligible uses of PL funds to include activities such as preliminary design, fiscal administration of local projects, economic development studies directly linked to transportation, and critical data procurement. This expanded flexibility will empower MPOs to proactively address emerging regional needs and enhance transportation planning in a more meaningful way.

² Rural Transportation Planning Organizations (RTPOs) are designated to develop transportation improvement programs and long-range plans for non-metropolitan areas. Federal transit law (49 U.S.C. § 5301 et seq) and the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning spell out provisions for the organizations. [Source: Federal Transit Administration](#)



We thank Chairman Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation. We appreciate the consideration of these proposals and look forward to being proactive partners in this process. KTMP O would welcome the opportunity to share additional information or discuss these priorities further.

Sincerely,

A handwritten signature in blue ink, appearing to read "Uryan Nelson", followed by a long horizontal flourish.

Uryan Nelson
Director
Killeen-Temple MPO
2180 N Main St, Belton, TX 76513
uryan.nelson@ctcog.org | 254-770-2373

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Increase Planning Funds

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

Planning is the foundation of effective project delivery. It builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development, ensuring taxpayers that every dollar is wisely spent.

Metropolitan Planning (PL) funds are the primary federal source that supports our core planning responsibilities under federal law. These funds are used to develop long-range plans, transportation improvement programs (TIPs), as well as conduct robust public engagement and performance-based planning. We are on the front lines of critical efforts such as We are on the front lines of critical efforts such as short and long range planning activities; we are also responsible for freight coordination and congestion management efforts. These complex activities demand sophisticated modeling, extensive public outreach, and seamless interagency coordination.

Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs. While KTMPO has risen to the challenge and become a vital convener for collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. This limited resource

empowers us to plan for transportation systems that are responsive to the needs of our communities. As Texas continues to grow, it is essential that planning keeps pace to support safe, connected, and economically vibrant communities.

Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Increase PL Funding:** Congress should increase metropolitan planning (PL) funds in Section 104 from a set number to a percentage. AMPO urges that planning funds be set at 3% of total formula allocations.
- **Establish a Funding Floor:** Congress should establish a dedicated funding floor to ensure that smaller MPOs, particularly those serving rural areas, receive a fair and adequate share of these vital resources, recognizing their unique planning challenges and resource constraints. This minimum, which would benefit the smallest communities, is only possible if there is an increase in overall planning funds.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support to strengthen the planning foundations that allow Texas MPOs to deliver real, measurable transportation benefits across the state.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: Yes, increase in funding

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Legislative Language on Increasing PL Funds
- Attached as PDF Letter to Chairman Cruz

(a) Increasing PL Funding Levels

(1) In section 104(b)(1) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(2) In section 104(b)(2) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(3) In section 104(b)(3) replace 'paragraphs (4), (5), and (6))' with '(paragraphs (4) and (5))'

(4) Section 104(b)(6)(B) shall be replaced with

'(B) The total amount for metropolitan planning for all States shall be 3% of the amount remaining after distributing amounts under paragraphs (4) and (5).

(5) In section 104(b)(6) add at the end the following:

(D) Minimum Guarantee – An MPO designated by a governor shall receive no less than \$300,000 from funding apportioned under section 104(b)(6)(B) of this title

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Direct Recipient Status for Metropolitan Planning (PL) Funds

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

At KTMPO, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

However, the current process for federal formula funding often involves lengthy approval chains and administrative hurdles. This bureaucratic red tape can delay critical projects, inflate costs, and leave our region waiting for essential repairs and upgrades. In the upcoming reauthorization, Congress has a significant opportunity to streamline this process by directly allocating Federal Highway Trust Fund formula dollars intended for local decision-making through the established metropolitan planning process directly to MPOs. This direct allocation will empower local and regional leaders to deliver smarter planning, accelerate project development, and implement better transportation projects that directly advance critical national transportation goals.

KMTPO supports granting direct recipient status to MPOs for Metropolitan Planning (PL) federal funds. This will streamline the funding process, eliminate bureaucratic hurdles, and

empower us to make decisions that directly benefit our respective communities, while reaching national goals.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation:** To enhance efficiency, accountability, and responsiveness to regional priorities, Congress should amend Section 104(b)(6) to mandate the direct sub-allocation of PL funding to MPOs that elect to become direct recipients. Specifically, when the Secretary annually apportions funds to states, the Secretary shall directly sub-allocate Obligation authority and all associated responsibilities to metropolitan planning organizations that have formally chosen direct recipient status for funding allocated under 23 U.S.C. § 104(b)(6) or 49 U.S.C. § 5305(g). This direct relationship will simplify administrative processes and ensure that vital planning resources are directly aligned with locally developed regional transportation plans and priorities.
- **Opt-out Option:** Congress should allow MPOs that do not wish to receive PL funds to opt-out of direct suballocation. For MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Legislative Language on Direct Recipient Status for PL Funds
- Attached as PDF Letter to Chairman Cruz

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Direct Recipient Status for Transportation Management Area (TMA) MPOs for Suballocated Federal Programs

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

At KTMPO, our work is shaped by a locally driven, regionally coordinated process guided by a board of elected officials. We see firsthand where infrastructure is failing, where growth is occurring, and where investments can make the most impact.

KTMPO supports granting direct recipient status to MPOs for certain suballocated federal funds. This approach would simplify administration, improve project delivery timelines, and enhance accountability for performance-based decision-making.

Our MPO is already responsible for setting priorities and selecting projects for these programs. However, bureaucratic delays and red-tape often inhibit our ability to meet planning deadlines, implement local projects on time, and adapt quickly to emerging infrastructure needs. Providing MPOs in Transportation Management Areas (i.e., with populations above 200,000) the option to become direct recipients, with an opt-out option, will eliminate unnecessary bureaucracy and ensure timely investment in infrastructure that improves safety, supports growth, and delivers results for our communities.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Direct Suballocation to MPOs with TMAs:** Congress should allocate obligation authority and funding directly to MPOs within a transportation management area for those programs Congress has created or intended funding to be suballocated, including STBG, CMAQ, and CRP. For the purposes of this proposal, and contingent upon the integration of the Safe Streets for All program into HSIP as outlined in separate request, we have included a portion of the HSIP program.
- **Opt-out Option:** Congress should allow MPOs within TMAs that do not wish to directly receive these capital funds to opt-out of direct suballocation. For TMA MPOs that choose this option, funding intended for that metropolitan area shall continue to be provided to the State through the existing process. However, the respective MPO shall retain project selection priority for these funds, accompanied by strengthened requirements to ensure robust regional coordination and alignment with regional priorities.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Legislative Language on Direct Recipient Status for TMAs for Suballocated Programs
- Attached as PDF Letter to Chairman Cruz

Direct Allocation of Funding to MPOs for Suballocated Programs

(a) **PURPOSE** – The purpose of this legislation is as follows:

- (1) Reduce burdensome bureaucracy and redundant administration by ensuring that Federal Highway Trust Fund dollars intended to be used by regional and local governments to deliver results are done so without delay
- (2) Ensure that regional and local governments are quickly able to deliver projects that address performance measures outlined in 23 USC 150.
- (3) Support better planning, development, and implementation of projects that will build a effective and efficient transportation system that supports the national economy and transportation priorities

(b) **Providing Regional and Local Governments with Direct Access to Federal funding**

(1) Section 104 of title 23 is amended by adding the following at the end:

‘(i) Direct Suballocation of Funding to Metropolitan Planning Organizations

- (1) Each year, prior to making an allocation described in section (b), the Secretary shall set aside funding in an amount defined in paragraph (2) for each State that has a transportation management area as described in 134(k), such funding will be directly allocated to the metropolitan planning organizations in the State that have a transportation management area based upon the ratio of their population compared to the total population of all metropolitan planning organizations with a transportation management area in that State.
- (2) Regional Suballocation Amounts – Prior to allocating funding described in section (b) of this section, the Secretary shall set aside the following amounts from a State that has a transportation management area in its State:
 - (A) 40% of the funds allocated to a State under 23 USC 104(b)(2)
 - (B) 20% of the funds allocated to a State under 23 USC 104(b)(3)
 - (C) 65% of the funds allocated to a State under 23 USC 104(b)(4)
 - (D) 45% of the funds allocated to a State under 23 USC 104 (b)(7)

(3) Opt-Out

- (A) An MPO in a transportation management area may elect to opt out of receiving a direct allocation by sending a letter jointly signed by the MPO and the State DOT

recognizing that an MPO does not want to receive or be responsible for receipt of Federal funds directly.

- (B) The Secretary may declare to opt-out any Metropolitan Planning Organization in a Transportation Management area if such organization has repeatedly demonstrated an inability to manage and be responsible for managing Federal funds, the Secretary shall notify the Senate Environment and Public Works Committee and the House Transportation & Infrastructure Committee of its intent to with-hold such allocation in writing no less than 90 days before the end of a fiscal year detailing its reasoning for such withholding, identifying actions that have led to the withholding of suballocated funds and steps that a metropolitan transportation planning organization must take before suballocation is restored.
- (C) For MPOs that Opt-out of suballocation, funding intended to go to that area shall be provided to the State, but shall be allocated in the metropolitan area that funding was intended for and the metropolitan planning organization shall have project selection priority.

(4) Federal Rules and Requirements

- (A) Metropolitan Planning Organizations with a transportation management area who directly receive Federal funds are subject to responsible for following and conforming to all relevant all rules, regulations, and guidance that are outlined in this title and associated guidance, rules, and regulations.
- (B) Program Integrity – Funding allocated under subsection (2) of this section shall be allocated to a metropolitan planning organization as funding coming from the individual programs outlined in subsection (2) and an MPO shall ensure that funding obligated meets the statutory requirements of the programs listed in subsection (2).

(5) Project selection –

- (A) Alignment with Performance-based Planning -- A metropolitan planning organization that directly receives funding shall select projects for obligation derived from the performance-based planning process outlined in section 134 of title 23, as well as section 150 of title 23.
- (B) Local Government Involvement – In addition to the required involvement of the public, city and county officials, transit agencies, and the public, the following shall be considered in obligating funds that are directly allocated
 - (i) Regional economic competitiveness
 - (ii) Regional diversity
 - (iii) Land-Use

(C) Performance based competition – An MPO may develop a competitive process whereby local governments and transportation agencies submit projects for consideration if such competition includes clearly defined performance metrics which will be used to score and determine project selection.

(6) Project Identification – Every an MPO shall make public a list and description of projects that were selected and the reasoning for their selection that includes how the project addresses regionally established national performance measures.

(c) Conforming Amendments

(1) Section 133(d) is amended in the following ways:

(A) 133(d)(1)(A) is amended by striking '55' and replacing it with '25'

(B) Section 133(d)(1)(A)(i) is struck and following subclauses are renumbered

(2) Section 133(d)(3) is revised to read:

'(3) Local Consultation –

(A) For funding suballocated to areas between 50,000 and 200,000 and areas under 50,000 with a Federally designated Regional Transportation Planning Organization a State shall only fund projects that are locally selected through the MPO process and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested.

(3) Section 170(e) is amended by

(A) Section 170(e)(1)(A) is amended by striking '65' and replacing it with '20'

(B) Section 170(e)(1)(A)(i) is struck and the following subclauses are renumbered

(C) Section 170(e)(4) is amended to read as follows:

(4)COORDINATION IN URBANIZED AREAS.—

'For funding suballocated in areas between 50,000 and 200,000 and areas under 50,000 with a Federally designated Regional Planning Organization a State shall only fund projects that are locally selected through the MPO process and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested..

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Eliminate Local Match for Planning Funds and Right-Size Match for Rural Capital Projects

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

Effective transportation planning is the fundamental first step in guiding sound infrastructure investments and achieving national transportation goals. KTMPO is tasked with developing comprehensive transportation plans, conducting vital analyses, and engaging the public in a process that shapes the future of our transportation networks. However, the requirement for a 20% local match to access federal PL funds creates an unnecessary barrier to these essential activities. Requiring a local match for the very funds intended to support federally mandated planning activities places a disproportionate burden on KTMPO. We strongly urge Congress to eliminate the local match requirement for PL funds. This action will provide us with the necessary flexibility to dedicate their limited resources directly to the essential planning work that underpins sound transportation investments and benefits the residents of the KTMPO region.

Our region encompasses both urban and rural communities with varying levels of fiscal capacity. These local governments often face steep barriers in accessing capital funding due to high local match requirements and are forced to forgo critical infrastructure improvements because they

simply cannot meet the non-federal cost share—despite the urgency of these infrastructure, safety and other mobility needs.

Additionally, to ensure that all regions have reliable access to federal capital transportation funds and can effectively address their critical infrastructure needs, we urge Congress to establish reduced local match requirements for key capital programs (STBG, HSIP, CMAQ, and CRP). Additionally, flexible options for meeting the local match, such as allowing in-kind contributions or leveraging other resources, would provide crucial flexibility and ensure that vital projects are not unduly delayed due to local funding limitations. Reducing this financial barrier will empower communities to invest in essential infrastructure improvements, leading to a safer, more efficient, transportation network for the nation.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Eliminate the Local Match Requirement for PL:** Congress should eliminate the local match requirement for PL funds to provide MPOs with greater flexibility to address critical infrastructure needs. Reducing this financial burden will particularly benefit rural and economically distressed communities that often face challenges in accessing essential federal funds
- **Reduce Local Match Requirements and Allow for Flexible Options for Suballocated Programs:** Congress should also establish reduced local match requirements for State and suballocated funds be used in projects in small urban (under 200,000) and rural areas. Furthermore, flexible options for meeting the local match, such as in-kind contributions or leveraging other federal resources, should be provided to accommodate the unique financial circumstances of different regions.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of

AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Legislative Language on Eliminating Local Match for Planning Funds and Right-Sizing Match for Rural Capital Projects
- Attached as PDF Letter to Chairman Cruz

(a) Local Match

- (1) Congress finds the following
 - (A) Metropolitan Planning Organizations are coalitions or municipal governments and transportation agencies
 - (B) Metropolitan Planning Organizations typically do not have a tax base or other source of significant or recurring revenue
 - (C) Metropolitan Planning Organizations are created in part to address mandates set forth by Congress under section 134 of title 23
- (2) Eliminating a Local Match Requirement for PL funds
 - (A) Section 120(c) is amended by adding the following at the end
 - '(5) Metropolitan planning funds – The Federal share payable for activities authorized by section 134 of title 23 and apportioned under section 104(b)(6) of title 23 shall be 100 percent.'

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Allowing for Carryover of Planning Funds and Suballocated Funds

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

Many of KTMPPO's projects, such as our I-35/ I-14 Expansion, Chaparral Rd, US-190 Bypass, as well as many other local projects, require extensive coordination and span multiple fiscal years. Often times, these critical efforts do not align neatly with the federal fiscal calendar. To ensure the seamless progression of critical long-term infrastructure projects, Congress should allow for the carryover of federal transportation funds from one fiscal year to the next. This crucial flexibility will eliminate unnecessary disruptions, promote consistent progress on projects vital for enhancing safety, improving mobility, and bolstering economic growth. By allowing for the carryover of funds, Congress can facilitate more cost-effective project management and ensure the timely delivery of essential transportation improvements to communities across the nation.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Allow Carryover of PL Funds and Suballocated Funds:** Congress should allow MPOs to carry over unobligated planning and capital funding from one fiscal year to the next by aligning obligation and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Letter to Chairman Cruz

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Formulize Safe Streets and Roads for All (SS4A)

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations.

In contrast, the SS4A program fills critical gaps by allowing KTMPO and the member governments in our region to develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. In the KTMPO region, we've seen firsthand how early investments in safety planning help us identify dangerous corridors and prioritize projects that save lives.

SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies. Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework

that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Formulize SS4A:** The Safe Streets for All program should be incorporated into the Highway Safety Improvement Program and distributed (via formula) to MPOs who have and/or are developing safety action plans. The funding can be used by MPOs and Rural Transportation Planning Organizations (RTPOs) to develop and implement safety action plans. MPOs who choose not to participate would be excluded from receiving funding and funds should be redistributed to the State for projects eligible under HSIP. Many of the programmatic requirements included in the SS4A program should carry over and be included.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Letter to Chairman Cruz

FHWA/EPW Request Form – 2025 Surface Transportation Reauthorization Process

Requestor:

Name: Uryan Nelson

Title: Director

Organization: Killeen-Temple Metropolitan Planning Organization

Email: uryan.nelson@ctcog.org

Phone Number: 254-770-2373

Title of the Project or Request: Expand Eligibility of Planning Funds

Description of the Request:

Background

At the Killeen-Temple Metropolitan Planning Organization (KTMPO), we plan for the future of transportation across 3 counties and 14 cities, serving approximately 350,000 residents. We oversee approximately \$40,044,040 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 KTMPO 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, we coordinate multimodal transportation plans using Congressionally mandated performance measures, in collaboration with local governments, transit agencies, TxDOT, and the public. This ensures that federal investments are cost-effective, locally informed, and nationally aligned.

Overview

Under current law, Metropolitan Planning (PL) funds are narrowly defined to support required federal planning activities. However, MPOs are being asked to do much more: assist local governments with project development/delivery, support grant applications, manage public engagement, procure regional data, and coordinate economic development studies.

In the KTMPO Region, our MPO is often the first call when local governments need technical assistance or help navigating federal programs. With expanded eligibility, we could better support our partners, fill capacity gaps, and ensure that federal transportation investments are responsive to both local priorities and national performance objectives.

Recommendations

We respectfully urge Chairman Cruz to support the following changes in the upcoming surface transportation reauthorization:

- **Expand Eligible Uses of PL:** Congress should expand the eligible uses of PL funds to include activities such as preliminary design, fiscal administration of local projects, economic development studies directly linked to transportation, and critical data

procurement. This expanded flexibility will empower MPOs to proactively address emerging regional needs and enhance transportation planning in a more meaningful way.

We thank Senator Cruz for his continued leadership on infrastructure issues and respectfully request his support for this recommendation.

Is this a request for changes to an existing program: Yes

Does this request involve an authorization of funding: No

Names of Offices Supporting the Request: N/A

Names of Organizations Supporting the Request: The Association of Metropolitan Planning Organizations (AMPO), The Local Officials for Transportation (LOT) Coalition—comprised of AMPO, National Association of Counties, National Association of Development Organizations, National Association of Regional Councils, National League of Cities, and the U.S. Conference of Mayors.

Has this Request Been Previously Authorized: No

Supporting Documents Listed Below or Attached (Economic Development Reports, Legislative Text, etc.):

- Attached as PDF Letter to Chairman Cruz

Item #7

National Trails Day

Resolution 2025-09 in Support of National Trails Day

Background

National Trails Day, celebrated on the first Saturday in June, was established in 1991 by the American Hiking Society to promote trail use, volunteerism, and appreciation for the National Trails System. It builds on a legacy that began with the National Trails System Act of 1968 and continued with federal efforts to support outdoor recreation, culminating in the first nationwide celebration on June 5, 1993. Since its inception, hundreds of organizations have participated, and we're excited to include this activity in ATAC's schedule of events in support of our regional trails.

National Trails Day in 2025 is on Saturday, June 7th.

Time	Event Sponsor	Activity
7:00 AM	Sun Country Cycling	Beginner Mountain Bike Ride at Dana Peak
8:00 AM	Tablerock Amphitheater	Trail Cleanup at Salado Tablerock Amphitheater Trails
9:00 AM	City of Copperas Cove and the Copperas Cove Chamber of Commerce	Ribbon Cutting Ceremony for the trails at Ogletree Gap Preserve
6:00 PM	Barrow Brewing	Paddle Board on Salado Creek

Included in the meeting packet is a Resolution supporting National Trails Day. KTMPO encourages area cities to also support and promote National Trails Day as deemed appropriate in accordance with city and county orders.

TAC recommended approval of Resolution 2025-09 at their meeting on May 7, 2025.

Action Needed: Consider approval of Resolution 2025-09 recognizing June 7, 2025, as National Trails Day.



RESOLUTION NO. 2025-09

A RESOLUTION OF THE KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE FIRST SATURDAY IN JUNE AS THE NATIONAL TRAILS DAY

- WHEREAS;** The American Hiking Society has declared Saturday, June 7, 2025 as National Trails Day; and
- WHEREAS;** Killeen-Temple Metropolitan Planning Organization celebrates trails and encourages outdoor activities that strengthen community ties through trail clean-ups, biking, walking, paddle crafts, and horseback riding; and
- WHEREAS;** contribute to the region by enhancing connectivity and promoting regional tourism; and
- WHEREAS;** recognizes that trails promote active lifestyles, recreation, and an opportunity to experience nature; and
- WHEREAS;** the benefits trails contribute to the overall social and physical well-being of our community and the natural environment; and
- WHEREAS;** supports the stewardship of existing trail infrastructure by encouraging a variety of outdoor activities, while promoting safety: Sun Country Cycling will lead a Beginner Mountain Bike Ride at Dana Peak Park at 7 a.m.; Tablerock Amphitheater will host a Trail Cleanup at the Amphitheater Trails in Salado at 8 a.m.; the City of Copperas Cove and the Copperas Cove Chamber of Commerce will hold a Ribbon Cutting Ceremony for the opening of trails at Ogletree Gap Preserves at 9 a.m.; and Barrow Brewing Co. will host SUP Salado Paddle Board on Salado Creek at 6 p.m.; and
- NOW, THEREFORE, BE IT RESOLVED** that the Killeen-Temple Metropolitan Planning hereby recognizes Saturday, June 7, 2025, as National Trails Day; and
- BE IT FURTHER RESOLVED** that the Killeen-Temple Metropolitan Planning Organization supports the stewardship of existing trail infrastructure, the integration of trails and active transportation into daily life, the enhancement of regional connectivity for the future, and recognizes the economic benefits of tourism driven by active transportation and outdoor recreation; and
- PASSED AND ADOPTED** on this 21st day of May 2025 at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy



Board, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Commissioner Bobby Whitson,
KTMP O TPPB Chair

Uryan Nelson, KTMP O Director

Item #8

SS4A FY2025 Planning and Demonstration Grant

Resolution 2025-10 in Support of SS4A
FY2025 Planning and Demonstration Grant

Background

CTCOG and KTMPO's SS4A Central Texas Roadway Safety Action Plan was completed in March 2025 as a resource to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

The 2025 SS4A Funding Opportunity is now open for applications. CTCOG & KTMPO are interested in applying for Planning and Demonstration Grant funds to:

- Implement a Regional Planning Theme: Safe Access to Schools
 - Leading Pedestrian Intervals (LPIs) at School-Adjacent Intersections
 - Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB)
 - Crosswalk Marking Enhancements
- Leverage new technologies
 - Validation of Demonstration Projects
 - Near-Miss / Close-Call Analyses
 - A study that identifies potential risk areas that may not be captured by data
 - Supports supplement planning activities and Plan update
- Update the Plan as needed to align with Federal Priorities

TAC recommended approval of Resolution 2025-10 at their meeting on May 7, 2025.

Action Needed: Consider approval of Resolution 2025-10 authorizing KTMPO to submit an application for the 2025 SS4A Planning and Demonstration Grant.

May 21, 2025

Transportation Planning Policy Board

Agenda Item # 8

Central Texas Roadway Safety Action Plan Recommended Implementation Activities

Activity Type	Activity Description	Cadence
Ongoing Activities	Continue Roadway Safety Task Force Meetings. Meetings will focus on implementing projects and policies and finding new ways to champion road safety in Central Texas.	Meetings 4-6 times per year
	Continue Annual Reporting of Safety Data. Report annual safety data as part of required MPO reporting and via a regularly updated safety dashboard or annual safety report.	Annual
Short-Term Activities (Years 1 to 3)	Support Submittal of Developed Safety Projects for SS4A and Other Implementation Funding Opportunities. Certain projects for which detailed conceptual development is already complete may be ready for grant applications, meaning these projects could be implemented sooner than others.	Annual
	Implement High-Priority Demonstration Projects. Several demonstration projects identified in the safety action plan could be implemented at a very low cost in partnership with TxDOT and municipal staff.	Annual
	Prioritize and Begin Development of Recommended Policy Guidance. Section 5 of the safety action plan includes policy development recommendations that could be conducted with supplemental planning funds and whose results could benefit partners across Central Texas.	Every 1-3 years
Mid-Term Activities (Years 4 to 5)	Update Central Texas Roadway Safety Action Plan. Conduct a full update of the plan to identify new safety needs, priorities, and project opportunities.	Every 5 years
	Assess Federal Reauthorization of Infrastructure Funding. A new federal infrastructure bill is anticipated in 2027, and it will likely include new safety funding opportunities that should be assessed for applicability to safety projects.	Following passage of new legislation
	Begin Full Implementation of Successful Demonstration Projects. Once demonstration projects have been evaluated, partners can adjust designs to permanently implement those low-cost projects more broadly throughout Central Texas.	As needed following assessment of demonstration projects
Long-Term Activities (Year 6 and beyond)	Conduct Before-and-After Studies for Implemented Safety Projects. Before-and-after studies identify which strategies are most effective at improving safety outcomes and can guide future project development.	As needed following implementation of projects
	Review KTMPO Safety Project Scoring as Part of MTP Update. As part of the next MTP update, review and draw upon Safety Action Plan recommendations to make desired adjustments to KTMPO project scoring approaches for safety projects.	Every 5 years



RESOLUTION NO. 2025-10

A RESOLUTION SUPPORTING A JOINT APPLICATION FOR PLANNING AND DEMONSTRATION FUNDING UNDER THE SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

- WHEREAS;** the Governor of Texas has designated the Central Texas Council of Governments areas as State Planning Region #23; and
- WHEREAS;** the Central Texas Council of Governments is organized in accordance with Section 391 of the Local Government Code and encompasses the region of Bell, Coryell, Hamilton, Lampasas, Milam, Mills, and San Saba counties; and
- WHEREAS;** the Killeen-Temple MPO consists of 2 Urbanized Areas; the Killeen UZA which has a population exceeding 200,000 and the Temple UZA which has a population above 50,000 and below 200,000; and
- WHEREAS;** the Killeen-Temple MPO is included in its entirety within the regional footprint of the Central Texas Council of Governments; and
- WHEREAS;** two major transportation corridors pass through the Central Texas Council of Governments region and intersect within the boundaries of the Killeen-Temple MPO; and
- WHEREAS;** the Killeen-Temple MPO supports the Texas Department of Transportation's "Road to Zero" goal to cut traffic fatalities on Texas roadways to zero by the year 2050; and
- WHEREAS;** recipients of a Safe Streets and Roads for All grant are required to contribute a local matching share of no less than 20 percent of eligible activity costs; and
- WHEREAS;** the Killeen-Temple MPO, Central Texas Council of Governments, and all participating local governments will cooperate to fund the 20 percent local matching requirement;
- WHEREAS;** the local match may include both cash as well as in-kind contributions as allowed in 2 CFR 200.306;
- NOW, THEREFORE, BE IT RESOLVED** that the Killeen-Temple Metropolitan Planning Organization supports a joint application with the Central Texas Council of Governments for Planning and Demonstration funding under the Safe Streets and Roads for All grant.



PASSED AND ADOPTED on this 21st day of May 2025 at a regular meeting of the Killeen-Temple Metropolitan Planning Organization Transportation Planning Policy Board, which meeting was held in compliance with the Open Meetings Act, Texas Government Code, 511.001, *et seq.*, at which meeting a quorum was present and voting.

ATTEST:

Commissioner Bobby Whitson,
KTMPPO TPPB Chair

Uryan Nelson, KTMPO Director

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Item #9

Speed Sign Loaner Program

Speed Sign loaner Program

Background

In early 2023, TxDOT informed all MPOs that \$50,000 in State Planning & Research (SPR) funding would be provided for MPO safety planning activities in FY24. These funds are part of TxDOT's enhanced efforts to further transportation safety initiatives and improve partnerships with all MPOs. Each MPO was given two options for the available funds:

1. Build on previously completed Texas A&M Transportation Institute (TTI) MPO Safety Plans.
2. Conduct other MPO safety planning activities and be reimbursed.

KTMPo selected option 2 since it was developing a comprehensive Regional Safety Action Plan with Safe Streets and Roads for All (SS4A) grant funding. In July 2024, the Policy Board approved utilizing the SPR funding to purchase portable speed signs that log traffic speeds and provide feedback to drivers. These portable speed signs were purchased for the KTMPo region to be temporarily loaned to any city or county within the planning area to create a Speed Sign Loaner Program.

Staff have prepared a draft ILA for the Speed Sign Loaner Program. The draft ILA is included in the meeting packet for review.

Staff have also prepared Instruction Manuals for operating the Speed Signs.

Action Needed: Consider approval of the Speed Sign Loaner Program Interlocal Agreement and authorization of MPO Director to execute Interlocal Agreements (and revise as necessary) with KTMPo member entities.

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
INTERLOCAL AGREEMENT FOR TEMPORARY USE OF KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION PROPERTY**

This Interlocal Agreement is made, entered, and executed between the [JURISDICTION] and the Killeen-Temple Metropolitan Planning Organization, hereinafter called KTMPO.

WITNESSETH

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties hereto and in accordance with Chapter 791 of the Texas Government Code, also known as the Interlocal Cooperation Act, the [JURISDICTION] and KTMPO do mutually agree as follows.

AGREEMENT

Article 1. Contract Period

This Interlocal Agreement becomes effective when fully executed by all parties hereto and shall terminate on DATE unless otherwise terminated or modified as hereinafter provided.

Article 2. Responsibilities of the Parties

KTMPO shall permit the [JURISDICTION] to temporarily use KTMPO's property, a portable speed sign, for traffic monitoring and data collection activities.

The [JURISDICTION] shall allow KTMPO access to all collected data with the purpose of inputting it into a shared regional database to facilitate traffic information with other member governments and shareholders.

The [JURISDICTION] shall pay for all costs associated with the set-up and maintenance of the speed sign.

Each party paying for the performance of governmental functions or services must make those payments from current revenues available to the paying party.

If the date of implementation for the speed signs must be postponed due to inclement weather or other circumstances, the Parties will cooperate in good faith to modify the timeline of data collection as soon thereafter as reasonably practicable.

Article 3. Interlocal Agreement Amendments

Changes in the terms and conditions of this Interlocal Agreement can be made only by written amendment executed by the parties hereto prior to the changes being made. Any such amendment must be approved by the [JURISDICTION] and KTMPO.

Article 4. Changes in Work

KTMPO and the [JURISDICTION] must mutually agree to all changes made to the project description.

Article 5. Indemnification

KTMPO shall save and hold harmless the [JURISDICTION] from all claims and liability due to the acts or omissions of KTMPO, its agents or employees. KTMPO also agrees to save and hold harmless the [JURISDICTION] from any and all expenses, including attorney fees, all court costs and awards for damages, incurred by KTMPO in litigation or otherwise resisting such claims or liabilities as a result of any activities of KTMPO, its agents or employees.

Article 6. Disputes

Intentionally Omitted.

Article 7. Reporting

KTMPO or the [JURISDICTION] shall promptly advise the other, in writing, of events which have a significant impact upon the Interlocal Agreement, including, but not limited to:

Problems, delays, or adverse conditions which will materially affect the ability to attain program objectives, prevent the meeting of time schedules and goals, or preclude the attainment of project work units by established time periods. This disclosure shall be accompanied by a statement of the action taken, or contemplated, and any assistance needed to resolve the situation.

Article 8. Records

The [JURISDICTION] agrees to maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred and work performed hereunder and shall make such materials available at its office for inspection by the authorized representatives of KTMPO for the purpose of making audits, examinations, excerpts, and transcriptions.

KTMPO agrees to maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred and work performed hereunder and shall make such materials available at its office for inspection by the authorized representatives of the [JURISDICTION] for the purpose of making audits, examinations, excerpts, and transcriptions.

Article 9. Termination

Either party may terminate this Interlocal Agreement in part or in whole at any time before the date of completion whenever it is determined that the other party has failed to comply with the conditions of the Interlocal Agreement. Either party shall give written notice to the other party at least seven days prior to the effective date of termination and specify the effective date of termination and the reason for termination.

If both parties to this Interlocal Agreement agree that the continuation of the Interlocal Agreement in whole or in part would not produce beneficial results commensurate with the further expenditure of funds, the parties shall agree upon the termination conditions, including the effective date and, in the case of partial terminations, the portion to be terminated.

Except with respect to defaults of subcontractors, the parties shall not be in default by reason of any failure in performance of this Interlocal Agreement in accordance with its terms (including any failure by either party to progress in the performance of the work) if such failure arises out of causes beyond the control and without the default or negligence of either party. Such causes may include but are not limited to acts of God or of the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, or unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the parties.

Article 10. Remedies

Violation or breach of Interlocal Agreement terms by either party shall be grounds for termination of the Interlocal Agreement, and any increased cost arising from the defaulting party's default, breach of Interlocal Agreement, or violation of terms shall be paid by the defaulting party.

This agreement shall not be considered as specifying the exclusive remedy for any default, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 11. Successors and Assigns

The [JURISDICTION] and KTMPO each binds itself, its successors, executors, assigns, and administrators to the other party to this agreement and to the successors, executors, assigns, and administrators of such other party in respect to all covenants of this agreement. Neither the [JURISDICTION] nor KTMPO shall assign, sublet, or transfer its interest in this agreement without the written consent of the other.

Article 12. Signatory Warranty

The undersigned signatory for KTMPO hereby represents and warrants that they are an officer of the organization for which he has executed this Interlocal Agreement and that they have full and complete authority to enter into this Interlocal Agreement on behalf of the organization.

Article 13. Equal Employment Opportunity

KTMPO agrees to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR60).

IN WITNESS WHEREOF, THE PARTIES HERETO HAVE EXECUTED DUPLICATE COUNTERPARTS TO EFFECTUATE THIS AGREEMENT.

The [JURISDICTION]

KTMPO

Name Here
Title
[JURISDICTION]

Uryan Nelson
Director
Killeen-Temple Metropolitan Planning
Organization

ATTEST:

ATTEST:

Date:

Date:

SpeedAlert 18 Quick Start Guide



Thank you for purchasing an **All Traffic Solutions SpeedAlert 18** data-enabled radar message sign. This Quick Start Guide will show you how to install, power, and configure your new sign.



NOTE: If your purchase includes the Integrated Solar option, please refer to either the *ATS 3 Trailer with Integrated Solar Setup Guide* or *Pole Mounting Signs with Integrated Solar Option* that came with your sign and available on www.alltrafficsolutions.com/support.



Before you take to the road

Perform the following setup steps in your shop, before you take the SpeedAlert to the roadside:

Step 1 Unpacking the equipment, below

Step 2 Charging the batteries, on the next page

Step 3 Installing the batteries, on the next page

Step 4 Choosing a site, on the next page

At the roadside

Step 5 Configuring the SpeedAlert locally, on page 3

Step 26 Installing the Your Speed sign attachment, on page 1

Step 7 Mounting the SpeedAlert, on page 6



Scan or click the QR code for a brief installation video>>>



Step 1 Unpacking the equipment

Upon receiving your new SpeedAlert, check to ensure that you have all of the items ordered. If you notice any damage or missing items, contact ATS [Customer Support](#) immediately.

Remove the SpeedAlert, batteries, charger, and other optional equipment from the boxes.

If your SpeedAlert includes batteries, you should fully charge them before deployment, as explained in [Step 2 Charging the batteries, on the next page](#). SpeedAlert signs can accommodate up to two lithium batteries internally. Although only one battery is required, two batteries are recommended to increase average sign runtime. Without a solar panel, continuous runtime with two batteries is typically between 5 and 8 days.

For all steps involving batteries, repeat for the second battery as necessary.

To remove the batteries:

- In a sheltered environment, place the SpeedAlert face down on a flat surface and remove the mounting bracket by unlocking the lock with the supplied key and lifting up on the bottom of the bracket. Pull to remove.
- Next, remove the battery compartment cover by removing the thumb screws. Set the key, bracket, and thumb screws aside.
- Slide the battery or batteries out of the battery compartment, as shown in [Figure 1, below](#).
- Disconnect the connectors, as shown in [Figure 1, below](#).

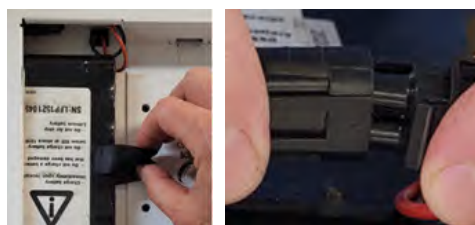


Figure 1, Slide the battery (left) Disconnect/connect (right)

Step 2 Charging the batteries

If your SpeedAlert includes batteries, it arrives with the batteries partially charged and they need to be fully charged before deployment.



WARNING: RISK OF ELECTRIC SHOCK AND DAMAGE TO EQUIPMENT The charger is not intended for outdoor use. Only charge and store the batteries in a controlled environment.

- A. Connect a battery to the charger.
- B. Plug the charger cable into a power outlet. The light on the charger displays red while charging and changes to green when charging is nearly complete. A charge can take up to 11 hours for the 12V 16.5Ah LFP batteries supplied with the sign.
- C. When the indicator on the battery charger turns green, repeat for the second battery if applicable, and then proceed to the next step.
- D. Disconnect the battery from the charger.

Step 3 Installing the batteries

Follow these steps to install the charged batteries.



CAUTION: Use only the **SHORT (3/8"-length)** thumb screws to fasten the battery covers. Do **NOT** use longer screws in these holes. Screws longer than 3/8" can damage the sign LEDs.

- A. Place the SpeedAlert face down on a flat surface and remove the mounting bracket and battery cover.
- B. Connect the battery wiring harness to the connector inside the battery compartment, as shown in [Figure 1, on the previous page](#).
- C. Tuck the connector into the space in the top of the battery compartment.
- D. Holding the connector in place, slide the battery into the compartment.
- E. Replace the cover and fasten it down using the **SHORT (3/8"-length)** thumb screws.

Step 4 Choosing a site

Next, you'll need to set up a site for your SpeedAlert so that you can collect and store traffic data and generate reports. Here are the basic steps and options you'll need to perform:

- A. **Select a street location:** Identify your planned traffic study site to start collecting traffic data so that you can create reports. Carefully consider the physical characteristics of the roadway to ensure optimal performance of the sign and solar panel. See [Selecting a physical location, on the facing page](#).

- B. **Create and assign a Site in TrafficCloud to hold your data:**

Option 1: If you have a Traffic Suite Software subscription,

- i. On the TrafficCloud Web portal, click **Sites** and then click the plus sign  to create a new Site,
- ii. Assign the site to your device: On the **Equipment** page for your device, go to **General > Assigned Site**.

Option 2: If you have a license to use the TrafficCloud mobile app, on the navigation menu, tap the **Site**.

Management tab and then click the **Plus** button 

Option 3: If you'll be using the TrafficCloud Sign Manager application on your PC, on the TrafficCloud Web portal, click **Sites** and then click the plus sign  to create a new Site. Then, assign your data to this Site when you upload it using the application.

For detailed instructions:

- See the video "Creating and Assigning Sites" (select a video based on your sign type) from the [TraffiCloud Training Hub](#).
- If you have the Traffic Suite Software, in the *TraffiCloud User Guide* see "Creating a Site" and "Assigning a Site to your device."

Selecting a physical location

The site you select for the SpeedAlert will vary with your requirements, however you should generally adhere to the following guidelines:

Guideline	What to do
Choose the distance from intersections	Place the SpeedAlert at least 300 ft. (90 m) away from any intersection (avoid locations near stop signs or traffic lights).
Choose a flat location	Choose a location on a flat straight road section, directly adjacent to the roadway, where the line of sight from the SpeedAlert to the vehicles being counted will be uninterrupted by other traffic lanes, parked vehicles, or sidewalks. Consider how the location may develop with time, such as growth of trees or construction of other new structures that may block the SpeedAlert or solar panel.
Ensure appropriate sunlight	If you have a solar panel, choose a location where it can be installed higher up on the pole and will remain unobstructed in terms of sunlight throughout the day.
Choose the distance from the roadway	Ideally, place the SpeedAlert within 12 ft. (3.7 m) of the roadway.
Set the mounting height	Attach the SpeedAlert to the pole at a height anywhere from 5 ft. 6 in. at the bottom of the device to 8 ft. (between 1.7 m and 2.5 m) at the top of the device.
Choose your pole type	You can secure the pole bracket to any type of pole using banding straps, lag screws, or nuts and bolts. The included banding straps are sized to mount the SpeedAlert either to a 2-in. (5-cm) Telespar-type pole, a 4-in.- to 5-in. (10-cm to 13-cm) diameter round metal pole, or a 4-in. x 4-in. (10 cm x 10 cm) wooden pole. For larger poles, you'll need longer banding straps, available from hardware stores.
Use a stable structure	Mount the SpeedAlert on a stable and firm structure. Avoid structures that are likely to be affected by wind or rain.

Step 5 Configuring the SpeedAlert locally

Use this topic for help with configuring the sign at the roadside and for powering up the device.

If you have a TraffiCloud subscription, you should use this step only to power on your SpeedAlert and instead configure the SpeedAlert on the TraffiCloud Web portal, creating a data collection site, setting the sign display options, creating messages, setting up alerts, and assigning a Site. It's best to perform sign setup in advance, so that your traffic data is captured in TraffiCloud immediately. See the *TraffiCloud User Guide*.

If you don't have a TraffiCloud subscription, you can do any of the following (see details next page) to perform initial SpeedAlert configuration locally, either at your office or after the sign is mounted at the roadside. You can do any of following:

Use the SpeedAlert onboard buttons

- » Configure the SpeedAlert using the onboard buttons: **Speed Limit** and **Display Mode**.

Use the TrafficCloud Mobile app for Android

- » Configure the SpeedAlert locally using the **TrafficCloud Mobile app** for Android over a Bluetooth connection.

Use TrafficCloud Sign Manager

- » Configure the SpeedAlert locally using **TrafficCloud Sign Manager for Windows** over the included USB connection or optional Bluetooth.

 **NOTE:** Before attempting a Bluetooth connection, make sure the option was purchased for your equipment.

To power up the SpeedAlert:

- » Power up the SpeedAlert by pressing the **Power** button on the back, inside the mounting channel.

The SpeedAlert will go through start-up and self-check sequences. Once the self-check is complete, the sign is ready for configuration.

To set up the SpeedAlert using the onboard buttons:

In addition to the **Power** button, you can use the onboard sign buttons to set the **Speed Limit** and **Display Mode** for your sign. For details about sign modes, see *SpeedAlert Display Modes* on the next page.

- Press the **Speed Limit** button until the desired value displays. The first button-press displays the current speed limit.
- Verify or set the display mode on the SpeedAlert. The default is **Single Message Mode** for message-enabled signs.
- To change the mode, press the **Display Mode** (or **Display Settings**) button until the desired mode displays on the sign.

 **NOTE:** To reduce the risk of tampering, the buttons deactivate five minutes after you power on the sign. To reactivate them, press the **Power** button, wait a few seconds, and press it again.

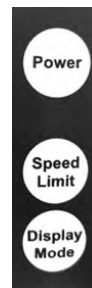
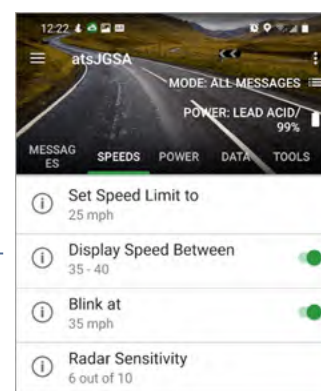
To connect to the sign using the TrafficCloud Mobile app for Android:

Using the TrafficCloud Mobile app you can control a wide range of tasks, such as downloading traffic data, setting the speed limit and display mode, creating Sites, message display, and checking battery power.

Note: If you purchased an Android tablet from us, the TrafficCloud Mobile app is pre-installed. If you have your own Android device, you can purchase a TrafficCloud Mobile perpetual license from ATS and then download the TrafficCloud Mobile app from the [Google Play Store](https://play.google.com/store/apps/details?id=com.alltraffic).

To connect using the app:

- Sign on to the **TrafficCloud Mobile app** on your Android device using your TrafficCloud credentials.
- Scan for your SpeedAlert. You can connect to any ATS device registered to your account and within Bluetooth range. Only one connection is permitted at a time.
- Use the Bluetooth pairing code "ATS" to connect to your SpeedAlert.



To connect to the sign using TrafficCloud Sign Manager for Windows:

- A. First, for **TrafficCloud Sign Manager for Windows** installation details, please see the *TrafficCloud Start-Up Instructions* included with your shipment and available from our Customer Support page at <https://www.alltrafficsolutions.com/support/>. For details about using TrafficCloud Sign Manager for Windows, in the application, click **Help > Software User's Manual**.
- B. Do one of the following:
 - **USB:** Plug the supplied USB-A-to-mini-B cable into the back of the sign and then into your computer. The mini-B port is located above the buttons inside the sign's mounting channel, OR
If you're connecting from an ATS trailer, connect the supplied USB cable inside the trailer battery box to your laptop computer, OR
 - **Bluetooth:** Connect to the SpeedAlert over the optional Bluetooth connection (use pairing code "ATS"). Once the device is paired, run TrafficCloud Sign Manager and select Bluetooth under the **Connection** menu.

SpeedAlert display modes

Here is a summary of SpeedAlert display modes:



Display Mode	What you can do
MSG MODE	Single Message: Select from the messages saved in the sign to display.
ALL MSGS	All Messages: Display all of the messages saved in the sign, in sequence.
DEP MSG	Dependent Messages: Display a series of messages, with the content depending on how fast the approaching vehicle is traveling.
SPEED DISP	Speed Display (Radar signs only): Display the speeds of the approaching vehicle.
DISPLAY OFF	Display Off: Turn off the display but the sign is still active and gathering traffic and other data. Also, referred to as "stealth mode".
SP LMT SIGN	Speed Limit Sign: Set the Speed Limit to display.

Step 7 Mounting the SpeedAlert

Use the instructions in this step for details about mounting the SpeedAlert.

To install the SpeedAlert mounting bracket:

- If you are mounting the SpeedAlert on a round pole, thread two stainless steel banding straps (not included) through the sign mounting bracket, and then tighten the bracket and straps around the pole. Thread the ends of each banding strap together and then tighten them onto the pole.
- If you are mounting the SpeedAlert on a U-shaped or square pole, bolt the sign mounting bracket to the pole using the supplied carriage bolts or U bolts and wing nuts.
The wing nuts will be concealed inside the back of the sign to prevent tampering.



To mount the SpeedAlert:

Before you mount the SpeedAlert, make sure it's turned on. See [Step 5 Configuring the SpeedAlert locally, on page 3](#).

- Set the top channel on the back of the SpeedAlert onto the tab at the top of the mounting bracket.
- Rotate the SpeedAlert down until it's flush with the bracket.
- Push the locking pin up to lock the SpeedAlert into place.



Contacting Customer Support

For support for your All Traffic Solutions products,

- visit the Customer Support page at <https://www.alltrafficsolutions.com/support/>,
- send email to support@alltrafficsolutions.com, or
- call 1-866-366-6602, Option 2, anytime between 8:00 a.m. and 6:00 p.m. Eastern Time, Monday to Friday.



Technical documentation and training

To view technical documentation, please click the Help icon ? at the top right of the TrafficCloud Web page.

For online training resources, please click or scan the QR code at right to visit our **TrafficCloud Training Videos Hub**. To discuss additional TrafficCloud training options, please contact Customer Support.



ATS PRODUCT WARRANTIES

All Traffic Solutions (ATS) is committed to providing the best value in all our products. To underscore this ongoing commitment, all ATS-manufactured signs purchased on or after January 1, 2019, come standard with a 3-year manufacturer's warranty. Products eligible for the 3-year manufacturer's warranty are Shield 12 and Shield 15 radar speed signs, SpeedAlert 18 and SpeedAlert 24 radar message displays and InstAlert 18 and InstAlert 24 variable message signs.

We also offer the ATS Premier Care Plan with your current ATS TrafficCloud® Remote Management Software subscription.

WARRANTY COMPARISON

ATS Premier Care Plan & ATS 3-Year Manufacturer's Warranty

All sign batteries are discounted under the Premier Care Plan. All accessories are discounted under Premier Care except:

- Trailer-related items
- Laptops and tablets
- Solar panels
- Carrying cases

Feature	Premier Care Plan	ATS 3-Year Manufacturer's Warranty
Hardware defect repair	Entire product lifespan, provided the product has an active Premiere Care subscription	Three years from the date of delivery
Dedicated Customer Support Center	Comprehensive hardware and software troubleshooting support	Troubleshooting to determine hardware defects
Remote diagnostics by ATS Support Team	Remote access to signs for performing comprehensive hardware and software diagnostics	Not included
Software and firmware updates	Included	Not included
Shipping to and from ATS repair center (<i>manufacturer defect repairs only</i>)	No charge	No charge
Shipping to and from ATS repair center (non-manufacturer defect repair)	Customer pays shipping	Customer pays shipping
Damage resulting from misuse, abuse, or using the product in ways it was not intended	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply
Vandalism	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply
Battery and accessory discounts	50% off the regular price	No discounts
LFP battery replacement	1 year + 50% off additional or replacement batteries	1 year
SLA battery replacement	1 year + 50% off additional or replacement batteries	3 months
Trailer battery	1 year	6 months
Power case batteries (<i>Must be sent back to ATS for repair</i>)	1 year + 50% off replacement batteries	6 months
Accidents	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply
Damage due to incorrect installation or operation	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply
Acts of nature	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply
Normal wear and tear such as frayed cords or cables, broken connectors, scratched or broken enclosures	Covered at 50% of standard ATS repair rates	Standard ATS repair charges apply

**All Traffic Solutions**

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Item #10

SS4A Grant In-Kind Match Report

SS4A In-Kind Match Update

Background

CTCOG & KTMPO's SS4A Central Texas Roadway Safety Action Plan was completed in March 2025.

Staff have included an update on the In-Kind received to date.

- 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
\$963,399.64	\$192,679.93	\$158,046.67	\$56,109.26	997.5



Website Link: ss4acentraltexas.org

Action Needed: No action needed; for discussion only.

Item #11

CY2025 TIP Amendment Schedule & FY25-28 TIP and 2050 MTP Amendments

CY2025 TIP Amendment Schedule and Amendments to the FY25-28 TIP and 2050 MTP

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.

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.

CY2025 TIP Amendment Schedule

Staff have created a Quarterly TIP Amendment Schedule and will be reaching out to TAC members on a quarterly basis to review the current TIP projects and assess for revisions as needed.

May STIP Revision: Amendments to the FY25-28 TIP and 2050 MTP

During the month of April, several TIP and MTP Amendments were presented to TAC, TPPB, and the public. The Public Comment period for the Amendments remained open until April 19, 2025, therefore, the TPPB preliminarily approved the proposed TIP and MTP amendments at the April 16, 2025 meeting, pending any significant comments received. The Public Comment Summary is included in the meeting packet as a follow-up to the preliminary approval made by the TPPB. A new administrative amendment is also included in the meeting packet.

August STIP Revision: Amendments to the FY25-28 TIP and 2050 MTP

Staff request TAC members to review the current TIP Projects included in the meeting packet for any amendments needed by May 15th, so that public engagement (if necessary) and project updates can be made in the State project portal and reflected in the August STIP Revision.

Formal Amendment for the MTP or TIP may be triggered by:

- Addition or deletion of a project;
- Change in project cost or project phase that exceeds \$1,499,999 and is a greater than 50% increase of the federal share;
- Change in initiation dates of project or project phase that would move a project out of the TIP;

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Transportation Planning Policy Board

Agenda Item # 11

- Change in a project phase such as the addition of preliminary engineering, construction, or right of way of a federally funded project; or
- Change in design concept or design scope of a federally funded project, such as changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects.
- Requires public comment period.

Administrative Amendment for the MTP or TIP may be triggered by:

- Change in cost of project or project phase that does not exceed \$1,499,999 and is not a greater than 50% increase of the federal share;
- Change in the control section job (CSJ) number of a project unless the change also affects other characteristics of the project or funding;
- Change to funding sources of previously included projects; or
- Change in letting date or funding date of a project or project phase.
- Does not require public comment period.

FY2025-2028 TIP and 2050 MTP Plan Adoption Schedule

Date	Activity
May 15, 2025	Deadline to receive Amendments to the FY2025-2028 TIP and 2050 MTP
June 23 - July 7, 2025	Public Comment Period
July 2, 2025	TAC considers recommending approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending significant public comments received.
July 16, 2025	TPPB considers approval of proposed amendments to the FY25-28 TIP and 2050 MTP Project Listing, pending significant public comments received.
August 1-15, 2025	Staff submit Amendments into the eSTIP

Action Needed: No action needed; for discussion only.

2025 TIP Amendment Schedule

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

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

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

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

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

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

No meetings scheduled

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

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

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

No meetings scheduled

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

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

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



TAC



TPPB



Public Comment
Period



eSTIP Submission
Period



Project amendment
submission to KTMPO
deadline



TIP Amendment
months

Hill Country Transit District

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
A45-02	0909-36-191	HCTD Bus Replacement	Hill Country Transit to Killeen UZA - Four, Temple UZA - Two	Purchase buses to provide transportation	N/A	\$ 2,354,957	2025	7
A45-03	0909-36-197	HCTD Micro Transit Technology	Hill Country Transit	Capital expenditures for technology, new fleet types, facilities planning, and wayfinding signage for transition to new Micro Transit services.	N/A	\$ 1,136,166	2025	10 CR

Belton

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B40-07a	0909-36-210	Connell Street Reconstruction Phase 1	Loop 121 to 0.3 miles N of Huey Rd	Widen Connell St between Loop 121 and 0.3 miles N of Huey Rd from 2 to 4 lanes with a 5' sidewalk.	12	\$ 4,695,000	2027	7
B45-02	0015-05-051 0015-18-007	E 6th Ave Sidewalk	SH 317 (Main St.) to IH-35	Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from SH 317 (Main St) to FM 817 (Waco Rd) to IH-35.	2	\$ 3,516,714	2027	7
B40-08	0909-36-205	Sparta Road SUP	Tiger Dr to Dunn's Canyon Rd	Construct a protected right-turn lane on Loop 121 into Sparta Rd, and a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.	1	\$ 845,000	2028	9TAP
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

Copperas Cove

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C50-01	0909-39-136	Ashley Drive Connection	Concord Drive to FM 116 (N. 1st Street)	Extend Ashley Drive by constructing a new 4 lane undivided street with sidewalks on both sides from Concord Drive to FM 116 (N. 1st Street); construct new intersection at FM 116.	5	\$ 1,267,000	2026	7
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

Troy

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
D50-02	0909-36-211	Front Ave Downtown Connector	E Main St. to Settlers Point Plaza	Reconstruct Front Ave between E Main St and Settlers Point Plaza as a 2-lane asphalt roadway with curb and gutter; add a 10-foot wide shared use path and reconstruct the existing culvert.	15	\$ 1,490,630	2028	7

Harker Heights

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Old Nolanville Road to Nolan Middle School	Upgrade Warriors Path between Nolan MS and Old Nolanville Road by adding a left turn lane, curb & gutter, and sidewalks; add a traffic signal at the Old Nolanville Rd intersection.	11	\$ 5,500,000	2028	7
H50-04a	2696-02-010	FM 3481 @ Chaparral Road (Phase 3A)	0.3 mi. S of IH-14 to 0.3 mi. N of IH-14	Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi. S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (McDonalds).	8	\$ 1,210,000	2028	9TAP

Killeen

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
K30-13a	0909-36-175	Chaparral Rd Phase 1A	Trimmier Rd to E Trimmier Rd	Widen Chaparral Rd between Trimmier Rd and E Trimmier Rd from 2 lanes to 4 lanes with a continuous center turn lane. Add 8 ft bicycle lane and 5 ft sidewalk or Shared Use Path on both sides of the road.	4	\$32,880,000	2028	7
K45-03	0909-36-185	W Rancier Ave	Ft Hood St (SH 195) to N. 38th Street (SH 439)	Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.	1	\$ 3,240,000	2027	10 CR
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

Nolanville

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
N40-06	0909-36-208	Railroad Crossing Safety	Pleasant Hill to Jackrabbit	Improve the at-grade railroad crossing at Pleasant Hill Rd and Jackrabbit Rd to include signal improvements, street widening, and track leveling.	10	\$ 1,000,000	2026	7
N40-11	0909-36-207	Nolan Creek Off System Trail	Bridge on Old Nolanville Road to Main St	Construct a 1.23 mile 10 ft. multi-use pedestrian trail along Nolan Creek from Old Nolanville Rd east to near Ridgeway Ct @ Harvest Dr and then north to Main St & the IH-14 frontage road.	20	\$ 3,250,000	2028	9TAP

Rural Projects: Morgan's Point Resort, Bartlett, Holland, Litter River-Academy

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
R45-04	0909-36-202	Morgan's Point Resort TA Path	Lake Belton HS to Sobrante Rd	Construct a shared use path (SUP) along FM 2483 from Lake Belton HS to Morgan's Point Rd and along Morgan's Point Rd from FM 2483 to Sobrante Rd; add crosswalk at intersection of FM 2483 and Morgan's Point Rd	N/A	\$ 3,848,115	2025	R45-04
R45-01	0909-36-188	Bartlett Elementary Safe Routes to School	Robinson St to N Evie St, south to Bell St	Construct approximately 2,050 linear ft of 6 ft wide reinforced concrete sidewalk with crosswalk, 2 ADA curb ramps and signage to cross SH 95. Additional signage and 5 crosswalks with 10 ADA curb ramps will be added to other local cross streets.	N/A	\$ 835,054	2025	R45-01
R45-02	0909-36-200	Holland Downtown Pedestrian Improvements	Front St to Lexington St	The project will construct 12-foot wide sidewalks along W. Travis St from Front St to Lexington St. The project will include ADA curb ramps, crosswalks, lighting and signage.	N/A	\$ 1,663,070	2026	R45-02
R45-03	0909-36-201	Little River-Academy School & Neighborhood Connector	Lamar St to SH 95	Construct more than a mile of 8ft wide sidewalk along north side of FM 436 (W. Main St) between Lamar St. and SH 95; add multiple new crosswalks, ADA ramps, and new signage.	N/A	\$ 4,127,817	2026	9 TAP

Salado

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
S45-01	0909-36-183	Royal St Improvements	Smith Branch Rd to FM 2286 (Main St)	Pulverize the existing asphalt, stabilize the remaining base and apply two inch HMA surface along Royal Street from Smith Branch Rd to FM 2268; install ribbon curb on both sides of the road and sidewalk on one side of the road.	46	\$ 2,100,000	2026	7
S45-07	0909-36-203	Village of Salado Mill Creek Dr Downtown Connector	N Chisolm Trail to N. Main St	The project will construct 6ft wide sidewalk along Mill Creek Dr from Chisolm Trail to the existing sidewalk at N Main St. The project will also include ADA curb ramps and signage	N/A	\$ 1,080,172	2026	9 TAP
S45-03	0909-36-187	Williams Road Sidewalks	FM 2484 to W Village Rd	Construct ADA accessible sidewalks adjacent to Williams Rd from FM 2484 to W Village Rd.	19	\$ 647,024	2026	10 CR

Temple

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Leon River to S 31st St (FM 1741)	Construct 10 foot wide hike/bike trail along the old Georgetown Railroad from the Leon River to S 31st St (FM 1741) and renovate the historic MK&T Truss Bridge.	7	\$ 3,500,000	2027	7
T50-07	0909-36-206	Cedar Road Safety Crossing	Cedar Road to Cypress Creek Apartments	Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr	17	\$ 200,000	2028	9TAP
T40-13a	0909-36-173	Georgetown Railroad Trail Phase 1	S 31st St (FM 1741) to 0.04 mi. E of S 5th St	Construct 10 ft wide hike and bike trail along the old Georgetown Railroad route between 31st St and 5th St.	3	\$ 2,000,000	2026	10 CR
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

TxDOT

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
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

MTP Administrative Amendment

Harker Heights

MPO ID	CSJ	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
H40-03c	3409-01-011	FM 3481 @ Chaparral Road (Phase 3A)	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, construct an approximate 20' retaining wall, and widen to 2-lanes with a turn lane at the FM 3481 intersection.	27	\$ 6,678,325	2028	2M, 3LC



Will be an Amendment



Possible Amendment



May 21, 2025

Transportation Planning Policy Board

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New Administrative Amendment for May 2025 Amendment:

Project T15-06k, IH 35 – IH 14 to SL 363 (Preliminary Engineering) was approved to be added to the TIP by the Policy Board on April 16, 2025, as a Formal Amendment for the May 2025 STIP Revision. After the approval, staff were informed by TxDOT that the description was incorrect and implied the PE funding was only for turnaround bridges.

The description has now been updated to reflect that the project is funding the PE for the entire project corridor. The corrected description will be used for eSTIP entry and is documented as an Administrative Amendment as part of the May 2025 Amendment Revision.

May 21, 2025

Transportation Planning Policy Board

Agenda Item # 11

May 2025 TIP Administrative Amendments

MPO ID	CSJ	Project Name	Project Description	Let Date	Total Cost
T15-06k	0015-14-109	IH35 - IH14 to SL 363 (Preliminary Engineering)	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. This funding is for the Preliminary Engineering component of the project.	2025	\$18,750,000
N40-06	0909-36-208	Railroad Crossing Safety	Improve the at-grade railroad crossing at Pleasant Hill Rd and Jackrabbit Rd to include signal improvements, street widening, and track leveling.	2026	\$ 1,000,000
R45-02	0909-36-200	Holland Downtown Pedestrian Improvements	The project will construct 12-foot wide sidewalks along W. Travis St from Front St to Lexington St. The project will include ADA curb ramps, crosswalks, lighting and signage.	2026	\$ 1,663,070
B40-08	0909-36-205	Sparta Road SUP	Construct a protected right-turn lane on Loop 121 into Sparta Rd, and a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunn's Canyon Rd to Tiger Drive.	2028	\$ 845,000
H50-04a	2696-02-010	FM 3423 (Indian Trail Drive) Sidewalk Phase 1	Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi. S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (Mcdonalds).	2028	\$ 1,210,000
T50-07	0909-36-206	Cedar Road Safety Crossing	Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr	2028	\$ 200,000
S45-03	0909-36-187	Williams Road Sidewalks	Construct ADA accessible sidewalks adjacent to Williams Rd from FM 2484 to W Village Rd.	2026	\$ 647,024
K45-03	0909-36-185	W Rancier Ave	Construct 6 ft concrete sidewalks with pedestrian signals, ADA ramps and crosswalks along W Rancier Ave	2027	\$ 3,240,000

Item #12

TxDOT-KTMPO-CTCOG Planning Agreement

Draft TxDOT-KTMPO-CTCOG Planning Agreement

Background

The Planning Agreement agreement between TxDOT, KTMPO, and CTCOG 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. An updated Draft Planning Agreement is included in the meeting materials for review.

Metropolitan Planning Agreement Timeline

Date	Activity
March 7, 2025	DRAFT Agreement sent to MPOs
March 26 & 28, 2025	Office hours
March 31, 2025	Comments on DRAFT due to TPP
April 15, 2025	Final template sent to MPOs
April – August 15, 2025	MPO Policy Board consideration to approve the Agreement. MPOs to provide email addresses for signatories
August 15, 2025	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, 2025	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

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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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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.

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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

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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

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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.

Contract No.:	
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CFDA Title:	
CFDA No.:	
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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.

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

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 #13

2026-2027 Draft UPWP

Draft 2026-2027 UPWP

Background

The Unified Planning Work Program (UPWP) provides descriptive and scheduling details for the Killeen-Temple Metropolitan Planning Organization (KTMPPO) 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 KTMPPO 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 materials and was sent to FHWA for review.

Action Needed: No action needed; for discussion only.

Item #14

Regional Active Transportation Plan Update

KTMPo Regional Active Transportation Plan Update

Background

KTMPo adopted the Regional Multimodal Plan (RMP) on September 20, 2018. The plan explored ways to adapt to evolving transportation modes by shifting the focus to a broader approach that included biking, walking, and public transit.

In 2020, The Texas Department of Transportation (TxDOT) began the Texas Active Transportation Plan Inventory. In the Fall of 2023, TxDOT conducted a combined outreach effort for the Statewide Active Transportation Plan and the Statewide Multimodal Transit Plan. The Existing State of Active Transportation Report was made available in February 2025.

During the September 11, 2024, BPAC meeting, KTMPo staff recommended developing a Regional Active Transportation Plan that identifies opportunities for multi-jurisdictional trail connections and to promote innovative strategies that support walking, cycling, and other forms of active transportation. The plan will focus on integrating safe routes to school, sidewalks, bike paths, transit stops, parks, and shared-use paths across the region.

Objective

- Develop a comprehensive GIS-based inventory to support the creation of a Regional Active Transportation Plan, identifying existing infrastructure, gaps, and opportunities for walking, biking, and rolling (micromobility).
- Utilize public engagement, TAC/PB and ATAC to prioritize desired connectivity in the development of the regional Active Transportation Plan.
- The plan demonstrates planning readiness, improves grant competitiveness, will help prioritize projects and encourages multimodal integration.

Regional Active Transportation Plan Update Schedule

Dates	Task
December 12, 2024 – October 15, 2025	Staff Research
May 1 – 9, 2025	Develop Table of Contents
May 1- June 13, 2025	Data Collection – Existing Infrastructure (Map Layering - roads, parks, sidewalks, bike lanes, transit stops, crash data & waterways)
May 14, 2025	ATAC Mtg Update
May 20 – September 1, 2025	Develop Chapter Content & Begin Writing
June 23 – July 21, 2025	Public Comment Period – Inventory Map Layers
July 2 & 16, 2025	TAC/PB Review – Draft Chapters & Connectivity Layer
July 21, 2025	ATAC Workgroup to Prioritize Connectivity Layer from Public Comments
July 23 – September 1, 2025	Develop Connectivity Layer Based on Stakeholder & ATAC Prioritization
August 13, 2025	ATAC Mtg Update
September 3 & 17, 2025	Final Review
September 15-29, 2025	Final Public Comment Period
October 1 & 15, 2025	TAC/PB Recommend Plan Adoption

Action Needed: No action needed; for discussion only.

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Item #15

Public Comments



May 21, 2025

Transportation Planning Policy Board

Agenda Item # 15

Public Input Received through Previous Month

KTMPo has been collecting public comments received online, via emails, public meetings, workshops, community activities, social media platforms, 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 the meeting packet.

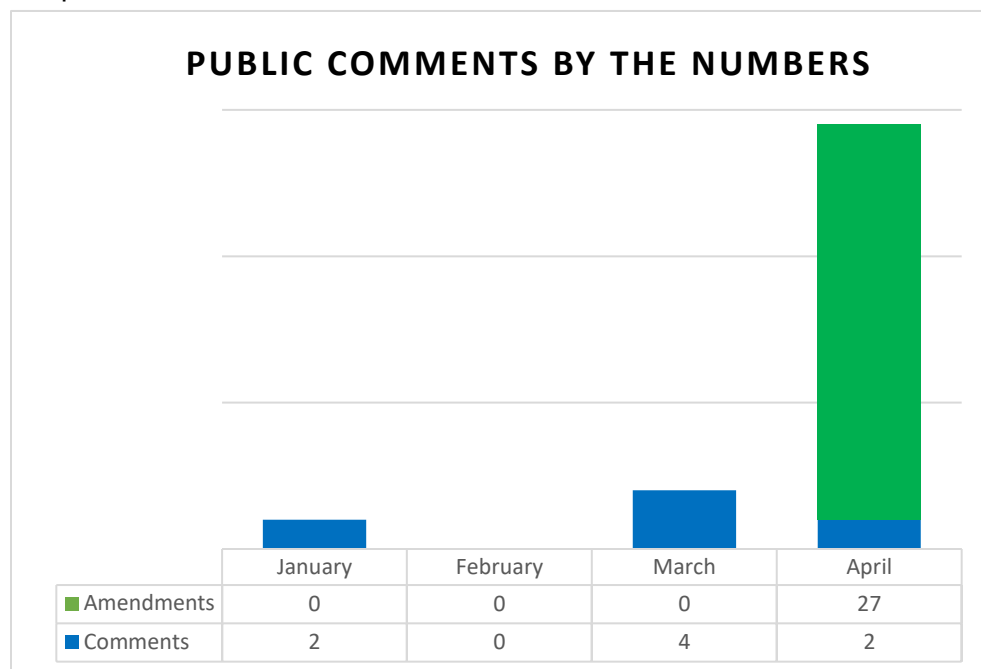
Action Needed: No action needed; for discussion only.

Public Comments 2025						
Date Received	Source	Topic	Jurisdiction	Comment	KTMPO Response	Name
4/26/2025	Email	Other	Housing	Adjunto carta para ver cómo puedo obtener prioridad para pago de renta efectivo 7. 1. 25 renta a pagar 1, 049 00 por favor necesito ayuda para pagar renta ya que mi cheque de seguro social, no me rinde ni para hacer compra mi prioridad es pagar la renta .pido su ayuda para que pueda cualificar lo antes posible .	Staff provided CTCOG housing assistance website link with a copy of the page using the Spanish option on the webpage. Staff forwarded information to CTCOG housing.	Magdalia Rodriguez Torres
4/6/2025	Public Comment Form	Public Transit	HCTD	Trying to get transportation to work	Staff was unable to make contact with citizen, as the phone number was not accepting phone calls from CTCOG's telephone number. Staff shared information with HCTD.	Clayton Bowman

Public engagement includes three streams of responses: participation in community activities; public comments received via online platforms, email, telephone, or U.S. Mail (blue); and feedback/survey responses gathered through amendments (green).

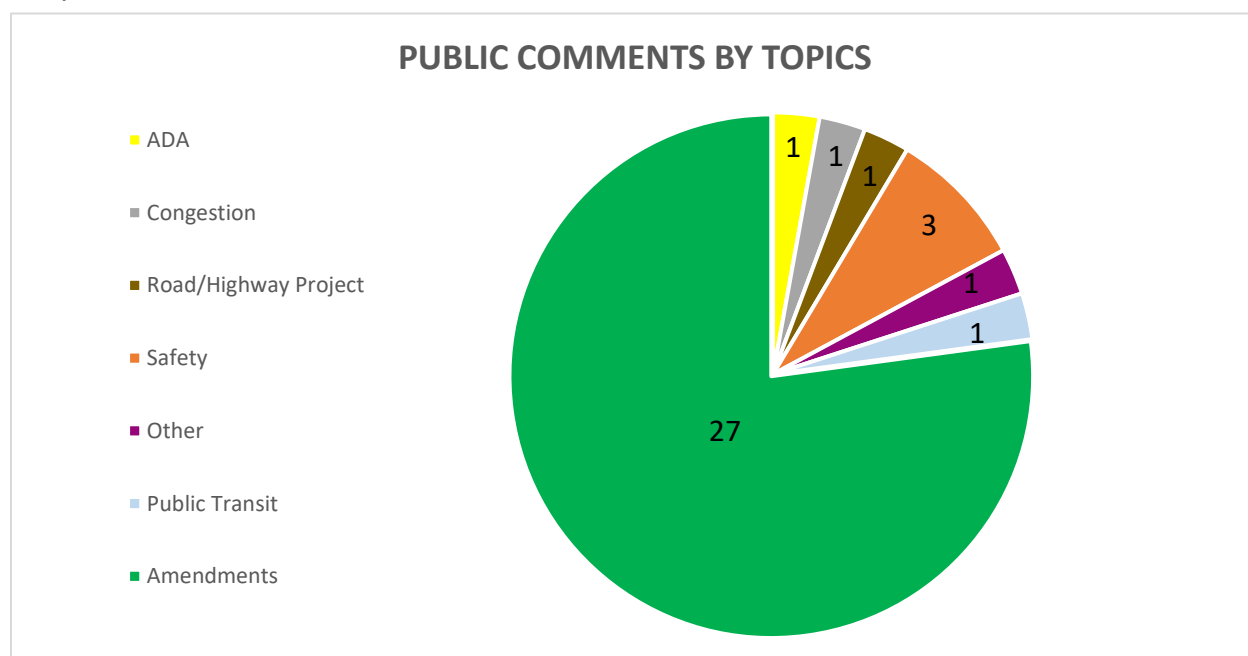
Public comments received between January 1 and April 30, 2025, are summarized in Graphs 1, 2, and 3 for easy reference.

Graph 1



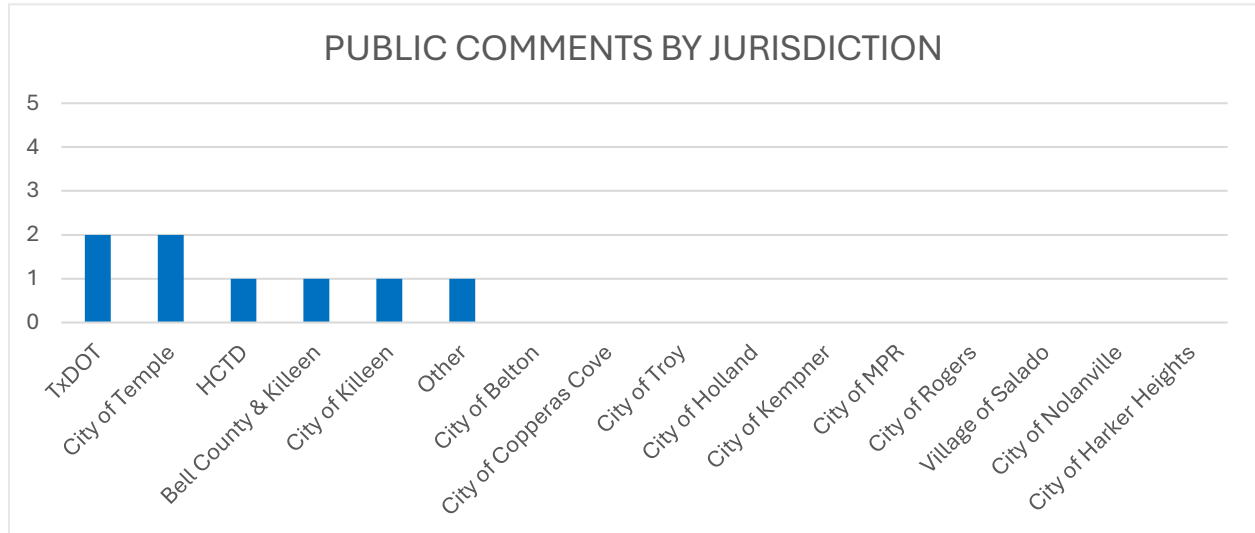
Graph 2 provides a summary of public comments, organized by topic.

Graph 2



Graph 3 identifies public comments by jurisdiction; amendments are not included in this graph. “Other” refers to comments that were submitted but do not fall within the KTMPO jurisdiction; however, they are still included in the Public Comment Summary Log.

Graph 3



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Item #16

Director's Update



May 21, 2025

Transportation Planning Policy Board

Agenda Item # 16

Director's Update

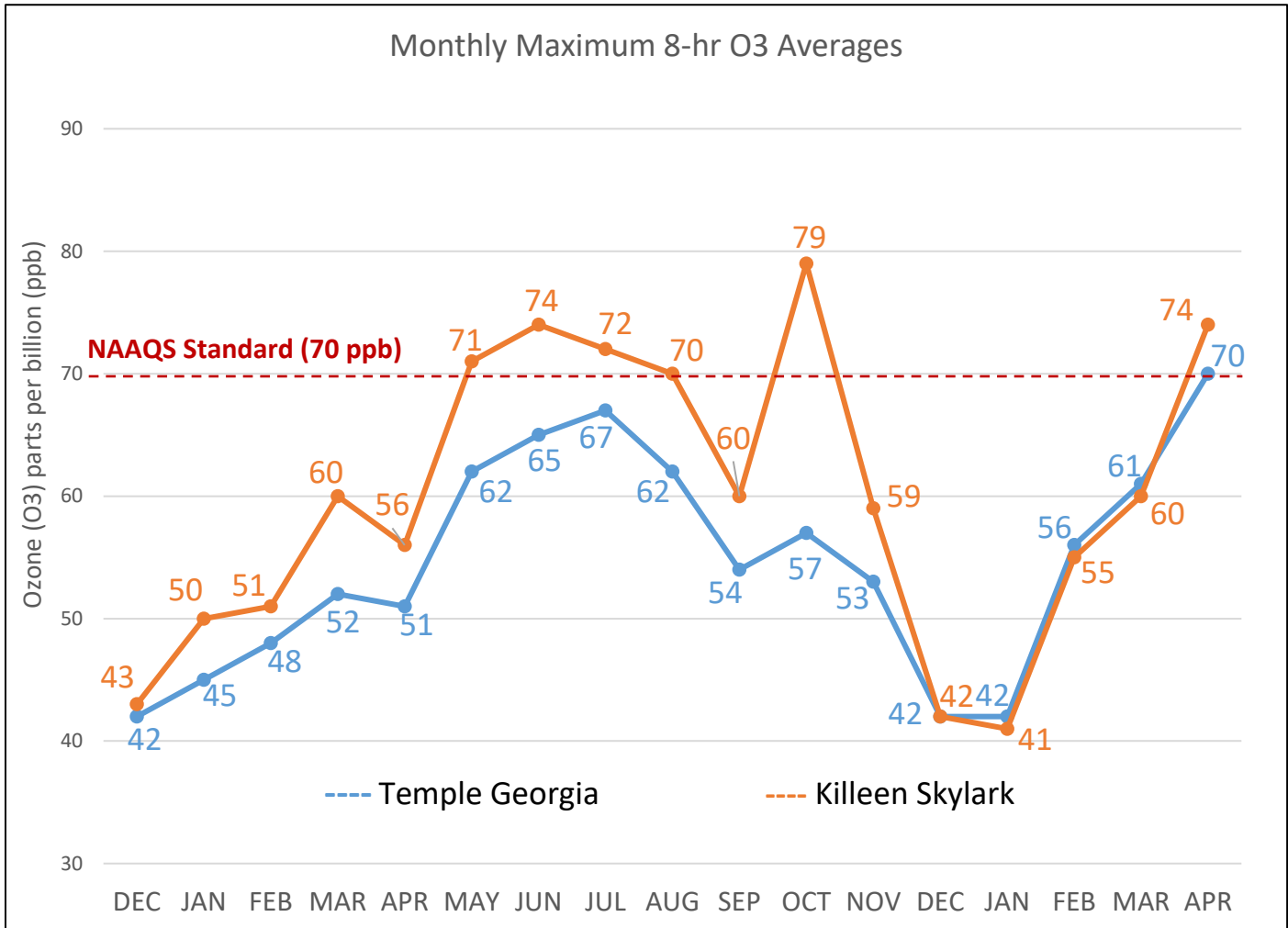
a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
June 4, 2025	Technical Advisory Committee
June 18, 2025	Transportation Planning Policy Board
July 2, 2025	Technical Advisory Committee
June 16, 2025	Transportation Planning Policy Board

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

b) Other Updates:

c) Air Quality



Compliance with EPA Ozone				3-year average (Calculated on May 2, 2025)
Standard: 4th Highest Annual Value				
	2023	2024	2025*	
Temple	76	61	63	67
Killeen	76	71	65	71

Action Needed: No action needed; for discussion only.

KTMPO Meeting Attendance

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

Attendance Legend	
Member	M
Proxy	P
Online	O
Not Present	-

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

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	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	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

KTMPO Staff

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

End of Packet
