



KILLEEN-TEMPLE
METROPOLITAN PLANNING ORGANIZATION

TPPB

**Transportation
Planning Policy Board**

May 20, 2026

Agenda



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

Wednesday, May 20, 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 April 15, 2026, meeting. (*pgs. 5-9*) [Presenter: Bobby Whitson, KTMPO Chair]
4. **Discussion and Action Item:** Regarding approval of the Draft FY27-30 Transportation Improvement Program (TIP) and amendments to the 2050 Metropolitan Transportation Plan (MTP) and Public Engagement Plan (PEP) (*pgs. 10-86*). [Presenter: Callie Tullos, KTMPO]
5. **Discussion and Action Item:** Regarding approval of the Draft Regional Active Transportation Plan (RATP) (*pgs. 87-90*). [Presenter: Anita Janke, KTMPO]
6. **Discussion and Action Item:** Regarding approval of Citizen Representative for the Active Transportation Advisory Committee (ATAC) (*pgs. 91-93*). [Presenter: Anita Janke, KTMPO]
7. **Discussion Item:** Regarding NHTSA Early Estimates for 2025 Traffic Fatalities (*pgs. 94-101*). [Presenter: Tay Floyd, KTMPO]
8. **Discussion Item:** Regarding yearly update on Speed Sign Loaner Program usage and presentation of data (*pgs. 102-110*). [Presenter: David Lopez, KTMPO]
9. **Discussion Item:** Regarding the Draft Federal Certification Report and Acknowledgments (*pgs. 111-129*). [Presenter: Uryan Nelson, KTMPO]
10. **Discussion Item:** Regarding public input received through the previous month (*pgs. 130-135*). [Presenter: Anita Janke, KTMPO]
11. Director's Update: (*pgs. 136-138*). [Presenter: Uryan Nelson, KTMPO]
 - a) Meeting Schedule;

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.

- b) Other Updates;
- c) Air Quality.
- 12. Member comments. [Presenter: Bobby Whitson, KTMP Chair]
- 13. Adjourn.

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

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

ITEM #3

Meeting Minutes



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

Wednesday, April 15, 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	Bob van Til
City of Copperas Cove	Councilmember Dale Treadway	Y	
City of Harker Heights	Mayor Michael Blomquist	Y	
City of Killeen	Councilmember Ramon Alvarez	N	
City of Killeen	Vice Chair, Mayor Riakos Adams	Y	
City of Killeen	Councilmember Joseph Solomon	N	
City of Temple	Mayor Tim Davis	Y	
City of Temple	Councilmember Karl Kuykendall	Y/A	Jason Deckman
City of Temple	Councilmember Mike Pilkington	Y/A	James Billeck
HCTD	Raymond Suarez	Y	
Bell County	Commissioner Greg Reynolds	Y	
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 9:34 am.
2. Opportunity for Public Comment: There were no public comments.
3. **Action Item:** Regarding approval of minutes from the March 24, 2026, meeting.

Councilmember Dale Treadway made a motion to approve the March 24, 2026, meeting minutes, seconded by Mayor Riakos Adams; the motion passed unanimously.

4. **Discussion and Action Item:** Regarding approval of Resolution 2026-05 recognizing May as National Bike Month.

Anita Janke, KTMPO Regional Planner, provided an overview of National Bike Month, including its background and significance, and highlighted two events that will be hosted in recognition of the occasion.

Mayor Michael Blomquist made a motion to approve Resolution 2026-05 recognizing May as National Bike Month, seconded by Councilmember Dale Treadway; the motion passed unanimously.

5. **Discussion and Action Item:** Regarding approval of the Draft FY25 Transportation Alternatives (TA) Annual Report.

Uryan Nelson, KTMPO Director, provided an overview of the Draft FY25 TA Annual Report and explained its purpose.

Mayor Riakos Adams made a motion to approve the Draft FY25 Transportation Alternatives (TA) Annual Report, seconded by Councilmember Jason Deckman; the motion passed unanimously.

6. **Discussion and Action Item:** Regarding approval of the Contract Agreement between KTMPO and Kimley-Horn for TDM Demographics and Network Update.

Kendra Coufal, KTMPO Senior Planner, provided an overview of the updated contract

tasks and the revised total cost.

Mayor Riakos Adams made a motion to approve the Amendments to the Public Engagement Plan (PEP), seconded by Councilmember Dale Treadway; the motion passed unanimously.

7. **Discussion Item:** Regarding the Draft FY27-30 Transportation Improvement Program (TIP).

Callie Tullos, KTMPO Regional Planner, provided an overview of the Draft FY27–30 TIP, including updates and the addition of 18 highway projects and 28 transit projects. Anita Janke also provided an overview of past and upcoming public meetings.

8. **Discussion Item:** Regarding amendments to the 2050 Metropolitan Transportation Plan (MTP), FY27-30 Transportation Improvement Program (TIP), and Public Engagement Plan (PEP) related to Coordination and Consultation activities.

Ashlynn Uschek, KTMPO Regional Planner, provided an overview of outreach efforts to Tribal Nations and housing stakeholders, including the associated activities and initiatives. Kendra Coufal also discussed how the MPO will include the general public in these outreach efforts.

9. **Discussion Item:** Regarding quarterly update on Transportation Grants.

Ashlynn Uschek provided a brief overview of a few upcoming transportation grants.

10. **Discussion Item:** Regarding public input received through the previous month and upcoming public involvement events.

Anita Janke provided an update on public input received over the previous month, as well as information on upcoming public involvement events.

11. **Director's Update:**

Uryan Nelson briefed the TPPB on several items, including the Federal Certification Roundtable event taking place that afternoon, the Federal Certification Review occurring that day and the following day, upcoming meeting dates, and air quality updates.



12. **Member Comments:**

Mayor Riakos Adams expressed appreciation for HCTD and informed the board that the City of Killeen has a letter template for the BASICS Act available for reference.

13. **Adjourn:** The meeting adjourned at 10:12 am.

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

ATTEST:

Commissioner Bobby Whitson, Chair

Uryan Nelson, KTMP O Director

ITEM #4

Draft FY27-30 Transportation
Improvement Program (TIP), and
Amendments to the 2050
Metropolitan Transportation
Plan (MTP) and Public
Engagement Plan (PEP)

Draft FY27-30 Transportation Improvement Program (TIP) and Amendments to the 2050 Metropolitan Transportation Plan (MTP) and the Public Engagement Plan (PEP)

Background

The [Transportation Improvement Program \(TIP\)](#) is a four-year planning document that identifies projects expected to begin within that timeframe and are selected based on readiness, regional priority, and available funding, and the TIP is updated every two years in coordination with local, state, and federal partners.

Projects included in the TIP must be consistent with the [Metropolitan Transportation Plan \(MTP\)](#), KTMPO's 25-year long-range plan that guides transportation priorities and investments through the year 2050. It includes both funded and unfunded regionally significant projects, all prioritized based on regional goals and constrained by anticipated federal funding.

The [Public Engagement Plan \(PEP\)](#) guides how KTMPO involves the public and stakeholders in transportation planning, establishing a framework for meaningful, two-way communication that meets federal requirements. This plan modernizes outreach strategies, emphasizes inclusive and equitable engagement, and expands opportunities for the public to actively influence transportation decisions.

The Draft FY27-30 TIP and amendments to the 2050 MTP and PEP were developed through coordination with member jurisdictions, stakeholders, and public input as required in KTMPO's Public Engagement Plan.

Group Project Listing

After review by TxDOT Planning and Programming–STIP Team, the following projects have been determined eligible and have been moved to the grouped project listing in the TIP and MTP Project Listing. Grouping projects allows for more efficient programming and reduces the need for revisions to the TIP and STIP. An MPO may choose to individually list a project in the TIP even if it is eligible for grouping; however, eligible projects must be grouped at the STIP level.

KTMPO ID	Project Name	CSJ Number
B45-02(1)	E 6th Ave Sidewalk	0015-05-051
B45-02(2)	E 6th Ave Sidewalk	0015-18-007
C50-07	TA 2025 Copperas Cove Ave D Sidewalk	0909-39-140
B40-08	Sparta Road SUP	0909-36-205
H50-04a	FM 3423 (Indian Trail) Pedestrian Improvements Project	2696-02-010
N40-11	Bridge on Old Nolanville Rd	0909-36-207

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 4

Public Engagement

The public engagement process occurred during the March 23–April 27, 2026 comment period and included social media outreach, an interactive story map, and two public meetings held in Copperas Cove and Harker Heights. Social media performed strongly, with a Facebook post achieving an approximately 9.1% engagement rate, indicating meaningful interaction and interest, though not constituting formal public comment.

Direct participation remained limited, with low meeting attendance and only one formal comment received, including a single citizen expressing opposition at the Copperas Cove meeting. All required federal notice activities—including public notices, advertisements, and ADA/language accommodations—were completed to ensure compliance and accessibility.

A summary of Public Engagement Outcomes is included as an attachment to the meeting materials email.

The Technical Advisory Committee recommended approval of this item at their May 6th meeting.

Action Needed: Consider approval of the Draft FY27-30 Transportation Improvement Program (TIP) and amendments to the 2050 Metropolitan Transportation Plan (MTP) and Public Engagement Plan (PEP).

FY27-30 TIP

HIGHWAY PROJECTS

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 4

Proposed FY27-30 TIP Highway Projects

MPO ID	CSJ	Project Name	Amendment
B40-07a	0909-36-210	Connell Street Reconstruction Phase 1	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-08	0909-36-205	Sparta Road SUP	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B40-11b	Not set	Wheat Road Phase 2	New; Add to FY27-30 TIP
B45-02(1)	0015-05-051	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B45-02(2)	0015-18-007	E 6th Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
B50-01	Not set	FM 93 (6th Ave) Pavement Improvements	New; Add to FY27-30 TIP
C50-01	0909-39-136	Ashley Drive Connection	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Let Date Change: - Original Let Date: 2026 - Updated Let Date: 2028
C50-04d	0231-02-070	BUS 190 Phase 4	New; Add to FY27-30 TIP
D50-02	0909-36-211	Front Ave Downtown Connector	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H30-05c	0909-36-209	Warriors Path Upgrade Phase 3	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H40-03c	3409-01-011	Chaparral Road Phase 3A	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
H50-04a	2696-02-010	FM 3423 (Indian Trail) Pedestrian Improvements Project	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Update Project Name: - Original Project Name: FM 3423 (Indian Trail Drive) Sidewalk Phase 1 - Updated Project Name: FM 3423 (Indian Trail) Pedestrian Improvements Project
K30-13a	0909-36-175	Chaparral Rd Phase 1A	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Limit Change: - Original Limits: SH 195 to E Trimmier Rd - Updated Limits: SH 195 to Chaparral High School
K45-03	0909-36-185	W Rancier Ave	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
N40-11	0909-36-207	Nolan Creek Off System Trail	1. Carrying forward from FY25-28 TIP; Add to FY27-30 TIP 2. Let Date Change: - Original Let Date: 2027 - Updated Let Date: 2028
T40-13b	0909-36-212	Georgetown Railroad Trail Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
T50-07	0909-36-206	Cedar Road Safety Crossing	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP
W40-04b	2502-01-024	Loop 121 Phase 2	Carrying forward from FY25-28 TIP; Add to FY27-30 TIP

PROJECT NAME:

Connell Street
Reconstruction Phase 1

PROJECT ID:

B40-07a

LIMITS TO:

0.3 miles N of Huey Rd

LIMITS FROM:

Loop 121

Widen Connell St between
Loop 121 and 0.3 miles N
of Huey Rd from 2 to 4
lanes with a 5' sidewalk.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-210	2027	CS	C	BELTON	\$	4,695,000
LIMITS FROM Loop 121						PROJECT SPONSOR Belton			
LIMITS TO 0.3 miles N of Huey Rd						REVISION DATE 07/2026			
PROJECT Widen Connell St between Loop 121 and 0.3 miles N of Huey Rd from 2 to 4 lanes w							MPO PROJ NUM B40-07a		
DESCR ith a 5' sidewalk.							FUNDING CAT(S) 7		
REMARKS Connell Street Reconstruction Phase 1				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	100,000	COST OF APPROVED PHASES \$ 4,695,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	408,700		7	\$ 3,756,000	\$ 0	\$ 0	\$ 939,000	\$ 0	\$ 4,695,000
CONSTR \$	4,695,000		TOTAL	\$ 3,756,000	\$ 0	\$ 0	\$ 939,000	\$ 0	\$ 4,695,000
CONST ENG \$	0								
CONTING \$	612,324								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	5,816,024								

PROJECT NAME:

Sparta Road SUP

PROJECT ID:

B40-08

LIMITS TO:

Dunn's Canyon Rd

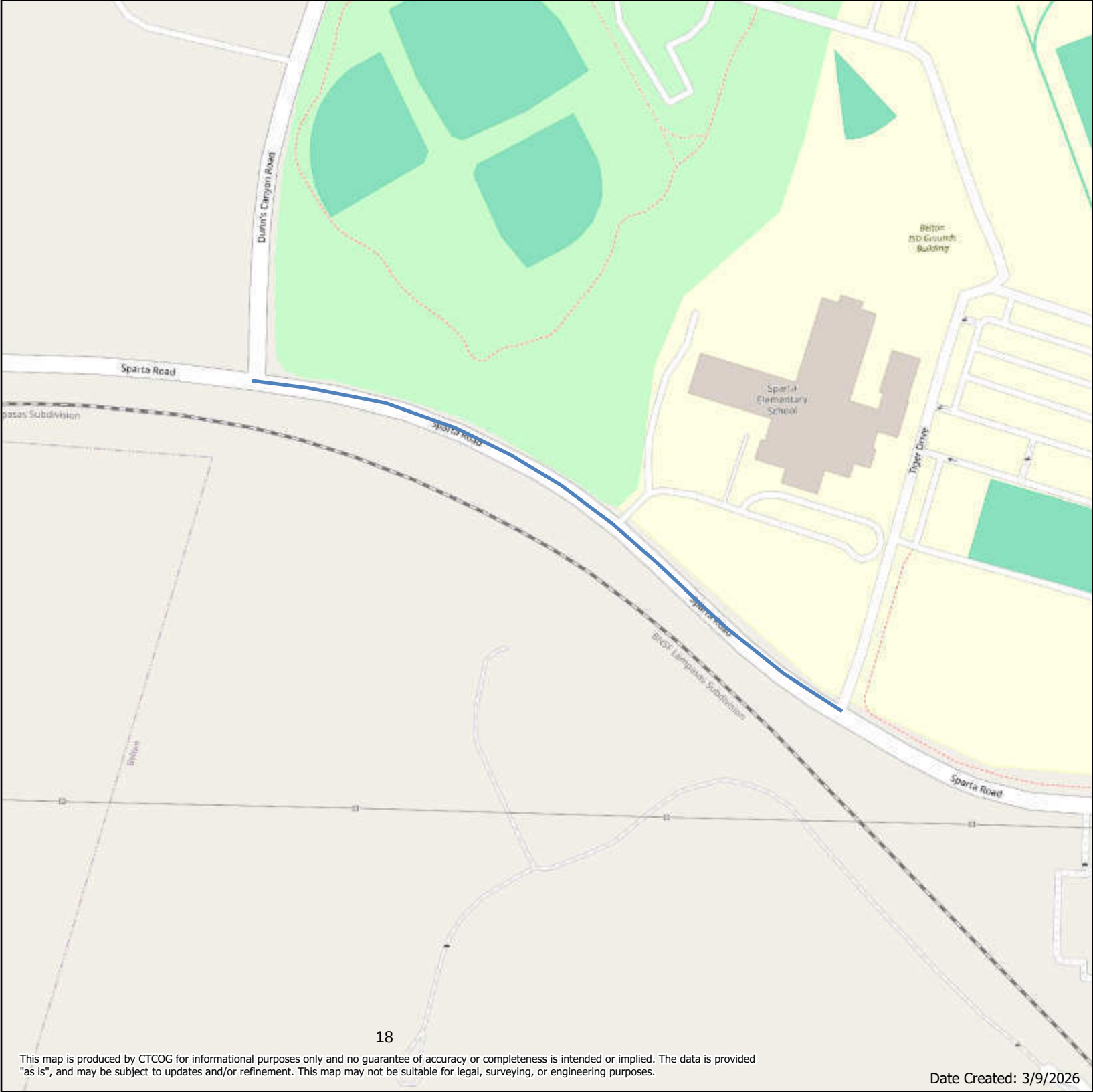
LIMITS FROM:

Tiger Dr

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-205	2028	VA	C	BELTON	\$ 845,000	
LIMITS FROM Tiger Dr			PROJECT SPONSOR Belton						
LIMITS TO Dunn's Canyon Rd			REVISION DATE 07/2026						
PROJECT Construct a 10-foot Shared Use Path (SUP) along Sparta Rd from Tiger Dr to Dunn's Canyon Rd and then north along Dunns Canyon Rd to Tiger Drive.							MPO PROJ NUM B40-08		
DESCR s Canyon Rd and then north along Dunns Canyon Rd to Tiger Drive.							FUNDING CAT(S) 9TAP		
REMARKS Sparta Road SUP. 05/2025 administrative amendment I				PROJECT HISTORY					
P7 et date change, 9TAP monies will be used to construct the Shared Use Path (SUP).									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	40,419	COST OF APPROVED PHASES \$ 845,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 676,000	\$ 0	\$ 0	\$ 169,000	\$ 0	\$ 845,000
CONSTR \$	845,000		TOTAL	\$ 676,000	\$ 0	\$ 0	\$ 169,000	\$ 0	\$ 845,000
CONST ENG \$	64,754								
CONTING \$	42,484								
INDIRECT \$	23,921								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,016,578								

PROJECT NAME:
Wheat Road Phase 2

PROJECT ID:
B40-11b

LIMITS TO:
FM93/2nd

LIMITS FROM:
IH 14

This project proposes
constructing 3 Lanes with
5' Sidewalks on both sides
of the road.

LEGEND
— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0000-00-000	2027	CS	C	BELTON	\$	4,052,000
LIMITS FROM IH 14						PROJECT SPONSOR Belton			
LIMITS TO FM93/2nd						REVISION DATE 07/2026			
PROJECT This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of t							MPO PROJ NUM B40-11b		
DESCR he road. Minor Collector-T-Plan Classification.							FUNDING CAT(S) 7		
REMARKS Wheat Road Phase 2				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	COST OF APPROVED PHASES \$ 4,052,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 3,241,600	\$ 0	\$ 0	\$ 810,400	\$ 0	\$ 4,052,000
CONSTR \$	4,052,000		TOTAL	\$ 3,241,600	\$ 0	\$ 0	\$ 810,400	\$ 0	\$ 4,052,000
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	4,052,000								

PROJECT NAME:

Part 1 of the E 6th Ave
Project (B45-02)

PROJECT ID:

B45-02 (1)

LIMITS TO:

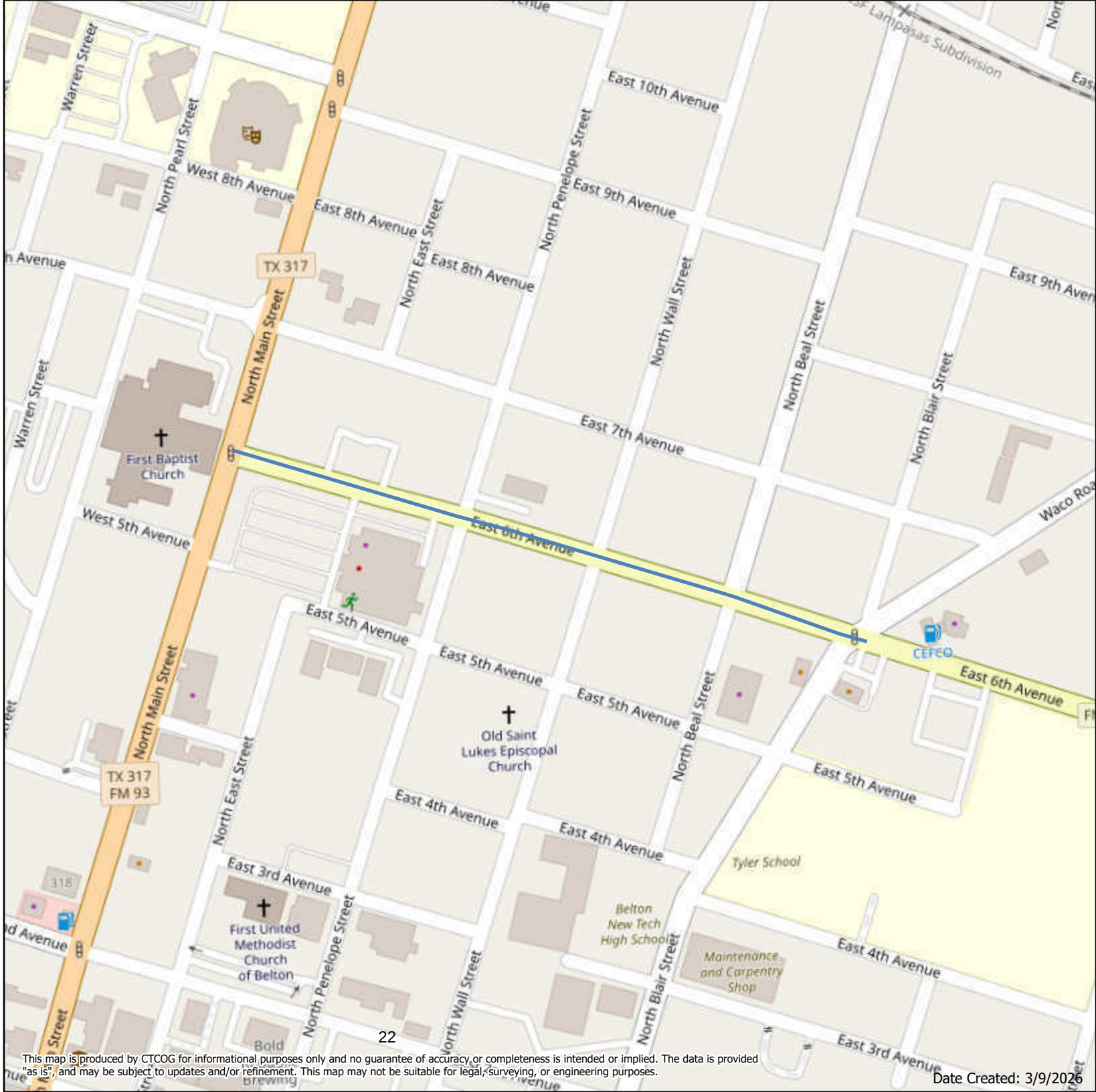
FM 817 (Waco Rd)

LIMITS FROM:

SH 317 (Main St)

Construct 5 ft sidewalks
along both sides of E 6th
Ave (FM 93) from SH 317
(Main St.) to Waco Rd
(FM 817).

LEGEND
— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0015-05-051	2027	FM 93	C	BELTON	\$ 637,620	
LIMITS FROM SH 317 (Main St)							PROJECT SPONSOR BELTON		
LIMITS TO FM 817 (Waco Rd)							REVISION DATE 07/2026		
PROJECT Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from SH 317 (Main							MPO PROJ NUM B45-02		
DESCR St) to FM 817 (Waco Rd)							FUNDING CAT(S) 7		
REMARKS Part 1 of the E 6th Ave Project (B45-02)				PROJECT March 2022 KTMPO selected project					
P7				HISTORY					
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	127,473	COST OF APPROVED PHASES \$ 637,620	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 510,096	\$ 0	\$ 0	\$ 127,524	\$ 0	\$ 637,620
CONSTR \$	637,620		TOTAL	\$ 510,096	\$ 0	\$ 0	\$ 127,524	\$ 0	\$ 637,620
CONST ENG \$	229,191								
CONTING \$	51,010								
INDIRECT \$	75,443								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,120,737								

PROJECT NAME:

Part 2 of the E 6th Ave Project (B45-02)

PROJECT ID:
B45-02 (2)

LIMITS TO:

IH-35

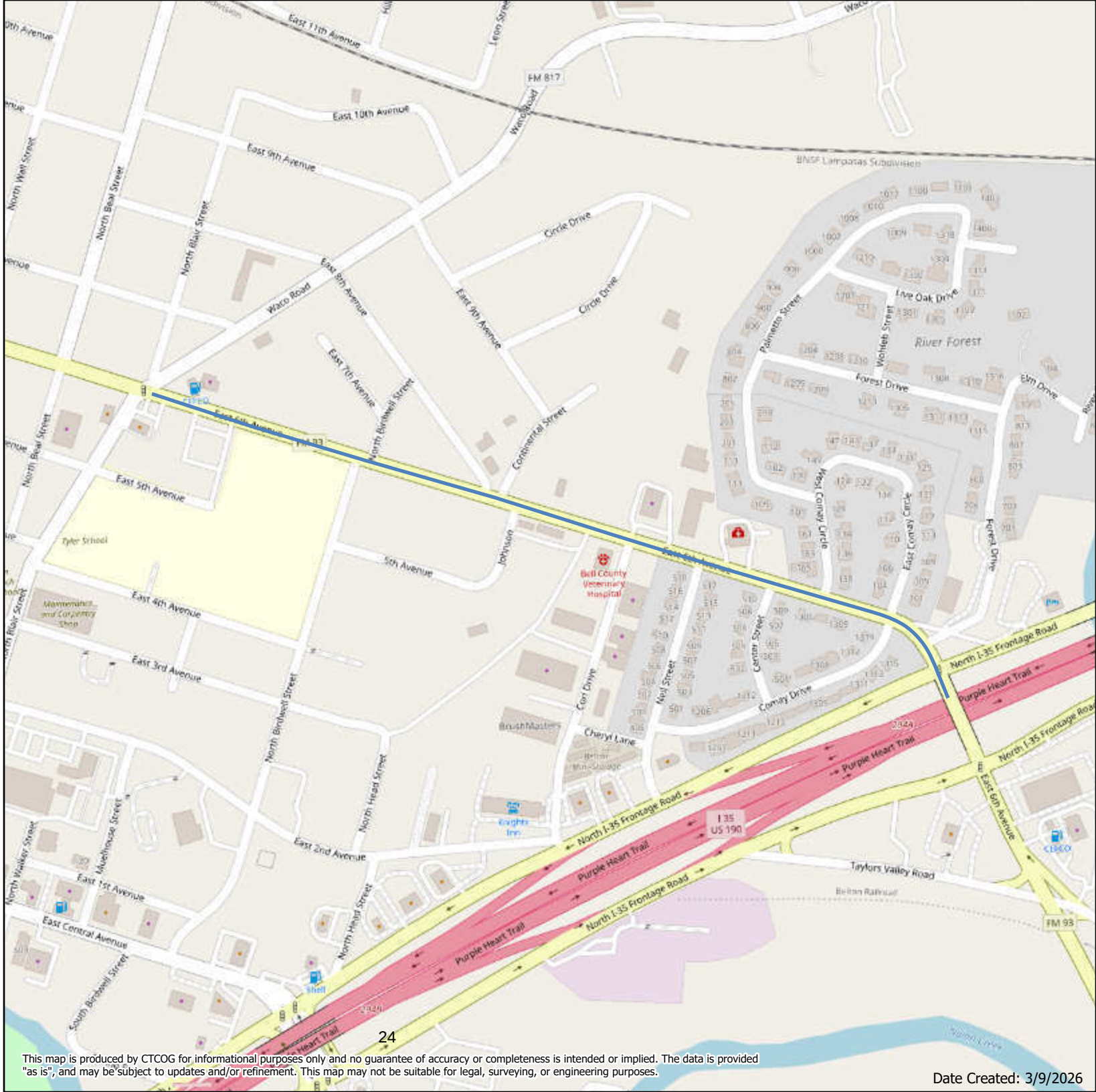
LIMITS FROM:

FM 817 (Waco Rd)

Construct 5 ft sidewalks
along both sides of E 6th
Ave (FM 93) from Waco
Rd (FM 817) to IH-35

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0015-18-007	2027	FM 93	C	BELTON	\$ 1,912,860	
LIMITS FROM FM 817 (Waco Rd)			PROJECT SPONSOR BELTON						
LIMITS TO IH-35			REVISION DATE 07/2026						
PROJECT Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from FM 817 (Waco			MPO PROJ NUM B45-02						
DESCR Rd) to IH-35			FUNDING CAT(S) 7						
REMARKS Part 2 of the E 6th Ave Project (B45-02)			PROJECT HISTORY March 2022 KTMPO selected project						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	127,473	COST OF APPROVED PHASES \$ 1,912,860	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 1,530,288	\$ 0	\$ 0	\$ 382,572	\$ 0	\$ 1,912,860
CONSTR \$	1,912,860		TOTAL	\$ 1,530,288	\$ 0	\$ 0	\$ 382,572	\$ 0	\$ 1,912,860
CONST ENG \$	229,191								
CONTING \$	51,010								
INDIRECT \$	75,443								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	2,395,977								

PROJECT NAME:

FM 93 (6th Ave) Pavement
Improvements

PROJECT ID:

B50-01

LIMITS TO:

6th Avenue to IH-35

LIMITS FROM:

Main Street (FM317) at
6th Avenue

Refreshing the
streetscape by
milling overlaying
the travel lanes.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0000-00-000	2027	FM 93	C	BELTON	\$ 987,000	
LIMITS FROM Main Street (FM317) at 6th Avenue						PROJECT SPONSOR Belton			
LIMITS TO 6th Avenue to IH-35						REVISION DATE 07/2026			
PROJECT Refreshing the streetscape by milling overlaying the travel lanes. Major Arteria						MPO PROJ NUM B50-01			
DESCR I -T_Plan Classification.						FUNDING CAT(S) 7			
REMARKS FM 93 (6th Ave) Pavement Improvements				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 789,600	\$ 0	\$ 0	\$ 197,400	\$ 0	\$ 987,000
CONSTR \$	987,000		TOTAL	\$ 789,600	\$ 0	\$ 0	\$ 197,400	\$ 0	\$ 987,000
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	987,000								

PROJECT NAME:

Ashley Connection

PROJECT ID:

C50-01

LIMITS TO:

FM 116 (N. 1st Street)

LIMITS FROM:

Concord Drive

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	CORYELL	0909-39-136	2028	CS	C	COPPERAS COVE	\$ 1,267,000	
LIMITS FROM Concord Drive			PROJECT SPONSOR Copperas Cove						
LIMITS TO FM 116 (N. 1st Street)			REVISION DATE 07/2026						
PROJECT Extend Ashley Drive by constructing a new 4 lane undivided street with sidewalks			MPO PROJ NUM C50-01						
DESCR on both sides from Concord Drive to FM 116 (N. 1st Street); construct new inter section at FM 116.			FUNDING CAT(S) 7						
REMARKS				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG	\$ 158,375	COST OF APPROVED PHASES \$ 1,267,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 1,013,600	\$ 0	\$ 0	\$ 253,400	\$ 0	\$ 1,267,000
CONSTR	\$ 1,267,000		TOTAL	\$ 1,013,600	\$ 0	\$ 0	\$ 253,400	\$ 0	\$ 1,267,000
CONST ENG	\$ 158,375								
CONTING	\$ 0								
INDIRECT	\$ 0								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 1,583,750								

PROJECT NAME:

BUS 190 Phase 4

PROJECT ID:

C50-04d

LIMITS TO:

S Main St / Hwy Ave /
Leonhard St

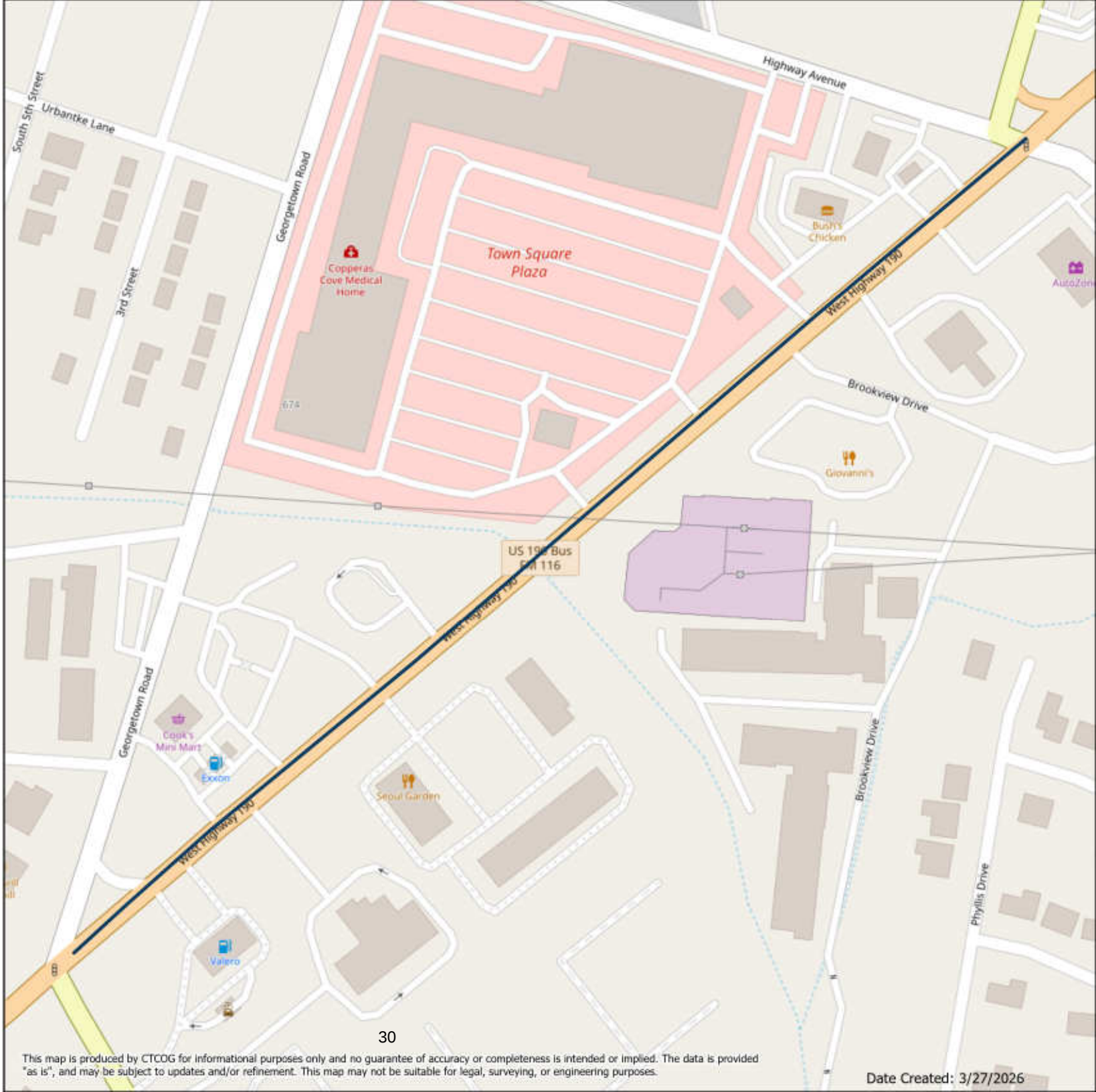
LIMITS FROM:

S Fm 116

Remove two-way shared
left turn lane and
construct a raised median.
Construct an 11' shared
use path and 6' sidewalk.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE	COST
WACO	KILLEEN-TEMPLE	CORYELL	0231-02-070	2029	SH 190	C	COPPERAS COVE	\$	10,133,000
LIMITS FROM S FM 116			PROJECT SPONSOR Copperas Cove						
LIMITS TO S Main St / Hwy Ave / Leonhard St			REVISION DATE 07/2026						
PROJECT Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared							MPO PROJ NUM C50-04d		
DESCR use path and 6' sidewalk.							FUNDING CAT(S) 2		
REMARKS BUS 190 Reconstruction Phase 4				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	451,342	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		2	\$ 8,106,400	\$ 2,026,600	\$ 0	\$ 0	\$ 0	\$ 10,133,000
CONSTR \$	10,133,000		TOTAL	\$ 8,106,400	\$ 2,026,600	\$ 0	\$ 0	\$ 0	\$ 10,133,000
CONST ENG \$	677,935								
CONTING \$	163,756		\$ 10,133,000						
INDIRECT \$	267,121								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	11,693,154								

PROJECT NAME:

Front Ave Downtown
Connector

PROJECT ID:

D50-02

LIMITS TO:

Settlers Point Plaza

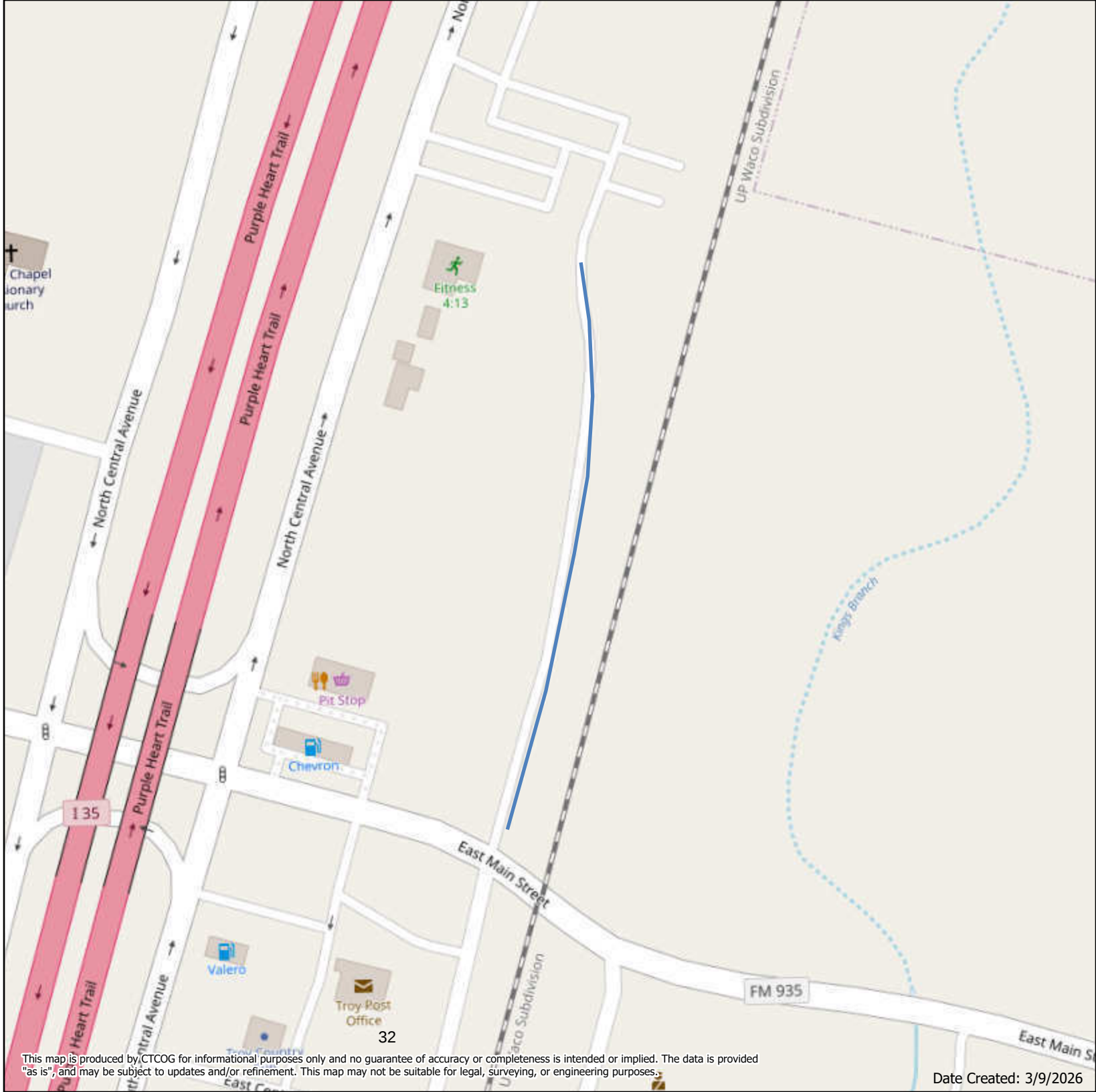
LIMITS FROM:

E Main St

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-211	2028	CS	C	TROY	\$ 1,490,630	
LIMITS FROM E Main St			PROJECT SPONSOR Troy						
LIMITS TO Settlers Point Plaza			REVISION DATE 07/2026						
PROJECT Reconstruct Front Ave between E Main St and Settlers Point Plaza as a 2-lane asp							MPO PROJ NUM D50-02		
DESCR halt roadway with curb and gutter; add a 10-foot wide shared use path and recons truct the existing culvert.							FUNDING CAT(S) 7		
REMARKS				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG	\$ 182,891	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 1,192,504	\$ 0	\$ 0	\$ 298,126	\$ 0	\$ 1,490,630
CONSTR	\$ 1,490,630		TOTAL	\$ 1,192,504	\$ 0	\$ 0	\$ 298,126	\$ 0	\$ 1,490,630
CONST ENG	\$ 177,891								
CONTING	\$ 0								
INDIRECT	\$ 223,595								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 2,075,007	\$ 1,490,630							

PROJECT NAME:

Warriors Path Upgrade
Phase 3

PROJECT ID:

H30-05c

LIMITS TO:

Nolan Middle School

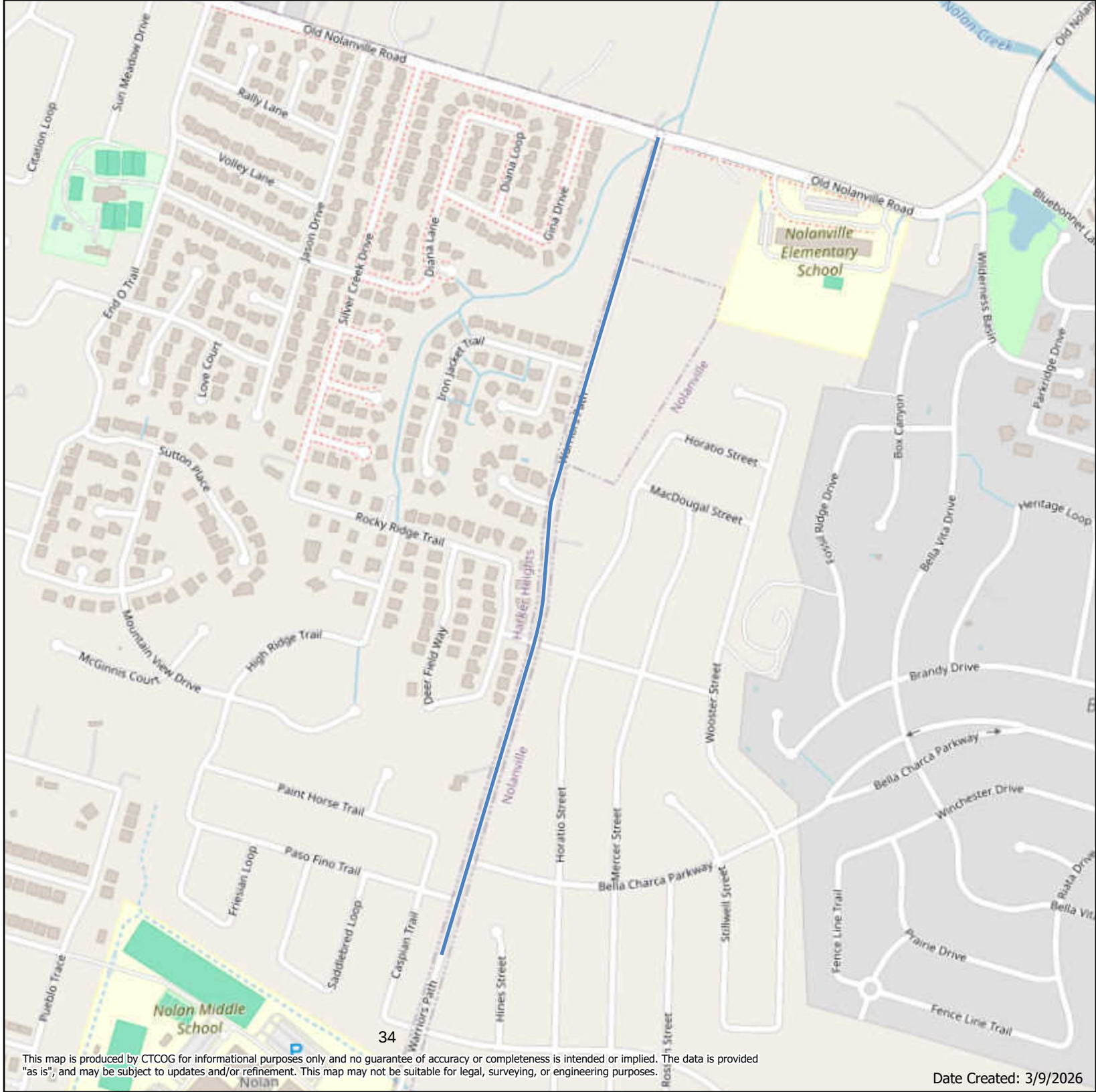
LIMITS FROM:

Old Nolanville Road

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-209	2028	CS	C	HARKER HEIGHTS	\$ 5,500,000	
LIMITS FROM Old Nolanville Road			PROJECT SPONSOR Harker Heights						
LIMITS TO Nolan Middle School			REVISION DATE 07/2026						
PROJECT Upgrade Warriors Path between Nolan MS and Old Nolanville Road by adding a left			MPO PROJ NUM H30-05c						
DESCR turn lane, curb & gutter, and sidewalks; add a traffic signal at the Old Nolanville Rd intersection.			FUNDING CAT(S) 7						
REMARKS Warriors Path Upgrade Phase 3			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 257,971	COST OF APPROVED PHASES \$ 5,500,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 0		7	\$ 4,400,000	\$ 0	\$ 0	\$ 1,100,000	\$ 0	\$ 5,500,000
CONSTR	\$ 5,500,000		TOTAL	\$ 4,400,000	\$ 0	\$ 0	\$ 1,100,000	\$ 0	\$ 5,500,000
CONST ENG	\$ 286,400								
CONTING	\$ 172,129								
INDIRECT	\$ 152,676								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 6,369,176								

PROJECT NAME:

Chaparral Road Phase 3A

PROJECT ID:

H40-03c

LIMITS TO:

0.3 mi S of Chaparral road

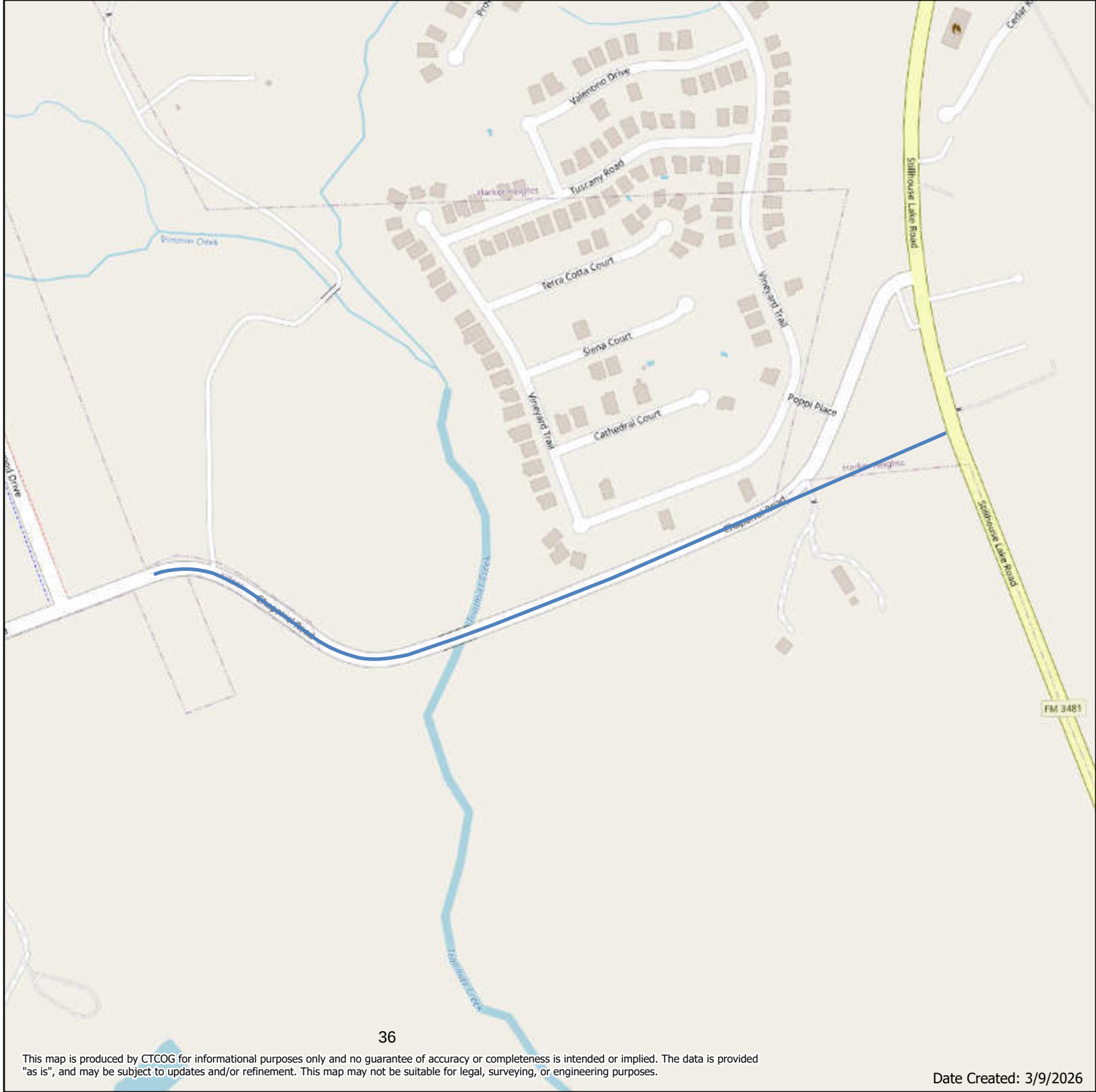
LIMITS FROM:

0.3 mi N 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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	3409-01-011	2028	FM 3481	C	HARKER HEIGHTS	\$ 6,678,325	
LIMITS FROM 0.3 mi N of Chaparral Road			PROJECT SPONSOR Harker Heights						
LIMITS TO 0.3 mi S of Chaparral road			REVISION DATE 07/2026						
PROJECT Construct new signalized intersection on FM 3481 approximately 0.12 mi S of exis			MPO PROJ NUM H40-03c						
DESCR ting intersection. Realign Chaparral Road, construct an approximate 20ft retaini			FUNDING CAT(S) 2, 3LC						
ng wall, and widen to 2-lanes with a turn lane at the FM 3481 intersection.									
REMARKS Chaparral Road Phase 3A			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG	\$ 320,296	COST OF APPROVED PHASES \$ 6,678,325	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH	\$ 135,000		2	\$ 4,542,660	\$ 1,135,665	\$ 0	\$ 0	\$ 0	\$ 5,678,325
CONSTR	\$ 6,678,325		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000	\$ 1,000,000
CONST ENG	\$ 513,127		TOTAL	\$ 4,542,660	\$ 1,135,665	\$ 0	\$ 0	\$ 1,000,000	\$ 6,678,325
CONTING	\$ 336,660								
INDIRECT	\$ 189,563								
BOND FIN	\$ 0								
PT CHG ORD	\$ 0								
TOTAL CST	\$ 8,172,971								

PROJECT NAME:

FM 3423 (Indian Trail)
Pedestrian Improvements
Project

PROJECT ID:

H50-04a

LIMITS TO:

0.3 mi. N of IH-14

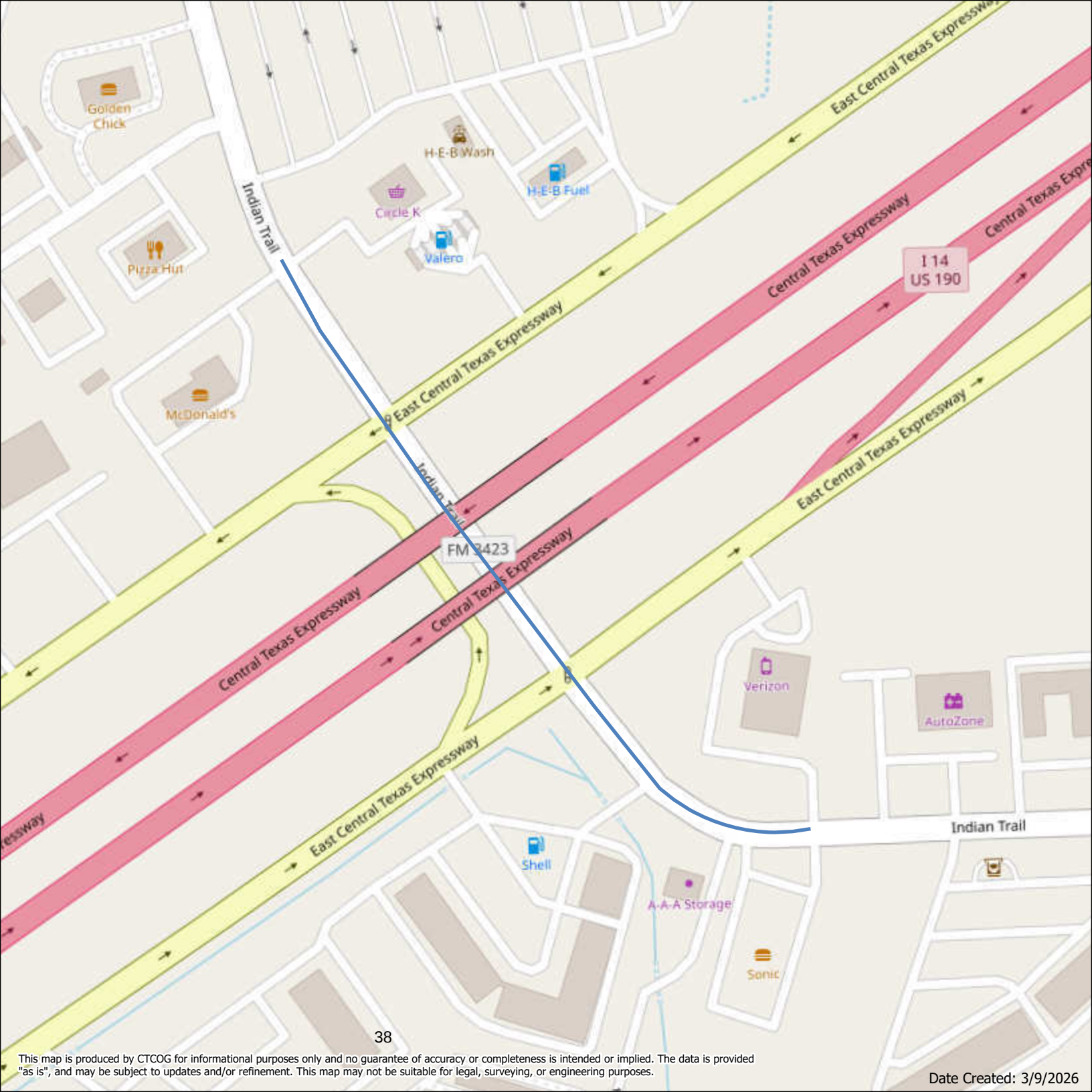
LIMITS FROM:

0.3 mi. S of IH-14

Construct sidewalks along
both sides of FM 3423
(Indian Trail Drive) from
0.3 mi. S of IH-14 (the
Plaza) to 0.3 mi. N of
IH-14 (Mcdonalds).

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	2696-02-010	2028	FM 3423	C	HARKER HEIGHTS	\$	1,210,000
LIMITS FROM 0.3 mi. S of IH-14							PROJECT SPONSOR Harker Heights		
LIMITS TO 0.3 mi. N of IH-14							REVISION DATE 07/2026		
PROJECT Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi							MPO PROJ NUM H50-04a		
DESCR . S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (Mcdonalds).							FUNDING CAT(S) 9TAP		
REMARKS FM 3423 (Indian Trail) Pedestrian Improvements Project;				PROJECT HISTORY					
P7 05/2025 administrative amendment let date change									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	56,940	COST OF APPROVED PHASES \$ 1,210,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	22,750		9TAP	\$ 968,000	\$ 0	\$ 0	\$ 242,000	\$ 0	\$ 1,210,000
CONSTR \$	1,210,000		TOTAL	\$ 968,000	\$ 0	\$ 0	\$ 242,000	\$ 0	\$ 1,210,000
CONST ENG \$	101,563								
CONTING \$	41,677								
INDIRECT \$	33,699								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,466,629								

PROJECT NAME:
Chaparral Rd Phase 1A

PROJECT ID:
K30-13a

LIMITS TO:
Chaparral High School

LIMITS FROM:
SH 195

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.

LEGEND
— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-175	2028	CS	C	KILLEEN	\$ 32,880,000	
LIMITS FROM SH 195			PROJECT SPONSOR KILLEEN						
LIMITS TO Chaparral High School			REVISION DATE 07/2026						
PROJECT Widen Chaparral Rd between SH 195 and E Trimmier Rd from 2 lanes to 4 lanes with			MPO PROJ NUM K30-13a						
DESCR a continuous center turn lane. Add 8 ft bicycle lane and 5 ft sidewalk or Share			FUNDING CAT(S) 7						
d Use Path on both sides of the road.									
REMARKS Chaparral Rd Phase 1				PROJECT March 2022 KTMPO selected project KTMPO revised Aug. 202					
P7				HISTORY 3					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	598,944	COST OF APPROVED PHASES \$ 32,880,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 26,304,000	\$ 0	\$ 0	\$ 6,576,000	\$ 0	\$ 32,880,000
CONSTR \$	32,880,000		TOTAL	\$ 26,304,000	\$ 0	\$ 0	\$ 6,576,000	\$ 0	\$ 32,880,000
CONST ENG \$	726,067								
CONTING \$	723,350								
INDIRECT \$	354,477								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	35,282,838								

PROJECT NAME:

W Rancier Ave

PROJECT ID:

K45-03

LIMITS TO:

N. 38th Street (SH 439)

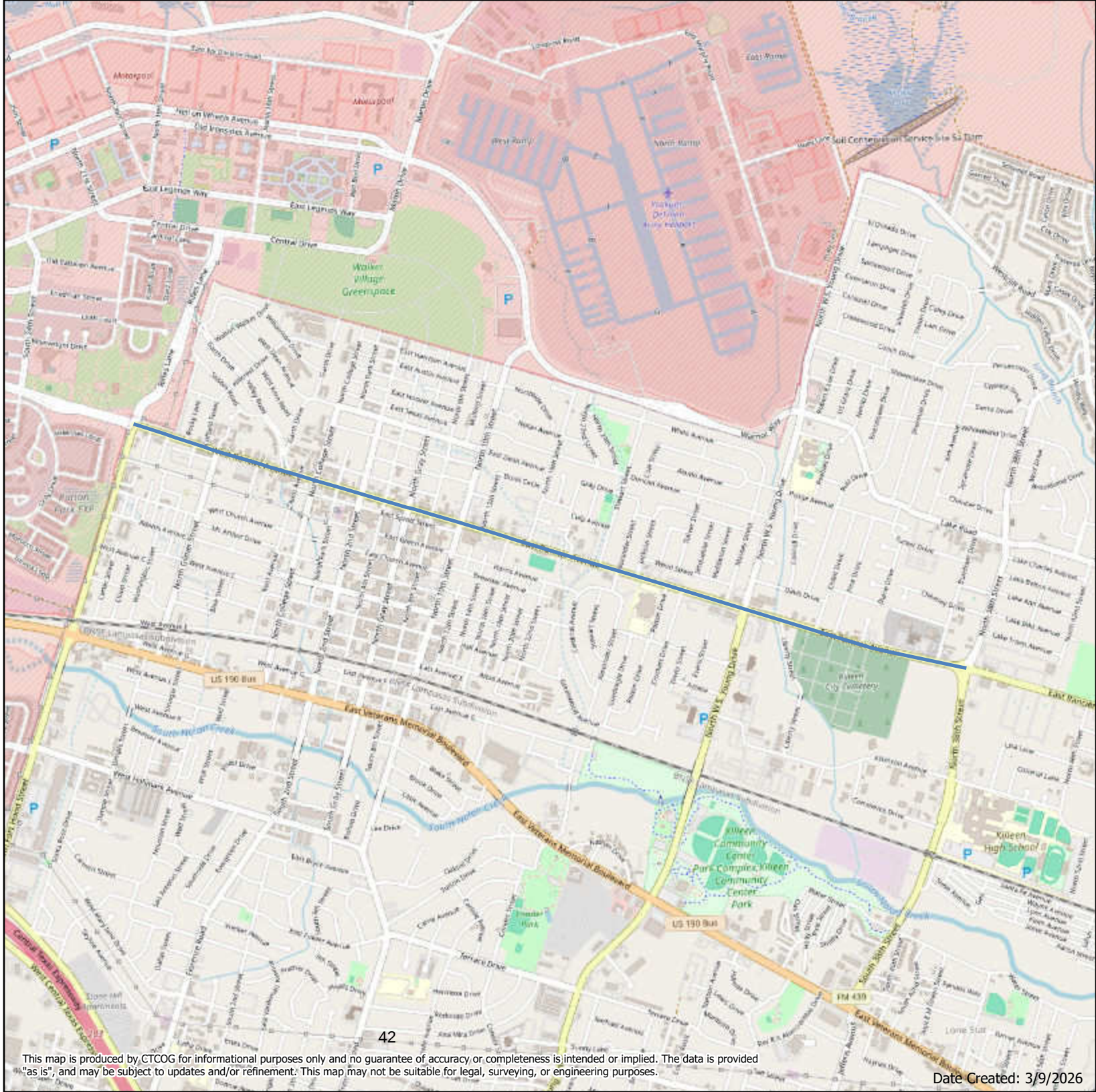
LIMITS FROM:

Ft Hood St (SH 195)

Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of the roadway. The project will include improved lighting and undergrounding of utilities.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-185	2027	CS	C	KILLEEN	\$ 3,240,000	
LIMITS FROM Fort Hood St (SH 195)			PROJECT SPONSOR KILLEEN						
LIMITS TO N. 38th Street (SH 439)			REVISION DATE 07/2026						
PROJECT	Construct 6'-11' sidewalks, landscaping, pedestrian amenities on both sides of t						MPO PROJ NUM K45-03		
DESCR	he roadway. The project will include improved lighting and undergrounding of uti						FUNDING CAT(S) 10_CR		
lities.									
REMARKS	W Rancier Ave			PROJECT W Rancier Ave; July 2021 KTMPO selected project; Switched					
P7				HISTORY funding to CAT 10CR in Aug. 2023; 05/2025 administrative amendment let date change					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	7,850,460	COST OF APPROVED PHASES \$ 3,240,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	7,403,965		10_CR	\$ 2,592,000	\$ 0	\$ 0	\$ 648,000	\$ 0	\$ 3,240,000
CONSTR \$	42,919,373		TOTAL	\$ 2,592,000	\$ 0	\$ 0	\$ 648,000	\$ 0	\$ 3,240,000
CONST ENG \$	1,000,000								
CONTING \$	10,874,444								
INDIRECT \$	95,839								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	70,144,081								

PROJECT NAME:

Nolan Creek Off System Trail

PROJECT ID:

N40-11

LIMITS TO:

Main St

LIMITS FROM:

Bridge on Old Nolanville Rd

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-207	2028	VA	C	NOLANVILLE	\$ 3,250,000	
LIMITS FROM Bridge on Old Nolanville Rd						PROJECT SPONSOR Nolanville			
LIMITS TO Main St						REVISION DATE 07/2026			
PROJECT Construct a 1.23 mile 10 ft. multi-use pedestrian trail along Nolan Creek from O						MPO PROJ NUM N40-11			
DESCR Id Nolanville Rd east to near Ridgeway Ct @ Harvest Dr and then north to Main St & the IH-14 frontage road.						FUNDING CAT(S) 9TAP			
REMARKS				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	158,821	COST OF APPROVED PHASES \$ 3,250,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 2,600,000	\$ 0	\$ 0	\$ 650,000	\$ 0	\$ 3,250,000
CONSTR \$	3,250,000		TOTAL	\$ 2,600,000	\$ 0	\$ 0	\$ 650,000	\$ 0	\$ 3,250,000
CONST ENG \$	283,285								
CONTING \$	116,250								
INDIRECT \$	93,996								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	3,902,352								

PROJECT NAME:

Georgetown Railroad Trail
Phase 2

PROJECT ID:

T40-13b

LIMITS TO:

S 31st St (FM 1741)

LIMITS FROM:

Leon River

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.

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-212	2027	VA	C	TEMPLE	\$ 3,500,000	
LIMITS FROM Leon River			PROJECT SPONSOR Temple						
LIMITS TO S 31st St (FM 1741)			REVISION DATE 07/2026						
PROJECT Construct 10 foot wide hike/bike trail along the old Georgetown Railroad from th			MPO PROJ NUM T40-13b						
DESCR e Leon River to S 31st St (FM 1741) and renovate the historic MK&T Truss Bridge.			FUNDING CAT(S) 7						
REMARKS Georgetown Railroad Trail Phase 2			PROJECT HISTORY						
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	158,821	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 2,800,000	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 3,500,000
CONSTR \$	3,500,000		TOTAL	\$ 2,800,000	\$ 0	\$ 0	\$ 700,000	\$ 0	\$ 3,500,000
CONST ENG \$	283,285								
CONTING \$	116,250								
INDIRECT \$	93,996								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	4,152,352								

PROJECT NAME:

Cedar Rd Safety Crossing

PROJECT ID:

T50-07

LIMITS TO:

Cypress Creek Apartments

LIMITS FROM:

Cedar Rd

Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03 mi S of Sage Meadow Dr

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
WACO	KILLEEN-TEMPLE	BELL	0909-36-206	2028	CS	C	TEMPLE	\$	200,000
LIMITS FROM Cedar Rd						PROJECT SPONSOR Temple			
LIMITS TO Cypress Creek Apartments						REVISION DATE 07/2026			
PROJECT Install pedestrian-activated HAWK traffic signal and crosswalk on Cedar Rd 0.03							MPO PROJ NUM T50-07		
DESCR mi S of Sage Meadow Dr							FUNDING CAT(S) 9TAP		
REMARKS Cedar Road Safety Crossing; 05/2025 administrative				PROJECT HISTORY					
P7 amendment let date change									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	9,238	COST OF APPROVED PHASES \$ 200,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 160,000	\$ 0	\$ 0	\$ 40,000	\$ 0	\$ 200,000
CONSTR \$	200,000		TOTAL	\$ 160,000	\$ 0	\$ 0	\$ 40,000	\$ 0	\$ 200,000
CONST ENG \$	13,876								
CONTING \$	3,351								
INDIRECT \$	5,467								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	231,932								

PROJECT NAME:

Loop 121 Phase 2

PROJECT ID:

W40-04b

LIMITS TO:

IH 35

LIMITS FROM:

US 190/IH 14

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

LEGEND

— Current Project



2027-2030 STIP			07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
WACO	KILLEEN-TEMPLE	BELL	2502-01-024	2027	SL 121	C	BELTON	\$ 32,480,000	
LIMITS FROM US 190/IH 14							PROJECT SPONSOR TxDOT		
LIMITS TO IH 35							REVISION DATE 07/2026		
PROJECT Widen Loop 121 from US190/IH 14 to IH 35 from 2 to 4 lane divided roadway with a							MPO PROJ NUM W40-04b		
DESCR raised median, 10 ft Shared Use Path (SUP) on the north and east side, and 6 ft sidewalk on the south and west side							FUNDING CAT(S) 2		
REMARKS Loop 121 Phase 2				PROJECT HISTORY					
P7									
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,510,381	COST OF APPROVED PHASES \$ 32,480,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		2	\$ 25,984,000	\$ 6,496,000	\$ 0	\$ 0	\$ 0	\$ 32,480,000
CONSTR \$	32,480,000		TOTAL	\$ 25,984,000	\$ 6,496,000	\$ 0	\$ 0	\$ 0	\$ 32,480,000
CONST ENG \$	1,830,951								
CONTING \$	1,824,100								
INDIRECT \$	893,899								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	38,539,331								

TRANSIT PROJECTS

Proposed FY27-30 Transit Projects

FY 2027–2028: These funds are carried forward from previous years and remain available for use during this period. With HOP operating primarily as a microtransit, van-based system, ADA funds are planned to support operational needs, including facility and shop improvements.

Federal Funding Category 5310 in the amount of \$276,177 will be used to purchase one ADA-compliant vehicle. The remaining funds will be applied toward the purchase of a second ADA-compliant vehicle.

FY 2029–2030: This is new funding and will support continued transit operations and help keep the fleet safe, reliable, and well-maintained for riders.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2027

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17003		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2020		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	
PROJECT DESCRIPTION: Revenue Rolling Stock (Temple UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17002		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5310	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	
PROJECT DESCRIPTION: Revenue Rolling Stock (Killeen UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 15362		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5339	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	
PROJECT DESCRIPTION: Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc. (Temple UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 07/01/2024		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 15360		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: OPERATING		STATE FUNDS: \$	
PROJECT DESCRIPTION: Capital Preventive Maintenance (Temple UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 07/01/2024		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2027

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 15357		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	2,022,651
PROJECT TYPE: OPERATING		STATE FUNDS: \$	364,000
PROJECT DESCRIPTION: Operating Activities (Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 07/01/2024		OTHER SOURCE FUNDS: \$	1,658,651
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	4,045,302
REMARKS:		TOTAL PROJECT COST: \$	4,045,302
		TRANS. DEV. CREDITS REQUESTED: \$	0
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 15352		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	764,849
PROJECT TYPE: OPERATING		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital Preventive Maintenance (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 07/01/2024		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	764,849
REMARKS:		TOTAL PROJECT COST: \$	764,849
		TRANS. DEV. CREDITS REQUESTED: \$	152,970
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 15349		FISCAL YEAR: 2027	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2025		FEDERAL (FTA) FUNDS: \$	2,294,546
PROJECT TYPE: OPERATING		STATE FUNDS: \$	485,000
PROJECT DESCRIPTION: Operating Activities (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 07/01/2024		OTHER SOURCE FUNDS: \$	1,809,546
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	4,589,092
REMARKS:		TOTAL PROJECT COST: \$	4,589,092
		TRANS. DEV. CREDITS REQUESTED: \$	0
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2028

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17010		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5339	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	98,423
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	98,423
REMARKS:		TOTAL PROJECT COST: \$	98,423
		TRANS. DEV. CREDTS REQUESTED: \$	19,685
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17009		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	453,292
PROJECT TYPE: OPERATING		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital Preventive Maintenance (Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	453,292
REMARKS:		TOTAL PROJECT COST: \$	453,292
		TRANS. DEV. CREDTS REQUESTED: \$	90,659
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17008		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	2,083,331
PROJECT TYPE: OPERATING		STATE FUNDS: \$	400,000
PROJECT DESCRIPTION: Operating Activities (Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	1,683,331
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	4,166,662
REMARKS:		TOTAL PROJECT COST: \$	4,166,662
		TRANS. DEV. CREDTS REQUESTED: \$	0
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17007		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5339	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	248,370
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	248,370
REMARKS:		TOTAL PROJECT COST: \$	248,370
		TRANS. DEV. CREDTS REQUESTED: \$	49,674
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2028

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17006		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5310	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	284,462
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Revenue Rolling Stock (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	284,462
REMARKS:		TOTAL PROJECT COST: \$	284,462
		TRANS. DEV. CREDITS REQUESTED: \$	42,670
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17005		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	787,795
PROJECT TYPE: OPERATING		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital Preventive Maintenance (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	787,795
REMARKS:		TOTAL PROJECT COST: \$	787,795
		TRANS. DEV. CREDITS REQUESTED: \$	157,559
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17004		FISCAL YEAR: 2028	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2026		FEDERAL (FTA) FUNDS: \$	2,363,382
PROJECT TYPE: OPERATING		STATE FUNDS: \$	500,000
PROJECT DESCRIPTION: Operating Activities (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	1,863,382
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	4,726,764
REMARKS:		TOTAL PROJECT COST: \$	4,726,764
		TRANS. DEV. CREDITS REQUESTED: \$	0
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17033		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5339	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	101,375
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	101,375
REMARKS:		TOTAL PROJECT COST: \$	101,375
		TRANS. DEV. CREDTS REQUESTED: \$	20,275
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17032		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	466,891
PROJECT TYPE: OPERATING		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital Preventive Maintenance (Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	466,891
REMARKS:		TOTAL PROJECT COST: \$	466,891
		TRANS. DEV. CREDTS REQUESTED: \$	93,379
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17031		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	2,145,831
PROJECT TYPE: OPERATING		STATE FUNDS: \$	400,000
PROJECT DESCRIPTION: Operating Activities (Temple UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	1,745,831
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	4,291,662
REMARKS:		TOTAL PROJECT COST: \$	4,291,662
		TRANS. DEV. CREDTS REQUESTED: \$	0
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17030		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5339	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	255,821
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	255,821
REMARKS:		TOTAL PROJECT COST: \$	255,821
		TRANS. DEV. CREDTS REQUESTED: \$	51,165
		TRANS. DEV. CREDTS AWARDED: \$	0
		T. DEV. CREDTS AWARD DATE: None	

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KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17029		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5310	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	
PROJECT DESCRIPTION: Revenue Rolling Stock (Killeen UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17027		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: OPERATING		STATE FUNDS: \$	
PROJECT DESCRIPTION: Capital Preventive Maintenance (Killeen UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17026		FISCAL YEAR: 2029	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2027		FEDERAL (FTA) FUNDS: \$	
PROJECT TYPE: OPERATING		STATE FUNDS: \$	
PROJECT DESCRIPTION: Operating Activities (Killeen UZA)		OTHER STATE FUNDS: \$	
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	
REMARKS:		TOTAL PROJECT COST: \$	
		TRANS. DEV. CREDITS REQUESTED: \$	
		TRANS. DEV. CREDITS AWARDED: \$	
		T. DEV. CREDITS AWARD DATE: None	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2030

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17040	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 104,417
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 104,417
REMARKS:		TOTAL PROJECT COST:	\$ 104,417
		TRANS. DEV. CREDTS REQUESTED:	\$ 20,884
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17039	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 480,898
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital Preventive Maintenance (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 480,898
REMARKS:		TOTAL PROJECT COST:	\$ 480,898
		TRANS. DEV. CREDTS REQUESTED:	\$ 96,180
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17038	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 2,210,206
PROJECT TYPE:	OPERATING	STATE FUNDS:	\$ 400,000
PROJECT DESCRIPTION:	Operating Activities (Temple UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 1,810,206
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,420,412
REMARKS:		TOTAL PROJECT COST:	\$ 4,420,412
		TRANS. DEV. CREDTS REQUESTED:	\$ 0
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Hill Country Transit District	URBANIZED AREA:	KILLEEN-TEMPLE
MPO PROJECT NUMBER:	17037	FISCAL YEAR:	2030
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 263,496
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Capital expenses such as revenue vehicles, misc. equipm ent, technological advancements, facility improvements, etc.(Killeen UZA)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 263,496
REMARKS:		TOTAL PROJECT COST:	\$ 263,496
		TRANS. DEV. CREDTS REQUESTED:	\$ 52,700
		TRANS. DEV. CREDTS AWARDED:	\$ 0
		T. DEV. CREDTS AWARD DATE:	None

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
KILLEEN-TEMPLE MPO - TRANSIT PROJECTS
FY 2030

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17036		FISCAL YEAR: 2030	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5310	
APPORTIONMENT YEAR: 2028		FEDERAL (FTA) FUNDS: \$	301,786
PROJECT TYPE: CAPITAL		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Revenue Rolling Stock (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	301,786
REMARKS:		TOTAL PROJECT COST: \$	301,786
		TRANS. DEV. CREDITS REQUESTED: \$	45,268
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17035		FISCAL YEAR: 2030	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2028		FEDERAL (FTA) FUNDS: \$	835,772
PROJECT TYPE: OPERATING		STATE FUNDS: \$	0
PROJECT DESCRIPTION: Capital Preventive Maintenance (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	835,772
REMARKS:		TOTAL PROJECT COST: \$	835,772
		TRANS. DEV. CREDITS REQUESTED: \$	167,155
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR: Hill Country Transit District		URBANIZED AREA: KILLEEN-TEMPLE	
MPO PROJECT NUMBER: 17034		FISCAL YEAR: 2030	
MTP REFERENCE:		FEDERAL FUNDING CATEGORY: 5307	
APPORTIONMENT YEAR: 2028		FEDERAL (FTA) FUNDS: \$	2,507,312
PROJECT TYPE: OPERATING		STATE FUNDS: \$	500,000
PROJECT DESCRIPTION: Operating Activities (Killeen UZA)		OTHER STATE FUNDS: \$	0
AMENDMENT DATE: 01/01/1900		OTHER SOURCE FUNDS: \$	2,007,312
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE): \$	5,014,624
REMARKS:		TOTAL PROJECT COST: \$	5,014,624
		TRANS. DEV. CREDITS REQUESTED: \$	0
		TRANS. DEV. CREDITS AWARDED: \$	0
		T. DEV. CREDITS AWARD DATE: None	

GROUPED PROJECTS

KTMPD ID	Project Name	CSJ Number
B45-02(1)	E 6th Ave Sidewalk	0015-05-051
B45-02(2)	E 6th Ave Sidewalk	0015-18-007
C50-07	TA 2025 Copperas Cove Ave D Sidewalk	0909-39-140
B40-08	Sparta Road SUP	0909-36-205
H50-04a	FM 3423 (Indian Trail) Pedestrian Improvements Project	2696-02-010
N40-11	Bridge on Old Nolanville Rd	0909-36-207

2050 MTP

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 4

Proposed MTP Amendments

The Draft FY27-30 TIP contains 18 Highway Projects and 28 Transit Projects that are either being carried forward from the previous TIP or are newly added, some of which have updated let dates and project details. This new TIP listing will be reflected in the 2050 MTP.

Other Amendments to the MTP include:

Add two Highway Projects:

MPO ID	CSJ	Project Name	Estimated Cost
W30-17	1835-01-026	FM 93 - Phases I and 2	\$15,000,000
K30-13b	0909-36-172	Chaparral Road - Phase 2	\$35,000,000

Delete three Highway Projects:

MPO ID	Project Name	Estimated Cost
B45-01b	Belton GT Rails to Trails Phase 2	\$1,864,000
B45-12	IH 35 Safety Improvements	\$1,864,000
B50-03	W 6th Ave	\$2,745,000

Administrative Amendments:

MPO ID	CSJ	Project Name	Amendment
C50-03	Not set	BNSF Pedestrian Crossing	Add Project to UTP Out Years (FY31-36)
C50-04c	Not set	BUS 190 Phase 3	
H50-03	Not set	Beeline Lane Pedestrian Improvements	
T15-06k	0015-14-109	IH35 - IH14 to SL 363	
W35-04b	Not set	FM 439 Phase 2	
W35-04c	Not set	FM 439 Phase 3	
W50-04	Not set	BUS 190 Killeen Complete Streets	

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 4

Proposed MTP and PEP Amendment (added language for Tribal Consultation and Coordination)

Tribal Consultation and Coordination

KTMPO recognizes Tribal governments as sovereign Nations and is committed to ongoing coordination and meaningful engagement throughout the transportation planning process.

Coordination and Engagement

KTMPO conducts Tribal consultation by:

- Providing early notice of MTP development and updates
- Inviting Tribal representatives to meetings and engagement activities
- Maintaining direct communication with Tribal leadership or contacts
- Offering opportunities to engage beyond standard public comment periods

Incorporation of Input

KTMPO considers Tribal input in developing the MTP, including transportation goals, project priorities, and system needs, where appropriate.

Ongoing Coordination

Coordination with Tribal Nations is continuous and includes communication during MTP and TIP development, as well as project-level coordination when applicable.

Proposed MTP and PEP Plan Amendment (added language for Housing Stakeholder Consultation and Coordination)

Housing Stakeholder Coordination and Engagement

KTMPO recognizes the importance of housing and community development partners and is committed to ongoing coordination and meaningful engagement throughout the transportation planning process.

Coordination and Engagement

KTMPO conducts housing coordination by:

- Providing early notice of MTP development and updates
- Inviting housing stakeholders to meetings and engagement activities
- Maintaining direct communication with housing authorities and nonprofit organizations
- Offering opportunities to engage beyond standard public comment periods
- Incorporation of Input

KTMPO considers input from housing stakeholders in developing the MTP, including transportation goals, project priorities, land use considerations, and system needs, where appropriate.

Ongoing Coordination

Coordination with housing stakeholders is continuous and includes communication during MTP and TIP development, as well as coordination during regional studies and project-level planning when applicable.

Proposed MTP and PEP Plan Amendment
(added language for Federal Certification Review and Other Planning Activities)

Other Planning Activities		
Includes MPO-led planning efforts, studies, policy development, and federal review processes that are not formal plan updates, but still benefit from public input and transparency		
Frequency	Public Comment Period	Public Meetings
As needed for Title VI Plan and Environmental Justice (EJ) Analysis Performance-Based Planning and Programming (PBPP) Targets Corridor and Feasibility Studies Active Transportation and Freight Plans Federal Certification Reviews (FCR) and planning audits Project scoring criteria and funding policy development Other similar MPO-led planning activities	Not required; however, a public comment period of approximately 15 days is recommended when TPPB action is anticipated. Public comment periods should be completed prior to TPPB approval, if applicable.	Not required; however, at least one public meeting or equivalent engagement activity is recommended when TPPB action is anticipated. Engagement may include public meetings, workshops, virtual options, or targeted outreach. Activities not requiring TPPB action may be approved administratively and shared with the TAC and TPPB for information and discussion.

KTMP 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

KTMO 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

**KTMPO Short-Range
UTP Funded Projects (FY31-36)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
T35-36b	0320-01-085	Veterans Memorial Blvd Enhancements, Phase 2	0.15mi N of Ave U to Ave R	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	5	\$ 5,000,000	2029	2M
T35-36c	N/A	Veterans Memorial Blvd Enhancements, Phase 3	Ave R to Ave O	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	5	\$ 6,160,000	2031	2M
B45-12	N/A	IH 35 Safety Improvements	IH 14 to Loop 363	Redesign, possibly add messaging boards, striping, improve pavement, and other safety improvements. May include additional speed reduction, pavement alterations (texturing), on-off ramp modifications, and other safety-oriented modifications.	4	\$ 1,800,000	TBD	2M
C50-04c	N/A	BUS 190 Phase 3	S Main St / Hwy Ave / Leonhard St to Robertson Ave	Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared use path and 6' sidewalk.	22	\$ 7,296,000	2029	2M
W35-04b	N/A	FM 439 Phase 2	SP 439 to FM 93	The project would widen FM 439 from 2 lanes to a 4 lane divided highway with improved bicycle and pedestrian facilities.	8	\$ 23,000,000	2031	2M
W50-01	N/A	SL 363 East Phase 1	North IH 35 to US 190	The ultimate design for this segment of SL 363 will be a full freeway segment with main lanes and frontage roads. This project will be phase 1 to reconstruct and widen SL 363 from 2 to 4 lanes divided by building the ultimate frontage roads and signalized intersections only.	2	\$ 70,000,000	2030	2M

KTMPO Short-Range UTP Funded Projects (FY31-36)

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C45-04a	N/A	West Ave B Phase 1	N 1st Street to Courtney Lane	Construct an additional lane on the north side of W Ave B. Drainage improvements, a shared use path, landscaping, and safety lighting will also be included.	8	\$ 10,062,000	2029	7
C45-04b	N/A	West Ave B Phase 2	Courtney Lane to Bermuda Street	Construct an additional lane on the north side of W Ave B. Drainage improvements, a shared use path, landscaping, and safety lighting will also be included.	6	\$ 17,241,000	2029	7
N40-07	N/A	Warriors Path to IH 14	Old Nolanville Road to East Central Texas Expressway	Reliver segment between Highway 2410 and Old Nolanville Road (ONR) to Interstate 14 by way of Warriors Path extension between ONR and I 14 Frontage Road.	7	\$ 10,140,000	2030	7
B45-10a	N/A	Southwest Parkway Phase 1	Loop 121 to Mesquite Road	New construction 60-foot ROW; 3 lane, with a 10-foot shared use path and 5-foot sidewalk. Minor Collector-T-Plan Classification.	16	\$ 6,038,000	TBD	7
B40-11a	N/A	Wheat Road Phase 1	Red Rock to Sparta Road	This project proposes constructing a 3 Lanes with 5' Sidewalks on both sides of the road. Minor Collector- T-Plan Classification.	19	\$ 6,357,000	TBD	7
T50-09	N/A	Crossroads Park Safety Crossing	Research Loop to Prairie View Rd / Stonehollow Drive	Install crosswalks and pedestrian-activated rectangular rapid-flashing beacons at regional park complex.	28	\$ 400,000	2029	7
B50-08	N/A	FM 436 Sidewalks	FM 436 from Tyler Street to Shady Lane	Construct a 10-foot wide sidewalk on the north side of FM 436 (Holland Road) that begins at Tyler Street and ends at Shady Lane. This will connect into the sidewalk system that extends on FM 436 (Holland Road) to IH 35 sidewalk system, to Liberty Park and other locations closing the gap in the Trail/park system.	15	\$ 831,000	TBD	7
T45-02	N/A	3rd Street Sidewalks	Mayborn Civic Center to Avenue A	Construct and repair sidewalks to close gaps, install ADA-compliant ramps, crosswalks, and landscaping.	3	\$ 3,500,000	TBD	9TAP

**KTMPO Short-Range
UTP Funded Projects (FY31-36)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B45-01b	N/A	Belton GT Rails to Trails Phase 2	FM 93 at IH35 to Veterans' Way	The project when all phases are completed will construct a 12-foot SUP that will connect South Belton (B40-05) project along IH35 frontage road, connect Georgetown RR trail, and continue to the Leon River Bridge crossing and Temple project T40-13.	5	\$ 1,864,000	TBD	9TAP
B45-07	N/A	Ave H & Pearl Street Sidewalk	Saunders Street along Ave. H to S. Pearl to Along S. Pearl Street from W. Ave. H to W. Ave D (N)	The project would construct a 6-foot concrete sidewalk on the west side of S. Pearl Street adjacent to the curb and 6-foot sidewalk on the north side of W. Ave. H adjacent to the curb.	10	\$ 1,016,154	TBD	9TAP
C50-04a	N/A	BUS 190 Phase 1 - Pedestrian Improvements	Ave. D to Constitution Dr.	Construct 6 foot wide concrete sidewalk along the north side of Business US 190.	9	\$ 3,240,000	2029	10 CR
H50-05	N/A	Millers Crossing Pedestrian Improvements	Grizzly Trail (Southern Limit) to E. Central Texas Expressway (Northern Limit)	6'-8' wide sidewalks from Grizzly Trail to E. Central Texas Expressway.	32	\$ 334,500	2030	10 CR
B45-05	N/A	Commerce/Industrial Park Blvd SUP	Main Street (SH 317) to Sparta Road	Construct 10' SUP on east side of Commerce Street and north side of Industrial Park Road; provide curb and gutter along pavement edge on Commerce Street.	6	\$ 1,880,000	TBD	10 CR
B45-01a	N/A	Belton GT Rails to Trails Phase 1	Leon River Bridge to IH 35	The project when all phases are completed will construct a 12-foot SUP that will connect South Belton (B40-05) project along IH35 frontage road, connect Georgetown RR trail, and continue to the Leon River Bridge crossing and Temple project T40-13.	11	\$ 3,558,000	TBD	10 CR
B50-05	N/A	SH 317 (Main Street) Sidewalk	Industrial Park Road to N Greenbriar Street	Construct a 5-foot sidewalk back of curb on the west side of Main Street beginning at Industrial Park Road and extending north to Greenbriar Street.	12	\$ 892,000	TBD	10 CR

**KTMPO Short-Range
UTP Funded Projects (FY31-36)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B45-06	N/A	Central Ave Sidewalk	Main Street (SH 317) to Pearl St. at Yetti Polk Park Bridge	Replace sidewalk on W. Central with an 8-foot ADA compliant Sidewalk on north side.	18	\$ 278,000	TBD	10 CR

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
C50-04b	N/A	BUS 190 Phase 2	Robertson Ave to E Ave D	Remove two-way shared left turn lane and construct a raised median. Construct an 11' shared use path and 6' sidewalk.	15	\$ 10,503,000	2035	2M
W30-21	N/A	SL 363 at FM 2305	FM 2305 to FM 2305	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	13	\$ 20,000,000	2035	2M
W35-04c	N/A	FM 439 Phase 3	SP 439 to FM 93'	The project would widen FM 439 from 2 lanes to a 4 lane divided highway with improved bicycle and pedestrian facilities.	12	\$ 18,000,000	2035	2M
W35-03	N/A	IH 14 at Nola Ruth	From 0.25 miles west of Nola Ruth to 0.25 miles east of Nola Ruth	This project will reconstruct the existing Nola Ruth underpass, realign the eastbound frontage road, provide a continuous westbound frontage road, and eliminate the Edwards Drive direct connector ramp.	7	\$ 75,000,000	2035	2M
H15-01	N/A	FM 3423 (Indian Trail Drive)	From Business 190 (Veteran's Memorial Boulevard) to I-14	This project consists of adding a center turn lane, continuation of a fourth lane, drainage improvements, and sidewalks north of Clore Road. This will add roadway capacity, improve pedestrian safety, improve school bus safety, & improve roadway drainage.	23	\$ 5,866,900	2040	2M
H45-01a	N/A	FM 2410 (Knights Way) Phase 1	From Cedar Knob Road to Warriors Path	Phase 1 consists of upgrading existing roadway from two lanes to four 12' lanes, adding a 16' wide continuous turn lane and adding sidewalks.	19	\$ 6,664,800	2045	2M
H30-01a	N/A	BUS 190 (VMB) Phase 1	From Eastern City Limits with Nolanville to Indian Trail Drive	This project consists of a road diet, intent is to reduce the number of lanes, add a bike lane, add curb & gutter and add pedestrian sidewalks. This project will improve pedestrian mobility along the road, along with increasing vehicular and pedestrian safety.	25	\$ 4,206,300	2050	2M

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
H30-01c	N/A	BUS 190 (VMB) Phase 3	From Ann Boulevard to Indian Trail (FM 3423)	This project consists of a road diet, intent is to reduce the number of lanes, add a bike lane, add curb & gutter and add pedestrian sidewalks. This project will improve pedestrian mobility along the road, along with increasing vehicular and pedestrian safety.	16	\$ 4,623,500	TBD	2M
H30-01b	N/A	BUS 190 (VMB) Phase 2	From Western City Limits with Killeen to Ann Boulevard	This project consists of a road diet, intent is to reduce the number of lanes, add a bike lane, add curb & gutter and add pedestrian sidewalks. This project will improve pedestrian mobility along the road, along with increasing vehicular and pedestrian safety.	18	\$ 4,623,500	TBD	2M
D50-01	N/A	Goates Road Neighborhood Connector	From Goates Rd. to Shelly Ln. & along Old 81 to Shelly Ln.	Construction of a 2-lane asphalt roadway surface that includes curb and gutter with a 6'-wide sidewalk. The project also includes crosswalks, ramps, ADA-compliant driveway crossings, and signage.	28	\$ 3,117,890	2035	CAT 7
C45-06a	N/A	Big Divide Road Phase 1	From Colorado Dr. to US HWY 190	Widen Big Divide Rd. to a 4-lane collector from Colorado Dr. to US HW 190 in order to improve overall mobility and access to the City.	17	\$ 25,594,000	2035	CAT 7
T50-05	N/A	E Young Safety Realignment	From Lower Troy Road to State Loop 363	Re-align and reconstruct as community collector with center-turn lane and 6' sidewalks.	22	\$ 11,000,000	2035	CAT 7
T50-04	N/A	Hartrick Bluff Road Widening	From FM 93 to Temple ETJ boundary	Reconstruct and widen to collector road with center-turn lane.	37	\$ 4,000,000	2035	CAT 7
C45-03	N/A	Courtney Lane	From Fairbanks Street to N 1st Street (FM 116)	Reconstruct 2-lane minor collector with continuous two-way left turn lane. Additional project elements include: a 10' SUP, 6' sidewalk, storm sewer system, landscaping, and safety lighting.	25	\$ 7,392,000	2035	CAT 7
T50-02	N/A	Lake Pointe Drive Extension	From State Highway 317 to ~600 ft west of BISD property	Construct a 2-lane roadway with 8ft shared-use path to extend Lake Pointe Drive west to connect High Point Elementary School and Lake Belton High School.	21	\$ 4,648,820	2035	CAT 7

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
N40-12	N/A	Jackrabbit Flat Road Freight Improvement	From East CTX Expressway to Paddy Hamilton	Widen shoulders and reconstruction of roadway to support freight travel to/from Business District. Connects Expressway to HWY 93.	31	\$ 5,510,000	2035	CAT 7
C50-02	N/A	Mashburn Road Bridge	From Mashburn Rd. to Risen Star Ln.	Construct a 4 lane collector and an overpass over US HWY 190 to connect Mashburn Rd. & Risen Star Ln.	24	\$ 7,893,000	2035	CAT 7
C45-06c	N/A	Big Divide Road Phase 3	From US HWY 190 to FM 2808	Construct a 4 lane collector to connect US 190 to FM 2808.	18	\$ 22,250,000	2035	CAT 7
B30-02b	N/A	Shanklin Road West Phase 2	From Shanklin Rd. N-S to IH 35	120-feet ROW; 4 lanes with 10-foot shared use path and 5-foot sidewalk. Major Arterial-T-Plan Classification.	20	\$ 7,905,000	TBD	CAT 7
B50-03	N/A	W 6th Ave	From SH317 (Main Street) to Shine Street and up to W. MLK Jr. Ave	This project would provide 60-feet of ROW, 2-lanes-undivided with a 5-foot sidewalk on both sides of the roadway. This may begin with a wider ROW at Main and taper down to accommodate existing conditions. T-Plan Classification-amendment pending.	23	\$ 2,745,000	TBD	CAT 7
B45-08a	N/A	Mesquite Road Phase 1	From IH 35 Frontage Rd to Future Southwest Parkway	Original Project was from IH35 to Shanklin Rd. N-S Project is split into two phases this phase will widen to 60-feet of ROW, 3 lanes with 5-foot sidewalks on both sides. Minor Collector-T-Plan Classification.	26	\$ 2,825,000	TBD	CAT 7
B50-04	N/A	Taylor's Valley Road	From FM 93/IH35 to Eastern City Limits	60-feet of ROW, with 2 lanes undivided and 5-foot sidewalks on both side of the roadway. T-Plan Classification-amendment pending.	27	\$ 6,719,000	TBD	CAT 7
B40-11c	N/A	Wheat Road Phase 3	From FM 93 to Sparta Road	This project proposes constructing 3 Lanes with 5' Sidewalks on both sides of the road. Minor Collector T-Plan Classification.	29	\$ 27,449,000	TBD	CAT 7
T50-06	N/A	E Ave H Expansion	From Public Works Service Center entrance to Bob White Road	Reconstruct E Ave H as a 2 lane neighborhood collector with sidewalk.	30	\$ 2,788,794	TBD	CAT 7
T50-03	N/A	Midway Drive Reconstruction	From I-35 to Hickory Drive	Reconstruct roadway with center-turn lane, shared-use path, and school zone pedestrian crossing.	32	\$ 25,000,000	TBD	CAT 7

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B30-01	N/A	George Wilson Road Extension	From FM 93 at George Wilson Rd to FM 439	New Construction: 100-foot ROW. Construct 2 lane undivided roadway with 10-foot SUP.	33	\$ 8,779,000	TBD	CAT 7
B40-09	N/A	West Ave D	From Near Kennedy Court to Wheat Road	New Construction-80 foot ROW, 2 lane road, 10-foot Shared Use Path (SUP). Minor Collector-T-Plan Classification.	34	\$ 4,576,000	TBD	CAT 7
B45-09	N/A	Toll Bridge Road	From Elmer King Road at IH 35 to Shanklin Road	Phase 1: 3-lane with 10' wide SUP both sides; Phase 2: add an additional lane for an ultimate 4-lanes undivided with a 10-foot wide SUP, all within 80 foot of ROW (Collector).	35	\$ 5,527,350	TBD	CAT 7
B30-03	N/A	Belton Outer Loop East	From IH 35 at Shanklin Rd to FM 436	New construction: 120-foot ROW, 2 lane undivided 10-foot shared use path and 5-foot sidewalk. Major Arterial-T-Plan Classification.	36	\$ 14,288,000	TBD	CAT 7
B45-11	N/A	Shanklin Road N-S	From Loop 121 to Shanklin E-W	New construction: 80-ROW, Construct 3 lanes undivided, 41' pavement with curb and gutter, with 5-foot sidewalk on one side and 10-foot shared use path on the other. Major Collector-T-Plan Classification.	38	\$ 7,935,000	TBD	CAT 7
B30-02a	N/A	Shanklin Road West Phase 1	From East End of Three Creeks Subdivision to Shanklin Road	120 fee ROW, 4 lane divided with 10-foot shared use path and 5 foot sidewalk. Major arterial-T-Plan Classification.	39	\$ 11,844,000	TBD	CAT 7
B45-08b	N/A	Mesquite Road Phase 2	From Future Southwest Parkway to Shanklin Rd. N-S	Widen to 60-feet of ROW, 3 lanes with 5-foot sidewalks on both sides. Minor Collector T-Plan Classification.	40	\$ 2,865,000	TBD	CAT 7
B50-02	N/A	Capitol Way Extension	From Elm Grove Spur to Shanklin Rd./Outer Loop East	Construct 4 lanes, undivided with a 5-foot sidewalk on both sides of the roadway. Major Collector-T-Plan Classification.	41	\$ 1,264,000	TBD	CAT 7
B45-10b	N/A	Southwest Parkway Phase 2	From Mesquite Rd to Shanklin Rd. E-W	New construction 60-feet ROW; 3 lane, with a 10-foot shared use path and 5-foot sidewalk. Minor Collector-T-Plan Classification.	42	\$ 4,096,000	TBD	CAT 7

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
N50-01	N/A	Dale Ave SRTS Project	From 439 Spur to 10th Street	Development of a Safe Route to school that provides an off system short cut to the elementary school and recreational elements on the east side of the City.	23	\$ 1,230,000	2035	CAT 7
T50-08	N/A	W Adams Ave Bike-Ped Connectivity	From FM 2305 western ramp to FM 2305 eastern ramp	Construct 10 ft sidewalk and truss bridges adjacent to FM 2305 to improve bicycle and pedestrian connectivity across State Loop 363.	24	\$ 2,425,332	2035	CAT 7
H50-02	N/A	Pima Trail Pedestrian Improvements	From Nolan Middle School to Rustling Oaks	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	25	\$ 1,410,000	2035	CAT 7
W50-04	N/A	BUS 190 Killeen Complete Streets	From SH 195 to WS Young Drive	This project will reconstruct BU 190 in Downtown Killeen to add sidewalks and shared use paths. West of 10th street, the existing angle parking will be removed and replaced with sidewalks and parallel parking. Final ROW will vary to preserve the existing building stock.	4	\$ 25,000,000	2035	CAT 7
C50-04e	N/A	BUS 190 Phase 5 - Pedestrian Improvements	From Georgetown Rd. to I-14 (FM 2657)	Construct 11 foot wide shared use path and 6 foot wide sidewalk.	21	\$ 8,440,000	2035	CAT 7
B50-07	N/A	Nolan Creek Pedestrian Bridge	From Trail at Veterans' Park Drive to Water Street	Construct a 10-foot wide connection bridge across Nolan Creek at the existing Shared Use Path on the south side of Nolan Creek to Water Street, at the trail of Veteran's Park Dr to Water Street providing easier access to the historic downtown area of Belton.	22	\$ 1,158,000	TBD	CAT 7
C50-03	N/A	BNSF Pedestrian Crossing	From W Ave. D to W Ave. B	Construct a signalized pedestrian crossing over the BNSF Lampasas Line at N 17th Street. Raise road at grade crossing and reconstruct N 17th Street. Construct 6' sidewalk from Copperas Cove High School to north side of W Ave. B.	14	\$ 2,329,000	2035	CAT 9
H50-03	N/A	Beeline Lane Pedestrian Improvements	From Indian Trail (FM 3423) to Amy Lane	Construct a 6'-8' connector sidewalk along both sides of E. Beeline Lane between Indian Trail (FM 3423) and Amy Lane (collector).	13	\$ 1,430,000	2035	CAT 9

**KTMPO Long-Range
TRENDS Funded Projects (FY37-50)**

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
H50-07	N/A	Ann Blvd Pedestrian Improvements	From FM 2410 to Veterans Memorial Boulevard (Business 190)	Construct a 10' connector sidewalk along both sides of Ann Boulevard between Knight's Way (FM 2410) and Veterans Memorial Boulevard (Business 190).	16	\$ 1,970,000	2050	CAT 9
K45-02	N/A	Killeen-Ft Hood Regional Trail	From W Elms Rd and Robinett Road to Clear Creek Rd (SH201)	Construction of 10'-12' wide concrete sidewalk / trail mostly along a tributary to provide connectivity as part of City's regional trail system. Project will include ADA ramps, crosswalk, and at least one low water crossing at appropriate locations.	2	\$ 15,000,000	TBD	CAT 9
T45-03	N/A	E Central Ave Sidewalks	From UP Railroad Crossing to S 24th St	Construct and repair sidewalks to close gaps, install ADA-compliant ramps, crosswalks, and landscaping.	19	\$ 800,000	TBD	CAT 9

KTMPO Unfunded Projects

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
T50-01	N/A	FM 2483 Widening	From Lake Belton HS (continue from existing improved section) to Morgan's Point Road	Widen FM 2483 to a 2 lane roadway with center turn lane and 8 foot shared-use path.	32	\$ 4,648,820	TBD	Unfunded
W40-04c	N/A	Loop 121 Phase 3	From IH 35 to FM 436	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	28	\$ 10,080,000	TBD	Unfunded
W35-04a	N/A	FM 439 Phase 1	From FM 93 to FM 2271	The project would widen FM 439 from 2 lanes to 4 lanes divided with improved bicycle and pedestrian facilities.	17	\$ 28,000,000	TBD	Unfunded
W50-03	N/A	IH 14 at Nola Ruth	From 0.25 miles west of Nola Ruth to 0.25 miles east of Nola Ruth	This project will reconstruct the existing Nola Ruth underpass, realign the eastbound frontage road, provide a continuous westbound frontage road, and eliminate the Edwards Drive direct connector ramp.	24	\$ 12,000,000	TBD	Unfunded
T15-06k	0015-14-109	IH35 - IH14 to SL 363	From IH 14 to SL 363	This project will reconstruct and widen IH 35 from IH 14 to SL 363 from 6 to 8 lanes divided. Direct connector ramps will also be constructed at the SL 363 interchange.	1	\$ 725,000,000	TBD	Unfunded
W35-08	N/A	FM 93 - FM 1741 to SH 36	From FM 1741 (S 31st St.) to SH 36	This project will widen from 2 to 4 lanes, provide for a raised median and construct grade separation at UP RR.	21	\$ 40,000,000	TBD	Unfunded
W50-02a	N/A	IH 14 Expansion East Phase 1	From IH 35 to SH 95	This project will reconstruct existing US 190 to interstate standards in anticipation of future IH 14 designation. The main lanes will be access controlled with grade separations at all major intersections.	3	\$ 225,000,000	TBD	Unfunded

KTMPO Unfunded Projects

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
W50-02b	N/A	IH 14 Expansion East Phase 2	From SH 95 to 1.12 miles east of Knob Hill Rd	This project will reconstruct existing US 190 to interstate standards in anticipation of future IH 14 designation. The main lanes will be access controlled with grade separations at all major intersections.	14	\$ 150,000,000	TBD	Unfunded
BW50-01	N/A	US 190 Freeway Extension West	From 1.04 Miles West of Big Divide Road to West of FM 2657	This project is to construct a controlled access freeway with one way frontage roads and grade separations at Big Divide Rd. and Great Hills Dr.	9	\$ 95,000,000	TBD	Unfunded
B40-10	N/A	FM 1670	From IH 14/US 190 to Three Creeks Blvd.	Widen from 2 to 4 lane undivided roadway, 10' shared use path and a 6' sidewalk. Minor Arterial T-Plan Classification.	20	\$ 14,319,000	TBD	Unfunded
H45-03	N/A	FM 3481 Phase 1	From Prospector Trail to Chaparral Road Intersection	Phase 1 consists of upgrading existing roadway to four 12' lanes and a 14' continuous turn lane.	26	\$ 7,190,200	TBD	Unfunded
H30-03	N/A	FM 3219	From Veteran's Memorial Boulevard (Business 190) to Fm 429	Road widening from 2 lanes to 4 lanes, railroad crossing, add a center turn lane and sidewalks.	29	\$ 16,366,500	TBD	Unfunded
T40-07b	N/A	Outer Loop West Phase 2	From Riverside Trail to I-35 Frontage Road	Realign Old Waco Rd and construct new 4 lane divided roadway with a curb and gutter; add hike and bike trail and bike dedicated lanes.	30	\$ 36,000,000	TBD	Unfunded
T45-15	N/A	Temple Outer Loop East	From I-35 N to FM 93	Construct a 4 lane divided roadway with a curb and gutter; includes hike and bike trail and dedicated bike lanes to incorporate multimodal transportation.	31	\$ 108,000,000	TBD	Unfunded
H45-01b	N/A	FM 2410 (Knights Way) Phase 2	From Warriors Path to Rummel Road	Phase 2 consists of upgrading existing roadway from two lanes to four 12' lanes, adding a 16' wide continuous turn lane and adding sidewalks.	33	\$ 6,514,100	TBD	Unfunded
H45-01c	N/A	FM 2410 (Knights Way) Phase 3	From Rummel Road to Simmons Road	Phase 3 consists of upgrading existing roadway from two lanes to four 12' lanes, adding a 16' wide continuous turn lane and adding sidewalks.	34	\$ 2,745,000	TBD	Unfunded

KTMPO Unfunded Projects

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Ranking	Estimated Cost	Estimated Let Date	Funding Category
B50-03	N/A	W 6th Ave	From SH317 (Main Street) to Shine Street and up to W. MLK Jr. Ave	This project would provide 60-feet of ROW, 2-lanes-undivided with a 5-foot sidewalk on both sides of the roadway. This may begin with a wider ROW at Main and taper down to accommodate existing conditions. T-Plan Classification-amendment pending.	35	\$ 21,704,000	TBD	Unfunded
C50-05	N/A	Kate Street Park Trail	From Margaret Lee St to Williams St.	Construct 6-foot wide concrete trail to provide accessible outdoor recreation.	30	\$ 982,000	TBD	Unfunded
C50-06	N/A	Lehmann Trail	From Copperas Cove City Park to Freedom Ranch	Construct 6 foot wide concrete trail.	29	\$ 842,000	TBD	Unfunded
H50-06	N/A	Modoc Drive Sidewalk & Trail	From I-14 (North boundary) to Mountain Lion Road (South boundary)	6'-8' ADA compliant sidewalks on both sides of Modoc Drive to increase walk-ability between the residential areas on the south part of the road to the commercial areas on the north part of the road, and to the HOP stop on Modoc Drive.	26	\$ 931,000	TBD	Unfunded
T25-05	N/A	FM 2271 Trail	From FM 2305 to MILLER SPRINGS NATURE CENTER	Construct 8-foot shared-use path connecting to regional park.	27	\$ 2,000,000	TBD	Unfunded
B45-04	N/A	Beal Street Sidewalk	From Downing Street to 24th Street	Construct a 5-foot sidewalk on the east side of Beal Street extending from Downing Street to 24th Street. Bicycle signage provided along all segments.	31	\$ 722,000	TBD	Unfunded
N40-09	N/A	Pleasant Hill Road Bicycle Lanes	From CTX Expressway to FM439	Add Class II Bicycle Lanes to Pleasant Hill that connect to FM 439.	33	\$ 765,000	TBD	Unfunded
B50-06	N/A	East 24th Street Sidewalk	From SH 317 (Main Street) to Beal Street	Beginning at SH 317 (Main Street) on E. 24th Street, construct 5-foot sidewalk on the north side of the roadway to Beal Street. This project includes the widening of the intersection at Main Street and includes roadway improvements.	34	\$ 1,139,000	TBD	Unfunded

GROUPED PROJECTS

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Rank	FY2027-2030 TIP	Let Date	Funding CAT
G01-PE	Various CSJs	Preventative Projects	Various Locations	Various Descriptions	NA	\$0	NA	NA
B45-02(1)	0015-05-051	E 6th Ave Sidewalk	From SH 317 (Main St) to FM 817 (Waco Rd)	Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from SH 317 (Main St) to FM 817 (Waco Rd)	2	\$ 637,620	2027	7
B45-02(2)	0015-18-007	E 6th Ave Sidewalk	From FM 817 (Waco Rd) to IH-35	Construct 5 ft sidewalks along both sides of E 6th Ave (FM 93) from FM 817 (Waco Rd) to IH-35	2	\$ 1,912,860	2027	7
C50-07	0909-39-140	TA 2025 Copperas Cove Ave D Sidewalk	From Ave D at Myra Lou Ave to FM 1113 0.14 MI E of Wolfe Rd	Construct Sidewalk segments and ADA improvements on Ave D and FM 1113 between Myra Lou Ave and BU 190E. Includes ADA curb ramps, crosswalks, drainage bridges, and safety lighting.	NA	\$ 946,000	2027	9TAP
B40-08	0909-36-205	Sparta Road SUP	From 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.	1	\$ 845,000	2028	9TAP
H50-04a	2696-02-010	FM 3423 (Indian Trail) Pedestrian Improvements Project	From 0.3 mi. S of IH-14 to 0.3 mi. N of IH-14	Construct sidewalks along both sides of FM 3423 (Indian Trail Drive) from 0.3 mi. S of IH-14 (the Plaza) to 0.3 mi. N of IH-14 (Mcdonalds).	8	\$ 1,210,000	2028	9TAP
N40-11	0909-36-207	Bridge on Old Nolanville Rd	From 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.	20	\$ 3,250,000	2028	9TAP
G04-BR	Various CSJs	Bridge Projects	Various Locations	Reconstruct and widen existing roadway to a 4 lane divided arterial with curb & gutter, enhanced landscaping and lighting, sidewalks, and trails.	NA	\$ 22,016,200	NA	NA
G06-SA	Various CSJs	Safety Projects	Various Locations	Various Descriptions	NA	\$ 5,296,852	NA	NA

GROUPED PROJECTS

KTMPO ID	CSJ Number	Project Name	Project Limits	Project Description	Project Rank	FY2027-2030 TIP	Let Date	Funding CAT
G07-LA	Various CSJs	Landscaping Projects	Various Locations	Various Descriptions	NA	\$ 187,200	NA	NA
G09-BP	Various CSJs	Bike & Pedestrian Projects	Various Locations	Various Descriptions	NA	\$ 603,413	NA	NA

GROUPED PROJECTS

Short Range Funded (2027-2030)

KTMPO ID	Project Name	Description		Funding
G01-PE	Preventative Projects	Various Locations	Grouped CSJ Placeholder	Short Range Funding: \$165,803,999
G03-MT	Maintenance Projects	Various Locations		
G04-BR	Bridge Projects	Various Locations		
G06-SA	Safety Projects	Various Locations		

Long Range Funded (2029-2050)

KTMPO ID	Project Name	Description		Funding
G01-PE	Preventative Projects	Various Locations	Grouped CSJ Placeholder	Long Range Funding: \$295,989,993
G03-MT	Maintenance Projects	Various Locations		
G04-BR	Bridge Projects	Various Locations		
G06-SA	Safety Projects	Various Locations		

ITEM #5

Draft KTMPO Regional Active
Transportation Plan (RATP)

Draft Regional Active Transportation Plan

Background

KTMP and the Active Transportation Advisory Committee (ATAC) have developed a [Draft Regional Active Transportation Plan \(RATP\)](#) to guide walking, bicycling, and shared-use path improvements across the region. This plan builds on existing planning efforts, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and the 2018 Regional Multimodal Plan (RMP).

Key Plan Elements

- Inventory of existing active transportation facilities based on limited GIS infrastructure
- Recommended projects and implementation strategies
- Integration with local, regional, and state initiatives

Plan Focus and Benefits

- Improves safety and accessibility for all users
- Enhances multimodal connectivity and access to key destinations
- Supports public health, economic vitality, and quality of life
- Provides a project-focused approach that demonstrates planning readiness, strengthens grant competitiveness, supports project prioritization, encourages multimodal integration, and advances funding and implementation

Compared to the 2018 Regional Multimodal Plan, the Draft RATP:

- Focuses solely on active transportation modes
- Provides more detail and is implementation-focused
- Serves as a targeted tool to advance active transportation projects
- Develops a connected regional active transportation network as a primary objective

The RATP was developed through coordination with member jurisdictions, stakeholders, and public input, and serves as a plan to guide future project development and funding pursuits.

The Public Involvement Plan and draft plan are included in the meeting packet for review.

The Technical Advisory Committee recommended approval of this item at their May 6th meeting. Similarly, the Active Transportation Advisory Committee recommended approval of this item at their May 13th meeting.

Action Needed: Consider approval of the Regional Active Transportation Plan (RATP).

Regional Active Transportation Plan

THE PLAN



DIGITAL MAP



Moving From Planning to Implementation: Priority Focus Areas

Goals
Advance best practices to deliver a connected, safe, and vibrant active transportation network.

Funding Competitiveness
Compete effectively for funding.

Intergrate Parks & Trails
Conduct a regional trail study and partner with local and state agencies to align parks and recreation plans with regional transportation efforts, creating connected trail networks.

Safety
Use data-driven strategies to reduce conflicts and improve safety (Vision Zero & Complete Streets).

Connectivity
Create continuous routes linking key destinations for safe, seamless travel.

Trail Tourism & Economic Development
Model proven nonprofit-led trail initiatives by engaging major employers, anchor institutions, and local foundations to co-fund trail extensions, wayfinding, and visitor-focused programming that support trail tourism and economic development.

Data & Technology
Improve emergency response through standardized trail 9-1-1 wayfinding, use automated pedestrian and bicycle count technology to identify gaps and prioritize improvements, and track performance through dashboards and GIS tools.

Public and Stakeholder Engagement

Engage the public and stakeholders throughout planning and implementation to ensure investments reflect community priorities, lived experience, and local context.

ITEM #6

Citizen Representative for the
Active Transportation Advisory
Committee (ATAC)

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 6

Citizen Representative for the Active Transportation Advisory Committee

Background

The ATAC shall be comprised of governmental agency staff, non-governmental organizations and citizens in the KTMPO region who express an interest in active transportation. Membership should reflect the diversity of active transportation modes as outlined in Articles I and II of the Bylaws and the interests affected by transportation policy decisions, ensuring that planning considerations are approached from a comprehensive and inclusive perspective.

The ATAC voting membership consists of representatives from the following agencies, and active transportation interests. Membership will be limited to 20 and members may be individuals or represent a group. Eligible members must reside in Bell, Coryell or Lampasas County.

Bicycle	3 representatives
Walking	2 representatives
Equestrian	1 representative
Municipalities	6 representatives
County Government	1 representative
Fort Hood	1 representative
TxDOT Waco District	1 representative
Public Transit	1 representative
Youth	1 representative
Other Active Transportation Interests: - Trail Enthusiast - Tourism Boards - Chambers of Commerce - ADA Advocacy Group - Running Events - Paddle Craft	3 representatives

Nomination Process

The nomination process for ATAC membership will be as follows:

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

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 6

Parker Petersen, Pedestrian | Citizen Representative

Email from Parker Petersen on 5/7/2026:

My name is Parker Petersen, and I am requesting to join the Active Transportation Advisory Committee (ATAC) as a Representative for the Pedestrian Interest. I really like the idea of helping our region become more pedestrian-friendly, and I believe I could represent the interest well given my experience within the community.

I currently live in Nolanville with my wife and our 15-month-old daughter. We frequently go on family walks in Nolanville, using walks as a way to promote an active lifestyle while spending quality family time together. As a father who walks with my family in Bell County, I have a personal stake in the walkability and safety of pedestrian infrastructure within the county. I want to ensure that families like mine can have safe and positive physical activity in their lives.

In addition to walking with my family, I also go on runs with my daughter around the city of Nolanville, during which she rides in a jogging stroller. Our runs often involve us crossing streets and traveling over existing active transportation paths.

I have a background in running and since becoming a father, it is something I have been able to share with my daughter. I am now especially concerned with safety during our runs, and I could bring this perspective to the ATAC if given the opportunity to be a representative.

Overall, my experiences of walking with my family and running with my daughter have fostered an appreciation of active transportation within our community. I could bring a caring and personally invested voice to the ATAC as a representative of the Pedestrian Interest. If you have any questions for me, I can be contacted at 515-720-8321 or parkerspetersen@gmail.com. I appreciate your time and consideration. Have a great day!

Very Respectfully,
Parker Petersen

The Active Transportation Advisory Committee recommended approval of this item at their May 13th meeting.

Action Needed: Following the nomination process in the ATAC bylaws, consider approval of Mr. Parker Petersen as a Pedestrian Citizen Representative for ATAC.

ITEM #7

NHTSA Early Estimates for 2025
Traffic Fatalities

NHTSA Early Estimates for 2025 Traffic Fatalities

Background

The National Highway Traffic Safety Administration (NHTSA) provides preliminary estimates of national traffic fatality trends, offering timely insight ahead of finalized data.

These estimates complement the Texas Department of Transportation Crash Records Information System (CRIS), which provides detailed, Texas-specific data used for local planning and project development.

NHTSA indicates overall trends, while CRIS supports safety analysis and performance measure target setting. NHTSA recently released updated 2025 estimates and finalized 2024 fatality data.

Metric	National (National Highway Traffic Safety Administration)	Texas (Texas Department of Transportation CRIS)
2025 Fatalities (Est.)	36,640 (↓ 6.7%)	Not yet finalized
2024 Fatalities	39,254 (↓ 4.3% from 2023)	Slight decrease from 2023 (per CRIS release)
Trend Direction	Declining (15 consecutive quarters)	Slight decline, but still high overall
Serious Injuries (2024)	2.42M (↓ 0.8%)	Tracked in CRIS; generally stable/slight decrease
Fatality Rate	1.19 (2024) → est. 1.10 (2025, near historic low)	Higher in rural areas; varies by region
Crash Type Trends	Decreases across most categories (vehicles, trucks, pedestrians, bikes)	Similar decreases, but vulnerable users remain a concern
Geographic Insight	National, high-level trends	Detailed, location-specific (urban vs. rural differences)
Use in Planning	Trend awareness, federal benchmarking	Project development, safety analysis, TPM targets

Resources:

- NHTSA’s [Query Reporting Tools](#) include traffic safety publications and data
- NHTSA’s [Overview of Motor Vehicle Crashes in 2024](#) includes state specific data
- NHTSA [Early Estimates for 2025](#)
- [CRIS Data Analysis and Statistics](#)

Action Needed: No action needed; for discussion only.



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



Traffic Safety Facts

CRASH•STATS

DOT HS 813 800

A Brief Statistical Summary

April 2026

Early Estimate of Motor Vehicle Traffic Fatalities and Fatality Rate in 2025

Summary

A statistical projection of traffic fatalities in 2025 shows an estimated 36,640 people died in motor vehicle traffic crashes, a decrease of about 6.7 percent compared to the 39,254 fatalities reported in 2024, as shown in Table 1. The fourth quarter of 2025 represents the 15th consecutive quarterly decline in fatalities beginning with the second quarter of 2022. If realized, the estimated percentage decrease for 2025 would be the fifth largest in the recorded history of the Fatality Analysis Reporting System (FARS), bringing total fatalities back to the pre-pandemic levels seen in 2019. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in 2025 increased by about 29.8 billion miles, or about a 0.9-percent increase. Table 1 also shows the fatality rates per 100 million VMT, by quarter and year. In 2025, the fatality rate dropped to 1.10 fatalities per 100 million VMT, down from the reported rate of 1.19 fatalities per 100 million VMT in 2024, making it the second lowest fatality rate in recorded history (behind only the 1.08 rate observed in 2014). For the NHTSA regional differences, all 10 NHTSA Regions are projected to have decreases in fatalities and fatality rate per 100 million VMT in 2025 as compared to 2024. Also, 39 States, the District of Columbia, and Puerto Rico are projected to have decreases in fatalities. The fatality counts for 2024 and 2025 and the ensuing percentage change from 2024 to 2025 will be slightly revised when the FARS Final File for 2024 and the FARS Annual Report File (ARF) for 2025 are made available in early 2027.

Table 1. Fatalities and Fatality Rate by Quarter, Full Year, and the Percentage Change From the Corresponding Quarter, or Full Year in the Previous Year

Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter and Total From the Previous Year					
2014	6,856 [-4.3%]	8,179 [-0.3%]	8,799 [-2.5%]	8,910 [+4.9%]	32,744 [-0.5%]
2015	7,370 [+7.5%]	8,823 [+7.9%]	9,805 [+11.4%]	9,486 [+6.5%]	35,484 [+8.4%]
2016	8,154 [+10.6%]	9,563 [+8.4%]	10,078 [+2.8%]	10,011 [+5.5%]	37,806 [+6.5%]
2017	8,301 [+1.8%]	9,460 [-1.1%]	10,081 [+0.0%]	9,631 [-3.8%]	37,473 [-0.9%]
2018	8,203 [-1.2%]	9,323 [-1.4%]	9,934 [-1.5%]	9,375 [-2.7%]	36,835 [-1.7%]
2019	7,832 [-4.5%]	9,193 [-1.4%]	9,994 [+0.6%]	9,336 [-0.4%]	36,355 [-1.3%]
2020	7,901 [+0.9%]	9,164 [-0.3%]	11,358 [+13.6%]	10,584 [+13.4%]	39,007 [+7.3%]
2021	8,906 [+12.7%]	11,149 [+21.7%]	11,828 [+4.1%]	11,347 [+7.2%]	43,230 [+10.8%]
2022	9,545 [+7.2%]	10,491 [-5.9%]	11,643 [-1.6%]	11,042 [-2.7%]	42,721 [-1.2%]
2023	8,916 [-6.6%]	10,386 [-1.0%]	11,137 [-4.3%]	10,586 [-4.1%]	41,025 [-4.0%]
2024	8,574 [-3.8%]	10,107 [-2.7%]	10,505 [-5.7%]	10,068 [-4.9%]	39,254 [-4.3%]
2025†	8,120 [-5.3%]	9,055 [-10.4%]	10,055 [-4.3%]	9,410 [-6.5%]	36,640 [-6.7%]

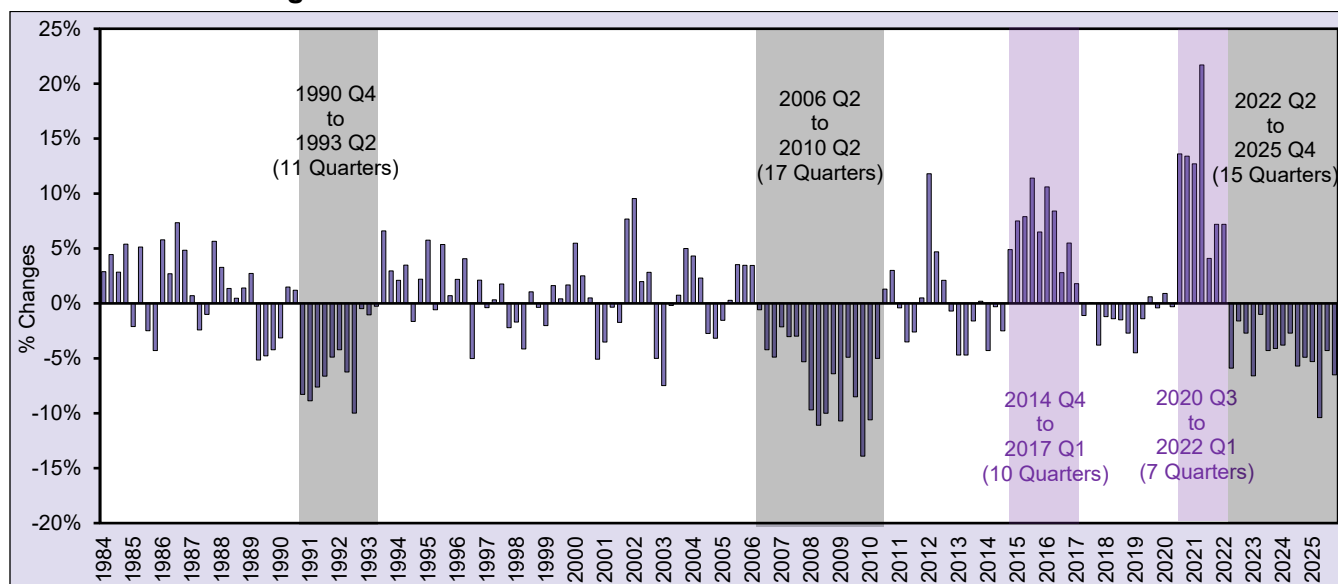
Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
Fatality Rate per 100 Million VMT					
2014	0.99	1.03	1.11	1.17	1.08
2015	1.03	1.08	1.20	1.21	1.15
2016	1.11	1.16	1.23	1.27	1.19
2017	1.12	1.13	1.21	1.20	1.17
2018	1.10	1.11	1.18	1.15	1.14
2019	1.05	1.09	1.18	1.14	1.11
2020	1.08	1.43	1.44	1.42	1.34
2021	1.28	1.38	1.41	1.42	1.38
2022	1.29	1.28	1.38	1.38	1.34
2023	1.18	1.24	1.31	1.32	1.26
2024	1.12	1.19	1.22	1.23	1.19
2025†	1.05	1.05	1.15	1.15	1.10

†2025 statistical projections and rates based on these projections.

Sources: Fatalities: 2014–2023 FARS Final File, 2024 FARS ARF

VMT: FHWA December 2025 Traffic Volume Trends (TVT) for 2024 and 2025 VMT

Figure 1 shows the historical trend of the percentage changes every quarter from the same quarter in the previous year, going back to 1984 (NHTSA has fatality data going back to 1975). The shading in the chart shows the years when there were significant numbers of consecutive quarters with increases/declines as compared to the corresponding quarters of the previous years. The declines during the early 1980s and 1990s lasted 11 consecutive quarters (not shown in Figure 1), while the most recent decline occurred over 17 consecutive quarters ending in the second quarter of 2010. More recently, the significant increases in fatalities occurred over 10 consecutive quarters ending after the first half of 2017. Fatalities also increased 7 consecutive quarters beginning with the third quarter of 2020, until the 5.9-percent decline seen in the second quarter of 2022. The third and fourth quarters of 2020 and the first and especially the second quarters of 2021 showed significant increases in fatalities as compared to the corresponding quarters of 2019 and 2020. The percentage increase in the second quarter of 2021 is the highest quarterly percentage increase in FARS data recorded history, which was in the COVID-19 pandemic period. As shown in the rightmost shading in the chart, the fourth quarter of 2025 represents the 15th consecutive quarterly decline in fatalities beginning with the second quarter of 2022.

Figure 1. Percentage Changes in Fatalities in Every Quarter Compared to the Fatalities in the Same Quarter During the Previous Year

Sources: 1984–2023 FARS Final File, 2024 FARS ARF, 2025 statistical projections

The quarterly projections of fatalities, fatality rates, and VMT are further split into monthly estimates for 2024 and 2025, as shown in Table 2. In 2025 both fatalities and the fatality rate per 100 million VMT show decreases from January to December, as compared to the corresponding month in 2024.

Table 2. Fatalities, VMT, Fatality Rate by Month or Quarter in 2025, and the Percentage Changes in Fatalities and VMT From the Corresponding Month or Quarter in 2024

Year	1st Quarter				2nd Quarter				3rd Quarter				4th Quarter			
	Jan	Feb*	Mar	Total	Apr	May	Jun	Total	Jul	Aug	Sep	Total	Oct	Nov	Dec	Total
Fatalities in 2025 and Percentage Change in Fatalities for the Corresponding Month and Quarter From 2024																
2024†	2,729	2,710	3,135	8,574	3,185	3,461	3,461	10,107	3,366	3,611	3,528	10,505	3,620	3,292	3,156	10,068
2025†	2,690	2,465	2,965	8,120	2,915	3,090	3,050	9,055	3,310	3,520	3,225	10,055	3,405	3,055	2,950	9,410
	-1.4%	-9.0%	-5.4%	-5.3%	-8.5%	-11%	-12%	-10.4%	-1.7%	-2.5%	-8.6%	-4.3%	-5.9%	-7.2%	-6.5%	-6.5%
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2024†	1.10	1.12	1.14	1.12	1.16	1.18	1.22	1.19	1.15	1.23	1.29	1.22	1.25	1.25	1.19	1.23
	247.7	242.3	275.8	765.8	274.5	293.8	284.2	852.5	292.3	293.3	274.1	859.7	289.5	262.4	264.2	816.1
2025†	1.07	1.03	1.06	1.05	1.05	1.05	1.06	1.05	1.11	1.19	1.15	1.15	1.17	1.16	1.11	1.15
	252.5	238.7	278.8	770.0	278.6	295.2	286.9	860.7	297.2	295.9	279.6	872.7	291.5	263.1	265.8	820.4
	1.9%	-1.5%	1.1%	0.5%	1.5%	0.5%	1.0%	1.0%	1.7%	0.9%	2.0%	1.5%	0.7%	0.3%	0.6%	0.5%

† 2024 FARS ARF and 2025 statistical projections and rates based on these projections.

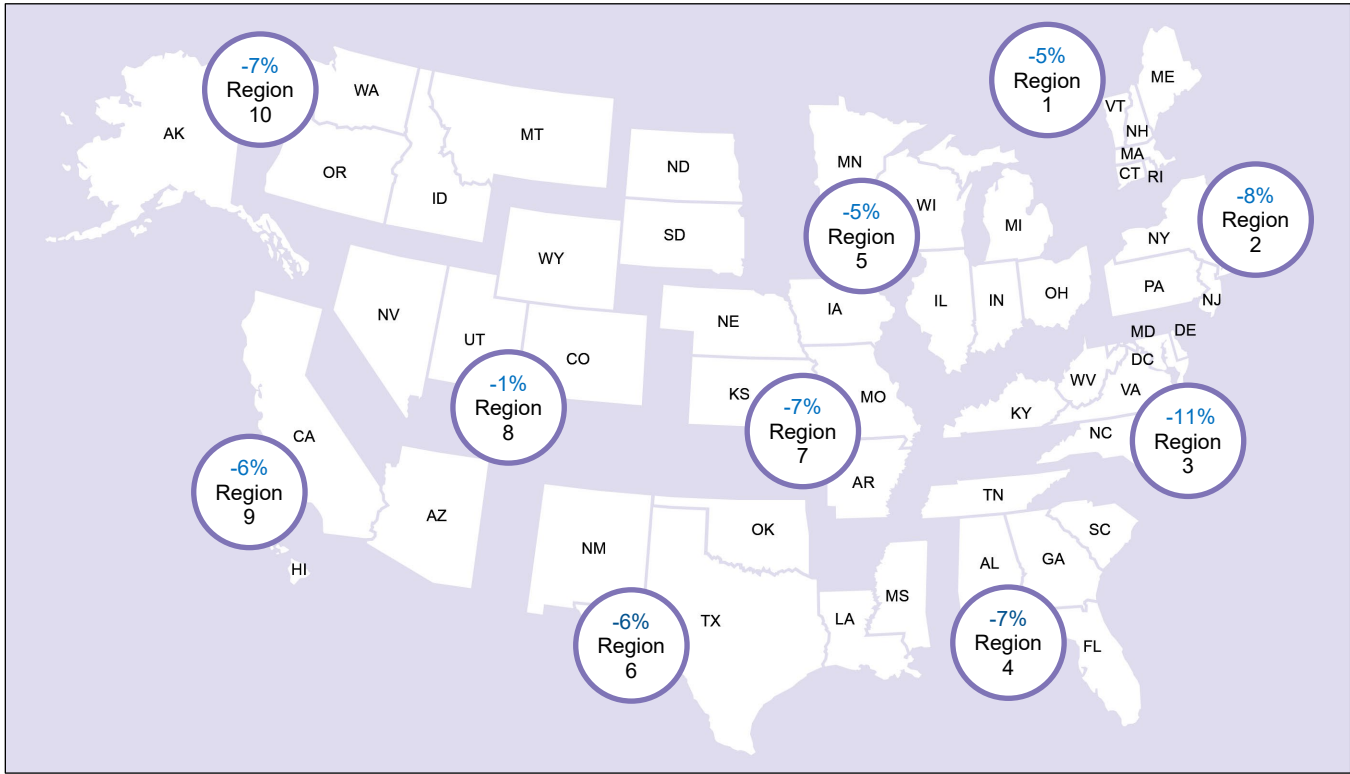
*2024 was a leap year and February 29, 2024, was the leap day.

Sources: VMT: FHWA December 2025 TVT for 2024 and 2025 VMT

Regional Differences

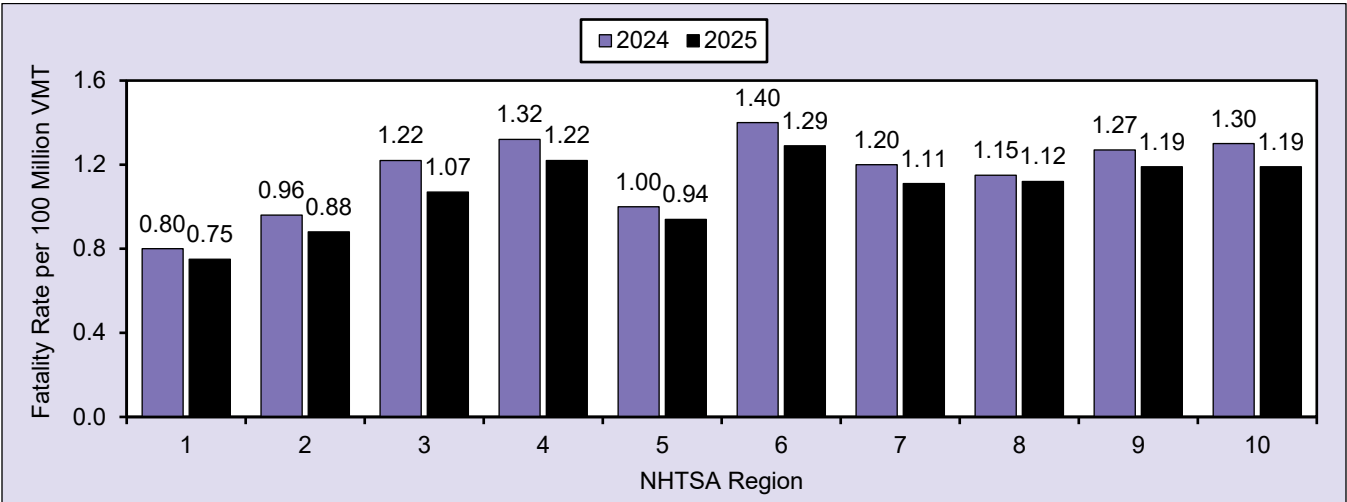
The statistical procedures used in these projections were generated for each NHTSA administrative region and were collated to create the national estimate. This allows for the comparison of regional estimates in 2025 with the reported 2024 counts (note that Connecticut was moved from Region 2 to Region 1 in 2024). Figure 2 shows the percentage changes in estimated fatalities in 2025 from the reported fatalities in 2024 by NHTSA region; all 10 regions experienced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in 2025 with the reported fatality rate per 100 million VMT in 2024, by NHTSA region; all 10 regions presented decreases. These estimates by NHTSA region shown in Figures 2 and 3 are subject to small changes as the FARS Final File for 2024 and ARF for 2025 are reported.

Figure 2. Percentage Changes in Estimated Fatalities in 2025 From Reported Fatality Counts in 2024, by NHTSA Region



Sources: 2024 FARS ARF and 2025 statistical projections. Puerto Rico is not included in Region 2.

Figure 3. Comparison of Estimated Fatality Rates in 2025 With Reported Fatality Rate in 2024, by NHTSA Region



Source: FHWA December 2025 TVT for 2024 and 2025 VMT. Puerto Rico is not included in Region 2.

State Differences

Given the significant interest in the traffic safety community in estimated changes at the State level to assess emerging trends, NHTSA has developed a methodology in the third quarter of 2022 to generate such State-level estimates based on the most recent distribution of the fatalities by State in a NHTSA region and the month (see *Data and Methodology* section for more details). Table 3 shows the comparison of each State’s estimate in 2025 with the reported fatality counts in 2024 and the percentage change in 2025 from 2024; 39 States, the District of

Columbia, and Puerto Rico are projected to have experienced decreases in fatalities in 2025 compared to 2024, while 2 States remained unchanged, and 9 States are projected to have had increases in fatalities. Also, the estimates of the fatality rates per 100 million VMT by State in 2024 and 2025 are presented in Table 3 of this report. These estimates by State shown in Table 3 are subject to change slightly as fatality counts in FARS Final File for 2024 and ARF for 2025 are reported, and as FHWA finalizes the State VMT estimates for 2024 and 2025.

Table 3. Estimated Fatalities in 2025, and the Percentage Change in Estimated Fatalities in 2025 From the Reported Fatalities in 2024, by State. The States' Estimates of the Fatality Rate per 100 Million VMT in 2024 and 2025 Are Also Presented.

State	Fatalities			Fatality Rate		State	Fatalities			Fatality Rate	
	2024	2025	Percent Change	2024	2025		2024	2025	Percent Change	2024	2025
Alabama	962	851	-11.5%	1.33	1.16	Nebraska	251	225	-10.4%	1.15	1.02
Alaska	70	66	-5.7%	1.22	1.13	Nevada	417	382	-8.4%	1.47	1.32
Arizona	1,229	1,161	-5.5%	1.62	1.50	New Hampshire	133	136	+2.3%	0.97	0.99
Arkansas	603	575	-4.6%	1.52	1.43	New Jersey	670	582	-13.1%	0.85	0.74
California	3,876	3,630	-6.3%	1.20	1.11	New Mexico	409	458	+12.0%	1.43	1.59
Colorado	689	715	+3.8%	1.25	1.28	New York	1,101	1,011	-8.2%	0.90	0.83
Connecticut	310	274	-11.6%	0.99	0.86	North Carolina	1,619	1,410	-12.9%	1.31	1.12
Delaware	126	116	-7.9%	1.28	1.21	North Dakota	90	85	-5.6%	0.89	0.84
D.C.	47	25	-46.8%	1.37	0.75	Ohio	1,157	1,120	-3.2%	1.01	0.98
Florida	3,138	3,047	-2.9%	1.29	1.24	Oklahoma	645	645	0.0%	1.38	1.35
Georgia	1,403	1,307	-6.8%	1.11	1.02	Oregon	538	491	-8.7%	1.45	1.29
Hawaii	102	129	+26.5%	0.97	1.22	Pennsylvania	1,127	1,069	-5.1%	1.12	1.06
Idaho	238	254	+6.7%	1.18	1.22	Rhode Island	52	37	-28.8%	0.68	0.47
Illinois	1,177	1,177	0.0%	1.13	1.12	South Carolina	1,038	950	-8.5%	1.68	1.51
Indiana	832	802	-3.6%	0.96	0.91	South Dakota	146	122	-16.4%	1.39	1.15
Iowa	356	260	-27.0%	1.06	0.77	Tennessee	1,197	1,061	-11.4%	1.44	1.27
Kansas	339	367	+8.3%	1.05	1.14	Texas	4,160	3,775	-9.3%	1.35	1.21
Kentucky	707	668	-5.5%	1.44	1.36	Utah	277	274	-1.1%	0.78	0.75
Louisiana	752	773	+2.8%	1.35	1.38	Vermont	59	61	+3.4%	0.81	0.85
Maine	177	174	-1.7%	1.17	1.15	Virginia	917	833	-9.2%	1.03	0.93
Maryland	578	483	-16.4%	1.01	0.84	Washington	730	644	-11.8%	1.20	1.06
Massachusetts	363	352	-3.0%	0.59	0.57	West Virginia	256	238	-7.0%	1.57	1.46
Michigan	1,098	1,021	-7.0%	1.10	1.02	Wisconsin	595	556	-6.6%	0.87	0.80
Minnesota	477	372	-22.0%	0.80	0.62	Wyoming	107	124	+15.9%	1.10	1.26
Mississippi	753	639	-15.1%	1.82	1.52	U.S. Total*	39,254	36,640	-6.7%	1.19	1.10
Missouri	955	914	-4.3%	1.17	1.10	Puerto Rico	288	280	-2.8%	—	—
Montana	206	199	-3.4%	1.49	1.43						

*Puerto Rico is not included.

Sources: 2024 FARS ARF and 2025 statistical projections.

VMT: FHWA December 2025 TVT for 2024 and 2025 VMT. Traffic Volume Trends for Puerto Rico are not available.

Discussion

During the COVID-19 pandemic there were marked increases in fatalities and the fatality rates per 100 million VMT in 2020. The increased trend of fatalities in 2020 continued into 2021 and the first quarter of 2022.

However, the second, third, and fourth quarters of 2022, all four quarters of 2023 and 2024, plus the four quarters of 2025, represent the 15 consecutive quarterly declines in fatalities after 7 consecutive quarters of year-to-year increases in fatalities, since the third quarter of 2020. The increased trend of the fatality rates per 100 million VMT in 2020 continued into the first quarter of 2021, decreased in the second and the third quarters of 2021, and

increased again in the first quarter of 2022. The second, third, and fourth quarters of 2022, all four quarters of 2023 and 2024, plus the four quarters of 2025, also represent the 15 consecutive quarterly declines in fatality rates per 100 million VMT. NHTSA is continuing to gather and finalize data on crash fatalities for 2025 using information from police crash reports and other sources. The FARS Final File for 2024 as well as the ARF for 2025 will be available within the next 2 years and usually result in the minor revision of fatality totals and the ensuing fatality rates and percentage changes.

Data and Methodology

The data used in this analysis comes from several sources: NHTSA's FARS, Early Notification (EN) data, and Monthly Fatality Counts (MFC) (the EN and MFC data are not available to the public); and from FHWA's VMT estimates. FARS is a census of fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway and must result in the death of at least one person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. FARS Final Files from 2003 to 2023 and the FARS Annual Report File in 2024 are used to obtain the monthly fatality counts. The EN program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and provide near-real-time notification of fatality counts from all jurisdictions reporting to FARS. The MFC data provide monthly fatality counts by State through sources that are independent from the EN or FARS systems. MFCs from January 2003 up to December 2025 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for the 2025, the time series cross-section regression procedure was applied to analyze the data with both cross-sectional values (by NHTSA Region) and time series (by month), to model the relationship among FARS, MFC, and EN, the details of which are available in a Research Note, *Statistical Methodology to Make Early Estimates of Motor Vehicle Traffic Fatalities* (Report No. DOT HS 811 123). Furthermore, after the projected fatality counts for NHTSA Region r and the month m (F_Est_{mr}) are obtained, the estimated fatality counts for a State st in Region r and the month m ($F_Est_{st|mr}$) are calculated. Each State receives a proportion of the projected fatality counts for the Region using the most recent relative proportion of fatalities in each State st for Region r and month m found in the EN data. This can be expressed as $F_Est_{st|mr} = (F_{st|mr} / \sum_{all\ States\ in\ r} F_{st|mr}) \times F_Est_{mr}$, where $F_{st|mr}$ is the latest fatal count in the EN data for State st in Region r and month m . That is, the inflation rate for all States within a Region is assumed to be the same as the inflation rate of that Region. For example, the estimated motor vehicle traffic fatalities for Arizona in Region 9 (*Arizona, California, Hawaii*) and the month m is: $F_Est_{AZ|m9} = (F_{AZ|m9} / (F_{AZ|m9} + F_{CA|m9} + F_{HI|m9})) \times F_Est_{m9}$.

The methodology used to generate the national, regional, and State-level estimates in 2025 is the same as NHTSA used to project the motor vehicle traffic fatalities for the first 9 months of 2025 in *Early Estimates of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2025* (Report No. DOT HS 813 778).

The suggested APA format citation for this report is:

National Center for Statistics and Analysis. (2026, April). *Early estimate of motor vehicle traffic fatalities and fatality rate in 2025* (Traffic Safety Facts Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 800). National Highway Traffic Safety Administration. <https://doi.org/10.21949/7wyp-yb17>



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

For questions about information in this report, please contact NCSARequests@dot.gov. This Crash•Stats and other general information on traffic safety can be found at <https://crashstats.nhtsa.dot.gov>.

ITEM #8

KTMPO Speed Sign Loaner Program

KTMPO Speed Sign Loaner Program

Background

KTMPO administers a Speed Sign Loaner Program that provides portable radar speed feedback signs to member jurisdictions to address localized speeding concerns and improve roadway safety.

These signs display real-time speeds and may be deployed in school zones, neighborhoods, or other areas identified through data or public concern.

The program also supports basic data collection to inform safety analysis, enforcement, and future project development, aligning with KTMPO's data-driven approach.

This item was intended to be presented annually; however, no signs have been loaned to date, and no data is available to report.

Cities and counties are encouraged to:

- Identify and deploy signs at known speeding locations (school zones, neighborhoods, high-complaint corridors)
- Utilize signs to support ongoing local initiatives such as school safety, neighborhood traffic calming, or enforcement campaigns
- Rotate signs between locations to maximize coverage and visibility
- Collect basic speed data to support grant applications, project justification, or local decision-making
- Pair sign deployment with targeted enforcement or awareness efforts for greater effectiveness
- Deploy signs in response to citizen complaints to demonstrate responsiveness and gather supporting data

Speed Sign Data Strengthens Grant Applications:

- Documents Need (Before Data)
 - Shows actual speeds vs. posted speeds
 - Identifies % of drivers speeding
 - Pinpoints high-risk times of day
- Supports Safety Justification
 - Pairs well with CRIS data to show risk, rather than just crashes
 - Helps justify projects even where crash history is limited
- Quantifies Benefits (After Data)
 - Demonstrates speed reduction after deployment
 - Provides before/after comparisons for measurable outcomes
- Strengthens Narrative
 - Moves applications from “community concern” to a data-backed need
 - Shows proactive, low-cost interventions

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 8

Best-Fit Grant Programs

- U.S. Department of Transportation Safe Streets and Roads for All (SS4A)
 - *Best fit* for speed-related safety issues
 - Data supports High Injury Network identification and countermeasure selection
- Highway Safety Improvement Program (HSIP) (administered by Texas Department of Transportation)
 - Requires data-driven safety justification
 - Speed data helps support systemic safety improvements
- Transportation Alternatives (TA)
 - Useful for school zones, trails, and pedestrian/bike safety
 - Speed data helps demonstrate unsafe conditions for vulnerable users
- Safe Routes to School (SRTS) (within TA or state programs)
 - Strong fit for school zone deployments
 - Data shows risk to children and need for improvements
- Local / Regional Grants or Bond Programs
 - Helps justify traffic calming, sidewalks, or crossings
 - Especially useful for smaller jurisdictions without robust datasets

For more information on KTMPO's Speed Sign Loaner Program, please contact David Lopez at david.lopez@ctcog.org.

Action Needed: No action needed; for discussion only.



PRODUCT SPECIFICATIONS:

SPEEDALERT 18 RADAR MESSAGING SIGN – B UNIT

SpeedAlert Radar Message Sign

- **SpeedAlert 18 (SA18):** 18" x 28" full matrix
(SpeedAlert 24 (SA24) 24" x 60" full matrix also available – see separate SpeedAlert 24 Spec Sheet)
- Size and weight without battery
 - o 30"x20" x 2.74" (without YOUR SPEED sign), 29 lbs
- Full matrix display
- **Universal mounting system:** Attach to pole, trailer or vehicle hitch mount
- Internal K band radar with adjustable sensitivity
- Meets MUTCD Specifications

SpeedAlert Operation Modes

- **Message Mode:** Display one message, up to six screens
- **All Messages:** Sequence all messages in sign memory
- **Speed Display:** Display approaching vehicle's speed
- **Dependent Message:** Display targeted messages based upon vehicle's speed, up to six screens per message
- Changeable speed limit sign
- **Stealth or Display Off:** Collect traffic speed and volume data with no LED display, 'YOUR SPEED' sign easily removed
- **Schedule:** Change message and/or mode up to 13 times/day
- Collect vehicle volume by speed and time data in all modes
- Sign returns to last mode and configuration when power applied

SpeedAlert Programming Methods

On-Board Programming (standard on all units)

- Select operation mode
- Set Speed Limit
- Select message from sign's memory

ATS PC Sign Manager

Local Management using PC with USB connection standard with all signs, Bluetooth optional

- PC-based client software
- Connect to sign via USB or Bluetooth (optional)

ATS Android App: Local Management (Optional):

- Android OS wireless Bluetooth control local to unit
- Android device can be phone or WiFi device with Bluetooth

Local Management Features – PC and Android (Optional):

- Create and change messages, modes and settings
- Local data retrieval and management
- All traffic data and messages saved for online management and backup
 - o Retrieve data and save to TrafficCloud at no cost, generate limited reports online from hosted data. Extended reports available with TrafficCloud subscription
 - o Create message and save to TrafficCloud library, messages available on all ATS Android app or PC Sign Manager devices with TrafficCloud subscription

SpeedAlert Messages

- **SA18:** 1-2 line messages
 - o **1 line:** 10 1/4" H x 5.75" W characters, four per line
 - o **2 lines:** 7" H x 4" W characters, six per line
- Up to 6 screens per message
- Full graphics capability, each LED individually controllable
- Variable display time, flash and reverse rates for each screen
- Scroll through 25 user defined onboard messages using selector buttons built into sign, no training necessary
- Ability to sequence messages for up to 144 screen animation
- Message power efficiency calculator in software
- Actual sign preview and unlimited message storage using TrafficCloud Web-based Remote Management Service, ATS PC Sign Manager or ATS Android app
- Messages on sign retained when power removed
- Sign returns to last message when power applied
- Conditional Messaging – Accept local or remote data and dynamically display messages driven off data, and/or incorporate into messages

SpeedAlert Programming

Configure the following parameters via TrafficCloud Web-based Management System, ATS Android app or PC Sign Manager

- **Messages**
 - o Create and load message using 'Display Now' feature
 - o Load 24 messages into sign's memory
 - o Scroll messages in sign's memory
 - o Display signs stored in ATS Android app or PC Sign Manager
- **Speeds**
 - o Speed limit
 - o Maximum speed displayed
 - o Display on/off/specific mph activation
 - o Radar sensitivity (range)
 - o **Speed limit sign operation:** Change speed limit up to 13 times per day schedule
 - o Metric capable display with hundreds digit
 - o Set time via PC, Android or sync with cell signal (TrafficCloud)
 - o Sign firmware field and remotely upgradeable

Speed-Dependent Message System

- Different messages for each of five speed ranges
 - o No cars
 - o Cars ≤ speed limit
 - o Cars > Speed Limit, < x
 - o Cars > x < upper speed
 - o Cars > upper speed
- Ranges dependent on speed limit setting only, so simple speed limit change adjusts all dependent message ranges
- Independent maximum speed displayed setting
- Speed dependent messages can be any SA18 messages, including:
 - o 'YOUR SPEED' screen, 18" speed display digits
 - o 'SPEED LIMIT' screen, 18" speed limit display digits

Scheduling

- **All Days, Multiple Messages:** Schedule up to 50 different messages or modes for up to 13 different time periods in a 24 hour day, repeats in each 24 hour cycle
- **Seven Day, Multiple Messages:** Schedule different messages or modes for up to 13 different time periods in each 24 hour day for each of seven days, repeats in each seven day cycle; up to 50 different messages can be used over the 7-day period
- All messages and scheduling reside on the sign – no external hardware necessary
- Program schedule via ATS Android app or ATS PC Sign Manager, save to load onto multiple signs
- Internal real time clock, time and schedule maintained with power disconnected

SpeedAlert Data Logging Option

- **Local Data Collection:** ATS Android app or PC Sign Manager
 - o All data hosted in online database for anywhere access
 - o Download traffic data from sign with USB or Bluetooth connection
 - o 30 days of high volume data minimum storage on sign, Data collection rolls over when memory reaches capacity

- **Reports, Local Data Collection:**

- o Summary page with average and 85th percentile speed, average daily volume, 10 mph pace speed, high and low speed, display mode
- o Traffic counts by speed range, full day and time of day over selected date range with 5 mph resolution
- o Vehicle counts by time range per day by hour
- o Vehicle counts by speed range and time of day
- Reports, automatic data collection (TraffiCloud Web-based Management Services)
 - o Enhanced Summary with detail charts and graphs
 - o Compliance by speed range with 3 ranges
 - o Enforcement report showing highest speed and volume violators over selected locations
 - o Effectiveness report showing program performance

Construction

- 'YOUR SPEED' sign
 - o High intensity prismatic reflective background
 - o 24" x 8"
 - o 3.5" high MUTCD 'C' letters
- **LED Pixels:** Amber 595nm, 30 degree viewing angle, 100,000 hours, black background, (MUTCD compliant)
- **LED Density:** 0.6"x1" pitch, 18 x 48 pixel matrix
- **Radar:** K Band (24.15 GHz), FCC Certified, no license required, +-1 mph accuracy, 12 degree square pickup area, range: 1500+ ft., 5-105 mph (8-150 kph)
- Conformal coating on all circuit boards
- Integral handle
- Weatherproof, NEMA 4, IP65 sealed
- ¼" Tinted, non-glare, UV stabilized polycarbonate face
- Drip proof, vented battery compartments (2)
- Aluminium chassis, 14 ga, white powder coat finish, black powder coat front for maximum contrast for display visibility
- Tamper-resistant mounting hardware system, hardware, controls and battery access secured behind enclosure lock
- -40 to 160 F operating temperature range, 95% humidity non-condensing (-20F for Bluetooth communication, 5F for internal camera)

SpeedAlert Power

- **Power Input, Max:** 12 VDC, 3 A max, 36 W max
- Power saving circuitry and automatic dimming for ambient light conditions with adjustable dimming range and manual display brightness override
- **SpeedAlert 18 Power Options:**
 - o 16Ah LFP battery with built-in short circuit and reverse polarity protection circuitry; 1.5A 12.8 VDC output, 120VAC input automatic charger; Capacity for up to 2 batteries in unit for extended portable use
 - o Solar panel assist: 40W or 60W solar panel and bracket, Solar controller panel with 26Ah lead acid battery; 6A 120VAC automatic charger optional
 - o 100-220VAC AC power supply (6A 12VDC) in external NEMA 4 enclosure
 - o ATS 5 Trailer (batteries with optional solar assist: 235 or 470 Ah battery system, 40 or 60W solar option)
 - o ATS 3 Trailer, 100Ah battery and 40W solar option
- Battery level indicator on sign, ATS Android app, ATS PC Sign Manager or TraffiCloud Remote Management
- Auto recovery for battery with solar

Standard SpeedAlert System Components

- SpeedAlert Radar Message Display SA18
- Tamper resistant mounting plate and hardware
- Key
- On-board controls
- ATS PC Sign Manager software with USB cable

Optional SpeedAlert Components and Features

- ATS Android app, Bluetooth connectivity
- Padded carrying case
- Extra mounting brackets
- Speed activated relay closure
 - o 7A, 30VDC or 7A 120VAC max, 100mA 5VDC | min, no power supplied, simply a contact closure
 - o Trigger relay at specified speed with configurable duration from 1 to 10 seconds per radar event
- **Tamper Alarm:** ATS 5 or ATS 3 Trailer

Compatible with these ATS Products

Engineered and manufactured in the United States of America

- 1 & 2. SpeedAlert 18 Pole Mount
3. SpeedAlert 18 on ATS 5 Trailer
4. SpeedAlert 18 with Full Wrap YOUR SPEED Sign (White or Red)



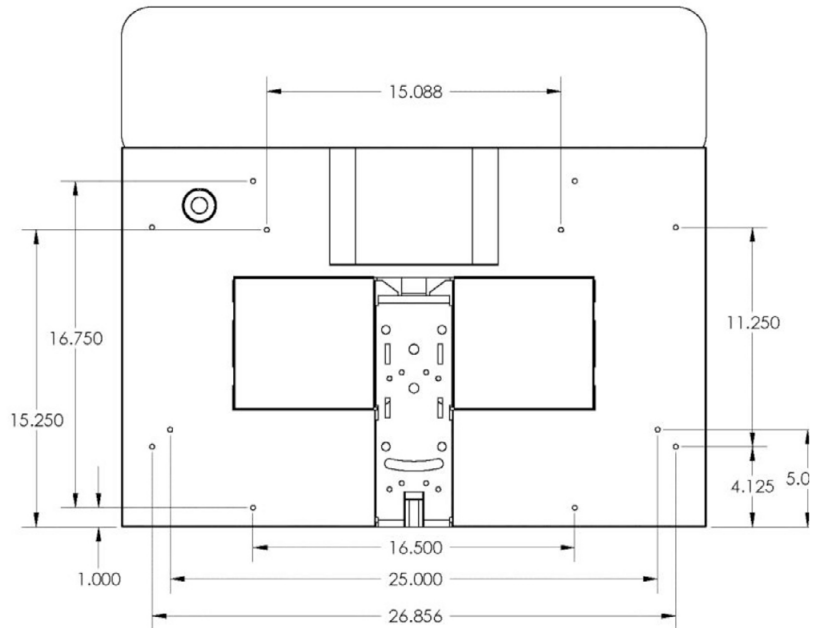
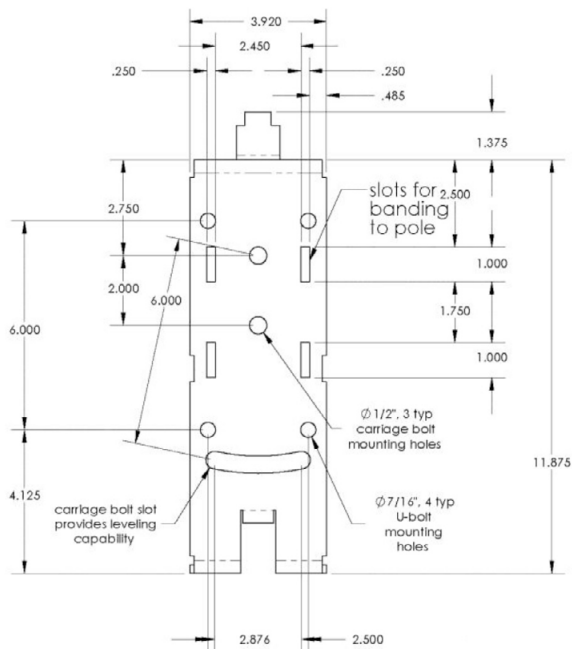
SpeedAlert Mounting Options

- Pole mount standard with included bracket, hardware
- NCHRP 350 approved on 4" pole (Letter SS-135)
- ATS 5 Trailer (refer to ATS 5 specifications for more information)
- ATS 3 Trailer (refer to ATS 3 specifications for more info)
- **Vehicle Hitch Mount**
 - o Mounts sign 30" to bottom of sign from receiver tube (final height dependent on receiver height)
 - o Fits 1 ¼" or 2" receiver, adapter included, ½" hitch pin
 - o Locking rotation adjustment on 15 degree increments over 180 degrees, +/- 5 degrees tilt
 - o White powder coat finish with rear reflector
- **Standard Folding Portable Post**
 - o Folds for easy storage and portability
 - o **IA18:** 60" to 73" to bottom, 80" to 93" to top of sign depending on leg positions
- Mounting provisions for permanent applications with ¼-20 threaded holes

Warranty

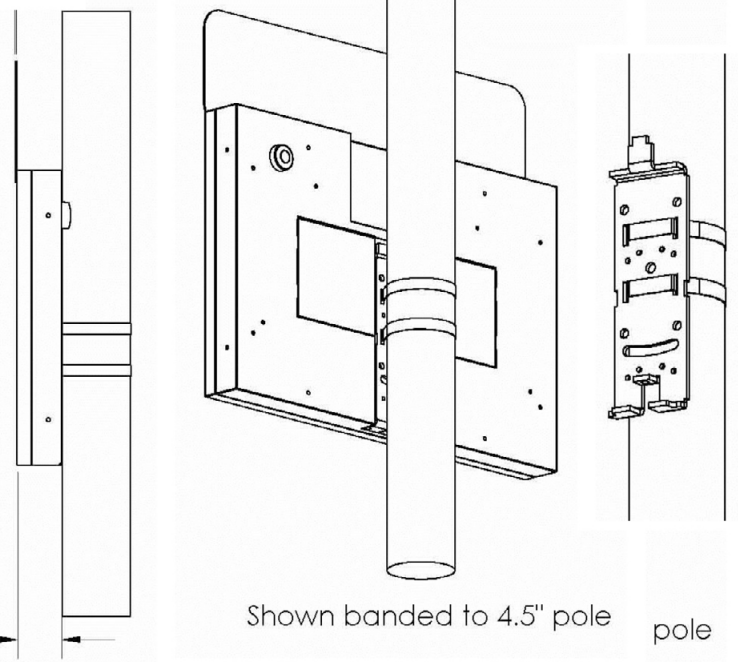
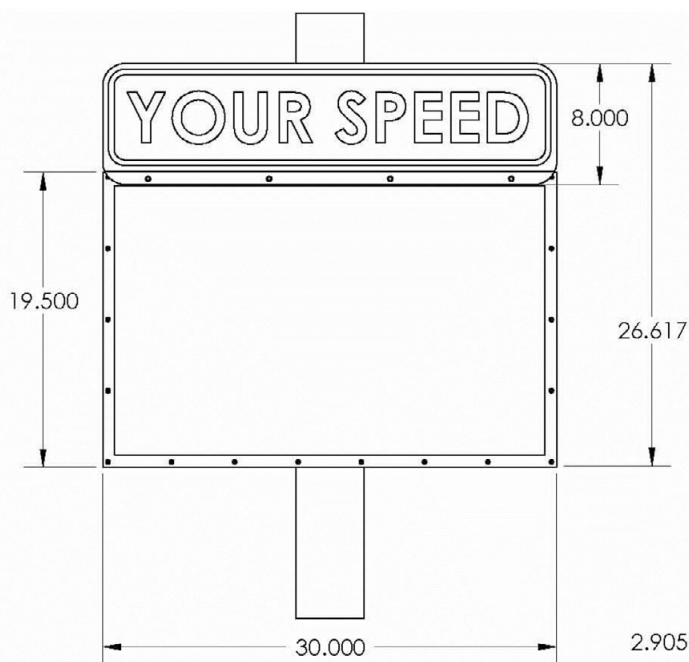
- 1-year warranty (three months on Li-Ion batteries)
 - o Product software upgrades free

SpeedAlert 18 Mounting Bracket and Mounting Holes



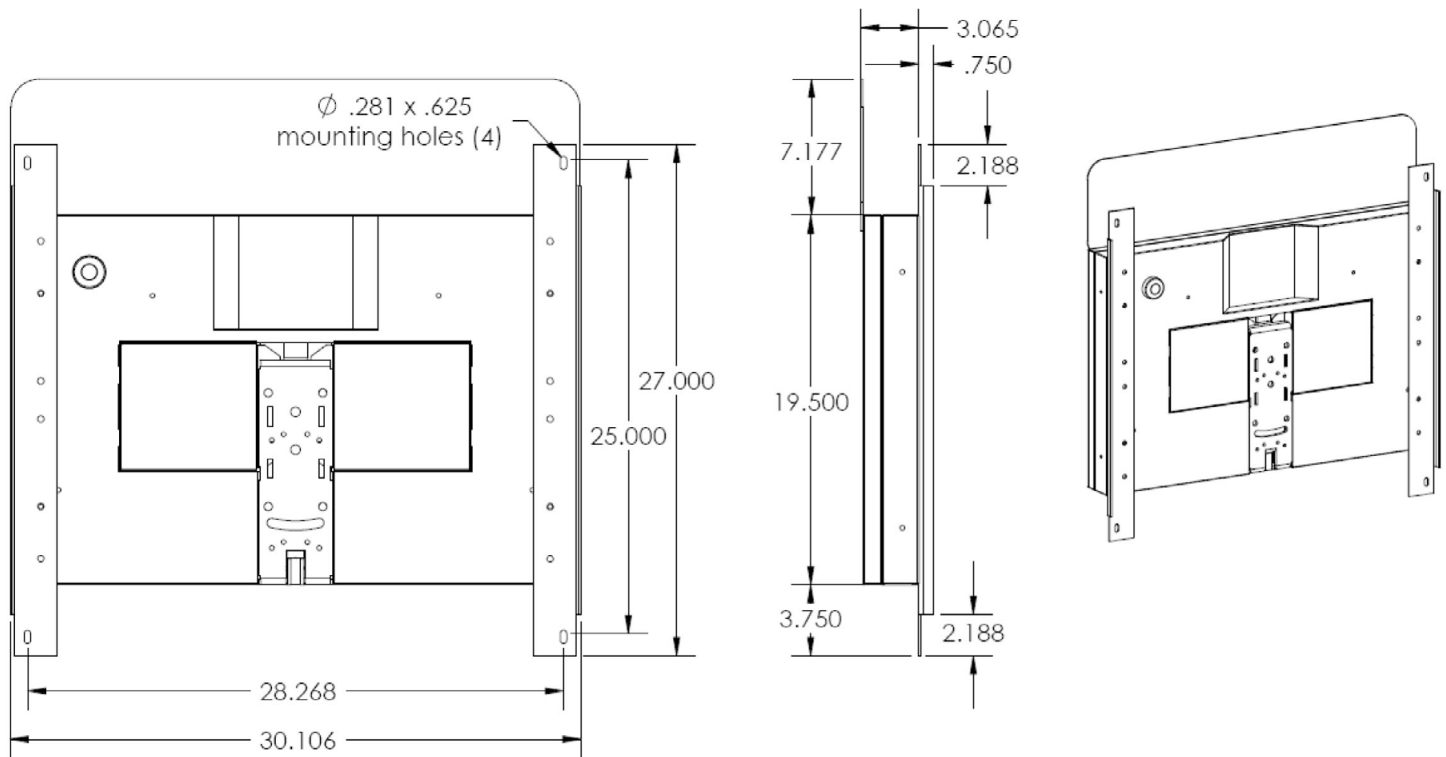
Additional Mounting Provisions:
1/4-20 thread, captive nuts

SpeedAlert 18 Dimensions



Shown banded to 4.5" pole pole

SpeedAlert 18 with Trailer Mounting Brackets Installed – for Installation on Existing Trailers for Trade In



All Traffic Solutions 12950 Worldgate Drive, Suite 310, Herndon, VA 20170

Phone 866.366.6602 | sales@alltrafficsolutions.com | AllTrafficSolutions.com

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TraffiCloud leverages our patented technology (US Patents 8,417,442; 8,755,990; 9,110,287; 9,411,893) to deliver unique cloud-based management, features and functionality.

ITEM #9

Draft Federal Certification
Report and Acknowledgements

Draft Federal Certification Report

Background

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) completed the FY 2026 TMA Certification Review of KTMP on April 15–16, 2026, resulting in a full certification and confirmation that the region’s transportation planning process substantially meets all federal requirements.

The review found KTMP to be fully compliant across all core planning areas and highlighted several strengths, including strong public engagement, effective interagency coordination, and successful integration of performance-based planning. KTMP’s data-driven approach, multimodal planning efforts, and HCTD’s expansion of transit and microtransit services were also recognized as notable accomplishments.

While no corrective actions were identified, the Federal Review Team provided recommendations for continued improvement, including enhanced board training, updates to freight planning efforts, improved project tracking, and refinement of long-range financial planning.

In addition, FHWA and FTA provided a formal Letter of Appreciation recognizing KTMP staff for their exceptional professionalism, technical expertise, and coordination efforts during the review. The letter specifically commends staff contributions across planning, public engagement, GIS/modeling, and leadership, noting that the success of the certification review was directly attributable to the team’s preparation and performance.

The Draft Report and Letter of Appreciation are included in the meeting packet.

Action Needed: No action needed; for discussion only.



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Federal Highway
Administration

Federal Transit
Administration



Transportation Management Area Planning Certification Review

FY 2026 Killeen Temple MPO Federal Certification Review

Prepared by:

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

Date: 04/20/26

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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.
ASSESSMENT: <i>Compliant</i>	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.
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.

DRAFT (04-20-26)

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.
ASSESSMENT: <i>Compliant</i>	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.
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	KTMPO demonstrates full compliance with Performance-Based Planning (PBPP) and transportation performance management (TPM) as required by metropolitan planning regulations (23 CFR Parts 450 and 490). The MPO utilizes performance measures and target updates related to safety (PM1), pavement and bridge conditions (PM2), and system performance (PM3), ensuring that these metrics guide MTP/TIP/STIP project selection and transportation planning processes. The Federal Review Team noted KTMPO's coordination and collaboration with TxDOT Waco District, Hill Country Transit District to set and support consistent regional performance targets in the metropolitan planning area. Updated performance measures and targets are fully incorporated into the 2050 MTP and the FY 25-28 TIP/STIP, guiding prioritized transportation investment decisions within the metropolitan planning area. The MPO integrates PBPP elements across all transportation planning-related documents (including TIP/STIP, MTP, UPWP, CMP) ensuring that transportation performance measures related to safety, infrastructure, and transit assets are consistently applied in this region. The close working relationships between the KTMPO, TxDOT, and the Hill Country Transit District further enhances consistent and continual performance planning practices.

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.

DRAFT (04-20)

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 VI

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 KTMO metropolitan transportation planning process substantially meets the federal requirements of 23 U.S.C. 134(k)(5) and 23 CFR Part 450.336.

DRAFT (04-20-26)

Thank you



KTMP O would like to express our sincere appreciation to everyone who participated in and supported KTMP O's Federal Certification Review process. We are grateful for the time, thoughtful input, and collaboration provided by our roundtable attendees, elected officials, advisory committees, and members of the public. Your engagement, partnership, and shared commitment to the transportation planning process help make the work of KTMP O stronger and more meaningful. We deeply appreciate your contributions and continued support.

Special Thanks to the Roundtable Attendees and Federal Certification Review Interviewees:

Kirk Fauver – FHWA Texas Division
Yvette Chacon – FHWA Texas Division
Tony Ogboli – Federal Transit Administration
Raymond G. Sanchez – TxDOT TPP
Commissioner Bobby Whitson – Bell County
Councilmember Dale Treadway – City of Copperas Cove
Jeff Stoddard – City of Copperas Cove
Kristina Ramirez – City of Harker Heights
Mayor Pro Tem Riakos Adams – City of Killeen

Darrell Burtner – Hill Country Transit District
Raymond Suarez – Hill Country Transit District
Ginger Watkins – Cameron Industrial Foundation
Fred L. Chavez – Copperas Cove EDC
Hank Roraback – CTCOG Housing Division
Shanna Wildheart – CTHC
Ted Smith – Salado ISD
Eric W. Ray – Independence Commercial
K.D. Hill – Barrow Brewing Run Club

We extend our gratitude to KTMP O's Board and committees. Your continued contributions, guidance, and support strengthen our work and improve KTMP O's efforts across the region.

Transportation Planning Policy Board
Technical Advisory Committee

Active Transportation Advisory Committee
Freight Advisory Committee

Letter of Appreciation

Date: April 22, 2026

TO: Mr. Uryan Nelson

Executive Director

Killeen-Temple Metropolitan Planning Organization (KTMPO)

2180 North Main Street

Belton, TX 76513

Dear Mr. Nelson,

On behalf of the Federal Highway Administration (FHWA) Texas Division and the Federal Transit Administration (FTA) Region 6, we would like to extend our sincerest gratitude to you and your exceptional Killeen-Temple MPO (KTMPO) staff for the hospitality and professional excellence demonstrated during the recent Transportation Management Area (TMA) Certification Review. It is no exaggeration to state that we could not have held such a comprehensive, productive, and effective review without the unwavering support and dedicated efforts of the KTMPO team.

The success of this TMA Certification Review was a direct result of the meticulous preparation and the high caliber of expertise within your KTMPO organization. We would like to specifically recognize the following individuals for their vital contributions to this event held last week:

Team Member	Role & Specific Contributions
Kendra Coufal Senior Planner	Communicated and provided invaluable MPO technical and policy information to our Federal Review Team. Her deep and intrinsic historical knowledge of the KTMPO region's planning efforts gave the federal review team critical context and a thorough understanding of KTMPO's evolution as a MPO and your long-term goals, vision, and objectives.

Team Member	Role & Specific Contributions
Anita Janke Planner II	Highlighted for her outstanding work in interagency coordination and public engagement. We highlighted her efforts as a best management practice (BMP) during our TMA Certification Review. Her outstanding efforts as part of KTMPO's public engagement plan ensure that all the voices of the Killeen-Temple community and regional partners are clearly heard. Her outstanding public service at KTMPO was noted and publicly mentioned by other agencies during the Federal Roundtable Discussion Session.
Callie Tullos Planner II	Instrumental in the planning and setup of the TMA Certification Review. Her outstanding logistical coordination skills ensured that the TMA Certification Review sessions were well organized, planned, efficient, and conducive to providing a productive dialogue between the Federal Review Team, MPO elected officials, public agencies, and KTMPO leadership and staff.

Ashlyn Uschek Planner I	Worked tirelessly alongside the KTMPO metropolitan planning team to manage the TMA Certification Review's planning, coordination, and execution. Her attention to detail in the preparatory stages for this event was essential for the seamless professional experience found during last week's federal TMA Certification Review.
Tay Floyd GIS Technician/Modeler	Demonstrated exceptional technical skills in GIS modeling, travel demand modeling, and accident tracking/mapping using CRIS crash data. His ability to facilitate technical information and data transfer to stakeholders through clear and easy to understand mapping and visualization was a cornerstone of the technical review.

Finally, we must applaud and recognize your outstanding leadership, **Uryan Nelson**. Your excellent guidance, leadership skills, staff management, and cultivation of such a talented team of planners made this event not only informative and successful, but also enjoyable for the FHWA and FTA staff participants. The transparency and professionalism displayed by your KTMPO staff reflects a higher standard of public service excellence and regional stewardship because of your quality and well respected leadership. We look forward to our continued MPO and Federal agency partnerships and activities as we work together to advance the transportation goals and the integral vision of the Killeen-Temple metropolitan planning region.

Sincerely Yours,



Kirk D. Fauver
Planning & Research Engineer
FHWA Texas Division

Kendra Coufal

From: Fauver, Kirk <kirk.fauver@dot.gov>
Sent: Thursday, April 23, 2026 11:27 AM
To: Uryan Nelson; Kendra Coufal; David Lopez; Annette Sheperd; Bartels, David (FTA); Ogboli, Tony (FTA)
Subject: Thank you for your contribution!

Uryan- I failed to include Mr. David Lopez, Planner I, of the KTMPO staff who helped navigate us through your freight studies and traffic safety program activities as part of your UPWP tasks. He presented this information outstandingly to our Federal Review Team. It was my failure to include his name in the Federal Review Team's 'Thank You' letter submitted to you and your staff yesterday. My apologies for this oversight!

Best Regards,



Kirk D. Fauver
Planning & Research Engineer
FHWA Texas Division
300 E. 8th Street, Room 826
Austin, Texas 78701
(512) 536-5952
kirk.fauver@dot.gov

ITEM #10

Public Input Received through
Previous Month

Public Input Received through the Previous Month

Background

KTMPO 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.

Upcoming Public Involvement Events:

Date & Time	Regarding	Location
May 22, 2026	Federal Certification Review	Public Comment Period Ends

Action Needed: No action needed; for discussion only.

National Bike Month Activities

The Killeen-Temple Metropolitan Planning Organization recognizes May 2026 as National Bike Month, a time to highlight the important role bicycling plays in strengthening our communities. The resolution was signed by the KTMPO Director and Policy Board Chair on April 15, 2026. It affirms KTMPO's commitment to promoting safe, accessible, and sustainable transportation options across Central Texas.

Copperas Cove Parks & Recreation held their inaugural Adaptive Bike Rodeo was a great success!

- Approximately 50 participants in attendance
- Many walked their bikes into the event and rode them out
- Building on this momentum, a second event is planned for May 2026
- Thank you Caycee Hauk for leading this event.



Ride of Silence

Date: Wednesday, May 20, 2026

Time: 6:30 – 8PM

Location: 101 N. 5th St, Nolanville, TX 76559

As we prepare for the Ride of Silence, we invite our community to reflect and share their stories by answering a simple but meaningful question: *Who do you ride for?*



Ride of Silence
Tell Us Your Story
May 20, 2026

Who Do You Ride For?
We want to honor the lives of those who have been seriously injured or died as a result of a bicycle crash

Help Us Remember
Your loved one by honoring their life

& Continue Working Toward
safer roads for everyone!

 ktmpo@ctcog.org



RIDE OF SILENCE

**WE RIDE TO HONOR.
WE RIDE TO REMEMBER.**

Join cyclists around the world in a silent ride to honor those who have been injured or killed while cycling on our roadways.

DATE:
MAY 20, 2026

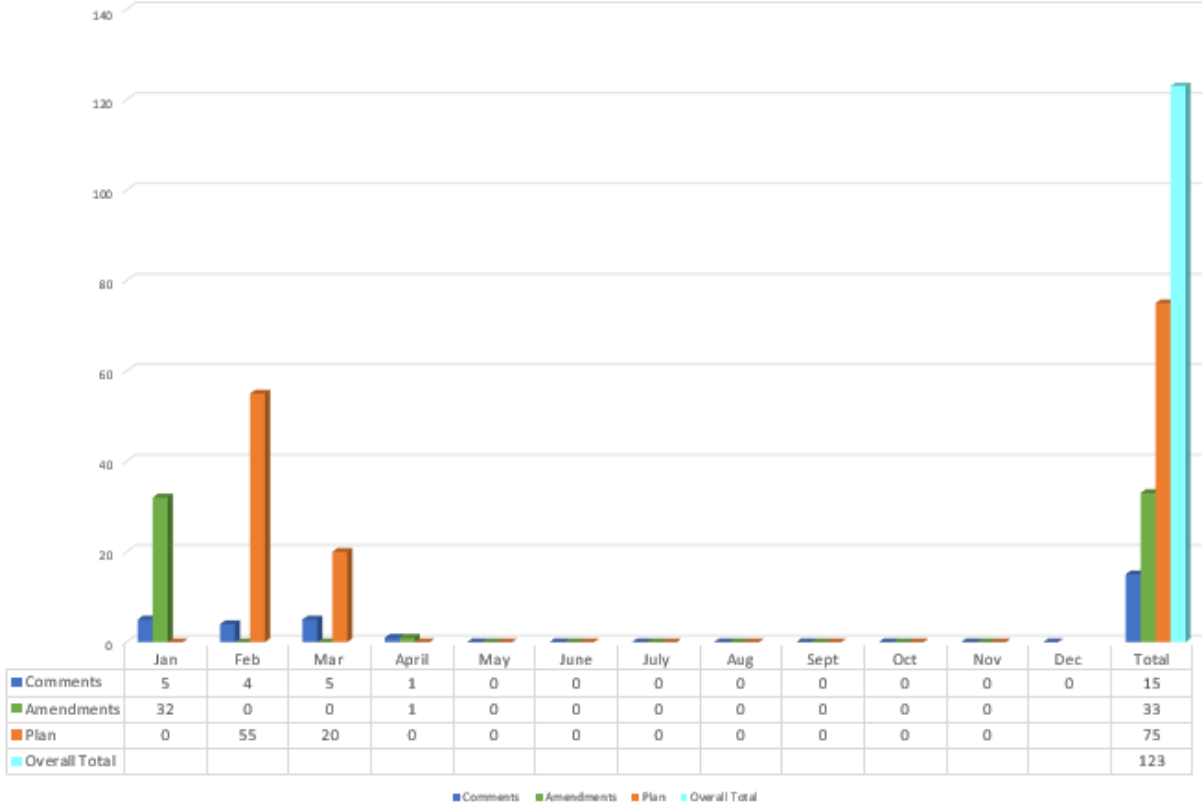
TIME:
RIDE BEGINS AT 7:00 PM
Participants may begin gathering at 6:30 PM
Ride lasts approximately 30–45 minutes

LOCATION:
CITY HALL
101 N 5th St
Nolanville, TX 76559

HONORING CYCLISTS. SUPPORTING SAFER STREETS.

Public Comments							
2026							
Date Received	Source	Topic	Jurisdiction	Comment	Is the Project in the 2050 MTP?	KTMPO Response	Name
4/1/2026	Social Media	TIP & MTP Amendments Proposed Plan	Muti	I appreciate you taking the time to meet with the community this past Tuesday and for discussing the future plans along US 190. I attended specifically because the intersection at Leonhard Street and US 190 directly impacts our business, Sims Automotive Repair, as well as several other businesses in that area. I would like to formally share several concerns and requests following that meeting. First, I would like to request the engineering plans and design documents for the proposed improvements at US 190 and Leonhard Street. Our business is located just behind Advance Auto Parts, and we rely heavily on accessible traffic flow for customers, as well as delivery access for freight trucks bringing in parts such as engines and transmissions. It is critical that any proposed design ensures safe, practical, and unobstructed access for both customers and commercial vehicles. Second, before any additional medians are constructed, I strongly believe the existing medians need to be addressed. Based on both personal experience and community feedback, there are several issues with the current design and condition: • Visibility concerns — In multiple locations, drivers cannot clearly see oncoming traffic when attempting U-turns. In particular, opposing vehicles attempting U-turns block each other's line of sight, creating a dangerous situation. • Turning limitations — Larger vehicles, including one-ton dually trucks like I drive, cannot safely complete U-turns without mounting curbs or encroaching on sidewalks. • Design inefficiencies — The current U-turn configurations do not follow common traffic design practices where vehicles pass each other to maintain visibility of oncoming traffic. • Maintenance issues — Medians are not being properly maintained. There are weeds growing through them, brick sections are buckling, and drainage appears inadequate. Water sits and drains for extended periods after rainfall, which is already contributing to asphalt deterioration around those areas. Additionally, I am aware of at least one accident personally involving visibility issues caused by the current median design. While safety may have been the original intent, these design flaws appear to be creating new hazards. There are also placement concerns that could have been better addressed during initial construction. For example, the median opening near Dewald's Automotive and Discount Tire would have been far more effective if aligned with the higher-traffic Discount Tire entrance rather than forcing traffic through Dewald's property. Given the current design challenges, it may be worth revisiting and correcting placements like this. From a broader perspective, I have lived in Copperas Cove my entire life (45 years), and prior to the installation of the medians, traffic functioned efficiently for our community. If future medians are going to be implemented, it is essential that they are designed correctly, placed strategically, and properly maintained. At present, the condition of existing medians reflects a lack of ongoing upkeep, which is concerning. I would also like clarification on the long-term maintenance plan. Who is responsible for maintaining these medians, and what is the plan to ensure they do not continue to deteriorate? Lastly, I would like to understand the reasoning behind the current bike lane design. There appears to be a bike lane heading eastbound out of town, but not a corresponding westbound lane. I would appreciate clarification on the intent and planning behind this. To summarize: • Please provide the engineering/design plans for US 190 and Leonhard Street • Address and correct the existing median design and maintenance issues before adding new ones • Ensure business access and commercial vehicle flow are not negatively impacted • Provide a clear plan for ongoing median maintenance • Clarify the design and intent of current bike lane infrastructure I appreciate your time and your willingness to engage with the community. I look forward to reviewing the plans and continuing this discussion to ensure the best outcome for both safety and local businesses.	Yes	Thank you again for taking the time to attend the recent public meeting and for following up with such thoughtful and detailed comments regarding the proposed improvements along US 190. We appreciate your engagement and the perspectives you shared, particularly as they relate to Leonhard Street (Project ID: CS0 04d) and the impacts on Sims Automotive Repair and other nearby businesses. Your comments will be formally documented as part of the public engagement record for this Transportation Improvement Program (TIP) amendment and shared with the KTMPO Technical Advisory Committee, the KTMPO Transportation Planning Policy Board, and TxDOT engineers. In keeping with our mission to foster two-way communication that connects the public's points of view and interests to the transportation decision making process, we will aim to keep this conversation ongoing as additional information becomes available. To address the items you summarized: • Engineering and design plans: I am currently researching the appropriate process for obtaining available engineering and design materials related to the US 190 and Leonhard Street improvements (Project ID: CS0 04d). • Existing median design and maintenance concerns: Your comments regarding the design, condition, and operational performance of the existing medians will be shared for awareness and consideration. • Business access and commercial vehicle flow: We understand the importance of maintaining safe and functional access for businesses and commercial vehicles, and your concerns will be noted as part of the discussion surrounding this project. • Bicycle lane design and intent: Your questions regarding the bicycle lane design and any potential impacts will be documented and shared with TxDOT and local partners for clarification. • Long term median maintenance: Questions related to ongoing median maintenance responsibilities and processes will be shared with the City of Copperas Cove, as this area typically falls under local jurisdiction. I will keep you informed as I learn more and am able to share or forward relevant updates. As always, KTMPO meetings are open to the public. Here is a link to our next meeting. KTMPO Transportation Planning Policy Board Meeting	BS
3/31/2026	Email	Safety	TxDOT - Waco	I am a resident of the High Crest neighborhood in Belton, TX, and I am requesting a safety review and traffic evaluation for the intersection of FM 439 and High Crest Dr / Bowles Ranch Rd. Currently, vehicles turning right from FM 439 must slow in the through lane. This often causes vehicles behind the right-turning car to veer left into oncoming traffic to avoid slowing down, sometimes entering the left-turn lane into the neighborhood. This behavior creates a significant risk of head-on collisions, especially during morning and evening rush hours. Additional observations include: • Vehicles stacking in the main lane while waiting to turn right • Multiple near-miss incidents due to lane-weaving to avoid slowing A dedicated right-turn deceleration lane at this location would: • Reduce the risk of collisions caused by unsafe lane changes • Improve traffic flow on FM 439 • Enhance overall safety for motorists and residents We respectfully request that TxDOT conduct a traffic study to evaluate this improvement. While FM 439 is a state-maintained road, we are copying the City of Belton and regional planning representatives to ensure local coordination and community support.	No	Staff is researching. TxDOT response "Thank you for your email regarding concerns at FM-439 and High Crest Drive. Your letter is quite timely because TxDOT already has plans to make improvements in this area. The following tasks will be accomplished in the next few months: • TxDOT will be adding a right turn lane for WB traffic turning from FM-439 onto High Crest Drive. • From High Crest Drive to approx. Westfield Road to the west, the roadway will be resurfaced with a fresh sealcoat and restriped to provide a two-way center left turn lane to allow cars to move out of the through traffic lanes when making a left turn lane. I hope these actions meet your safety expectations and want to thank you for your advocacy in this important transportation issue."	MS
3/29/2026	Social Media	Safety	Village of Salado	No barrier wall? No bollards? No significant curbing? Why is it so hard to make sure those things are the minimum standards when designing these things? Coat? What's a life cost? Sure it's separate dedicated space so that's progress for pedestrians and cyclists but dang, one inattentive driver at a moderate speed is driving right over that.	Yes	As the Killeen-Temple Metropolitan Planning Organization (KTMPO), our role is to establish regional priorities, coordinate funding, and adopt long-range transportation plans and programs. While the MPO does not design projects, comments like yours play an important role in elevating safety considerations and will be shared with the project sponsor for awareness as the project moves forward toward design. We also encourage you to review the region's Safe Streets and Roads for All (SS4A) Plan, which focuses on best practices to reduce serious injuries and fatalities for people walking and biking. The SS4A Plan can serve as a valuable resource if you wish to engage directly with the project sponsors—the Village of Salado and the Salado Independent School District—about potential future safety enhancements. In addition, the Proposed Regional Active Transportation Plan is currently open for public comment and helps inform best practices for pedestrian and bicycle infrastructure, including bike lanes. Input received through these planning efforts is shared with the Technical Advisory Committee (TAC), the Policy Board (PB), and the appropriate jurisdictions. Finally, to further elevate safety considerations across the region, the Active Transportation Advisory Committee—made up of citizen and community representatives—was recently invited to participate in project scoring. Their input brings an important, community-informed perspective focused on safety and comfort for people using active modes of transportation. We always welcome community members to get involved and share their voices in this process, which represents a positive step forward and a meaningful win for our region.	SB
3/25/2026	Public Comment Form	Outside of Scope	CTCOG	I'm Nicola with MetroMint Janitorial, helping businesses in Belton keep their offices clean, healthy, and professional. I'd be happy to stop by and provide a complimentary cleaning bid—no obligation. "They deep cleaned our floors and I've never seen them look this good. Very responsive and the price was perfect!" — Stacy J. Clark Would a quick visit this week work for you?	N/A	Thank you for your comment. This request is outside the scope of the KTMPO's work and has been forwarded to the CTCOG administration for review. If applicable, they may contact you directly.	NC
3/3/2026	Public Comment Form	Public Transit	HCTD CTRTAG	Where do you pick up at? How long does it take to get a response?	Unknown	Thank you for reaching out regarding public transit pick up options. I wanted to share that KTMPO is an MPO (Metropolitan Planning Organization), which means we focus on regional transportation planning rather than operating transit services directly. We work closely with Hill Country Transit District (The HOP), the agency that provides public transit in our region. They have been included on this email so they can assist you with the specific pick up information you're looking for. Beans feel free to reach out anytime—we're always glad to help connect you with the right resources. Staff attempted to actively listen and gather additional information. However, the citizen escalated during the conversation and hung up. After reviewing the situation, staff determined that the citizen's address is located within the City of Copperas Cove, outside the scope of CTCOG's 9-1-1 addressing authority, and will forward the information to the appropriate jurisdiction. In addition, it was unclear which roadway the citizen reported as being damaged by school bus traffic. Staff will forward comments to City of Copperas Cove and Coryell County PB/TAC.	AL
3/2/2026	Email Phone Website	Safety	City of Copperas Cove	A citizen reported that fire hydrants in the neighborhood were not functioning, an issue discovered only after a house fire could not be controlled and the home was lost. When staff returned the phone call, the citizen reported that the fire occurred in the area of Hunter Dr., Harrell Dr., and Julia Dr. in Copperas Cove. He also expressed frustration about school buses causing roadway damage and noted that his home address is incorrect in the 9-1-1 system.	N/A	BE/1- YP of CTCOG will forward information to CC 9-1-1 Addressing	JK

PUBLIC COMMENTS BY THE NUMBERS



ITEM #11

Director's Update

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 11

Director's Update

a) Listed below are the upcoming KTMPO meetings:

Date	Meeting
June 3, 2026	Active Transportation Advisory Committee
June 17, 2026	Transportation Planning Policy Board Meeting
July 1, 2026	Active Transportation Advisory Committee
July 15, 2026 *	Transportation Planning Policy Board Meeting

*Meeting date may need to be rescheduled.

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:

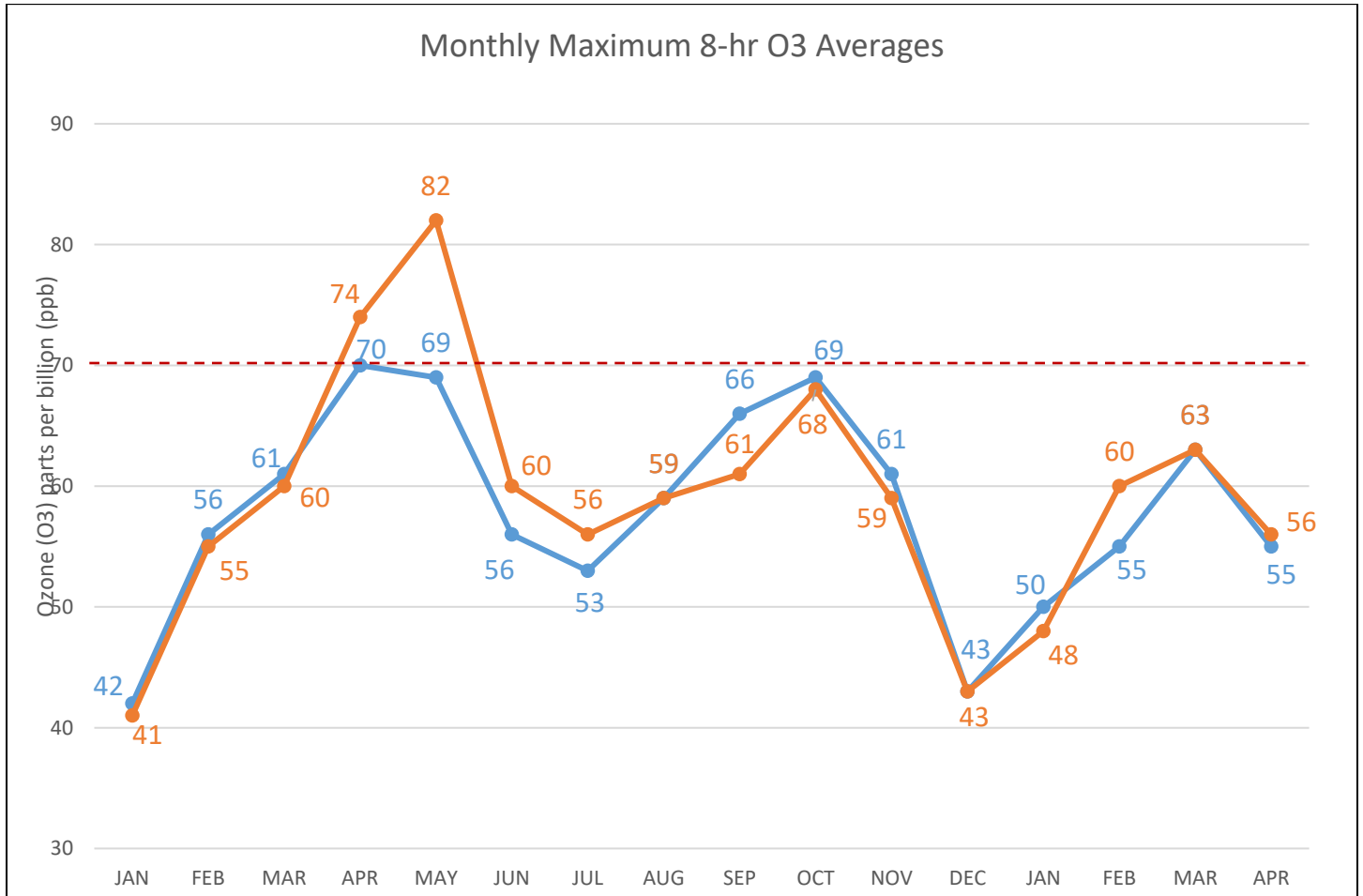
- i. AMPO/TEMPO Updates
- ii. Reauthorization
- iii. Other Updates

May 20, 2026

Transportation Planning Policy Board

Agenda Item # 11

c) Air Quality



2026	Compliance with EPA Ozone Standard: 4th Highest Annual Value			3-year average (Calculated on April 28, 2026)	
	2024	2025	2026*		
	Temple	61	68	55	61
	Killeen	71	71	57	66

Action Needed: No action needed; for discussion only.

End of Packet