



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

July 29, 2026

Agenda



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

Wednesday, July 29, 2026

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

Regular Meeting: 9:30 A.M.

Virtual Link: [KTMPO TPPB Meeting](#)

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

Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. **Action Item:** Regarding approval of Meeting Minutes from the June 17, 2026 meeting. (*pgs. 5-9*) [Presenter: Bobby Whitson, KTMPO Chair]
4. **Discussion Item:** Regarding an update on Surface Transportation Reauthorization (*pgs. 10-22*) [Presenter: Ryan Coady, AMPO]
5. **Discussion and Action Item:** Regarding approval of the amendments to the Transportation Planning Policy Board (TPPB) Bylaws related to the appointment, annual appraisal, and disciplinary actions, including termination of the MPO Director (*pgs. 23-34*). [Presenter: Uryan Nelson, KTMPO]
6. **Discussion and Action Item:** Regarding approval of the amendments to the FY26-27 Unified Planning Work Program (UPWP) for Safety Set Aside planning funds (*pgs. 35-40*). [Presenter: Kendra Coufal, KTMPO]
7. **Discussion Item and Action Item:** Regarding the draft Project Phasing Policy (*pgs. 41-45*). [Presenter: Callie Tullos, KTMPO]
8. **Discussion Item:** Regarding the draft Category Program Funding Balance Policy (*pgs. 46-57*). [Presenter: Kendra Coufal, KTMPO]
9. **Discussion Item:** Regarding administrative modifications to the Public Engagement Plan (PEP) regarding funding thresholds and the addition and deletion of projects (*pgs. 58-60*). [Presenter: Anita Janke, KTMPO]

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

10. **Discussion Item:** Regarding request for nominations in writing for TAC Small and Rural Town Representative for FY27 (*pgs. 61-63*). [Presenter: Uryan Nelson, KTMPO]
11. **Discussion Item:** Regarding TxDOT semi-annual Project Status updates (*pgs. 64-74*). [Presenter: Michael Yates, TxDOT and Jason Scantling, TxDOT]
12. **Discussion Item:** Regarding quarterly TIP Project Readiness updates (*pgs. 75-81*). [Presenter: Callie Tullos, KTMPO]
13. **Discussion Item:** Regarding KTMPO TMA Planning Certification Final Report and public engagement outcomes (*pgs. 82-113*). [Presenter: Uryan Nelson and Anita Janke, KTMPO]
14. **Discussion Item:** Regarding public input received through the previous month (*pgs. 114-117*). [Presenter: Anita Janke, KTMPO]
15. Director's Update: (*pgs. 118-120*). [Presenter: Uryan Nelson, KTMPO]
 - a) Meeting Schedule;
 - b) Other Updates;
 - c) Air Quality.
16. Member comments.
17. Adjourn.

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

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

ITEM #3

Meeting Minutes



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

Wednesday, June 17, 2026

9:30 AM

Regular Meeting

2180 North Main Street
Belton, TX 76513

Representing	Member	Attended	Alternate Attended
City of Belton	Mayor David Leigh	Y/A	Sam Listi
City of Copperas Cove	Councilmember Dale Treadway	Y	
City of Harker Heights	Mayor Michael Blomquist	Y	
City of Killeen	Mayor Joseph Solomon	N	
City of Killeen	Councilmember Charles Kimble	N	
City of Killeen	Councilmember Debbie Nash-King	Y/A	Councilmember Anthony Kendrick
City of Temple	Mayor Tim Davis	Y/A	David Olson
City of Temple	Councilmember Karl Kuykendall	N	
City of Temple	Councilmember Mike Pilkington	Y	
HCTD	Raymond Suarez	Y/A	Darrell Burtner
Bell County	Commissioner Greg Reynolds	N	
Bell County	Chair, Commissioner Bobby Whitson	Y	
Coryell County	Judge Roger Miller	N	
Lampasas County	Commissioner Bobby Carroll	N	
TxDOT – Waco	Stan Swiatek, PE	Y/A	Victor Goebel
TxDOT – Brownwood	Greg Cedillo, PE	N	

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

Meeting Minutes:

1. **Call to Order:** Commissioner Bobby Whiston called the meeting to order at 9:30 am.
2. **Opportunity for Public Comment:** There were no public comments.
3. **Action Item:** Regarding approval of minutes from the May 20, 2026, meeting.

Councilmember Dale Treadway made a motion to approve the May 20, 2026, meeting minutes, seconded by Mayor Mike Pilkington; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding nomination and election of TPPB Vice Chair for the remainder of FY2026.

Commissioner Whitson explained that following a vacancy in the Vice Chair position, the Policy Board needs to elect a Vice Chair to serve the remainder of FY 2026.

Mayor Michael Blomquist was nominated for Vice Chair. There were no other nominations.

Councilmember Treadway made a motion to approve the election of Mayor Blomquist as the Policy Board Vice Chair for the remainder of FY2026, seconded by Darrell Burtner; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding the July TPPB meeting date.

Callie Tullos, KTMPO Regional Planner, informed the Policy Board that KTMPO staff would be attending a planning conference during the scheduled July Policy Board meeting, and KTMPO staff is requesting the meeting to be rescheduled.

Mayor Blomquist made a motion to reschedule the Policy Board meeting to July 29, 2026, seconded by Sam Listi; the motion passed unanimously.

6. **Discussion Item:** Regarding amendments to the Transportation Planning Policy Board (TPPB) Bylaws related to the appointment, annual appraisal, and disciplinary actions, including termination of the MPO Director.

Kendra Coufal, KTMPPO Assistant Director of Planning, provided an update on the TPPB Bylaws amendments, which were intended to clarify the roles and authority of the TPPB, MPO Director, and Fiscal Agent, including governance responsibilities and consistency with the Metropolitan Planning Agreement.

7. **Discussion Item:** Regarding the updated Metropolitan Planning Agreement between KTMPPO, Central Texas Council of Governments (CTCOG), and TxDOT for the upcoming agreement cycle.

Kendra Coufal provided an update on the updated Metropolitan Planning Agreement, which defines the roles and responsibilities of the MPO, Fiscal Agent, and TxDOT, and discussed approval to ensure an updated agreement is in place before the current agreement expires in September 2026.

8. **Discussion Item:** Regarding Draft Category 2, 7, and 9 Fund Balance Policy.

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

The floor was then opened for discussion.

9. **Discussion Item:** Regarding Draft Project Phasing Policy.

Callie Tullos, KTMPPO Regional Planner, provided an update on the Draft Project Phasing Policy, which establishes guidance for implementing transportation projects in multiple phases while maintaining project prioritization, supporting timely delivery, and ensuring consistency with the original project scope and purpose.

The floor was then opened for discussion.

10. **Discussion Item:** Regarding public input received through the previous month.

Anita Janke, KTMPPO Regional Planner, provided an update on the public input received through previous months.

11. Director's Update:

Kendra Coufal briefed the TPPB on several items, including AMPO/TEMPO updates, federal reauthorization, updates to federal grant management regulations (OMB Uniform Guidance), Build America 250 Act updates, and an Air Quality update.

12. Member Comments:

Commissioner Whitson explained that Bell County is experiencing a need for Bell County and Williamson County to have regional coordination and requested KTMO staff facilitate coordination with Williamson County.

13. Adjourn: The meeting adjourned at 10:10 am.

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

ATTEST:

Commissioner Bobby Whitson, Chair

Uryan Nelson, KTMO Director

ITEM #4

Surface Transportation
Reauthorization Update

Surface Transportation Reauthorization Update

Background

Ryan Coady, AMPO Legislative Associate, will provide an update on federal transportation reauthorization efforts and opportunities relevant to the KTMPPO Planning Region.

Action Needed: No action needed; for discussion only.



Association of
Metropolitan
Planning
Organizations



BUILD America 250 Reauthorization

KTMO Meeting

July 29, 2026

Committed to enhancing MPOs' abilities to improve metropolitan transportation systems.

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TODAY'S BRIEFING

Agenda



- 1 Reauthorization 101
- 2 Where We Are in the Process
- 3 What is the BUILD America 250 Act?
- 4 Key Provisions for MPOs
- 5 Looking Ahead & Next Steps

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Reauthorization 101: What Is It & Why Does It Matter?

01 What Is Reauthorization?

Congress periodically passes a multi-year law that authorizes federal surface transportation programs and sets funding levels and policy provisions for highways, transit, bridges, safety, and planning.

02 When Does It Happen?

Roughly every 5 years — though delays and extensions are common.
Past bills: SAFETEA-LU (2005), MAP-21 (2012), FAST Act (2015), IIJA/BIL (2021). Each bill shapes how federal transportation dollars flow for the following half-decade.

03 Who Writes the Bill?

Multiple House and Senate committees with jurisdiction over highways, transit, rail, safety, and finance.

The House T&I Committee leads on highway and transit policy. Revenue/tax provisions go through Ways & Means (House) and Finance (Senate).

SURFACE TRANSPORTATION BILLS — A RECENT HISTORY



WHY IT MATTERS

Reauthorization determines how much federal money flows to MPOs, which programs it can access, what it can spend it on, and how much flexibility MPOs have in project selection. This bill will govern federal transportation investment for the next ~five years.

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SECTION 01 — BACKGROUND

What Is the BUILD America 250 Act?



"Building Unrivaled Infrastructure and Long-term Development for America's 250th Act"
The House version of the next surface transportation reauthorization

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What Is the BUILD America 250 Act?



IIJA Expires Sept. 30, 2026

Congress must pass a new surface transportation bill or an extension.

BA250 is the House T&I Committee's proposed reauthorization for next surface bill.

Note: previous bill was the Infrastructure Investment and Jobs Act (IIJA).



\$580.9 B Over 5 Years

BA250 authorizes **\$580.9B** for FY2027–2031.

This is a **4%** overall increase from the IIJA.

Highway Trust Fund covers **~\$474B**; General Fund covers **~\$107B**.



Major Structural Shift

90% of authorized funding is in formula programs. Different approach from IIJA, which had many competitive programs.

Local and regional entities are positioned to receive **~22%** of total federal transportation funding.

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Where We Are & What Happens Next



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SECTION 03 — OVERVIEW OF BA250



BUILD America 250

Key Provisions – MPOs and Local Governments

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Five-Year Funding Overview — \$580,972,000,000

\$293.9B

Federal-Aid Highway Program

Core formula programs

\$56.0B

Bridge Program (Formula + Competition)

New bridge investment

\$35.0B

Discretionary Grant Programs (Highway)

INFRA, SS4A, PROTECT, etc.

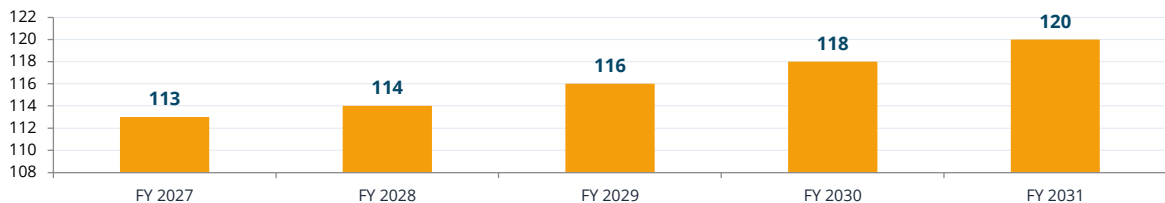
\$9.3B

Federal Lands & Tribal Programs

NPS, FLTP, Tribal, etc.

5-year totals: Highway Trust Fund Authorization: ~\$474B ; General Fund Authorization: ~\$107B

Annual Authorization by Fiscal Year (~\$B)



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Big Picture: Highway Funds

Paradigm Shift

90% of funding in formula programs

Moves away from competitive grants toward stable formula funding — more predictable for regional planning and programming.

Local & Regional Share

~22% of total federal transportation funding

Local and regional entities access funding through PL, STBG, TAP, SS4A, STAG, Bridge Formula, and CMAQ programs.

MPO Planning (PL) Wins

#1 largest % increase of any formula program

PL grows 9.7% in FY27 (+\$45.8M). New Direct Recipient option, FMIS access, expanded eligibilities, and local match requirement reduced to 10%.

Watch List

 Items to monitor closely

Consolidated Funding Pilot Program gives states a block grant — MPOs must be consulted. CRP eliminated; CMAQ has new alt-fuel set-aside.

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Local & Regional Support Shaped the Bill



Local & Regional Wins



House Base Text



AMPO, LOT Coalition,
and Member Advocacy



~22%

Local & Regional Access

Local and regional entities are positioned to receive ~22% of federal transportation funding through formula and competitive grant programs within the bill. This is a big win for locals and a direct result of local and regional engagement

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BASICS Act Provisions Reflected in BA250

 Fixes bridges based on condition and ownership ↳ New bridge program with competitive set-aside for locals in BA250	 Delivers local and regional priority projects faster ↳ Streamlining, categorical exclusions & project delivery reforms in BA250
 Targets safety dollars to high-risk roads ↳ Local safety competitive SS4A program in BA250	 Strengthens accountability and local project selection ↳ More consultation requirements for states, locals, MPOs & RTPOs in BA250
 Builds planning capacity to deliver better projects faster ↳ Improvements to metropolitan planning program in BA250	 Protects local and regional dollars from transfer ↳ Certain programs require state consultation before transfer in BA250

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BASICS Act – Where Work Remains



RTPO funding was dropped from BA250

What the BASICS Act RTPO Proposal would do

\$150M per year, FY27–31 rural & nonmetropolitan planning	\$300K minimum per year for each designated RTPO	100% federal share — fully federally funded
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Provides financial support for existing RTPOs and creates a pathway for regions and states that do not yet have formally designated RTPOs

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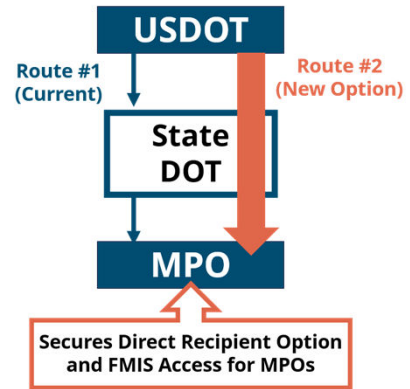
Metropolitan Planning Program (PL Funds)

22.8% Increase
over 5 years

PL FUNDS

FY 2027	\$520 M
FY 2028	\$540 M
FY 2029	\$560 M
FY 2030	\$580 M
FY 2031	\$600 M

- **Federal Share:** 90/10
- **Expanded Eligibilities**
 - Fiscal administration of local projects
 - Preliminary design
 - Local technical assistance
 - Studies linked to transportation
 - Data procurement
- **Direct Recipient Option**
 - FMIS access for direct recipients



✓ Grows **9.66% FY26 to FY27** (+\$45.8 million)



PL is the largest % increase of any core formula program in BA250

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Funds for Regional & Local Delivery



Bridge Formula Program ~\$9B / yr

20% off-system set-aside plus a 25% competitive carve-out for locally-owned bridges — **95%** federal match for local/tribal owners.

- MPO consultation role on off-system bridges
- TMA MPOs are eligible applicants for competitive bridge program



Safe Streets and Roads for All ~\$500M FY27

~\$3.75B over five years for local safety projects. **90%** federal match; planning grants capped at **5%** of total funds. MPOs eligible.

- FY 28 — **\$625 M**
- FY 29 — **\$750 M**
- FY 30 — **\$875 M**
- FY 31 — **\$1.0 B**



Surface Transportation Accelerator Grant (STAG) ~\$2.4B / yr

Large, new, flexible program with wide eligibility (similar to BUILD/RAISE):

- Local & regional grants: **50%** of funding
- Rural grants: **25%** (\$600 M)
- Urban grants: **25%** (\$600 M)

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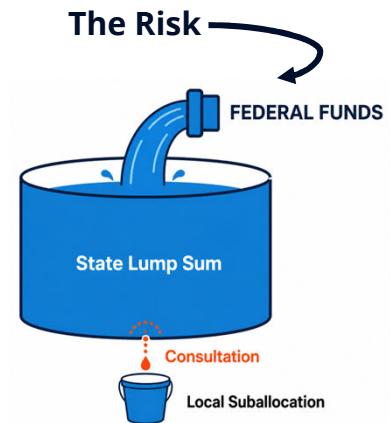
What We're Monitoring

⚠ Consolidated Funding Pilot Program

- ✓ Beginning FY28, up to **10 states** receive their base highway apportionment as a **single lump-sum block grant** instead of separate formula silos.
 - ✓ Must obligate **25% to regional and local areas**, proportional to urbanized-area population (STBG-style).
 - ✓ States to **"consult"** with MPOs & RTPOs on distributing local funds.

⚠ Consolidated Transit Block Grant Program

- ✓ Opt-in: a pilot state applies, and impacted recipients each choose whether to participate.
 - ✓ **Funding:** Sec. 5310, 5311(c)(5), 5336, 5337, and 5339(a).
 - ✓ **"Primary Urbanized Areas"** (population over 3.5M, or over 200,000 and crossing state lines) excluded in states that consolidate.



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What We're Monitoring

⚠ CRP Eliminated (Sec. 1125)

Beginning FY 2027, states and MPOs lose their dedicated CRP allocation. There is no one-for-one replacement, but most CRP-funded projects stay eligible under other federal programs:

- **STBG** — likely where CRP dollars shift (flexible).
 - Bill also expands STBG eligibility for resilience to natural disasters and severe weather.
- **CMAQ** — continues to fund congestion-reduction and air-quality projects.
- **Transportation Alternatives** — funding remains for active-transportation projects.

⚠ CMAQ (Sec. 1118)

Funding rises ~5.3% from \$2.75B (FY26) to \$2.89B (FY27), climbing gradually to a ~\$15.02B five-year total. Eligibility broadened for digital infrastructure and congestion-management tech.

- **Alternative Fueling Projects:** a minimum CMAQ share must be set aside (spent anywhere in-state).
 - Could reduce funds available for regional/local priorities.
 - Likely a stand-in for the eliminated NEVI program.

Minimum CMAQ Share for Alternative Fueling (in-state)

Fiscal Year	Min. Share AFP
FY 2027	10%
FY 2028	9%
FY 2029	8%
FY 2030	7%

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SECTION 04 — LOOKING AHEAD



Looking Ahead

Senate Progress and AMPO Action

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What's Going on in the Senate?

SENATE POSITIONS

Senate Democrats

Maintain multi-year investment levels set in IIJA
([advanced appropriations letter](#))



EPW Majority

Interested in a consolidated state pilot program —
formula-driven, with state flexibility and control



WHERE THE COMMITTEES STAND

EPW · No bill yet

Commerce · No bill yet

Banking · No bill yet

The Senate will react to the House bill, but its final product may look very different on funding and policy

Bottom line: an extension seems likely

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What to Watch & Next Steps

WATCH CLOSELY

Consolidated Funding Pilot

Up to 10 states receive a lump-sum block grant. MPOs must be consulted on local fund distribution — but consultation ≠ veto.

CRP Eliminated

Carbon Reduction Program ends FY27. Most projects remain eligible under STBG and CMAQ.

CMAQ Alt-Fuel Set-Aside

10% of CMAQ must fund alternative fueling in FY27, declining to 7% by FY30. Could reduce dollars available for regional priorities.

RTPO Funding Not Included in BA250

The Local Officials in Transportation (LOT) Coalition's BASICS Act (H.R. 7437) RTPO proposal (\$150M/yr, 100% federal) was not included in BA250. The LOT Coalition continues to support its addition in the Senate.

✓ AMPO's RECOMMENDED ACTIONS

- 1 **Educate your Congressional Delegation**
Educate your delegation on BA250 wins including, planning fund improvements, local match reductions, local safety and bridge funding, increased flexible STBG funding.
- 2 **Build on the Base**
The reauthorization process is a long timeline. Continue educating your Delegation on the importance of meaningful support for regions/locals. Flag any concerning elements.
- 3 **Follow the Process**
AMPO has lots of resources surrounding national and federal updates on the federal surface transportation reauthorization process. Follow our newsletter and reach out with questions
- 3 **Work with your National Organizations**
AMPO as well as the LOT coalition (NLC, NACo, USCM, NADO, NARC, and NADO) have resources to help support local and regional engagement in the reauthorization process.

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BA250 Resources

AMPO Analysis and Legislative Guide: BA250

- [AMPO Markup and Amendment Tracker](#)
- [AMPO Slide Deck Summary – BA250](#)
- [AMPO BA250 Summary Handouts](#)



LOT Coalition One-Pager – BA250



AMPO Template: BA250 Tailorable MPO Board Briefing Presentation [DOWNLOAD pptx]



MPO Board Letter of Support Template– BA250



National Beat – Weekly Policy Newsletter



All AMPO Policy Resources

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Contact



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ITEM #5

Transportation Planning Policy
Board (TPPB) Bylaws
Amendments

July 29, 2026

Transportation Planning Policy Board

Agenda Item # 5

Amendments to the Transportation Planning Policy Board Bylaws

Background

TxDOT recently developed a draft Metropolitan Planning Agreement (MPA) that further defines the roles and responsibilities of the MPO, Fiscal Agent, and TxDOT, including provisions related to the MPO Director. Since the draft MPA was presented at the June TAC meeting, TxDOT has notified MPOs that the agreement remains under review and may be further refined.

Because the current MPA expires in September 2026 and KTMPO does not have a regularly scheduled meeting in August, staff believes it is appropriate to consider and adopt amendments to the TPPB Bylaws in July that align with the draft agreement as currently written. Should TxDOT subsequently revise the MPA, staff will bring any necessary bylaw amendments back to TAC and the TPPB for consideration.

The proposed bylaw amendments are intended to clarify the roles, responsibilities, and lines of authority among the TPPB, MPO Director, and Fiscal Agent.

Specifically, the proposed amendments would:

- formally clarify the role of the MPO Fiscal Agent within KTMPO governance;
- clarify the MPO Director's role as the lead staff person for KTMPO;
- establish that the Fiscal Agent has authority related to hiring, supervision, evaluation, and removal of duties of the MPO Director; and
- confirm that this authority must follow the Metropolitan Planning Agreement, the bylaws, and policy direction from the TPPB.

The proposed amendments also provide that, in the event of a conflict between the KTMPO Bylaws and an executed Metropolitan Planning Agreement, the provisions of the Metropolitan Planning Agreement shall govern until such time as the bylaws can be formally amended.

The draft Bylaws are included in the meeting materials for review and discussion. Additional information regarding the draft Metropolitan Planning Agreement is provided under the subsequent agenda item.

TAC recommended approval at their meeting on July 1, 2026.

Action Needed: Consider approving amendments to the Transportation Planning Policy Board (TPPB) Bylaws to align with the draft Metropolitan Planning Agreement.



Bylaws of the Transportation Planning Policy Board (TPPB)

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*Federally Designated Metropolitan Planning
Organization (MPO) for the Killeen-Temple Urbanized Area Central
Texas*

LATEST REVISION: ~~October 25, 2023~~ June 17, 2026

**Transportation Planning Policy Board
Killeen-Temple Metropolitan Planning Organization**

Articles of Organization

WHEREAS, the Federal Aid Highway Act of 1962 required a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities of each urban area of more than 50,000 population in order to qualify transportation projects for federal aid; and

WHEREAS, in the Killeen-Temple area the transportation study process was established by agreement among the local governments and the State of Texas for the purpose of developing suitable transportation plans, with the prospectus for the Killeen-Temple Urban Transportation Study (FY 1982-1986) establishing the organization and composition of the Transportation Planning Committee; now called the Transportation Planning Policy Board (TPPB); and

WHEREAS, the Metropolitan Planning Organization shall work for the designated area; and

WHEREAS, the main functions of the Transportation Planning Policy Board shall be to provide policy guidance to the transportation planning process; approve the Metropolitan Transportation Plan (MTP), Transportation Improvement ~~Plan~~ Program (TIP) and the Unified Planning Work Program (UPWP); and promote the implementation of the TIP and UPWP.

Now, THEREFORE, the members of this committee do hereby agree to the purposes stated in these articles of organization and do associate themselves for those purposes.

Name

The name of this committee shall be the Transportation Planning Policy Board for the Killeen-Temple Metropolitan Planning Organization (KTMPO).

ARTICLE I

Purpose

The Transportation Planning Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the Killeen-Temple metropolitan planning area. See Appendix A.

Code of Ethics

The KTMPO shall adopt an Ethics Policy applicable to both KTMPO committees and employees representing the KTMPO. As stated in Texas Transportation Code, Title 7, Section 472.034, each new employee or official representing the KTMPO shall receive a copy of the Ethics Policy no later than the third business day after the date the person begins employment, or the person qualifies for office. KTMPO staff shall keep a record of the Ethics Policy distribution method.

Membership

Transportation Planning Policy Board

The voting membership of the Transportation Planning Policy Board will be representative of the population makeup of the MPO planning area and will consist of one representative for each city with a population between 10,000 and 40,000, two representatives for cities with populations between 40,000 and 75,000 and three representatives for cities with populations over 75,000 based on population counts from the most recent Decennial census; two representatives for Bell County, one to represent the KTMPO metropolitan planning area boundary prior to the June 17, 2009 expansion and one to represent the KTMPO metropolitan planning area boundary post June 17, 2009 expansion; one representative each for the counties of Coryell and Lampasas; one representative each for TxDOT Waco District and TxDOT Brownwood District, and one representative for Hill Country Transit District. All cities within the KTMPO metropolitan planning area with a population under 10,000 shall be represented by their county or County Commissioners Court appointee. See Appendix A.

*Incarcerated persons shall not count toward the population numbers used to determine jurisdictional/ voting membership in the MPO.

Based upon the most recent completed Decennial Census results, the composition of the Transportation Planning Policy Board (TPPB) voting membership will be as follows:

- | | |
|----------------------------------|-----------|
| a) Killeen | 3 members |
| b) Temple | 3 members |
| c) Copperas Cove | 1 member |
| d) Belton | 1 member |
| e) Harker Heights | 1 member |
| f) Bell County | 2 members |
| g) Coryell County | 1 member |
| h) Lampasas County | 1 member |
| i) Texas Dept. of Transportation | |

- | | |
|--|----------|
| (Waco District) | 1 member |
| j) Texas Dept. of Transportation
(Brownwood District) | 1 member |
| k) Hill Country Transit District | 1 member |

Title 23, U.S.C. Section 134(d) (2) outlined the membership goal stating that Transportation Planning Policy Boards shall consist of elected officials. Therefore, member entities shall appoint elected officials to the Transportation Planning Policy Board. In the event an elected official is unseated from their elected status, their term on the Transportation Planning Policy Board will end at the next Annual Meeting. All Transportation Planning Policy Board members are appointed and may be removed by their Governing Body at any time. The Transportation Planning Policy Board shall provide policy direction to the MPO Director and support the cooperative transportation planning process in accordance with applicable federal and state requirements and the Metropolitan Planning Agreement. Additionally, if a Transportation Planning Policy Board member will be unable to attend a meeting, that member may, in writing, appoint a voting proxy to vote in his stead and be counted for quorum purposes.

Each of the following agencies or offices ~~shall may~~ be represented and shall be referred to by one (1) non-voting member and they shall be referred to as ex-officio members.

- a) Fort ~~Cavazos~~Hood Military Installation
- b) State Senators, State Representatives, and US Representatives serving the KTMPO area
- c) Federal Highway Administration
- d) Federal Transit Administration
- e) ~~Texas Air Control Board~~Texas Commission on Environmental Quality
- f) Federal Aviation Administration
- g) Airport Managers-Killeen and Temple
- h) Central Texas Council of Governments
- i) Others, as may be appropriate

Cities within the planning area with a population of under 10,000 (presently Nolanville, Troy, Little River/Academy, Kempner, Village of Salado, Bartlett, Holland, Rogers, and Morgan's Point Resort) shall be represented by their County Transportation Planning Policy Board member. However, they will be encouraged to attend all meetings and to participate in deliberations.

Individuals serving on this Policy Board shall be designated in writing by the following:

- | | |
|--------------------------------|--|
| ➤ County Members | County Commissioners Court |
| ➤ TxDOT Districts | Waco and Brownwood District Engineers |
| ➤ City Members | Mayor, City Council or Manager as designated by the Governing Body |
| ➤ Transit Member | Hill Country Transit District Board of Directors |
| ➤ Fort Cavazos Hood | III Corps Commander or his/her designee |

MPO Director and Fiscal/Staffing Agent

The Central Texas Council of Governments (CTCOG) shall serve as the Fiscal and Staffing Agent for the KTMPO unless otherwise designated by the Transportation Planning Policy Board.

The MPO Director shall serve as the lead staff person for the KTMPO and shall oversee the metropolitan transportation planning process and implementation of Transportation Planning Policy Board actions.

The MPO Fiscal/Staffing Agent shall exercise the authority to appoint, direct, evaluate, and relinquish duties of the MPO Director in accordance with the Metropolitan Planning Agreement, these bylaws, and policy direction provided by the Transportation Planning Policy Board.

The MPO Fiscal/Staffing Agent shall provide administrative, financial, human resource services, and procurement support necessary for KTMPO operations and activities.

The MPO Director shall coordinate with the Transportation Planning Policy Board, MPO Fiscal/Staffing Agent, TxDOT, local governments, transit agencies, and other regional partners in carrying out KTMPO responsibilities.

The MPO Director or his/her designee shall provide updated organizational and staffing information to TxDOT as required by the Metropolitan Planning Agreement.

Technical Advisory Committee

There shall be a Technical Advisory Committee formed, whose purpose will be to review technical issues and develop preferred technical alternatives for Policy Board action. The membership of this committee is as follows:

The following entities shall have one voting seat on the Technical Advisory Committee: Killeen, Temple, Copperas Cove, Belton, Harker Heights, Bell County, Coryell County, Lampasas County, Hill Country Transit District, TxDOT-Waco District, TxDOT-Brownwood District, and a Small and Rural Representative from one of the jurisdictions with a population of under 10,000.

The Small and Rural Representative shall be nominated in writing by their local jurisdiction, and formally approved by the Transportation Planning Policy Board at each annual meeting. Should the Policy Board receive more than one nomination for this representative, the Policy Board shall make the final determination as to which individual will serve in this capacity.

The following entities shall have one non-voting seat on the Technical Advisory Committee: Nolanville, Troy, Little River/Academy, Morgan's Point Resort, Village of Salado, Kempner, Bartlett, Holland, Rogers, Fort CavazosHood, Federal Highways Administration, Federal Transit Administration, and KTMPO Staff. TxDOT may appoint up to two non-voting members.

Individuals serving on this Technical Advisory Committee shall be designated in writing by the following:

- | | |
|--------------------|--|
| ➤ County Members | County Commissioner's Court |
| ➤ TxDOT Districts | Waco and Brownwood District Engineers |
| ➤ City Members | Mayor, City Council or Manager as designated by the Governing Body |
| ➤ Transit Member | Hill Country Transit District Board of Directors |
| ➤ Fort CavazosHood | III Corps Commander or his/her designee |

Alternates will be allowed to vote in the place of the member they are representing provided they are designated in writing prior to the start of any Technical Committee Meeting.

The Chairperson of the Technical Advisory Committee will be the MPO Director or his/her designee who shall preside over all meetings of the Technical Advisory Committee.

Other Sub-committees may be established by the Transportation Planning Policy Board chairman as deemed necessary, including specifying the membership and duration of each. Transportation Planning Policy Board members and Technical Advisory Committee members may be designated for sub-committee membership.

Meetings

A. Frequency

Meetings will be called on a schedule to be determined by a majority vote of the members as necessary, with at least four public meetings per year. The Annual Meeting will normally be held no later than September 30th of each year.

B. Method of Calling Meetings

1. The chairperson may call meetings.
2. Any five (5) members may request that a meeting be called by written request to the Chairperson.

C. Meeting Notices

The MPO Director or his/her designee will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each Transportation Planning Policy Board member in writing and to the general public in accordance with the provisions of the Texas Open Meetings ~~Act~~^{Law}. The Transportation Planning Policy Board members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the ~~open meeting act~~^{Open Meetings Act}.

D. Meeting Facilities

It will be the responsibility of the ~~KF~~MPO Director or his/her designee to make arrangements for the meeting place.

E. Date and Time of Meetings

If the date is different than the dates established in the currently approved Public Participation Plan, it will be the responsibility of the ~~KF~~MPO Director or his/her designee to poll the membership to select a date and time for the meeting that would be convenient for the majority of the members.

F. Minutes

The ~~KT~~MPO Director or his/her designee shall keep a record of the proceedings of the board. These minutes will be recorded ~~electronically on tape~~ and summarized in writing.

Vote of the Membership

Each member shall have one (1) vote.

A simple majority vote of the quorum will be sufficient to authorize action.

The vote will be open (show of hands or voice).

The ~~KT~~MPO Director or his/her designee will serve to validate membership credentials.

Quorum

Fifty percent plus one of the voting members or their alternates, with a minimum of representatives from four (4) voting membership entities or agencies, will constitute a quorum.

Special Circumstances

A. In times of a declared disaster or emergency impacting the KTMO region, the ~~KT~~MPO Director and CTCOG ~~Executive~~ Director ~~will~~ may take action on KTMO matters which will be ratified by the KTMO Policy Board following the lifting of the disaster or emergency declaration.

B. In times of a declared disaster or emergency impacting the KTMO, special called meetings may be held and action taken via conference call with a quorum of fifty percent plus one of the voting members or their alternates, with a minimum of four (4) membership entities or agencies.

ARTICLE II

Officers

A. Chairperson

The Chairperson shall be chosen by a simple majority vote of the membership present at the election with a quorum established. The Chairperson shall perform the duties usually assigned to the office, such as; preside over all meetings of this committee; be an ex-officio member of any subcommittee formed within this body; and vote as a regular member of the board.

B. Vice Chairperson

The Vice Chairperson shall be chosen by a simple majority vote of the membership present at the election with a quorum established. In the absence of, or in case of the inability of the Chairperson to act, it shall be the duty of the Vice Chairperson to perform all the duties of the Chairperson.

Term of Office

Both the Chairperson and the Vice Chairperson shall serve one (1) year terms and may not succeed themselves in those offices more than once. The term of office shall run from October 1st of the

year of the election through September 30th of the following year. Service in an office for the unexpired portion of a term shall not be considered a full term.

Time of Election

The officer election will be held at the Annual Meeting every year.

Automatic Succession and Special Elections

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. Should the Vice Chairperson be unable to serve, the Chairperson shall 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. If both the Chairperson and Vice Chairperson are unable to serve, the MPO Director or his/her designee shall call a special election at the next regular, special or Annual Meeting to fill these vacancies for the remaining portion of the term. Remaining portions of terms served resulting from a special election or automatic succession do not count towards consecutive terms of office.

ARTICLE III

Amendments

These bylaws may be amended by a two-thirds affirmative vote of the membership present and voting at any regular, special or Annual Meeting of the members, provided that official notice of the proposed amendment is included in the agenda packets in advance of the scheduled meeting and a quorum is established.

In the event of a conflict between these bylaws and an executed Metropolitan Planning Agreement required by federal or state law, the applicable provisions of the Metropolitan Planning Agreement shall prevail until these bylaws can be formally amended.

Required Review

These bylaws shall be reviewed every 5 years, within 6 months of the release of relevant census data, and membership evaluated to ensure it is representative of the MPO Planning Region. Between Decennial Census count, data retrieved from the American Community Survey will be used.

These bylaws shall be reviewed following any expansion of the MPO boundary to ensure adequate representation.

These bylaws shall also be reviewed following significant changes to federal or state metropolitan transportation planning requirements.

APPROVED

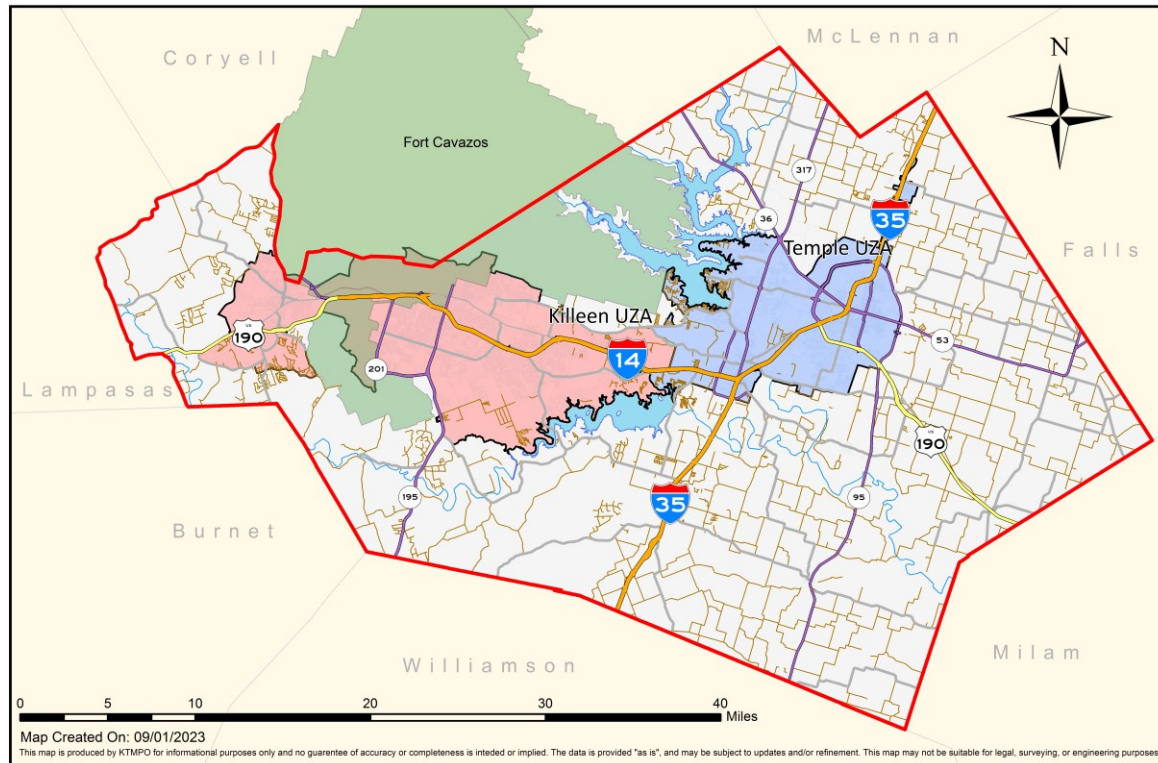
These bylaws were approved by a two-thirds affirmative vote of the voting members of the Transportation Planning Policy Board with a quorum present on _____.

Bobby Whitson, Bell County Commissioner
Chairperson

Uryan Nelson
KTMPO Director

APPENDIX A

KTMPO Metropolitan Planning Area



Legend

- KTMPO Planning Boundary
- Fort Cavazos
- Temple Urbanized Areas
- Killeen Urbanized Area
- Interstate Highways
- US Highway
- State Highways
- Farm-to-Market Road
- County Roads

ITEM #6

FY26-27 Unified Planning Work
Program (UPWP) Amendments

July 29, 2026

Transportation Planning Policy Board

Agenda Item # 6

Amendments to the FY2026-2027 Unified Planning Work Program

Background

As part of the Bipartisan Infrastructure Law (BIL), Metropolitan Planning (PL) funds are subject to a 2.5 percent safety set-aside requirement. KTMP's FY 2026–2027 Unified Planning Work Program (UPWP) included safety set-aside funding under select work tasks; however, additional safety set-aside allocations have since been identified across multiple UPWP tasks and should be incorporated into the UPWP budget.

Staff is proposing an amendment to the FY 2026–2027 UPWP to reflect the additional safety set-aside funding within existing work tasks and establish budgets where needed. The proposed amendment does not change the total amount of PL funding available to KTMP or the scope of work contained in the UPWP.

The proposed UPWP amendment is included in the meeting materials for review and consideration.

TAC recommended approval at their meeting on July 1, 2026.

Action Needed: Consider approval of the proposed amendments to the FY 2026–2027 Unified Planning Work Program (UPWP) for Safety Set-Aside planning funds.

Current Budget

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMO	\$593,774	\$0	\$0	\$0	\$593,774	\$10,896
1.2	KTMO	\$113,615	\$0	\$0	\$0	\$113,615	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$87,500	\$0	\$0	\$0	\$87,500	
1.5	KTMO	\$85,000	\$0	\$0	\$0	\$85,000	
Total		\$904,889	\$0	\$0	\$0	\$904,889	\$10,896

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1.1	KTMO	\$622,178	\$0	\$0	\$0	\$622,178	\$10,781
1.2	KTMO	\$119,296	\$0	\$0	\$0	\$119,296	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$47,500	\$0	\$0	\$0	\$47,500	
1.5	KTMO	\$90,000	\$0	\$0	\$0	\$90,000	
Total		\$903,974	\$0	\$0	\$0	\$903,974	\$10,781

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMO	\$43,174	\$0	\$0	\$0	\$43,174	
2.2	KTMO	\$38,629	\$0	\$0	\$0	\$38,629	
Total		\$81,803	\$0	\$0	\$0	\$81,803	0

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
2.1	KTMO	\$45,332	\$0	\$0	\$0	\$45,332	
2.2	KTMO	\$40,560	\$0	\$0	\$0	\$40,560	
Total		\$85,892	\$0	\$0	\$0	\$85,892	0

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMO	\$65,897	\$0	\$0	\$0	\$65,897	
3.2	KTMO	\$11,361	\$0	\$0	\$0	\$11,361	
3.3	KTMO	\$143,253	\$0	\$0	\$0	\$143,253	\$10,896
3.4	KTMO	\$34,084	\$0	\$0	\$0	\$34,084	
3.5	HCTD	\$0	\$16,717	\$0	\$16,717	\$33,434	
3.6	HCTD	\$0	\$29,512	\$0	\$29,512	\$59,024	
Total		\$254,595	\$46,229	\$0	\$46,229	\$347,053	\$10,896

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
3.1	KTMO	\$69,191	\$0	\$0	\$0	\$69,191	
3.2	KTMO	\$17,042	\$0	\$0	\$0	\$17,042	
3.3	KTMO	\$0	\$0	\$0	\$0	\$0	\$10,781
3.4	KTMO	\$35,789	\$0	\$0	\$0	\$35,789	
3.5	HCTD	\$0	\$16,717	\$0	\$16,717	\$33,434	
3.6	HCTD	\$0	\$29,512	\$0	\$29,512	\$59,024	
Total		\$122,022	\$46,229	\$0	\$46,229	\$214,480	\$10,781

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMP	\$23,169	\$0	\$0	\$0	\$23,169	\$10,896
4.2	KTMP	\$79,262	\$0	\$0	\$0	\$79,262	\$10,896
Total		\$102,431	\$0	\$0	\$0	\$102,431	\$10,896

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
4.1	KTMP	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
4.2	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$145,803	\$0	\$0	\$0	\$145,803	\$10,781

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
5.1	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$0	\$0	\$0	\$0

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6a: Funding Summary - FY 2026

JPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	\$904,889	\$0	\$0	\$0	\$904,889	\$10,896
2	Data Development and Maintenance	\$81,803	\$0	\$0	\$0	\$81,803	\$10,896
3	Short Range Planning	\$254,595	\$46,229	\$0	\$46,229	\$347,053	\$10,896
4	Metropolitan Transportation Plan	\$102,431	\$0	\$0	\$0	\$102,431	\$10,896
5	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$1,343,718	\$46,229	\$0	\$46,229	\$1,436,176	\$32,688

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 Funds. TxDOT will apply.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY 2027

JPWP Tas	Description	TPF[1]	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding[2]
1	Administration – Management	\$903,974	\$0	\$0	\$0	\$903,974	\$10,781
2	Data Development and Maintenance	\$85,892	\$0	\$0	\$0	\$85,892	\$10,781
3	Short Range Planning	\$122,022	\$46,229	\$0	\$46,229	\$214,480	\$10,781
4	Metropolitan Transportation Plan	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
5	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$1,257,691	\$46,229	\$0	\$46,229	\$1,350,149	\$32,343

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307.

[2] 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027 \$1,791,406
 Estimated Unexpended TPF Carryover (WO 3) from Previous FYs \$1,111,896
TOTAL TPF for FY 2026 and FY 2027 \$2,903,302

Amendment #3 Presented July 2026

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
1.1	KTMO	\$593,774	\$0	\$0	\$0	\$593,774	\$36,340
1.2	KTMO	\$113,615	\$0	\$0	\$0	\$113,615	\$6,951
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$87,500	\$0	\$0	\$0	\$87,500	
1.5	KTMO	\$85,000	\$0	\$0	\$0	\$85,000	
Total		\$904,889	\$0	\$0	\$0	\$904,889	\$43,291

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
1.1	KTMO	\$622,178	\$0	\$0	\$0	\$622,178	\$10,781
1.2	KTMO	\$119,296	\$0	\$0	\$0	\$119,296	
1.3	KTMO	\$25,000	\$0	\$0	\$0	\$25,000	
1.4	KTMO	\$47,500	\$0	\$0	\$0	\$47,500	
1.5	KTMO	\$90,000	\$0	\$0	\$0	\$90,000	
Total		\$903,974	\$0	\$0	\$0	\$903,974	\$10,781

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
2.1	KTMO	\$43,174	\$0	\$0	\$0	\$43,174	\$2,642
2.2	KTMO	\$38,629	\$0	\$0	\$0	\$38,629	\$2,365
Total		\$81,803	\$0	\$0	\$0	\$81,803	\$5,007

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
2.1	KTMO	\$45,332	\$0	\$0	\$0	\$45,332	
2.2	KTMO	\$40,560	\$0	\$0	\$0	\$40,560	
Total		\$85,892	\$0	\$0	\$0	\$85,892	0

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
3.1	KTMO	\$65,897	\$0	\$0	\$0	\$65,897	\$4,034
3.2	KTMO	\$11,361	\$0	\$0	\$0	\$11,361	\$696
3.3	KTMO	\$143,253	\$0	\$0	\$0	\$143,253	\$8,767
3.4	KTMO	\$34,084	\$0	\$0	\$0	\$34,084	\$2,086
3.5	HCTD	\$0	\$16,717	\$0	\$16,717	\$33,434	
3.6	HCTD	\$0	\$29,512	\$0	\$29,512	\$59,024	
Total		\$254,595	\$46,229	\$0	\$46,229	\$347,053	\$15,583

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
3.1	KTMO	\$69,191	\$0	\$0	\$0	\$69,191	
3.2	KTMO	\$17,042	\$0	\$0	\$0	\$17,042	
3.3	KTMO	\$0	\$0	\$0	\$0	\$0	\$10,781
3.4	KTMO	\$35,789	\$0	\$0	\$0	\$35,789	
3.5	HCTD	\$0	\$16,717	\$0	\$16,717	\$33,434	
3.6	HCTD	\$0	\$29,512	\$0	\$29,512	\$59,024	
Total		\$122,022	\$46,229	\$0	\$46,229	\$214,480	\$10,781

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
4.1	KTMP	\$23,169	\$0	\$0	\$0	\$23,169	\$4,475
4.2	KTMP	\$79,262	\$0	\$0	\$0	\$79,262	\$1,725
	Total	\$102,431	\$0	\$0	\$0	\$102,431	\$6,200

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
4.1	KTMP	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
4.2	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
5.1	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)(1)	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
5.1	KTMP	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6a: Funding Summary – FY 2026

JPWP Tas	Description	TPF(1)	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
1	Administration – Management	\$904,889	\$0	\$0	\$0	\$904,889	\$43,291
2	Data Development and Maintenance	\$81,803	\$0	\$0	\$0	\$81,803	\$5,007
3	Short Range Planning	\$254,595	\$46,229	\$0	\$46,229	\$347,053	\$15,583
4	Metropolitan Transportation Plan	\$102,431	\$0	\$0	\$0	\$102,431	\$6,200
5	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$1,343,718	\$46,229	\$0	\$46,229	\$1,436,176	\$70,081

transportation 1 TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 Funds. TxDOT will apply (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary – FY 2027

JPWP Tas	Description	TPF(1)	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding(2)
1	Administration – Management	\$903,974	\$0	\$0	\$0	\$903,974	\$10,781
2	Data Development and Maintenance	\$85,892	\$0	\$0	\$0	\$85,892	\$0
3	Short Range Planning	\$122,022	\$46,229	\$0	\$46,229	\$214,480	\$10,781
4	Metropolitan Transportation Plan	\$145,803	\$0	\$0	\$0	\$145,803	\$10,781
5	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$1,257,691	\$46,229	\$0	\$46,229	\$1,350,149	\$32,343

1 Funds: (1) TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5307 (2) 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027	\$1,791,406
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$1,111,896
TOTAL TPF for FY 2026 and FY 2027	\$2,903,302

ITEM #7

Draft Project Phasing Policy

Draft Project Phasing Policy

Background

KTMPO staff developed a draft Project Phasing Policy to provide guidance for how transportation projects may be divided into multiple phases while maintaining fairness in project selection and supporting timely project delivery.

The draft policy states that phased projects should keep their original project priority as long as the project scope and purpose remain consistent with the original application.

Staff has incorporated feedback received during the June TAC and TPPB meetings. The updated draft Policy is included in the meeting packet for review.

TAC recommened approval at their meeting on July 1, 2026.

Action Needed: Consider approval the draft Project Phasing Policy.



Killeen–Temple Metropolitan Planning Organization Project Phasing Policy

1. Purpose

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

2. Recognition of Project Phasing in Transportation Planning

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

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

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

3. Definition of Project Phasing

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

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

4. Applicability

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

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

5. Preservation of Project Priority

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

6. Limitations on Phasing

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

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

Examples of significant scope changes may include:

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

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

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



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

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

7. Documentation and Transparency

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

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

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

8. Policy Review

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

ITEM #8

Draft Category Program Funding
Balance Policy

Draft Category Funding Balance Policy

Background

The City of Belton submitted a letter (included in the meeting packet) stating that the city recently received federal Community Project Funding (CPF) for the full Connell Street corridor (TIP project B40-07a). This funding award allows the previously programmed Category 7 \$4,695,000 to be redirected to another eligible project. The city requests the funds be applied to Southwest Parkway (B45-10a).

At this time, TxDOT plans to program the federal CPF funds toward the Connell Street project. KTMPO may wait until the November STIP amendment cycle to formally amend the TIP to address the Category 7 balance finding of \$4,695,000.

In addition to the recent request from the City of Belton, KTMPO has received multiple project funding increase requests from various project sponsors dating back to early 2025 (included in the meeting packet).

Historically, KTMPO has generally maintained sufficient funding balances and UTP allocations to address project needs and cost increases. However, rising construction costs and reduced available funding have created new challenges in balancing funding requests, project readiness, and regional priorities.

As a result, KTMPO staff developed a draft Category Funding Balance Policy to help guide future programming decisions. The draft Policy includes several potential approaches for the use of available balances, such as supporting existing TIP projects with funding increases, advancing new MTP projects into the TIP, or in rare cases, initiating a new call for projects.

It is important that future decisions regarding pending funding requests and available balances are made through a policy-informed and policy-supported process, an extension of our Project Selection Process.

Staff has incorporated feedback received during the June TAC and TPPB meetings. The updated draft Policy is included in the meeting packet for review.

TAC voted to table recommending approval of this policy until their next meeting on September 2, 2026, to allow for more time to review the policy.

Action Needed: No action needed; for discussion only.



Killeen-Temple Metropolitan Planning Organization Category 2, 7, and 9 Fund Balance Policy

1. Purpose

The purpose of this policy is to establish procedures for managing Category 2 (Metropolitan & Urban Corridor Projects), Category 7 (Surface Transportation Block Grant – Metropolitan Mobility), and Category 9 (Transportation Alternatives Program) funds when funding balances, released funds, or additional funding become available.

This policy is intended to:

- Preserve the integrity of KTMP's Project Scoring and Selection Process;
- Provide a transparent and consistent framework for funding decisions;
- Support the timely obligation and expenditure of federal transportation funds;
- Maintain fiscal constraint within the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP); and
- Promote the efficient delivery of transportation projects while minimizing unused, deferred, or carried-over funding.

2. Relationship to KTMP's Project Scoring and Selection Process

This policy serves as an extension of KTMP's adopted Project Scoring and Selection Process.

Funding awarded through KTMP's programming process is awarded to a specific project, not to the project sponsor.

If KTMP funding is no longer required for an approved project, or if the project is withdrawn, substantially modified, or otherwise unable to utilize the awarded funds, such funding shall revert to KTMP for reallocation in accordance with this policy. Project sponsors shall have no automatic claim to retain, transfer, or redirect those funds to another project.

3. Applicability and Definitions

This policy applies to Category 2, 7, and 9 funds programmed through KTMP planning and programming documents, including the MTP, TIP, TIP Amendments, Administrative Modifications, and related programming activities. Should additional MPO-controlled funding categories become available, this policy shall apply to those funds as well.

For purposes of this policy, "same funding category and project type" means projects eligible for and competing within the same KTMP funding program and intended to achieve similar transportation purposes. Funds made available from a previously awarded project should be reallocated within the same funding category whenever practicable.

4. Funding Allocation Considerations

When making funding allocation decisions, KTMP and the Transportation Policy Planning Board (TPPB) may consider:

- Project readiness and ability to meet letting schedules;
- Sponsor delivery history and milestone performance;
- Fiscal constraint and fund utilization;
- Risk of fund carryover or lapse;
- Availability of local match;
- Consistency with adopted plans and regional priorities; and
- Other factors deemed relevant by the TPPB.

KTMP may request supporting documentation necessary to evaluate project readiness and eligibility.

5. Pending Request Lists

KTMP shall maintain a Pending Request List documenting requests for additional funding for projects currently programmed in the Transportation Improvement Program (TIP).

The Pending Request List shall be maintained by funding category and shall identify, at a minimum:

- Project sponsor;
- Project name;
- Funding category;
- Date complete request received;
- Amount requested; and
- Project readiness status.

Requests shall be listed in chronological order based on the date a complete request is received by the KTMP TIP Planner.

A request shall not be considered received until KTMP staff determines that sufficient supporting documentation has been provided.

Placement on the Pending Request List shall not establish funding priority, reserve funding, establish funding eligibility, create an entitlement to funding, or constitute a future funding commitment by KTMP.

Funding recommendations shall be developed in accordance with this policy and may consider project readiness, sponsor delivery history, funding availability, fiscal constraint, timely obligation of funds, regional priorities, and other factors identified in this policy.



The Pending Request List shall be reviewed and updated periodically as requests are received, withdrawn, funded, modified, or otherwise updated.

Effect of a New Call for Projects

The Pending Request List shall apply only to projects currently programmed in the TIP.

Projects seeking advancement from the Metropolitan Transportation Plan (MTP) into the TIP shall be considered through KTMP's adopted project scoring, amendment, and programming processes and shall not be maintained on the Pending Request List.

Upon initiation of a new KTMP Call for Projects, all projects not currently programmed in the TIP shall be required to submit a new application for funding consideration. No project shall automatically carry forward from a previous Call for Projects.

Projects currently programmed in the TIP shall not be required to reapply.

6. Priorities for Use of Funding

A. Reallocation of Previously Awarded KTMO Funds

When KTMO-programmed funds become available because a previously awarded project receives alternate funding sources sufficient to replace KTMO funding, including Community Project Funding (CPF), Transportation Alternatives Program (TAP) funding, discretionary grants, or similar state and federal funding sources, those funds shall be reallocated within the same funding category and project type whenever practicable.

Priority shall be:

1. Advance eligible projects of the same funding category and project type already included in the fiscally constrained MTP into the TIP based on adopted rankings, readiness, and available funding.
2. Address eligible inflationary increases for existing TIP projects appearing on the Pending Request List.
3. In rare cases, initiate a new Call for Projects if funding remains available.

B. Allocation of New Funding Made Available Through the Unified Transportation Program (UTP)

When additional funding becomes available through the UTP, revised allocation formulas, or other new funding sources not associated with released KTMO project funds, priority shall be:

1. Address eligible inflationary increases for existing TIP projects appearing on the Pending Request List.



2. Advance eligible MTP projects into the TIP based on adopted rankings, readiness, and available funding.
3. In rare cases, initiate a new Call for Projects if funding remains available.

7. Funding Increase Requests

Project sponsors may update project cost estimates as necessary to maintain accurate planning and programming documents. Cost updates shall not constitute a request for additional KTMPO funding and shall not increase KTMPO's funding commitment to the project.

Requests for additional KTMPO funding shall be submitted via email to the KTMPO TIP Planner and are limited to one request per project unless otherwise authorized by the TPPB.

A request shall not be considered complete until KTMPO staff determines that sufficient supporting documentation has been provided.

Funding increase requests must:

1. Be limited to inflationary increases associated with previously approved construction phase activities.
2. Maintain the project's original scope, purpose, goals, benefits, priorities, and scoring assumptions.
3. Exclude new phases, scope enhancements, geographic expansions, or project elements not previously evaluated and approved.
4. Be submitted prior to project letting.
5. Demonstrate the sponsor's commitment to provide the required local match.

Sponsors shall provide sufficient information to demonstrate eligibility under KTMPO's Project Application Form and Project Scoring Process. KTMPO may request updated application information or other supporting documentation as necessary.

Funding increases shall be limited to construction phase activities and shall not be used for preliminary engineering, environmental studies, right-of-way acquisition, utility relocation, or other non-construction phases.

8. Funding Increase Limits

Total Project Cost	Maximum Federal Funding Increase	Amendment Type
\$0 - \$1,499,999	Up to 50% of the original federal funding award	Administrative Amendment*
\$1,500,000 - \$4,999,999	Up to 25% of the original federal funding award, not to exceed \$1,500,000	Formal Amendment



\$5,000,000 - \$14,999,999	Up to 15% of the original federal funding award, not to exceed \$1,500,000	Formal Amendment
\$15,000,000 and above	Up to 5% of the original federal funding award, not to exceed \$1,500,000	Formal Amendment

*Any request resulting in an increase exceeding 25 percent of the original federal funding award shall require TPPB approval regardless of amendment type.

The project sponsor shall be responsible for providing the required local match associated with any approved federal funding increase and shall remain responsible for the applicable 20 percent local cost share. KTMPO shall not provide additional local matching funds.

Requests exceeding the limits established in this policy shall be deemed ineligible unless specifically authorized by the TPPB.

9. Administration and Policy Discretion

KTMPO shall administer this policy in coordination with TxDOT and applicable federal and state requirements.

The TPPB retains the authority to deviate from the priorities, procedures, funding limits, and other provisions established in this policy when unique circumstances, regional priorities, funding requirements, project delivery considerations, emergency conditions, or other factors warrant an alternative course of action.

Any deviation from this policy shall be approved by formal action of the TPPB and documented in the meeting record.

This policy shall be reviewed periodically and updated as necessary to remain consistent with federal requirements, TxDOT guidance, KTMPO planning practices, and evolving funding conditions.

Funding Reference

Category 2 – Metropolitan & Urban Corridor Projects – Large Highway Projects

This funding helps pay for large highway projects that reduce traffic and make travel faster.

Examples of projects

- Widening a busy highway
- Building new interchanges or overpasses
- Fixing major traffic bottlenecks
- Rebuilding large highway corridors

Category 7 – Metropolitan Mobility (STBG-MM) - Local Mobility Projects

This funding helps cities and regions improve local roads and transportation options.

Examples of projects

- Improving intersections
- Widening busy city streets
- Adding traffic signals or smart traffic technology
- Transit improvements
- Bike lanes or sidewalks

Category 9 – Transportation Alternatives Program (TAP) - Walking and Biking Projects

This funding helps communities build projects that make it safer and easier to walk or bike.

Examples of projects

- Sidewalks
- Hike and bike trails
- Safer routes for kids walking to school
- Pedestrian crossings and streetscape improvements



City of Belton

– *Founded 1850* –

May 15, 2026

Mr. Uryan Nelson
Director, Planning and Regional Services
Temple-Killeen Metropolitan Planning Organization
2180 N. Main
Belton, Texas 76513

RE: Connell Street Funding Reallocation

Dear Uryan,

Thank you for your and Ms. Tullos' time and guidance about funding priorities for Belton thoroughfare projects.

We are requesting that KTMPO reallocate funds from Connell Street (B40-07a) to SW Parkway (B45-10a).

The 2025-2028 Transportation Improvement Plan (TIP) allocated funds to Belton's Connell Street Phase One, which will improve Connell Street from S. Loop 121 to Huey Street, one-half of the total project. Phase Two was deferred to a future funding cycle.

Recently, the City of Belton received Community Project Funding from the Federal Transportation, Housing, and Urban Development (T-HUD) Program to improve Connell in its entirety from W. Ave O to S. Loop 121. Connell Street is currently a two-lane undivided rural road and will be expanded to 80 feet of right of way, 45 feet of pavement (four lanes undivided), and a five-foot sidewalk. Design is complete, right of way acquisition is nearing completion, and we anticipate letting the project in late 2026 or 2027.

Because of the T-HUD funding, the City of Belton requests that KTMPO reallocate the funding for Connell Street Phase One to SW Parkway. In the 2050 Metropolitan Transportation Plan (MTP), Connell Street ranked 12th in the region and SW Parkway is ranked 16th.



City of Belton

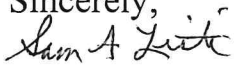
– Founded 1850 –

SW Parkway is next in line for funding after Wheat Rd, Phase Two. Funding for Wheat Rd. is programmed for the 2027-2030 TIP.

The Belton Thoroughfare Plan identifies SW Parkway as Minor Collector with 60 feet of right of way, 37 feet of pavement, five-foot sidewalk, and a 10-foot Shared Use Path (SUP). It will extend south from S. Loop 121 to Mesquite Rd. and will provide a critical north-south connector west of I-35 for travelers when the highways are congested.

The construction cost for SW Parkway is estimated to be \$6,038,000. The construction cost of Connell Street Phase One is estimated at \$4,695,000. The City will fund the difference in construction costs and associated soft costs such as design, right of way acquisition, and contingencies.

Thank you in advance for your assistance. Please feel free to let me know if you have any questions or concerns.

Sincerely,

Sam A. Listi,
City Manager

Pending Requests

Category 2 TIP Projects											
Requested	MPO ID	CSJ	Project Name	Project Limits	Project Description	Original Cost	Cost	Requested Cost	Percent requested	Estimated Let Date	Funding Category
2/2/2026	C50-04d	0231-02-070	BUS 190 Phase 4	Robertson Ave to E Ave D	Remove two-way shared left turn lane on BUS 190 from Robertson Ave to E Ave D, construct a raised median, and add an 11' shared use path and 6' sidewalk.	\$	10,133,000	\$ 10,588,985	4.5%	2029	02 - Metropolitan and Urban Corridor Projects
Category 7 TIP Projects											
Date Cost Increase Requested	MPO ID	CSJ	Project Name	Project Limits	Project Description	Original Cost	Cost	New Requested Cost	Percent Cost Increase	Estimated Let Date	Funding Category
2/2/2026	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.	\$	1,267,000	\$ 1,324,015	4.5%	2028	07 - Metropolitan Mobility & Rehabilitation
2/20/2026	B40-11b	Not set	Wheat Road Phase 2	IH 14 to FM93/2nd	This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of the road. Minor Collector-T-Plan Classification.	\$	4,052,000	\$ 5,800,000	43%	2027	07 - Metropolitan Mobility & Rehabilitation
3/2/2026	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.	\$	1,000,000	\$ 1,800,000	80%	2026	7
Category 9 TIP Projects											
Requested	MPO ID	CSJ	Project Name	Project Limits	Project Description	Original Cost	Cost	Requested Cost	Percent requested	Estimated Let Date	Funding Category
5/12/2025	B40-08	0909-36-205	Sparta Road SUP	Tiger Dr to Dunn's Canyon Rd	Construct 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.	\$	845,000	\$ 1,200,000	42%	2028	09 - Transportation Alternatives Program
11/3/2025	N40-11	0909-36-207	Nolan Creek Off System Trail	Bridge on Old Nolanville Rd 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.	\$	3,250,000	\$ 4,250,000	31%	2028	09 - Transportation Alternatives Program

Minor Roadway and Livability

Project ID	Project Name	Total Score	Ranking	Estimated Cost	Minor Roadway / Livability
B40-08	Sparta Road SUP	62.37	1	\$ 845,000	Livability
T35-36a	Veterans Memorial Blvd Enhancements	59.95	1	\$ 15,000,000	Minor Roadway
C45-01	Fort Cavazos Access Ramps	53.11	2	\$ 11,822,489	Minor Roadway
K45-02	Killeen-Ft Hood Regional Trail	62.21	2	\$ 15,000,000	Livability
B50-01	FM 93 (6th Ave) Pavement Improvements	52.57	3	\$ 987,000	Minor Roadway
T45-02	3rd Street Sidewalks	62.09	3	\$ 3,500,000	Livability
K30-13b	Chaparral Road Phase 2	51.20	4	\$ 35,000,000	Minor Roadway
W50-05	BUS 190 Killeen Complete Streets	60.57	4	\$ 25,000,000	Livability
B45-01b	Belton GT Rails to Trails Phase 2	58.84	5	\$ 1,864,000	Livability
C50-01	Ashley Drive Connection	50.62	5	\$ 1,267,000	Minor Roadway
B45-05	Commerce/Industrial Park Blvd SUP	58.23	6	\$ 1,880,000	Livability
C45-04b	West Ave B Phase 2	48.12	6	\$ 17,241,000	Minor Roadway
N40-07	Warriors Path to IH 14	47.85	7	\$ 10,140,000	Minor Roadway
T40-13b	Georgetown RR Trail Phase 2	57.79	7	\$ 6,402,480	Livability
C45-04a	West Ave B Phase 1	46.86	8	\$ 10,062,000	Minor Roadway
H50-04	FM 3423 (Indian Trail Drive) Sidewalk	57.52	8	\$ 2,180,000	Livability
C50-04a	BUS 190 Phase 1 - Pedestrian Improvements	57.22	9	\$ 3,240,000	Livability
H40-03c	Chaparral Road Phase 3	46.56	9	\$ 5,678,325	Minor Roadway
B45-07	Ave H & Pearl Street Sidewalk	55.82	10	\$ 1,016,154	Livability
N40-06	Railroad Crossing Safety	46.15	10	\$ 540,000	Minor Roadway
B45-01a	Belton GT Rails to Trails Phase 1	55.80	11	\$ 3,558,000	Livability
H30-05c	Warriors Path Upgrade Phase 3	44.09	11	\$ 5,500,000	Minor Roadway
B40-07	Connell Street	43.22	12	\$ 9,697,000	Minor Roadway
B50-05	SH 317 (Main Street) Sidewalk	55.70	12	\$ 892,000	Livability
B40-11b	Wheat Road Phase 2	42.52	13	\$ 4,052,000	Minor Roadway
H50-03	Beeline Lane Pedestrian Improvements	54.38	13	\$ 1,430,000	Livability
C45-06b	Big Divide Road Phase 2	42.09	14	\$ 19,270,000	Minor Roadway
C50-03	BNSF Pedestrian Crossing	51.94	14	\$ 2,329,000	Livability
B50-08	FM 436 Sidewalks	50.34	15	\$ 831,000	Livability
D50-02	Front Ave Downtown Connector	41.39	15	\$ 1,490,630	Minor Roadway
B45-10a	Southwest Parkway Phase 1	40.66	16	\$ 6,038,000	Minor Roadway
H50-07	Ann Blvd Pedestrian Improvements	48.83	16	\$ 1,970,000	Livability
C45-06a	Big Divide Road Phase 1	40.32	17	\$ 25,594,000	Minor Roadway
T50-07	Cedar Road Safety Crossing	48.48	17	\$ 200,000	Livability
B45-06	Central Ave Sidewalk	48.42	18	\$ 278,000	Livability
C45-06c	Big Divide Road Phase 3	38.75	18	\$ 22,250,000	Minor Roadway
B40-11a	Wheat Road Phase 1	38.61	19	\$ 6,357,000	Minor Roadway
T45-03	E Central Ave Sidewalks	47.93	19	\$ 800,000	Livability
B30-02b	Shanklin Road West Phase 2	38.43	20	\$ 7,905,000	Minor Roadway
N40-11	Nolan Creek Off System Trail	47.79	20	\$ 3,250,000	Livability
C50-04e	BUS 190 Phase 5 - Pedestrian Improvements	46.99	21	\$ 8,440,000	Livability
T50-02	Lake Pointe Drive Extension	37.90	21	\$ 4,648,820	Minor Roadway

ITEM #9

Public Engagement Plan (PEP)
Administrative Modifications

Amendments to the Public Engagement Plan

Background

Staff has prepared administrative modifications to the Public Engagement Plan (PEP) to clarify funding thresholds associated with formal amendments and administrative modifications and to provide additional guidance regarding the addition and deletion of projects. The modifications are intended to improve consistency between KTMPO planning documents, clarify the existing intent of the PEP, and provide greater clarity regarding applicable public involvement requirements. New text is shown in blue font and deleted text is shown in red font.

Plan amendment for MTP or TIP may be trigger by:

- Addition or deletion of a project **from the fiscally constrained project list of the MTP or TIP;**
- ~~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 total project cost or project phase that exceeds \$1,499,999. Total project costs include federal, state, local, and other sources of funding;
- **Change in estimated federal funding cost exceeds 50%, regardless of total project cost;**
- Change in initiation dates of project or project phase that would move a project out of the TIP;
- 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.

Plan amendment for CMP may be triggered by:

- Change in priority listing of projects;
- Change in congestion management recommendations; or
- Update in congestion management analysis practices.

Plan Activity: Administrative Modification			
Includes minor corrections (language, formatting, etc.) that would not change the approved intent or content of the document, overall project list, or overall scope of any project.			
Frequency	Public Period	Comment	Public Meetings
As needed for PEP MTP TIP CMP	None required.		None required. Modifications may be approved by staff and presented and discussed at meetings of the TAC and TPPB.

Administrative modification for MTP or TIP may be triggered by:

- Addition, deletion, or revision of projects included in illustrative, unfunded, candidate, or needs-based project listings, provided the change does not affect fiscal constraint.
- ~~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 total project cost or project phase that does not exceed \$1,499,999 and change in estimated federal funding cost does not exceed 50%;
- 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.

Action Needed: No action needed; for discussion only.

ITEM #10

FY27 TAC Small and Rural Town
Representative for FY27
Nominations Request

July 29, 2026

Transportation Planning Policy Board

Agenda Item # 10

TAC Small and Rural Representative

Background

In 2023, the Policy Board approved amendments to the KTMPO Bylaws establishing a voting position on the Technical Advisory Committee known as the "Small and Rural Representative." This position provides representation for smaller jurisdictions within the KTMPO planning area and may be filled by either an elected official or a city staff member from an eligible jurisdiction with a population under 10,000 based on the most recent Census.

The appointment process outlined in the KTMPO Bylaws is as follows:

1. Any eligible jurisdiction may nominate a representative in writing.
2. The Transportation Planning Policy Board formally appoints the representative at its annual meeting each year.
3. If more than one nomination is received, the Policy Board will determine which nominee will serve as the Small and Rural Representative.
4. The representative serves a one-year term from October 1 through September 30 and may serve consecutive terms without limitation.

The current eligible jurisdictions are:

- City of Bartlett
- City of Holland
- City of Kempner
- City of Little River-Academy
- City of Morgan's Point Resort
- City of Nolanville
- City of Rogers
- Village of Salado
- City of Troy

Following the July TAC meeting, KTMPO staff distributed a request for nominations to all eligible jurisdictions. Written nominations received by August 21, 2026, will be presented to the Policy Board for consideration and appointment of the FY 2027 TAC Small and Rural Representative at its September 23, 2026, meeting.

Action Needed: No action needed; for discussion only.



July 1, 2026

Re: Small and Rural Technical Advisory Committee (TAC) Representative

Dear Mayor,

In 2023, the Killeen-Temple Metropolitan Planning Organization (KTMP O) Policy Board approved a revision to the KTMP O Bylaws that added a new voting position called "Small and Rural Representative." This position is open to jurisdictions in the KTMP O planning area with a population of under 10,000 based on the most recent Census and can be filled by either an elected official or a city staff member. Eligible jurisdictions include: Bartlett, Holland, Kempner, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, and Troy.

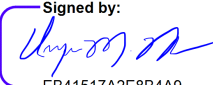
The process for filling this position on the TAC is as follows:

1. Any eligible jurisdiction may nominate a representative in writing.
2. The KTMP O Transportation Planning Policy Board will formally approve the representative at their annual meeting each year.
3. If more than one nomination is received, the Policy Board will make the final determination on which nominee will serve as the Small and Rural TAC Representative.
4. Representatives will serve in this position at TAC meetings for a one-year term (October 1st through September 30th) and there is no limit to the number of consecutive terms an individual may serve.

The Small and Rural Representative position will be selected at the Policy Board meeting on September 23, 2026 after written nomination letters from eligible jurisdictions have been received by KTMP O staff.

If your jurisdiction is interested in nominating a representative in writing, please do so no later than Friday, August 21, 2026. If you have any questions or comments, please contact me at (254) 770-2373 or by email at uryan.nelson@ctcog.org.

Sincerely,

Signed by:

EB41517A2E8B4A9...
Uryan Nelson
KTMP O Director

Copy: Bobby Whitson, Bell County Commissioner, KTMP O Chair
Kendra Coufal, Assistant Director of Planning, KTMP O

ITEM #11

TxDOT Semi-Annual Project Status Updates

July 29, 2026

Transportation Planning Policy Board

Agenda Item # 11

TxDOT Semi-Annual Project Status Updates

TxDOT Waco District, Belton Area Engineer, Michael Yates, P.E., and TxDOT Brownwood District, Director of Transportation, Planning, and Development, Jason Scantling, P.E., will provide project status updates across the MPO region.

Action Needed: No action needed; for discussion only.



Belton Area Office Projects Update, July 2026



July 22, 2026

1



Connecting you with Texas

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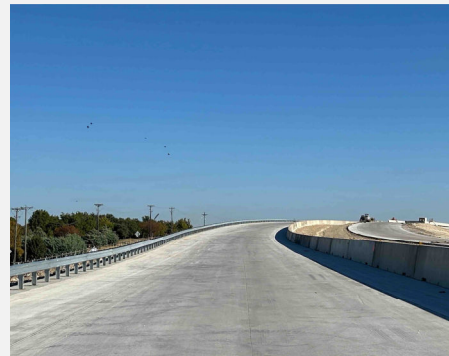
3 SL 363	13 US 190/IH 14 Expansion (Cove Bypass)
5 US 190 Rogers Bypass	17 Projects in Closeout
7 Turkey Run (Ft. Hood)	18 Upcoming projects
9 SH 9 / Tank Destroyer	
10 IH-14 Safety Lighting	
11 FM 436 Sidewalk	
12 FM 2483 Sidewalk	

2

2

SL 363 Widening

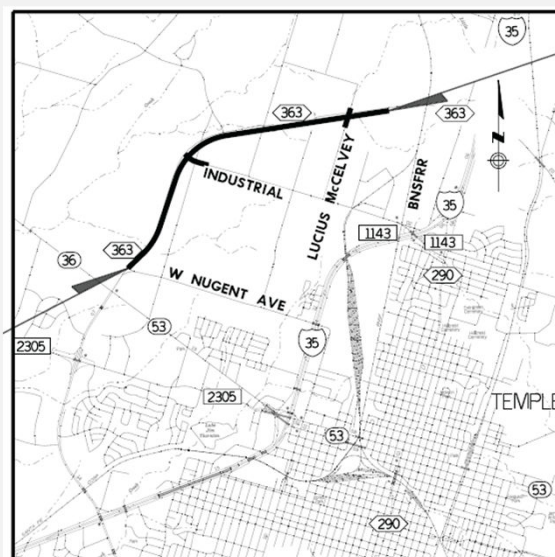
- Awarded to James Const. Group for \$53.7 mil
- Work Began June 2024
- Estimated completion Fall 2026
- Currently working on miscellaneous items
- Main Lane traffic opening Late July



3

3

SL 363 Widening



4

4

US 190/IH 14 Expansion (Cove Bypass)

- Approx 11% Complete, currently on Phase 1 of the project.
- Estimated completion November 2028
- Currently working on:
 - Bridge columns/caps
 - Embankment for WBML between Valley Bridge & Old Copperas Cove Rd.
 - Culverts/Storm Drains
 - New Frontage Roads around FM 2657 Intersection.
- Phase 1 Step 2 (Traffic switch at FM 2657) estimated to occur mid-late July.

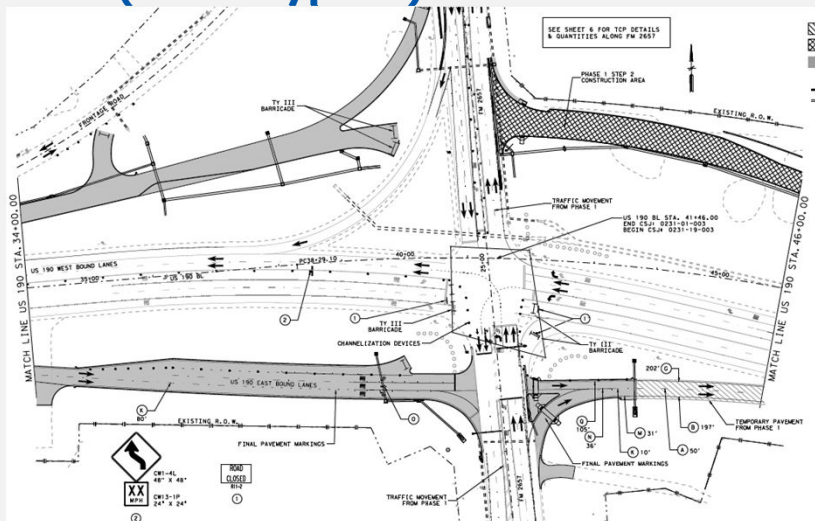
13

13

US 190/IH 14 Expansion (Cove Bypass)

Phase 1 Step 2:

- WB travel will remain unchanged.
- EB travel will be diverted to new FM 2657 off-ramp
- Will included EB traffic placed on new temporary detour paving adjacent to existing roadway.



14

14

US 190/IH 14 Expansion (Cove Bypass)

Valley Bridge



15

15

US 190/IH 14 Expansion (Cove Bypass)

Clear Creek Bridge



16

16

Projects in Closeout

- SL 121 Widening
- FM 1123 Bridges

17

17

Upcoming Projects

Belton Projects:

- FM 2484 Rehab & Widening
- SL 121 – Phase 2 (IH-14 to IH-35)
- IH-14 Safety Lighting (Jasper Dr. to Rosewood Dr.)

18

18

ITEM #12

TIP Project Readiness Updates

TIP Project Readiness Updates

A list of planned TIP projects is included in the meeting packet for review. Staff request sponsoring entities to advise if projects are able to be let in advance or anticipate delays or other changes requiring an amendment.

Action Needed: No action needed; for discussion only.

KTMPO Short Range TIP/UTP Funded (FY27-30 TIP)								
MPO ID	Project Name	CSJ	Limits (From)	Limits (To)	Description	Estimated Cost	Let Date	Funding Category
W40-04b	Loop 121 Phase 2	2502-01-024	US 190/IH 14	IH 35	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	\$32,480,000	2027	02 - Metropolitan and Urban Corridor Projects
C50-04d	BUS 190 Phase 4	0231-02-070	S FM 116	S Main St / Hwy Ave / Leonhard St	Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared use path and 6' sidewalk.	\$10,133,000	2029	02 - Metropolitan and Urban Corridor Projects
H40-03c	FM 3481 @ Chaparral Road (Phase 3A)	3409-01-011	0.3 mi N of Chaparral Road	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.	\$6,678,325	2028	02 - Metropolitan and Urban Corridor Projects, 03 - Non-Traditionally Funded Transportation Projects
B40-07a	Connell Street Reconstruction Phase 1	0909-36-210	Loop 121	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.	\$4,695,000	2027	07 - Metropolitan Mobility & Rehabilitation

KTMPO Short Range TIP/UTP Funded (FY27-30 TIP)								
MPO ID	Project Name	CSJ	Limits (From)	Limits (To)	Description	Estimated Cost	Let Date	Funding Category
T40-13b	Georgetown Railroad Trail Phase 2	0909-36-212	Leon River	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.	\$3,500,000	2027	07 - Metropolitan Mobility & Rehabilitation
B40-11b	Wheat Road Phase 2	Not set	IH 14	FM93/2nd	This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of the road. Minor Collector-T-Plan Classification.	\$4,052,000	2027	07 - Metropolitan Mobility & Rehabilitation
B50-01	FM 93 (6th Ave) Pavement Improvements	Not set	Main Street (FM317) at 6th Avenue	6th Avenue to IH-35	Refreshing the streetscape by milling overlaying the travel lanes. Major Arterial -T_Plan Classification.	\$987,000	2027	07 - Metropolitan Mobility & Rehabilitation
C50-01	Ashley Drive Connection	0909-39-136	Concord Drive	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.	\$1,267,000	2028	07 - Metropolitan Mobility & Rehabilitation

KTMPO Short Range TIP/UTP Funded (FY27-30 TIP)								
MPO ID	Project Name	CSJ	Limits (From)	Limits (To)	Description	Estimated Cost	Let Date	Funding Category
D50-02	Front Ave Downtown Connector	0909-36-211	E Main St	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.	\$1,490,630	2028	07 - Metropolitan Mobility & Rehabilitation
H30-05c	Warriors Path Upgrade Phase 3	0909-36-209	Old Nolanville Road	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.	\$5,500,000	2028	07 - Metropolitan Mobility & Rehabilitation
K30-13a	Chaparral Rd Phase 1A	0909-36-175	SH 195	Chaparral High School	Widen Chaparral Rd between SH 195 and Chaparral High School 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.	\$32,880,000	2028	07 - Metropolitan Mobility & Rehabilitation
T50-07	Cedar Road Safety Crossing	0909-36-206	140 ft north of driveway on west side of S Cedar Rd	145 ft south of intersection with Sage Meadow Dr	Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr	\$200,000	2028	09 - Transportation Alternatives Program

KTMPO Short Range TIP/UTP Funded (FY27-30 TIP)								
MPO ID	Project Name	CSJ	Limits (From)	Limits (To)	Description	Estimated Cost	Let Date	Funding Category
K45-03	W Rancier Ave	0909-36-185	Ft Hood St (SH 195)	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.	\$30,464,708	2027	10CR - Carbon Reduction



Planned STIP 2027 - 2030 Schedule - 2026 Adjusted Nov Revision after Initial

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Planned STIP 2027-2030 Revision Schedule - 2027

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- MPO/Dist submit project and back up documentation into eSTIP (eSTIP will be opened at least 2 weeks)
- STIP Review
- Public Comment Period
- Public Hearing Notice post on Tx Registry and txdot.gov
- Public Hearing
- STIP Submitted for Federal Review
- Earliest date for Federal Approval
- Public holiday

STIP Revision schedule is subject to change

ITEM #13

KTMPO TMA Planning

Certification Final Report and
Public Engagement Outcomes

**KTMPO TMA Planning Certification Final Report and
Public Engagement Outcomes**

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted the FY 2026 Transportation Management Area (TMA) Planning Certification Review of KTMPO on April 15-16, 2026. The Planning Certification Final Report, included in the meeting packet, concludes that KTMPO's metropolitan transportation planning process substantially meets all applicable federal requirements. The Report includes commendations and recommendations for continued process improvements and concludes with a joint determination of Full Certification. Over the coming months, KTMPO staff will evaluate the recommendations and identify opportunities for implementation, as appropriate.

Staff will provide an overview of the public engagement outcomes associated with the FY 2026 TMA Planning Certification Review

Action Needed: No action needed; for discussion only.



Public Involvement Plan (PIP)

Scorecard and TMA Planning Certification Report

Public Comment Period

March 16, 2026 - May 22, 2026

Following the close of the public comment period, the finalized Scorecard and TMA Planning Certification Report will be incorporated into the front section of the Public Involvement Plan. This placement provides readers and decision-makers with immediate access to key performance measures, outcomes, and public engagement results.

Scorecard

SCORECARD

Survey: Planning Better Roads: Federal Review



Key Performance Indicators:

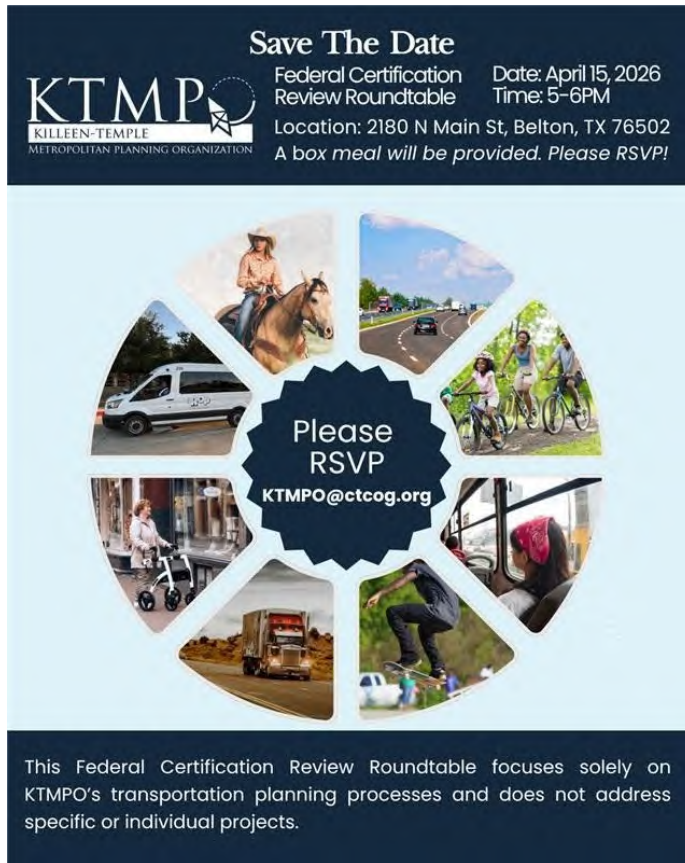
The post generated 887 views and 32 total engagements, including 5 reactions, 20 clicks, and 7 shares, resulting in an engagement rate of 3.61%.

The post generated audience engagement and increased awareness of the survey opportunity through views, clicks, reactions, and shares. While this interest did not translate into survey completions, the post was well received by those who interacted with it. Notably, there were no negative comments or adverse reactions, which is meaningful given the often-divisive nature of transportation funding and public policy discussions.

KTMPO received three survey responses during the Federal Certification Review outreach effort. Respondents demonstrated a strong understanding of KTMPO's role and high recognition of the agency's branding and service area. Feedback regarding KTMPO's transportation planning and public involvement process was overwhelmingly positive, with two respondents rating the process as "Excellent" and one rating it as "Good." The results suggest that participants are generally aware of KTMPO's mission, support its planning values, and have a favorable perception of its public engagement efforts.

There were no public comments received.

Public Meeting:



Key Performance Indicators:

The social media post generated 457 views and 12 total engagements, including 5 reactions, 3 clicks, and 4 shares, resulting in an overall engagement rate of 2.63%.

The number of shares indicates that the content resonated with viewers and was considered worth sharing. In addition, the post garnered one new follower.

About 34 participants representing regional transit, bicycle-pedestrian advocates, city and county leaders, economic development agencies, public housing authorities, school system, TxDOT district and regional planner, as well as FHWA and FTA attended this one-hour discussion.

Conclusion:

Overall, the Federal Certification Review outreach effort effectively increased awareness of KTMP and generated meaningful engagement among both the public and key stakeholders. Social media outreach generated a combined 1,344 views and 44

engagements; including reactions, clicks, and shares, demonstrating interest in the certification review process and KTMPO's transportation planning activities. The number of shares and positive interactions suggests that the content resonated with audiences and helped extend the reach of the campaign. Equally important, no negative comments or adverse reactions were received, indicating a favorable public response to the outreach efforts.

Although survey participation was limited, the outreach activities successfully raised awareness, encouraged engagement, and reinforced KTMPO's positive reputation within the region. The feedback received reflected a strong understanding of KTMPO's role, recognition of its service area and branding, and confidence in its transportation planning and public involvement processes. Collectively, these results demonstrate that KTMPO continues to maintain strong relationships with its stakeholders and the communities it serves and is well-positioned to build upon these outreach strategies in future public involvement initiatives.



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration



Transportation Management Area Planning Certification Report

Killeen Temple MPO TMA Planning Certification Final Report (FY 2026)

Prepared by:

Federal Highway Administration (FHWA) Texas Division
Federal Transit Administration (FTA) Region 6

Date: 05/27/26

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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the FY 2026 Planning Certification Review of the transportation planning process for the Killeen-Temple MPO (KTMPO) on April 15-16, 2026. The FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine compliance with applicable federal metropolitan transportation planning requirements and laws as stipulated in 23 CFR Part 450 and 23 USC 134.

PREVIOUS FINDINGS AND DISPOSITION

The FY 2022 Federal Certification Review found that the metropolitan transportation planning process for the KTMPO TMA substantially met the Federal planning requirements of 23 U.S.C. 134 and 49 U.S.C. 5303. As such, FHWA and FTA certified the transportation planning process for the KTMPO TMA on August 5, 2022.

CURRENT FINDINGS

As a result of the FY 2026 review, FHWA and FTA certified the metropolitan transportation planning process conducted by the regional planning partners Texas Department of Transportation (TxDOT), KTMPO, and Hill Country Transit Authority (the “HOP”). There are recommendations in this report that warrant close attention and follow-up, as well as areas that MPO is performing well and are commended within the following report. Two of the commendable areas found by the Federal Review Team in FY 2026 were the KTMPO’s public involvement process and the expansion of the Hill Country Transit Authority’s micro-transit program throughout the MPO planning area.

REVIEW SUMMARY

The FY 2026 TMA Certification Review was conducted by the Federal Review Team through a combination of KTMPO document reviews, public input and engagement, roundtable discussion, and on-site and virtual public meetings with KTMPO staff and regional stakeholders. The Federal Review Team focused on KTMPO’s compliance with federal regulations under 23 CFR Part 450 and other relevant metropolitan planning-related requirements.

The TMA Certification Review focus areas, observations, commendations, and recommendations are summarized in the subsequent tables. For ease, the review areas are ordered by the Code of Federal Regulation (CFR) citation: 23 CFR 420.117; 23 CFR Parts 450 Subpart C; Appendix A to Part 450; as well as Part 490 Subparts B to H.

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
METROPOLITAN TRANSPORTATION PLANNING PROCESS (MTPP) 23 U.S.C.134 49 U.S.C.5304 23 CFR 450.306	The Metropolitan Transportation Planning Process (MTPP) is designed to be continuous, cooperative, and comprehensive (3C), ensuring compliance with Federal requirements while effectively addressing applicable planning factors. It employs a performance-based approach to decision-making and utilizes KTMPO staff, consultants, and local partners for implementation. The metropolitan planning process is carried out in coordination with TxDOT's statewide transportation planning process, with compliance ensured through KTMPO's 2050 Metropolitan Transportation Plan (adopted in July 2024), FY 2026-27 Unified Planning Work Program, and FY 2025-28 Transportation Improvement Program. Additionally, the MPO transportation planning process demonstrates effective stakeholder coordination with TxDOT, regional transit providers, local governments, and other partners to foster an integrated multi-modal planning approach. Commendation(s), Recommendation(s) or Corrective Action: RECOMMENDATION: The Federal Review Team recommends that KTMPO provide periodic MPO 101 on-board training for newly elected and existing MPO policy board members.
ASSESSMENT: <i>Compliant</i>	
UNIFIED PLANNING WORK PROGRAM (UPWP) 23 CFR 450.308	The FY 2026-27 Unified Planning Work Program (UPWP), adopted on June 18, 2025, complies with all federal regulatory elements outlined in 23 CFR Part 450, providing a comprehensive framework for metropolitan transportation planning. It incorporates performance-based planning principles that align with federal mandates and facilitate data-driven decision-making. The FY 2026-27 UPWP emphasizes full and transparent

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
ASSESSMENT: <i>Compliant</i>	public participation, encouraging community involvement to ensure that planning decisions reflect public input. Commendation(s), Recommendation(s) or Corrective Action: COMMENDATION: KTMPO leadership is commended for its efforts to expand the number of MPO staff resources and in-house training of subject matter experts. COMMENDATION: KTMPO's leadership in the metropolitan planning area was highlighted through its continual sharing of transportation-related data, crash information through heat maps, congestion levels, VMT trends, and GIS mapping with its stakeholders was found to be outstanding. RECOMMENDATION: KTMPO should work with TxDOT TPP to develop a current list of available MPO planning-related training for its staff. RECOMMENDATION: The Federal Review Team recommends that the KTMPO update its Regional Freight Plan (originally published in 2018) and Truck Parking studies as part of its UPWP to maintain current freight data and identify future operational needs.
METROPOLITAN PLANNING ORGANIZATION DESIGNATION & REDESIGNATION 23 CFR 450.310	KTMPO, established in September 1974, serves as the federally designated MPO for the Killeen-Temple MPO planning area, serving as the regional transportation planning entity for Bell County and surrounding parts of Coryell and Lampasas counties including Fort Hood military base. KTMPO is responsible for coordinating regional transportation planning and managing the allocation of transportation funding in accordance with federal regulations. Its organizational structure consists of a governing Policy Board (PB), a Technical Advisory Committee (TAC), and a professional staff led by an Executive Director. Commendation(s), Recommendation(s) or Corrective Action: None
ASSESSMENT: <i>Compliant</i>	
METROPOLITAN PLANNING AREA BOUNDARIES 23 U.S.C. 134(e) 23 CFR 450.312(a)	The Metropolitan Planning Area (MPA) encompasses the Urbanized Area (UA) along with a 20-year forecast period, adhering to federal requirements for transportation planning. There is nothing immediately planned for MPA boundary expansion under the 2020 Census update, and no efforts are underway to expand the MPA to accommodate additional counties. KTMPO officially became a new TMA in 2012 after the 2010 Census update. Commendation(s), Recommendation(s) or Corrective Action: None
ASSESSMENT: <i>Compliant</i>	

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
MPO PLANNING AGREEMENTS 23 U.S.C. 134(d) 23 CFR 450.314(a) Transit Planning 49 U.S.C. 5303 23 U.S.C. 134	KTMPO coordinates with TxDOT, local agencies, and public transit operators to establish performance targets. Formal agreements and coordination meetings are documented to support this collaborative process. KTMPO has developed a TxDOT, Hill Country Transit District (HCTD), and MPO tri-party agreement per 23 CFR 450.314(a). Commendation(s), Recommendation(s) or Corrective Action: COMMENDATION: KTMPO's exceptional interagency coordination with the Hill Country Transit District (HOP) as part of transit and micromobility expansion in its region was identified as a best management practice (BMP). COMMENDATION: KTMPO is commended for its building of outstanding interagency relationships with local elected officials, representatives of economic development, housing, medical, military, and social service agencies within its metropolitan area.
ASSESSMENT: <i>Compliant</i>	
PUBLIC PARTICIPATION PLAN (PPP) Interested parties, participation, and consultation 23 U.S.C. 134(i)(6) 23 U.S.C. 134(g) 23 CFR 450.316 and 23 CFR 450.324(g)	KTMPO has demonstrated full compliance with the public participation requirements outlined in 23 CFR 450.316, effectively establishing a clear framework for public involvement that includes targeted outreach to its communities. The organization has also embraced virtual engagement options introduced during the COVID-19 pandemic, enhancing accessibility for all community members. Additionally, KTMPO evaluates the effectiveness of its public participation process reflecting full commitment to continuous improvement. Commendation(s), Recommendation(s) or Corrective Action: COMMENDATION: KTMPO has done an outstanding job in expanding its public engagement process and interagency coordination with the Fort Hood military base, Hill Country Transit Authority (the "HOP"), economic development & housing authorities, and other major stakeholders including bicycle-pedestrian active transportation users. KTMPO's outstanding public engagement and involvement process was highlighted as a best management practice (BMP) during this FY 2026 federal certification review. COMMENDATION: KTMPO is updating its website to be 508 compliant per the Americans with Disabilities Act (ADA). COMMENDATION: The development, formation, and implementation of KTMPO's Active Transportation Advisory Committee (ATAC) for improved multi-modal bicycle/pedestrian planning and outreach purposes was found to be exceptional.
ASSESSMENT: <i>Compliant</i>	

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
	COMMENDATION: KTMPO is commended for its efforts to integrate freight mobility into its metropolitan transportation planning process, including continual outreach and engagement with private freight shippers, users, and providers.

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
CONGESTION MANAGEMENT PROCESS (CMP) 23 U.S.C. 134(k)(3) 23 CFR 450.322	The KTMPO's Congestion Management Process (CMP) adopted in 2023 complies with Federal Requirements under 23 CFR 450.322 by establishing a systematic approach to managing congestion through the identification of performance measures, monitoring and evaluation of strategies, and involvement of stakeholders in the planning process. Commendation(s), Recommendation(s) or Corrective Action: Compliant. KTMPO currently has a private consultant firm to review and update its eight-step CMP document to ensure its continued federal regulatory compliance with 23 CFR 450.322. RECOMMENDATION: The Federal Review Team recommends continual improvement of KTMPO's congestion management process (CMP) to ensure it addresses future PM-3 performance targets and other transportation-related operational improvements needed for its region.
ASSESSMENT: <i>Compliant</i>	
METROPOLITAN TRANSPORTATION PLAN (MTP) Metropolitan Transportation Plan 23 U.S.C. 134, 168 23 CFR 450.324 & Appendix A	The 2050 MTP was adopted by the KTMPO policy board on July 24, 2024, and serves as a long-range, 25-year plan that is updated every five years. It establishes goals for safety, mobility, environmental sustainability, and economic development, incorporating federally required performance measures and targets. The 2050 MTP addresses multimodal investments, including highway improvements, transit expansions, pedestrian pathways, freight, resilience planning, and bicycle infrastructure, while coordinating with public transit providers for regional integration. It also includes environmental mitigation strategies for habitat protection and pollution reduction and contains a Title VI analysis. Additionally, the 2050 MTP references the 2023 Congestion Management Process to inform project selection and presents reasonably expected sources of federal and state financial forecasts for proposed revenues as well as expenditures over the 25-year period. Importantly, it aligns with the long-range Statewide Transportation Plan, Unified Transportation Program (UTP), and local plans to ensure consistency and compliance. Commendation(s), Recommendation(s) or Corrective Action: COMMENDATION: KTMPO's adoption of new web-based TIP/MTP software and database system for tracking MTP and TIP project-related data and information was found to be innovative. RECOMMENDATION: KTMPO should develop operations and maintenance (O&M) financial summary tables for its 2050 MTP to demonstrate fiscal constraint including federal, state, and local sources of revenue and expenditures over a 25-year period for its highway program.
ASSESSMENT: <i>Compliant</i>	

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
ANNUAL LISTING OF OBLIGATED PROJECTS (ALOP) 23 U.S.C. 134 23 CFR 450.334	The annual listing of obligated projects poses a significant challenge for many Metropolitan Planning Organizations (MPOs), including KTMPO. One of the main issues is that the published lists often fail to capture all project obligations, including modifications and grouped projects designated for the metropolitan planning area. This incomplete capture of TIP/STIP project obligations can lead to discrepancies in reporting and hinder effective oversight and planning. Commendation(s), Recommendation(s) or Corrective Action: RECOMMENDATION: KTMPO should develop annual project lists of obligated highway and transit projects as part of its efforts to develop an electronic TIP document. As the new electronic TIP document will track individual projects from planning to construction phases, this new tool will serve to ensure all federal-aid project obligations are tracked by each fiscal year they are authorized for funding.
ASSESSMENT: <i>Compliant</i>	
TRANSPORTATION PERFORMANCE MEASURES (TPM) Performance Based Planning PM1 – Safety 23 CFR 490.207 PM2 – Pavement & Bridge Condition 23 CFR 490.307 PM3 – System Performance 23 CFR 490.507 PTASP – Public Transportation Agency Safety Plan 49 CFR 673.11 TAM – Transit Asset Management 49 CFR 625.45	

Requirements Citations	Observations, Commendations, Recommendations and Corrective Actions
ASSESSMENT	
ASSESSMENT: <i>Compliant</i>	Commendation(s), Recommendation(s) or Corrective Action: COMMENDATION: KTMPO's efforts to successfully integrate transportation performance management (TPM) into its transportation plans, programs, and other metropolitan planning processes was found to be exceptional by the Federal Review Team. COMMENDATION: KTMPO is commended for its efforts to integrate highway safety measures into its metropolitan planning process, including the adoption of Vision Zero goals.

LOCAL ELECTED OFFICIALS FEEDBACK

The Policy Board consists of 16 active members, including local elected officials representing city and county jurisdictions, two representatives from the Texas Department of Transportation (TxDOT), and one member from the Hill Country Transit District. KTMPO oversees additional committees that support its regional transportation planning efforts, including a Freight Advisory Committee (FAC) and an Active Transportation Advisory Committee (ATAC). Elected policy board members expressed great appreciation of the KTMPO's staff and leadership over the many years since their original formation. KTMPO's ability to provide leadership, expertise, and continual outstanding public involvement were noted by the Federal Review Team in our interviews with the local elected officials.

The Federal Review Team found that KTMPO's leadership in the metropolitan planning area was also highlighted through its open sharing of transportation-related data, crash information through heat maps, congestion levels, VMT trends, and GIS mapping with its stakeholders. This cooperative and continuous sharing of data and information was found to be outstanding by the Federal Review Team. The elected officials' primary concerns centered on ensuring that newly elected MPO policy board officials receive adequate on-boarding and training of metropolitan planning terms, processes, and products. This knowledge sharing and on-boarding efforts by KTMPO staff are necessary and critical to ensure that the newly elected officials perform at a high level as voting members.

PUBLIC LISTENING SESSION

The MPO hosted a Federal Roundtable and public listening session for this Federal Certification Review on the evening of April 15, 2026, from 5:00 PM to 6:00 PM in KTMPO's large conference room. About 34 participants representing regional transit, bicycle-pedestrian advocates, city and county leaders, economic development agencies, public housing authorities, school system, TxDOT district and regional planner, as well as FHWA and FTA attended this one-hour discussion. In addition, a 60-day public comment period was also provided by the Federal Review Team for the submission of written on-line

public comments that began on March 16th and ended on May 22nd. No public comments were submitted during this timeframe to the Federal Review Team.

During the public involvement participation process, several key items were raised by participants. The meeting focused on the effectiveness of the metropolitan planning process and identified key strengths and areas for improvement. Positive aspects included increased social media engagement, improved communication, and effective collaboration among various stakeholders. KTMPO's coordination and cooperation were praised, with significant increases in transit ridership and customer satisfaction found in conjunction with the regional transit authority. Challenges highlighted were the need for better public education on MPO activities, more sources of federal, state, and local funding, and improved project selection processes. Suggestions for improvement included leveraging technology for outreach, enhancing transparency, and ensuring continuous improvement in public participation and project evaluation.

JOINT DETERMINATION BY FHWA TEXAS DIVISION AND FTA REGION 6

FTA-FHWA joint determination: **FULL CERTIFICATION**

Based on the results of the FY 2026 Transportation Management Area (TMA) Certification Review of the Killeen-Temple MPO (KTMPO), the Federal Highway Administration (FHWA) Texas Division and the Federal Transit Administration (FTA) Region 6 find that the KTMPO metropolitan transportation planning process substantially meets the federal requirements of 23 U.S.C. 134(k)(5) and 23 CFR Part 450.336.

Overview of Public Engagement

Who • Why • How • When • Where

OVERVIEW OF PUBLIC ENGAGEMENT

The Killeen–Temple Metropolitan Planning Organization’s (KTMPO) Public Engagement Plan reflects a strong commitment to meaningful, community-centered public involvement. KTMPO seeks to go beyond basic regulatory requirements by ensuring that public engagement activities are accessible, representative, and responsive to the communities it serves.

Guided by these principles, KTMPO focuses on creating opportunities for residents to participate in ways that are clear, open, and designed to encourage broad involvement. As engagement progresses toward deeper collaboration, strong partnerships emerge between

Authentic community partnerships are built when planning concerns are simultaneously shifted between the public and decision-makers through policy boards and advisory committees with continued communication toward resolving transportation related issues.

the public and regional transportation planners. This process ensures that community perspectives—through feedback, comments, and concerns—meaningfully influence transportation decisions.

Who?

This public involvement opportunity is open to and intended for:

- Residents and commuters within the KTMPO planning area
- Local governments and elected officials
- Transportation agencies and service providers
- Businesses, freight operators, and employers
- Community organizations and advocacy groups
- Traditionally underserved populations, including low-income and minority communities, older adults, and individuals with disabilities
- And YOU!

Public input helps ensure regional transportation plans and programs reflect the needs, priorities, and values of the community.

WHY?

The KTMPO is responsible for coordinating regional transportation planning and prioritizing the allocation of federal and state transportation funding for roadway, transit, freight, bicycle, and pedestrian systems in the region.

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each metropolitan planning organization (MPO) serving a transportation management area (TMA) – a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census or smaller urbanized areas on request by the Governor and MPO – is carrying out the metropolitan planning process in adherence with federal statutes and regulations.

- To ensure that KTMPO's transportation planning process remains ongoing, collaborative, and comprehensive, and continues to meet federal requirements for metropolitan transportation planning.
- To review how planning efforts are working, including the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), performance-based planning, public involvement, the Congestion Management Process, and Hill Country Transit District, when applicable.
- To highlight strengths and best practices, and to identify opportunities for improvement that help strengthen regional planning efforts and maintain eligibility for federal transportation funding.
- The Federal TMA Certification Review checks that KTMPO's transportation plans support safe, fair, and efficient transportation for the Killeen–Temple–Fort Hood region.
- Finally, it provides an independent review and helps improve coordination among KTMPO, TxDOT, transit providers, local governments, and the public.

Certification - Public Hearing

In making certification determinations under this paragraph, the Secretary shall provide for public involvement appropriate to the metropolitan area under review.

[23 USC 134(k)(5)(D)]

In conducting a certification review, the FHWA and the FTA shall provide opportunities for public involvement within the metropolitan planning area under review. The FHWA and the FTA shall consider the public input received in arriving at a decision on a certification action.

[23 CFR 450.336(b)(4)]

HOW?

KTMPO values public input. During the Certification Review, survey responses and public comments are submitted directly to the Federal Highway Administration (FHWA). KTMPO receives this feedback later as part of the scorecard process. We use the results to help improve regional transportation planning, and any recommendations or follow-up actions from the review will be addressed in coordination with our federal and state partners, with opportunities for continued public awareness and engagement.

Take the online survey, email your comments, and/or attend a public meeting.

Survey: [Planning Better Roads: Federal Review](#)

Marketing Content:



Let the [U.S. Department of Transportation](#) know how we are doing.

To take the Survey:

Planning Better Roads: Federal Certification Review <https://bit.ly/46YiFVq>

Public input helps ensure regional transportation plans and programs reflect the needs, priorities, and values of the community.

Curious about the Federal Certification Review? Here's the Who, How, When, Where, and Why. <https://bit.ly/4rGd5hP>

Email Comments to Federal Highway Administration, Texas Division:

Kirk.fauver@dot.gov or Tony.ogboli@dot.gov

WHEN?

The Public Comment Period begins on March 16, 2026 and ends on May 22, 2026.

Attend the Public Meeting:

Date: Wednesday, April 15, 2026

Time: 5 – 6 PM

WHERE?

Location: Central Texas Council of Governments
2180 North Main Street, Belton, TX 78613

Marketing Content:

Save The Date
Federal Certification Review Roundtable
Date: April 15, 2026
Time: 5-6PM
Location: 2180 N Main St, Belton, TX 76502
A box meal will be provided. Please RSVP!

Please RSVP
KTMPO@ctcog.org

This Federal Certification Review Roundtable focuses solely on KTMPO's transportation planning processes and does not address specific or individual projects.

The Certification Review is a periodic evaluation conducted by federal partners to review how the KTMPO carries out its transportation planning work, not to evaluate or select specific transportation projects. The focus is on the planning process itself, including public involvement, decision making, and compliance with federal requirements.

The review includes a public roundtable where citizens are encouraged to listen, ask questions, and share feedback.

Your participation would simply involve attending the meeting and, if you choose, providing comments or asking questions. KTMPO staff and federal

reviewers will be available to help explain the process and answer questions throughout the review.

This is an opportunity to share perspectives, ask questions, and connect with regional partners involved in transportation planning.

Please use the links below to RSVP and add the event to your calendar:

- RSVP: RSVP for KTMPO's Federal Certification Roundtable. Fill out form <https://forms.office.com/r/Z8cU7DYjDZ>
- Add to your Calendar: <https://calendarlink.com/event/KEebr>
- Public Comment and More Information: <https://ktmpo.org/.../public-meeting-comment-period.../>

Please feel free to share this invitation with anyone who may be interested in attending and providing comments or perspectives on the transportation planning process in our region. We hope you can join us and be part of the conversation.

Language Assistance & ADA Accommodations

Español



ESPAÑOL

La reunión sobre la revisión de la certificación federal está programada para el 15 de abril de 2026 y se llevará a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque su idioma principal no es el inglés o tiene dificultades para comunicarse eficazmente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción, o si es una persona con discapacidad que necesita una adaptación para asistir y participar en reuniones públicas, póngase en contacto con Anita Janke, Killeen-Temple MPO, en el 254-770-2364 antes de las 4:00 p. m., hora central, al menos tres días antes de la reunión pública.

***NOTE OF BASIC REQUIREMENT**

Please note that public notice of public involvement activities and time established for public review and comment on the Transportation Improvement Program (TIP) and TIP development (and/or other planning documents) will satisfy the Program of Projects requirements of the Urbanized Area Formula Program (FTA Section 5307) operated by Hill Country Transit District (HCTD), the transit provider for the region.

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

Official Announcement

Announcement: Upcoming TMA Certification Review for the Killeen-Temple MPO

The U.S. Department of Transportation (FHWA Texas Division and FTA Region 6) will conduct a Transportation Management Area (TMA) Certification Review of the Killeen-Temple Metropolitan Planning Organization (MPO) planning process on April 15-16, 2026. This review is being carried out pursuant to federal law under 23 U.S.C. § 134 and the metropolitan planning regulations at 23 CFR Part 450 to evaluate the MPO's metropolitan planning process and compliance with federal requirements.

Purpose

- To evaluate whether the KTMPO's planning process is continuing, cooperative, and comprehensive (the "3C" process) and is meeting federal requirements for metropolitan transportation planning under 23 U.S.C. § 134 and 23 CFR Part 450.
- To assess the effectiveness of key planning products and procedures, including the KTMPO's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), performance-based planning and programming, public involvement and consultation, and the Congestion Management Process (if applicable).
- To identify strengths, best practices, and any corrective actions or recommendations for KTMPO to improve the regional planning process and ensure continued eligibility for federal funding.

Why Does This Matter?

- The Federal TMA Certification Review helps ensure the KTMPO's plans and programs support safe, efficient, equitable, and performance-based transportation investments for the Killeen-Temple-Fort Cavazos region.
- It provides an independent federal assessment and an opportunity to strengthen coordination among the KTMPO, Texas Department of Transportation, transit providers, local governments, and the public.

Public Participation

- The Review will include opportunities for public input. Details on public meetings, comment periods, and how to submit comments will be posted here and shared through MPO notification channels (See the Public Input Form on the KTMPO's website).
- We encourage residents, stakeholders, and partner agencies to participate and share feedback on the regional transportation planning process.

For more information

- Visit the [Killeen-Temple Metropolitan Planning Organization - Central Texas Transportation Planning](#) for updates and scheduled public participation input opportunities.
- Contact: Kendra Coufal, Senior Planner, 254-770-2363, Kendra.Coufal@ctcog.org



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 14A02 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

January 13, 2026

In Reply Refer to:
HPP-TX

Announcement of the Transportation Management Area (TMA)
Certification Review for the Killeen-Temple
Metropolitan Planning Organization
(KTMPO)

Bobby Whitson (KTMPO Chair)
Bell County Commissioner, Pct. 2
101 E Central Ave
Belton, TX 76513

Dear Chairman Whitson:

A federal certification is required by law for all Transportation Management Area (TMA – an urbanized area over 200,000 in population), at least once every four years as required by Title 23 United States Code (USC) Section 134(k)(5) per 23 USC 134. The last TMA Certification Review for KTMPO was completed by FHWA and FTA Region 6 in May 2022. Our staff have been working closely with representatives of the Texas Department of Transportation (TxDOT) and the Killeen-Temple Metropolitan Planning Organization (KTMPO) to arrange a review of the metropolitan transportation planning (“3-C”) process for the region. This letter is to formally notify you that the FHWA and FTA Region 6 will be conducting our on-site joint federal certification review of the KTMPO from April 15-16th, 2026.

The federal certification review will be held in person at the KTMPO office, 2180 North Main Street in Belton, Texas. For regional planning partners with limited travel or availability a virtual on-line option for participation will also be available. It is important that the regional planning partners leadership and staff (TxDOT Planning Division, TxDOT District, Transit, MPO) fully participate in the KTMPO federal certification review. Furthermore, we would appreciate if the Hill Country Transit District (HCTD) regional transit agency leadership and staff would attend and participate in this federal certification review. Please contact Kirk D. Fauver (512) 536-5952 of the FHWA Texas Division, or Tony Ogboli at (817) 978-0566 of the FTA Region 6 with any questions concerning this review. We look forward to seeing you in April 2026.

Sincerely yours,

David Bartels, Director
Planning and Program Development
Federal Transit Administration
Region 6

Ed Burgos-Gomez, Acting Director
Program Development
Federal Highway Administration
Texas Division



KILLEEN-TEMPO MPO (KTMPO) TMA CERTIFICATION REVIEW AGENDA April 15-16, 2026

LOCATION: 2180 North Main Street, Belton, TX 76513

Wednesday, April 15, 2026 (Day #1)

Start Time	Review Topics	Discussion Lead
8:30-8:50 AM	1st Interview with Local Elected Official	FHWA-FTA Only
9:00-9:20 AM	2 nd Interview with Local Elected Official	FHWA-FTA Only
9:30-10:30 AM	KTMPO Policy Board Meeting	
10:40-11:00AM	3 rd Interview with Local Elected Official	FHWA-FTA Only
11:00-11:30 AM	BREAK	
11:30-12:30 PM	LUNCH	
12:30-12:45 PM	Introduction and Purpose of Review	FHWA-FTA Region 6
12:45-1:00 PM	Background History of KTMPO	KTMPO
1:00-2:00 PM	Public Participation Process (PPP)	FHWA-FTA Region 6
2:00-2:45 PM	Integration of Safety into the MPO Planning Process	FHWA-FTA Region 6
2:45-3:15 PM	BREAK	
3:15-3:45 PM	2050 Metropolitan Transportation Plan and Financial Plan Update (including Ops & Maintenance Costs and Revenues)	KTMPO
3:45-4:45 PM	Congestion Management Process (CMP)	KTMPO
4:45-5:00 PM	BREAK	
5:00-6:00 PM	FTA-FHWA Regional Roundtable Discussion	MPO Stakeholders, TxDOT District, TPP, FTA/FHWA, KTMPO, Public Transit

Thursday, April 16, 2026 (Day #2)

Start Time	Review Topics	Discussion Lead
8:30-9:00 AM	Freight and Intermodal Planning	FHWA-FTA Region 6
9:00-9:30 AM	Transportation Performance Management (TPM)	FHWA-FTA Region 6
9:30-10:30 AM	Unified Planning Work Program (UPWP)	KTMPO
10:30-11:00 AM	BREAK	
11:00-11:15 AM	MPO Staffing and Training Needs	KTMPO
11:15-11:45 AM	Preliminary FHWA-FTA Observations	FHWA-FTA Region 6
11:45-12:15 PM	Close Out of Review and Next Steps	FHWA-FTA Region 6
12:15 PM	Adjourn (Day #2)	

End of Packet

ITEM #14

Public Input Received through
Previous Month

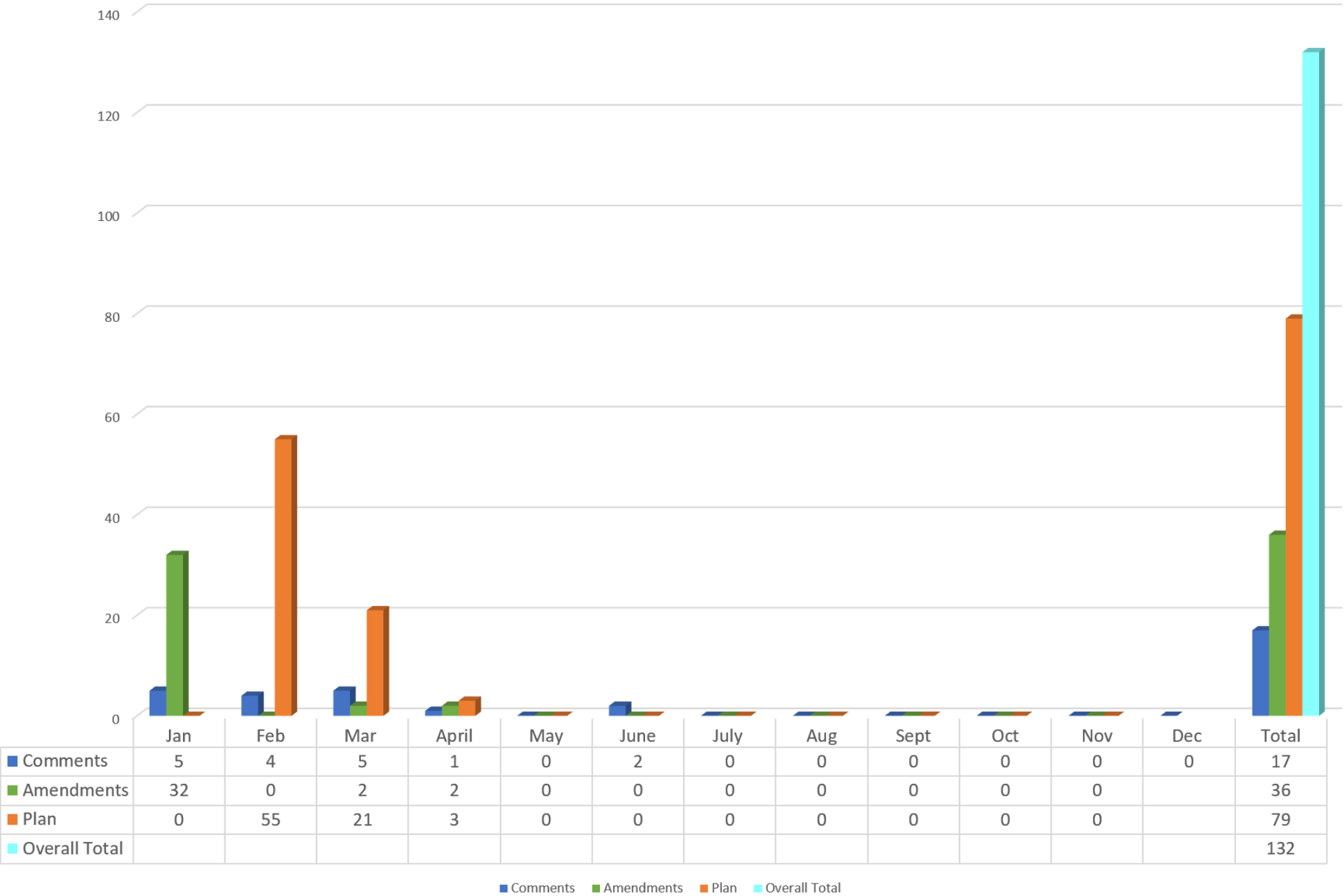
Public Input Received through the Previous Month

Background

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

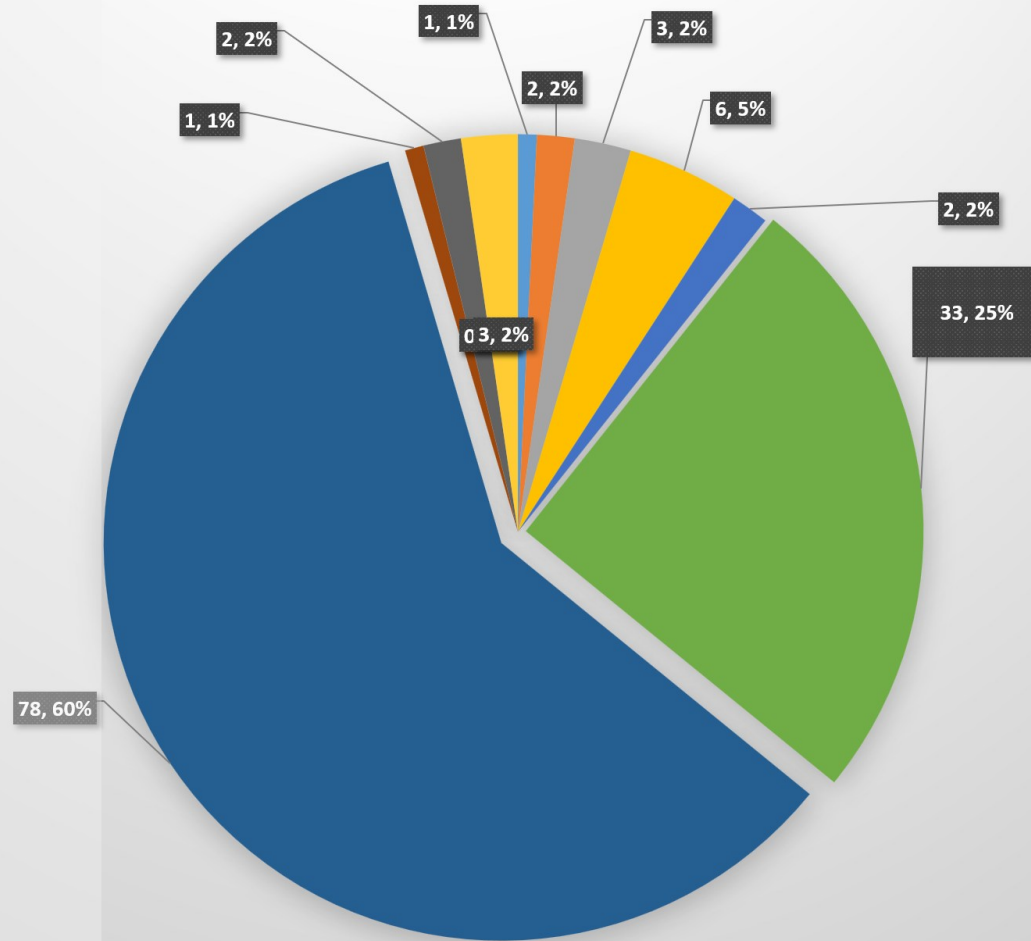
Action Needed: No action needed; for discussion only.

PUBLIC COMMENTS BY THE NUMBERS



PUBLIC COMMENTS BY TOPICS

- I-14 Extension: I-35 Improvements from Belton to Temple
- Public Transit
- Road/Highway Project
- Safety
- KTMPO
- TIP Proposed Amendment | Survey
- Regional Active Transportation Plan
- Congestion
- Other
- Housing
- Idea
- Education
- Bike/Ped
- TxDOT TAP
- ADA
- FCR



ITEM #15

Director's Update

Director's Update

- a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
August 12, 2026	Active Transportation Advisory Committee
No TAC or TPPB meetings are currently scheduled for August. If a meeting is needed the Policy Board Chair may call a special meeting.	
September 2, 2026	Technical Advisory Committee
September 23, 2026	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).

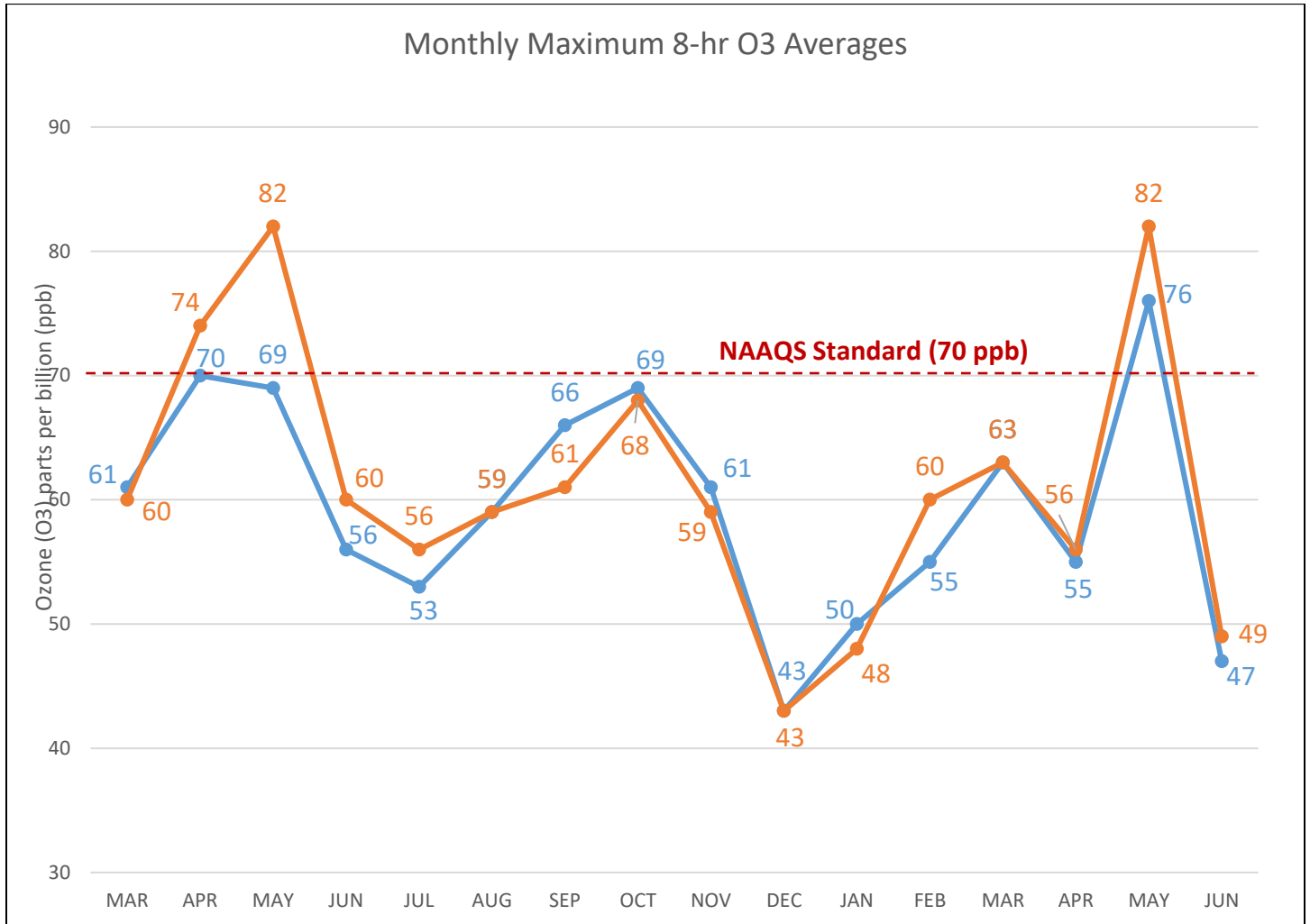
- b) Other Updates:
- i. AMPO/TEMPO Updates
 - ii. Reauthorization
 - iii. Other Updates

July 29, 2026

Transportation Planning Policy Board

Agenda Item # 15

c) Air Quality



2026	Compliance with EPA Ozone Standard:			3-year average	
	4th Highest Annual Value			(Calculated on June 30, 2026)	
	2024	2025	2026*		
	Temple	61	68	58	62
	Killeen	71	71	60	67

Action Needed: No action needed; for discussion only.

End of Packet