



Freight Advisory Committee Meeting

January 24, 2023

2:30 P.M

Agenda



Killeen-Temple Metropolitan Planning Organization
Freight Advisory Committee
Tuesday, January 24th, 2023

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

Regular Meeting: 2:30 PM

Virtual Link: [KTMPO FAC Meeting](#)

Call In Number: [+1 \(646\) 749-3122](#)
Access Code: 587-961-277

AGENDA

1. Welcome and Introductions.
2. Opportunity for Public Comment.
3. Staff Update: *(pgs.1-3)*
 - a. KTMPO Meetings Schedule;
 - b. Other Updates.
 - c. Air Quality
4. **Discussion and Action Item:** Regarding Approval of Meeting Minutes from the October 25th Meeting. *(pgs.4-7)*
5. **Discussion Item:** Regarding FHWA Freight Performance Measure Tools and Guidelines Presentation. *(pgs.8-27)*
6. **Discussion Item:** Regarding Texas Emissions Reduction Program Grants Presentation. *(pgs.28-39)*
7. **Discussion Item:** Regarding Discussion on Local KTMPO Freight Topics. *(pgs.40-41)*
8. **Discussion Item:** Regarding Public Input Received Through January 2023. *(pgs.42-46)*
9. Member Comments.
10. Discuss Possible Agenda Items for Next Meeting on April 25th, 2023.
11. Adjourn.

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.

Item 3:

Staff Update

Staff Update

a) Upcoming KTMPO Meetings:

- February 1, 2023 – Technical Advisory Committee
- February 15, 2023 – Transportation Planning Policy Board
- March 1, 2023 – Technical Advisory Committee
- March 8, 2023 – Bicycle and Pedestrian Advisory Committee
- March 15, 2023 – Transportation Planning Policy Board

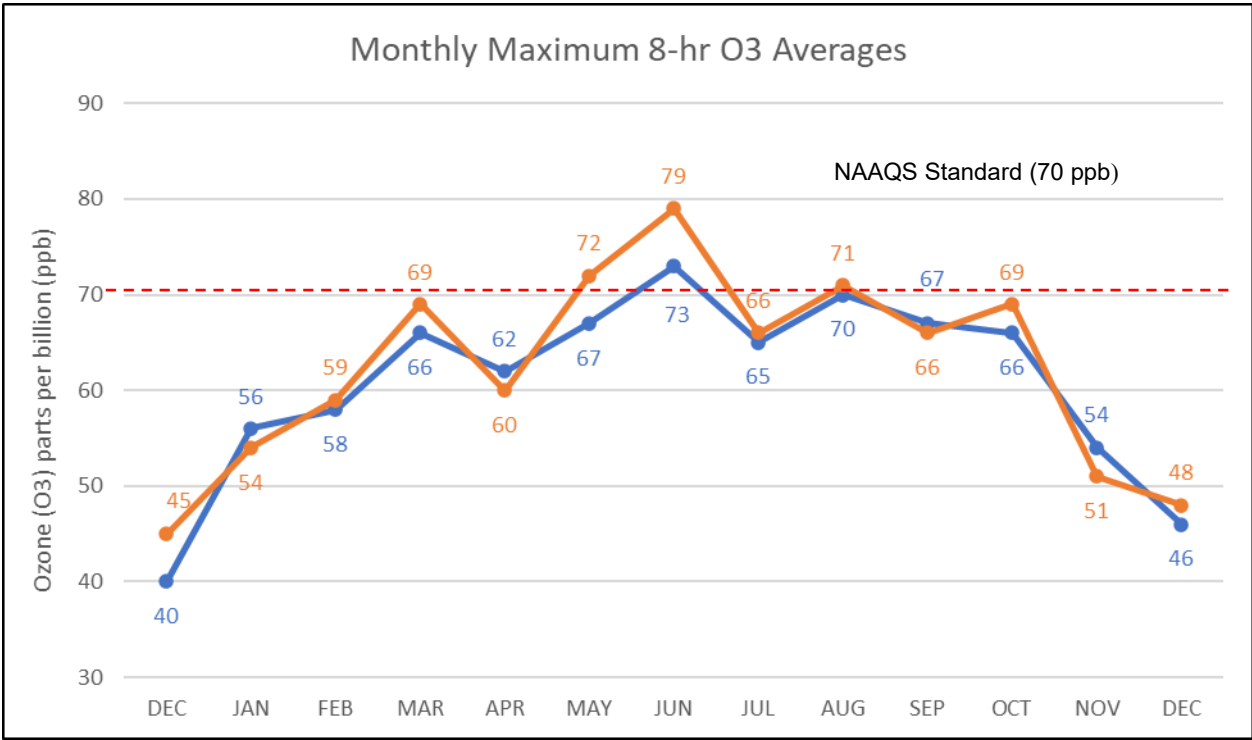
All meetings are scheduled for 9:30am at the Central Texas Council of Governments offices in Belton, Texas, unless otherwise noted (i.e. – electronic meeting).

b) Other Updates:

- Truck Parking Safety Improvement Act
 - This Act was introduced in March of 2021 to the House, and December of 2022 in the Senate. This bill, if passed, would authorize \$755 million in appropriations through FY 2026 to the Department of Transportation (DOT) for competitive grants to States, cities, and MPOs to provide parking for commercial motor vehicles on the federal aid highway system and roads with reasonable access to a federal-aid highway or freight facility.
- The FY 2023 omnibus appropriations bill that became law on Dec.29, 2022, included a special provision that would grant cities, counties, and regions greater flexibility when using their remaining State and Local Fiscal Relief Funds (SLFRF). This flex would allow local governments to use SLFRF funds for more uses, including transportation infrastructure.
- Bell County Thoroughfare Plan
 - Staff is assisting Bell County with an update to their long-range thoroughfare plan

Agenda Item #3

c) Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on Jan. 1, 2023)
	2020	2021	2022	
Temple	64	67	67	66
Killeen	63	70	69	67

Action Needed: No action needed; for discussion only.

Item 4:

Meeting Minutes



**KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPPO)
FREIGHT ADVISORY COMMITTEE**

Tuesday, October 25, 2022
2:30 PM

Central Texas Council of Governments (CTCOG)
2180 North Main Street
Belton, TX 76513

Freight Advisory Committee Members

Jason Deckman—City of Temple, Chair
Ginger Watkins—Cameron Industrial
Foundation
Tiffany Melvin—NASCO

Kara Escajeda—City of Nolanville
Jared Garmon—BNSF Railway

Additional Attendees

Dominic Elizondo—KTMPPO
Connie Quinto—KTMPPO
Hope Geiger—KTMPPO
James McGill—KTMPPO
Anita Janke—KTMPPO
Elvar “JR” Leal—Temple and Central
Texas Railway

Peter LeCody—Texas Rail Advocates
Patrice Thornton—EPA
Victor Goebel—TxDOT
Stephen Kasberg—TxDOT
Jake Smith—TxDOT

Meeting Minutes

1. Call to Order: Jason Deckman called the meeting to order at 2:33 PM. Mr. Deckman welcomed everyone to the meeting and introductions were made.

2. Public Comments: No public comments were made.

3. Staff Update: Dominic Elizondo discussed the schedule for upcoming KTMPPO meetings, and the Truck Parking Safety Improvement Act, a pending Federal bill which would authorize \$755 million for States, cities, and MPOs for truck parking, and the Consolidated Rail Infrastructure and Safety Improvements Grant, open for applications for freight and rail safety, efficiency, and reliability improvements, and due

December 1st, 2022. Additionally, Mr. Elizondo discussed KTMPO's reception of the FHWA Federal Recertification review and work on the Bell County Thoroughfare Plan.

4. Discussion and Action Item: Regarding Approval of Meeting Minutes from the April 28th and July 26th, 2022 Meetings.

Kara Escajeda made a motion to approve the meeting minutes, seconded by Ginger Watkins; the motion passed unanimously.

5. Discussion and Action Item: Regarding Approval of New Committee Members

Temple and Central Texas Railway submitted a request for representative Elvar "JR" Leal, Trainmaster, to replace Chris Cochran on the Committee. Mr. Leal introduced himself and

Ginger Watkins made a motion to approve Elvar "JR" Leal as a member of the FAC, seconded by Kara Escajeda; the motion was approved unanimously.

6. Discussion Item: Regarding EPA SmartWay Program

Patrice Thornton with the EPA provided a presentation on the EPA SmartWay Program for freight efficiency. Ms. Thornton explained that the Program helps improve supply chain sustainability by measuring, benchmarking, and improving freight efficiency. The Program works with shippers, carriers, and logistics companies, as well as SmartWay Affiliates, such as cities and industry organizations which disseminate information on the Program and how companies can measure and improve their efficiency.

Dominic Elizondo asked Ms. Thornton to discuss the technical resources available to companies that become SmartWay partners, and Ms. Thornton stated that the Program has documents that provide information such as how switching modes of shipping could affect emissions, and how using different technologies such as anti-idling or aerodynamic technology can save money on shipping and reduce emissions. Jason Deckman asked if the aggregate efficiency data for Partners would be available, and if it could be filtered down by location. Ms. Thornton responded that the aggregate data was available but could not be narrowed down.

7. Discussion Item: Regarding TxDOT Waco District Congestion Alleviation Projects Presentation.

Victor Goebel, TxDOT Waco District Transportation Planning and Development Director provided an overview of mobility projects in the KTMPO region. Stephen Kasberg, TxDOT Belton Area Engineer at the TxDOT Waco District presented on Bell County area TxDOT projects that may impact freight.

Anita Janke asked how the Copperas Cove Bypass expansion would affect traffic in the Lampasas-Kempner area and Killeen. Mr. Kasberg responded that traffic would remain the same while the widening was being constructed. Ginger Watkins asked if the IH 14 expansion was part of the loop around Rogers. Mr. Kasberg responded that this project would be from IH 35 moving east from where it splits into loop 363 to Heidenheimer. Ms. Escajeda asked how long the exit to IH 35 from Connell St. will be closed, and Mr. Kasberg stated that the new ramp replacing the old one will be open sometime before the new year. Ms. Escajeda also noted it would be important to have IH 35 exit signs there. Ms. Janke noted that KTMPO had begun it's End the Streak campaign to reduce roadway deaths.

8. Discussion Item: Regarding Texas Rail Advocates Presentation

Peter LeCody, President of the Texas Rail Advocates (TRA) provided an overview of his organization. Mr. LeCody explained that TRA was established in 2000 to facilitate Texas' economic growth and enhance the quality of life of its people by advancing the development of passenger and freight rail. TRA was instrumental in the State establishing the TxDOT Rail Division in 2009, and was a stakeholder in the Texas Rail Plan as well as the IH 35, 10, and 20 steering committees. Mr. LeCody described various grant opportunities for rail (impacting freight) available under the Infrastructure, Investment, and Jobs Act (IIJA), including the Grade Crossing Elimination Program, Railway-Highway Crossings formula funding, the Consolidated Rail Infrastructure and Safety Improvement Program, Rebuilding America's Infrastructure with Sustainability and Equity Program, and the Rural Surface Transportation Program. Mr. LeCody noted that Texas has not funded its Texas Rail Relocation and Improvement Fund for matching funds for Federal programs, and described TRA's Fair Share for Rail effort, which provides resolutions and letters of support for cities, counties, and COGs that advocate the funding of the Improvement Fund by the State legislature.

Jason Deckman asked if Peter LeCody could send the template resolutions and letters of support to Mr. Elizondo to distribute to the Committee, and Mr. LeCody agreed. Mr. Deckman asked if the Amtrack stopped by a high centered truck was in the West Temple area, and Mr. LeCody noted that it was, and the crossing had no gates, only lights. Mr. Deckman recalled an incident 14 years ago where a truck was stuck on rail tracks and was hit by a freight train, and asked if there is any early warning system technology that can alert trains when a truck is stopped on a track. Mr. LeCody stated he did not believe there was, but all crossings should have a FRA Advisory number that truck drivers can call, and that he would bring up the issue with FRA employees he knows.

9. Discussion Item: Regarding Freight Needs, Issues, and Problem Areas

Ms. Escajeda noted that performance measures for freight, including looking as emissions, would be important to learn about as many are required for grants.

10. Discuss date, time and possible agenda items for next meeting.

The next meeting will be January 24, 2023. Mr. Deckman asked to send out the calendar invite earlier rather than later. Ms. Watkins thanked the Committee for a robust meeting.

11. Adjourn: The meeting adjourned at 3:43 PM

Jason Deckman, Chair of FAC

Uryan Nelson, KTMPO Director

Item 5:

**FHWA Freight
Performance Measure
Tools and Guidelines
Presentation**

Agenda Item #5

FHWA Freight Performance Measure Tools and Guidelines

Jeffrey Purdy at the Office of Freight Management and Operations at the Federal Highway Administration (FHWA) will provide an overview of the freight performance measure tools and guidelines available from the FHWA.

Action Needed: No action needed; for discussion only.

Freight Performance, Reliability, and Bottlenecks



Source: FHWA

Jeff Purdy
Federal Highway Administration
Office of Operations
Freight Management and Operations



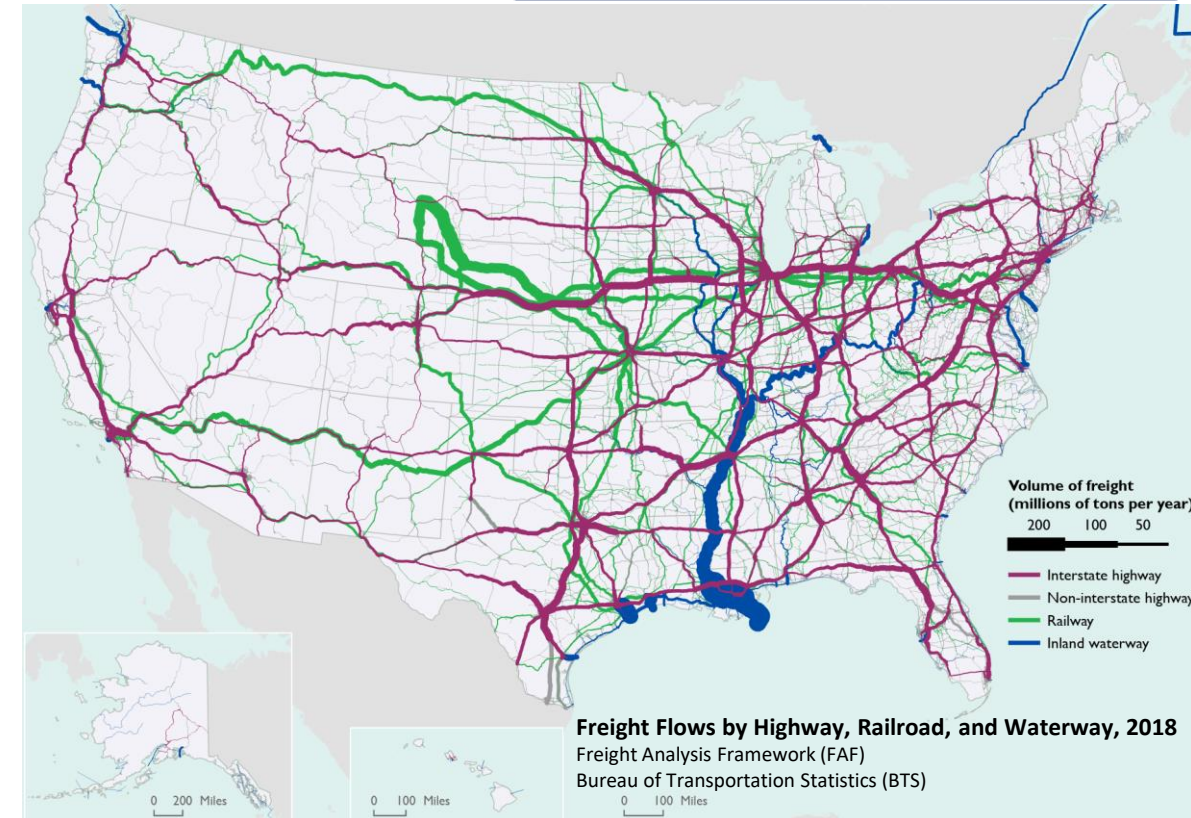
U.S. Department of Transportation
Federal Highway Administration

Background on Freight Trends



U.S. Department of Transportation
Federal Highway Administration

- Traffic volume increased 17.9% between 2000 and 2018, from 2,747 billion to 3,240 billion vehicle miles.
- Goods movement by truck represents 67% of total domestic tonnage.
- Freight tonnage projected to increase 37% between 2018 and 2045.
- Truck travel projected to increase 60% between 2015 and 2045, from 311 million to 488 million vehicle miles per day.
- Truck traffic concentrated on routes connecting population centers, ports, border crossings, and major hubs of activity.

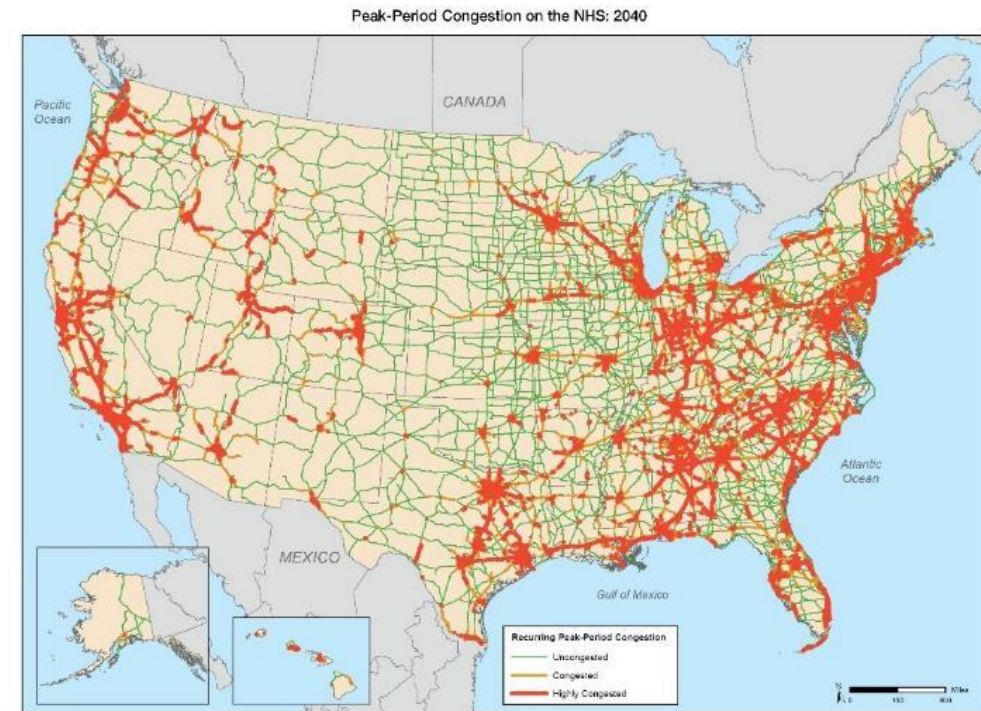


Effects on U.S. Freight Transportation



U.S. Department of Transportation
Federal Highway Administration

- Steady growth in the demand for freight transportation.
- Transportation capacity expanding too slowly to keep up with demand.
- Congestion causing longer travel times, less reliable trip times, increased costs, and less reliable delivery times.
- Higher transportation prices and lower reliability impact supply costs for manufacturers, import prices, and inventory requirements.
- Congestion may impose an unacceptably high cost on the nation's economy and productivity.
- Freight congestion problems are most apparent at bottlenecks.



Source: FHWA

Freight Performance Areas

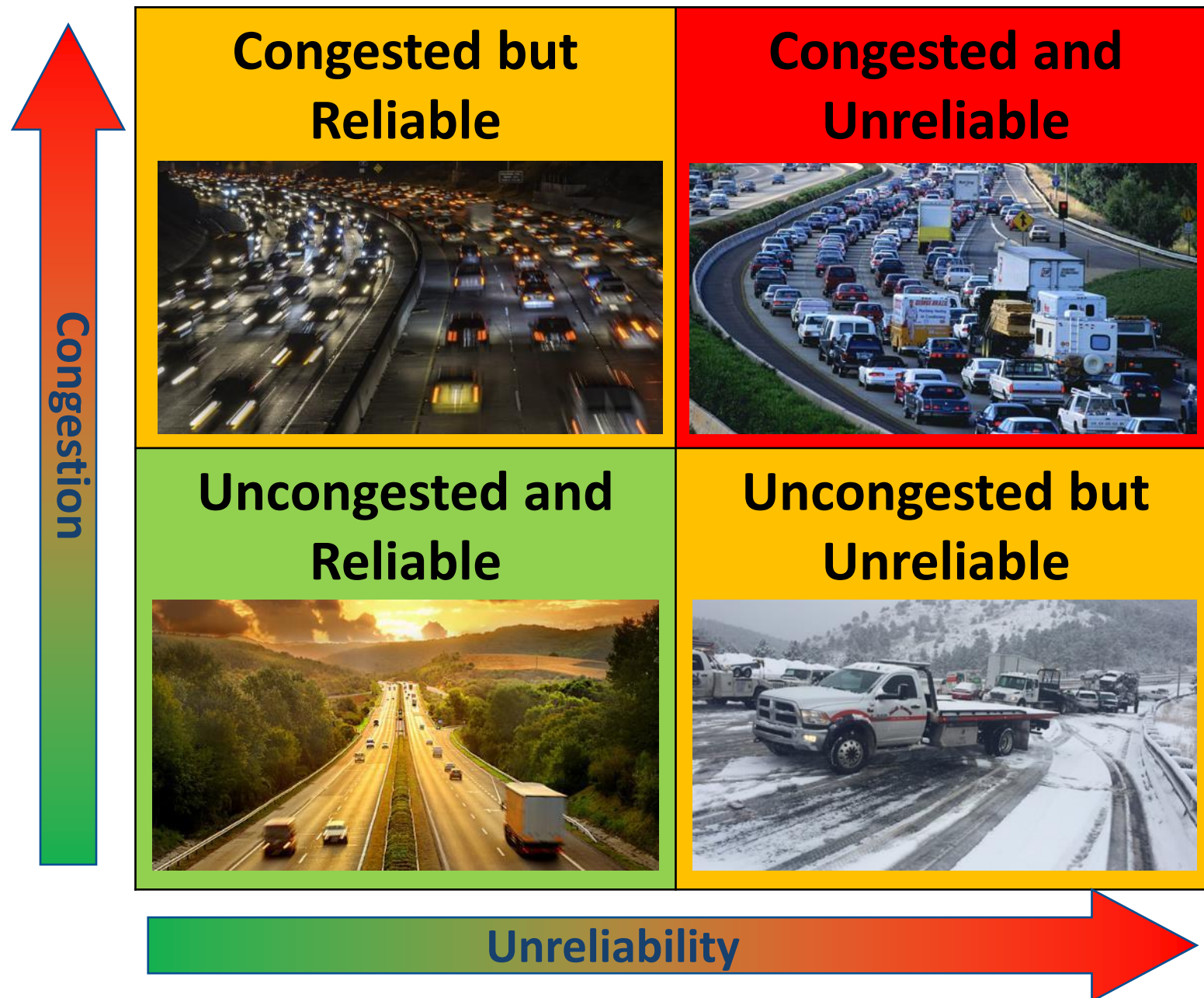


U.S. Department of Transportation
Federal Highway Administration

Safety	Motor carrier crash rate.
	Number of heavy truck-related fatalities
	Capacity of weigh stations – number of trucks processed per hour
Maintenance and Preservation	National highway system (NHS) pavement conditions
	National highway bridge conditions
	Intermodal connector condition
	Benefit of truck weight enforcement on pavement service life
Mobility Reliability	Planning Time Index (ratio of the peak travel time to free-flow travel time)
	Reliability Index (ratio of 95th percentile travel time to average travel time)
	Average hours of delay for freight vehicles on freight-significant links
	Percent of NHS mileage that is uncongested
	Number of intersections with inadequate turning radii for large trailers
	Truck parking area demand and capacity
Accessibility and Connectivity	Percent of major generators with access to major highways
	Percent of shippers with access to national network
Environment	Total tons of emissions reduced from congestion mitigation projects
	Increase in energy consumed or costs related to energy consumption
	Increase in air pollution impacts/costs



U.S. Department of Transportation
Federal Highway Administration

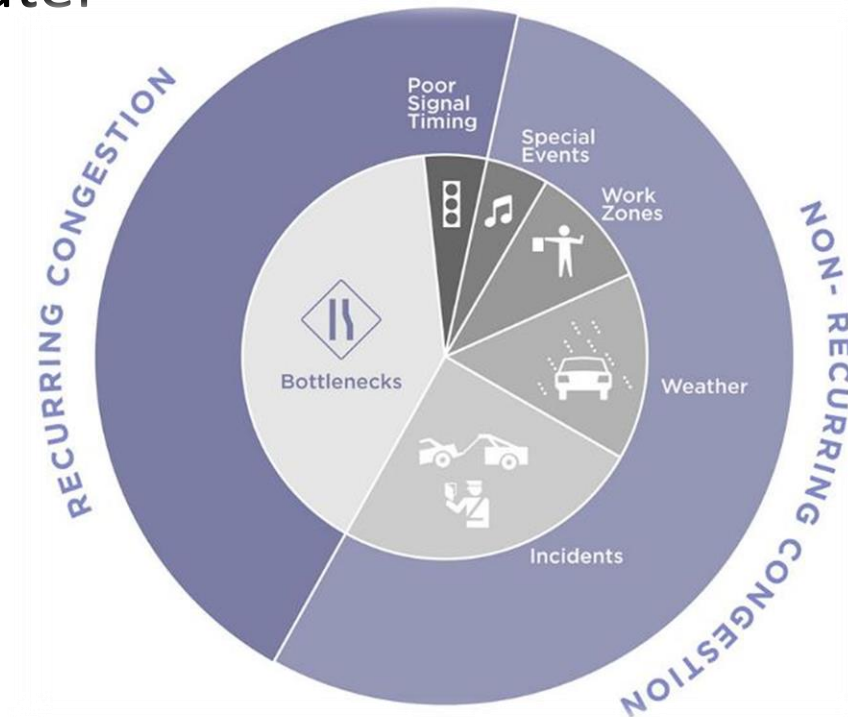


Travel Time Reliability



U.S. Department of Transportation
Federal Highway Administration

- Non-recurring congestion may cause greater delay than recurring congestion.
- Often overlooked in planning.
- Public sentiment.
 - Traveling public.
 - Freight and trucking.
- Constraints on building new roadway capacity.



Source: FHWA 2015

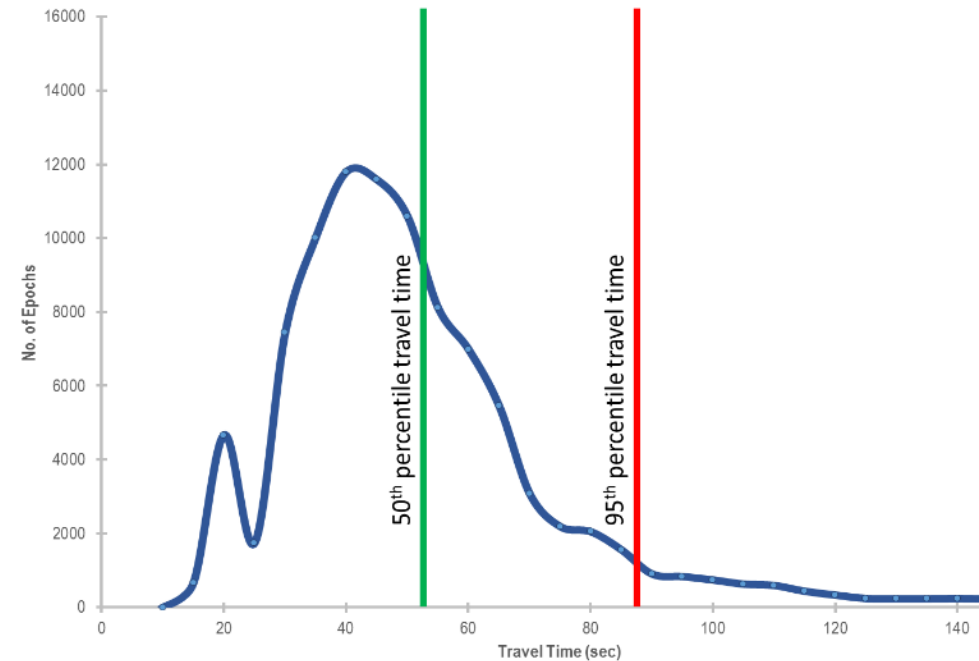
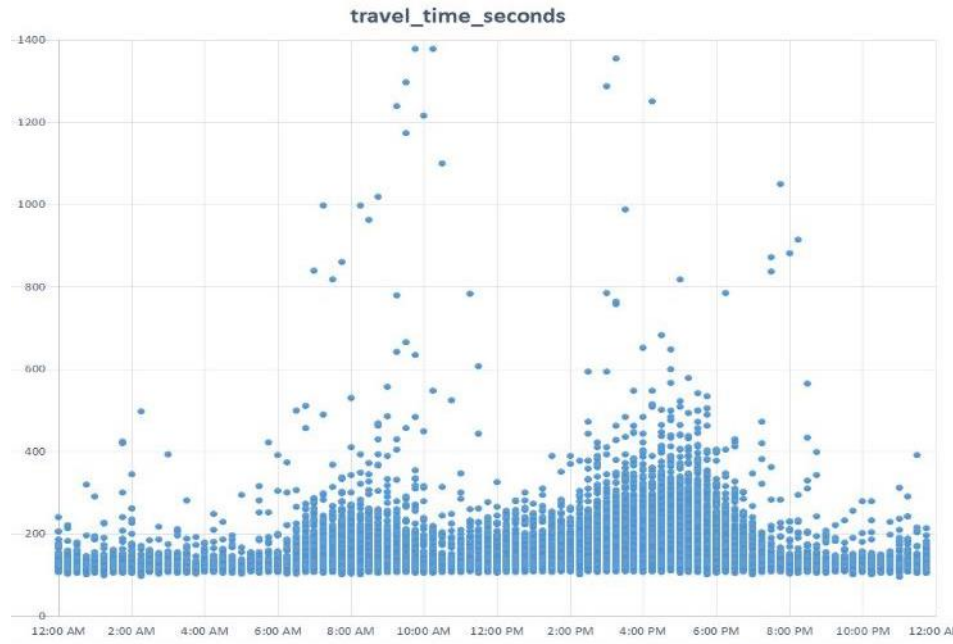
National Performance Measure to Assess Freight Movement on the Interstate



U.S. Department of Transportation
Federal Highway Administration

- Truck Travel Time Reliability (TTTR) Index

$$TTTR_i = \frac{95th\ Percentile\ Travel\ Time_i}{50th\ Percentile\ Travel\ Time_i}$$



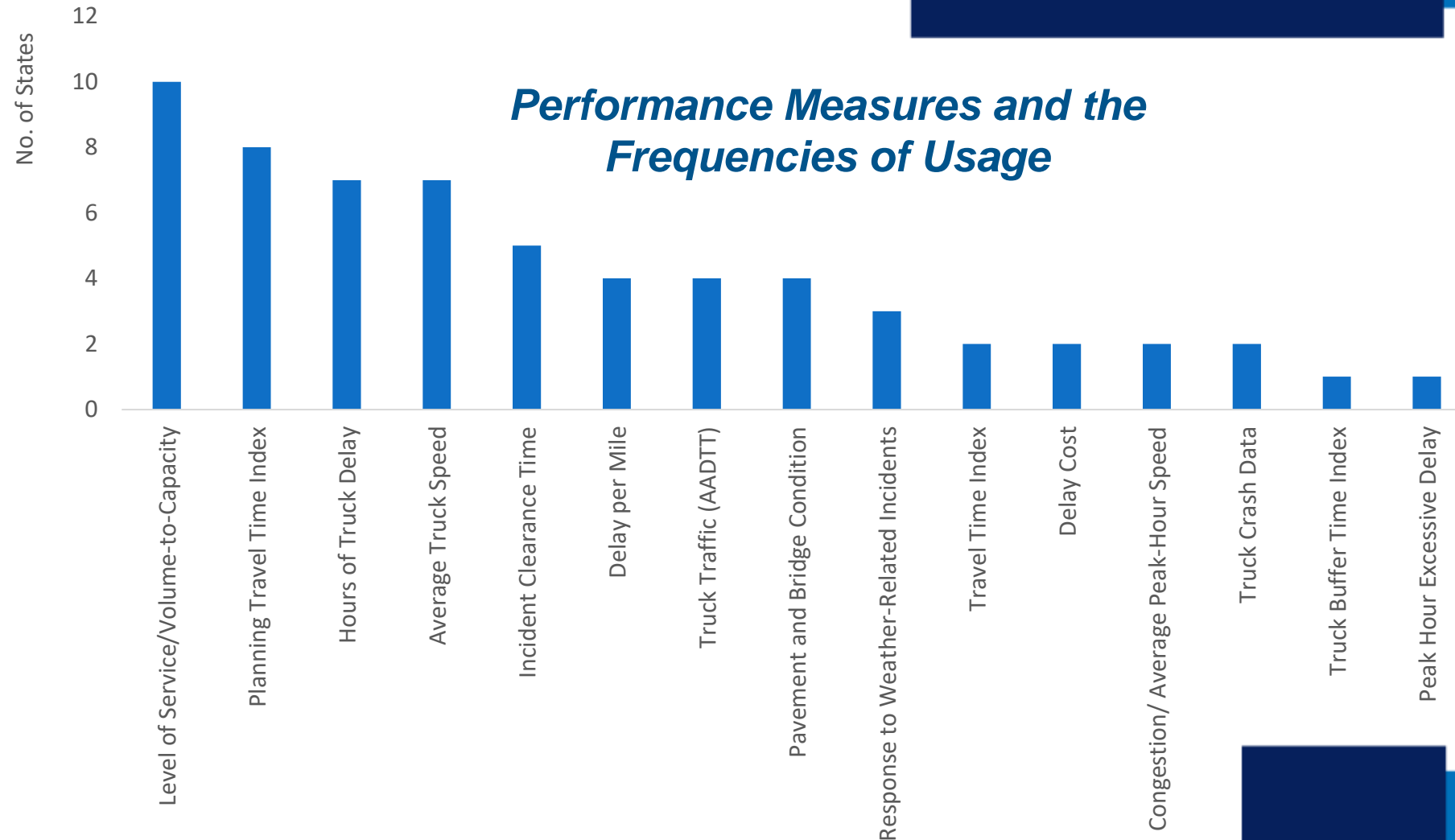
Mobility Performance Measures



U.S. Department of Transportation
Federal Highway Administration

Observations reflect information in performance reports and literature

- **TTTR Measure** - National performance measure used to assess freight movement on the Interstate
- **Other Mobility Measures**- 85 percent of all States use other freight mobility performance measures in addition to the TTTR Measure



(*) All US States, District of Columbia, and Puerto Rico

Source: States' biennial performance reports, 2017 & 2019

Linkages Between Performance Measures and Economic Factors



U.S. Department of Transportation
Federal Highway Administration

Performance Measure	Economic Factors
Average speed	Higher average speeds may increase the geographic area from which supplies can be drawn and the effective market into which supplies can be sold.
Reliability	A greater probability of on-time delivery reduces both production and distribution costs, due to lower buffer stocks.
Transit times	Reduced cost of carriage is achieved due to improved utilization of truck and driver. This reduces both driver labor costs and vehicle operating costs.
Variance in transit times	More predictable transit times means more efficient scheduling and improved utilization of truck and driver. Also, it creates a higher probability of on-time delivery and reduces the cost of reliable service.
Crash rates	Crash rates drive insurance costs, loss and damage of goods, and delivery failures.
Pavement quality	Smoothness of pavement increases speeds, reduces loss and damage, and lowers vehicle operating costs.
Vehicle operating costs	Lower cost per mile reduces cost to shippers and increases supply and market areas.

Freight Bottlenecks



U.S. Department of Transportation
Federal Highway Administration

- **Travel Speed-Based Delays**

- Reduced speeds and delays due to recurring influence or nonrecurring event.
 - Travel speed
 - Reliability

- **Truck-Based Delays**

- Reduced speeds, delays, or rerouting that are specific to truck movements.
 - Restricted access for legal loads
 - Clearance restriction



Source: FHWA

Bottleneck Measures



U.S. Department of Transportation
Federal Highway Administration

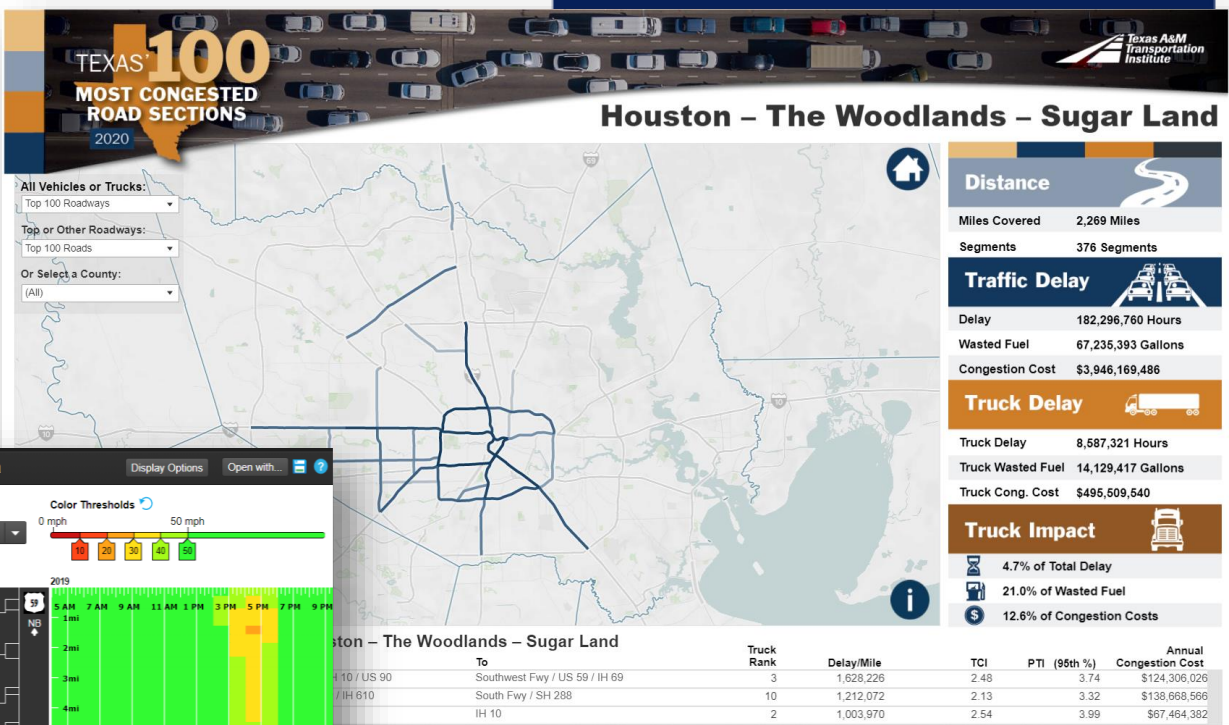
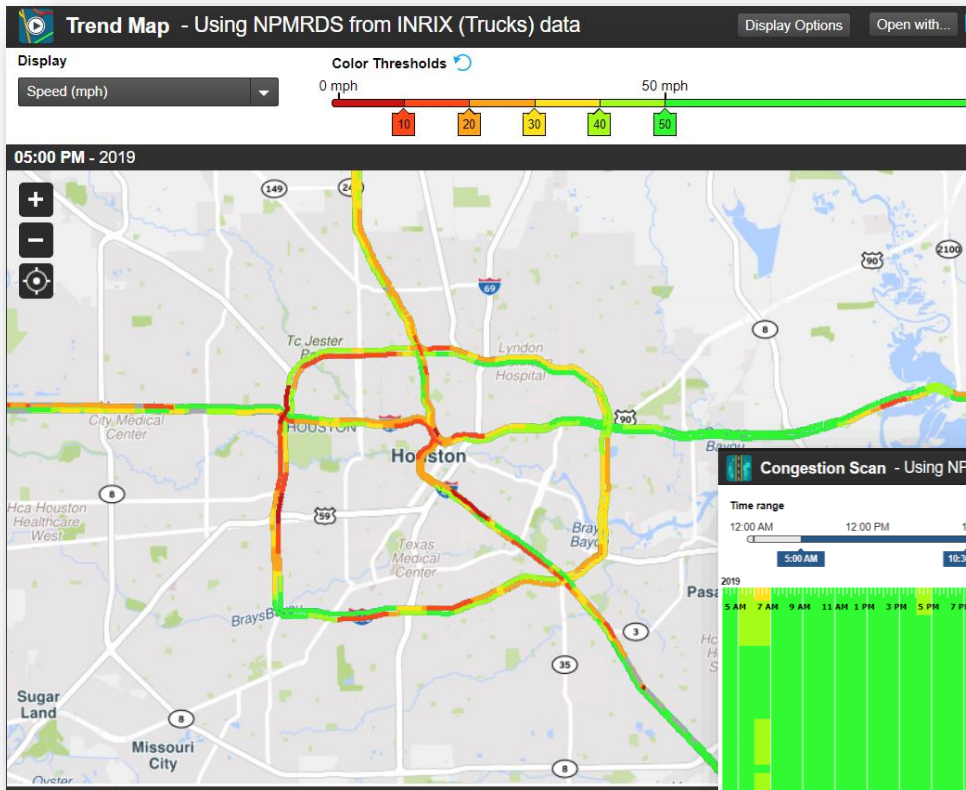
Measure	Description
Total delay per segment	Vehicle-hours per segment.
Total delay per mile per segment	Delay per segment, normalized by segment length.
Hours of delay per truck	Vehicle-hours of delay normalized by number of trucks.
Frequency of congestion per segment	How often time intervals of speed data are congested.
Total hours when congestion is present	Sum of time intervals meeting a congestion threshold.
Travel Time Index	Ratio of the actual travel time to the uncongested travel time.
Truck Travel Time Reliability Index	The ratio of the 95th percentile travel time to the 50th percentile travel time (planning time index).
Commuter Stress Index	Same as Travel Time Index except for the peak direction rather than both directions.
Value of wasted time and fuel due to congestion for each segment	Calculated as congestion delay multiplied by the value of time or by the value of excess fuel consumption.

Source: NCHRP Report 854, Guide for Identifying, Classifying, Evaluating, and Mitigating Truck Freight Bottlenecks, NCHRP (2017)

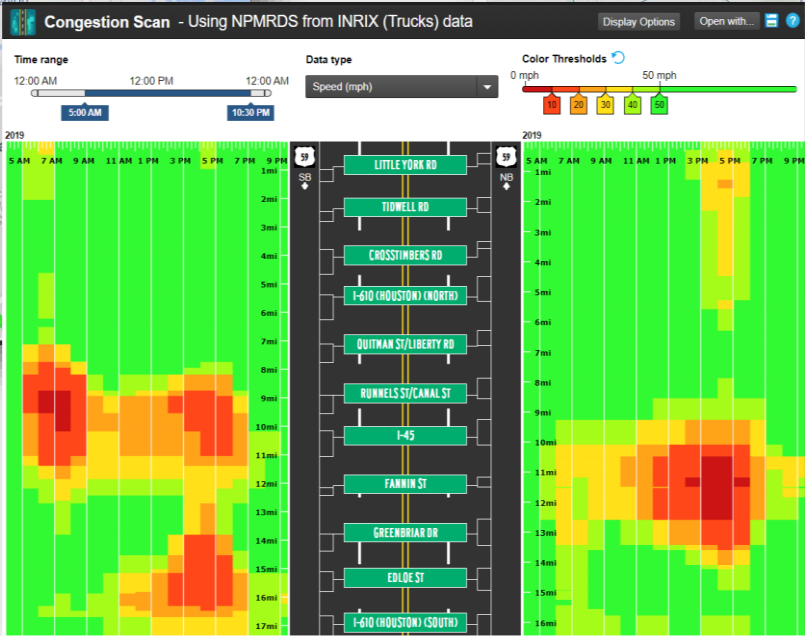
National Performance Management Research Data Set (NPMRDS) and Other Sources of Information



U.S. Department of Transportation
Federal Highway Administration



Sources:
National Performance Management Research Data Set,
(NPMRDS), University of Maryland (UMD) Center for
Advanced Transportation Technology Laboratory (CATT Lab)



Source: NPMRDS, UMD CATT Lab

Freight Mobility Trends



U.S. Department of Transportation
Federal Highway Administration

Tool to monitor freight trends:

- Freight mobility at National, State, regional, or corridor level.
- Freight mobility around major ports, intermodal facilities, and border crossings.
- Delay and cost of freight bottlenecks.
- Aggregated truck travel time data [National Performance Management Research Data Set (NPMRDS)].



Truck Delay on Interstate, 2019
Federal Highway Administration (FHWA)

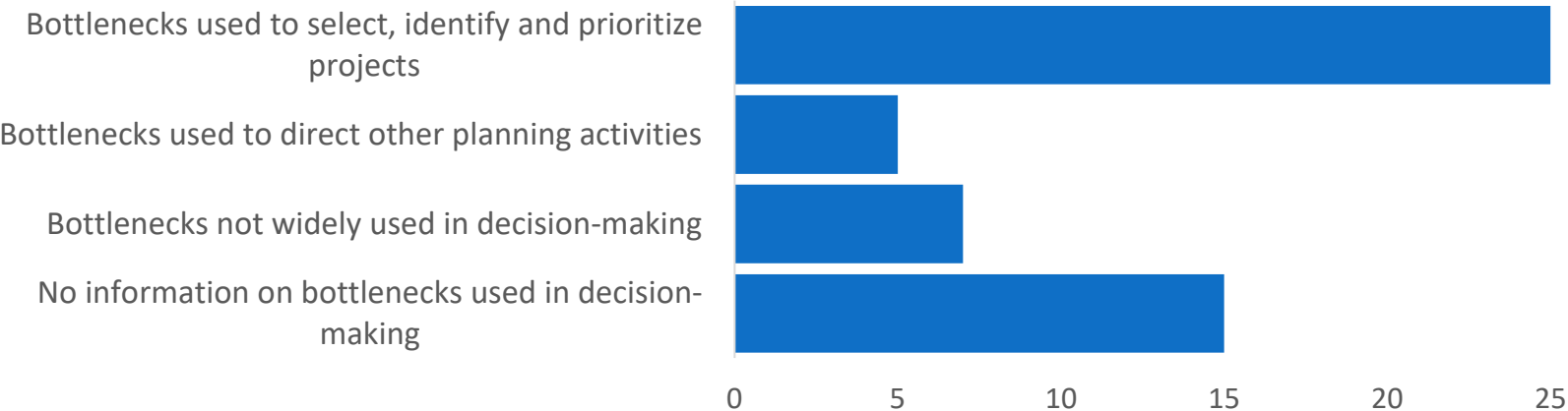
Truck Bottleneck Mitigation and Decision-Making Activities



U.S. Department of Transportation
Federal Highway Administration

- 24 States had measurement programs mentioned in their bottleneck submittals, State freight plans, or related documents
- Truck bottleneck analysis was also used to prioritize improvement projects
- Majority of States reported ongoing outreach with State Freight Advisory Committees to continue dialogue about locations and performance of truck bottlenecks

Use of Truck Bottleneck Information in Decision Making



Source: States' biennial performance reports, 2017 and 2019

Frequency of States Citing Truck Bottleneck Improvement Project Types

Improvement Project	No. of States
Road widening/capacity expansion	26
Resurfacing/pavement rehabilitation/reconstruction	23
Bridge/tunnel improvements	22
ITS implementation	19
Interchange improvements	15
Ramp improvements	12
Truck parking improvements	10
Signal programs	10

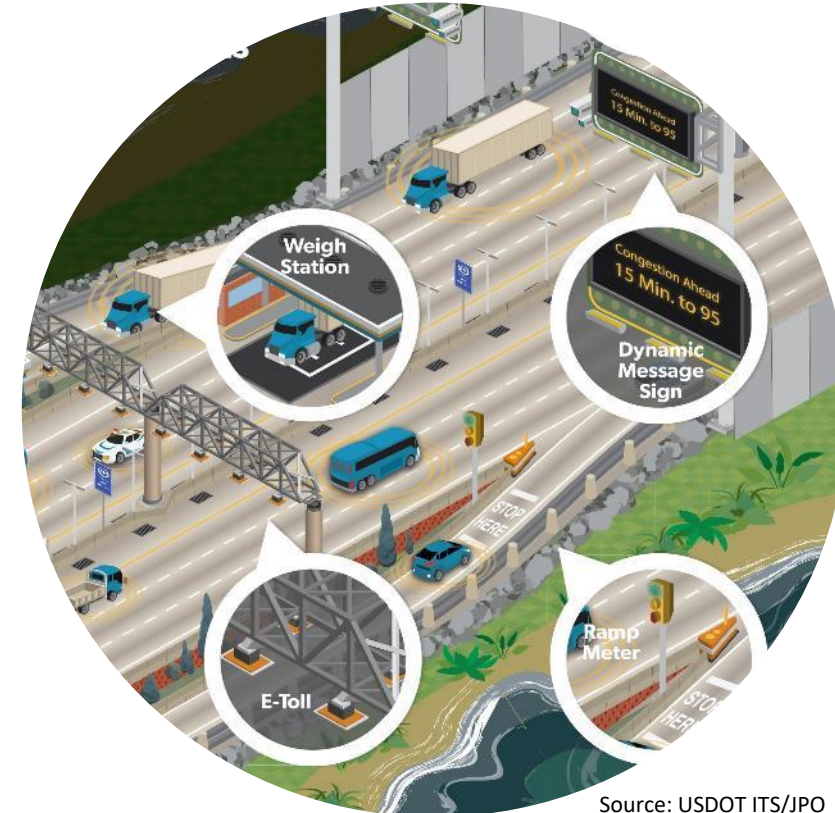
Source: States' biennial performance reports, 2017 and 2019

Transportation Systems Management and Operations (TSMO)



U.S. Department of Transportation
Federal Highway Administration

- TSMO strategies focus on operational improvements that maximize operational performance of the existing transportation system
- Goal is to get the most performance out of the transportation facilities already in place
- Approaches performance from a systems perspective
- Spans corridors, jurisdictions, modes, and agencies
- Helps agencies balance supply and demand on the system and provide flexible solutions to manage dynamic conditions
- Can complement capacity projects or provide lower cost, faster alternatives in some cases



Source: USDOT ITS/JPO

Planning for Transportation Management and Operations (TSMO) in Support of Freight



U.S. Department of Transportation
Federal Highway Administration



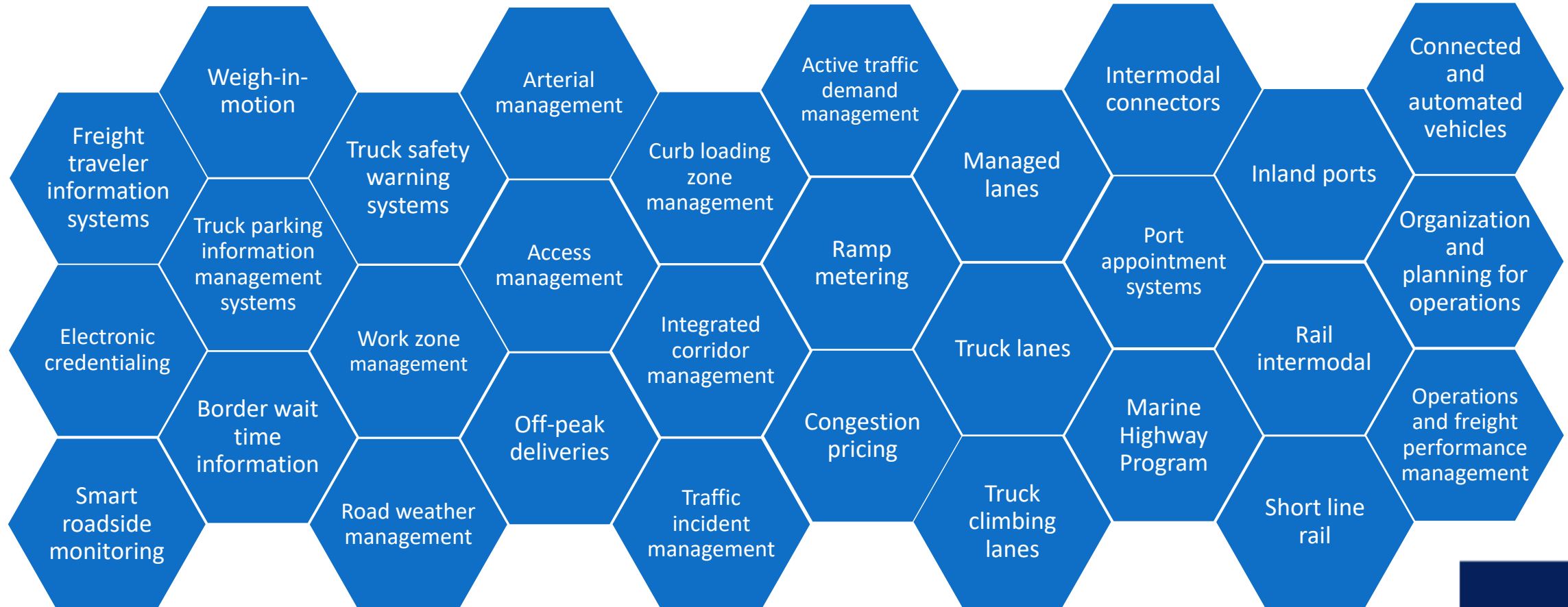
Toolbox of Solutions



U.S. Department of Transportation
Federal Highway Administration

Transportation Systems Management and Operations

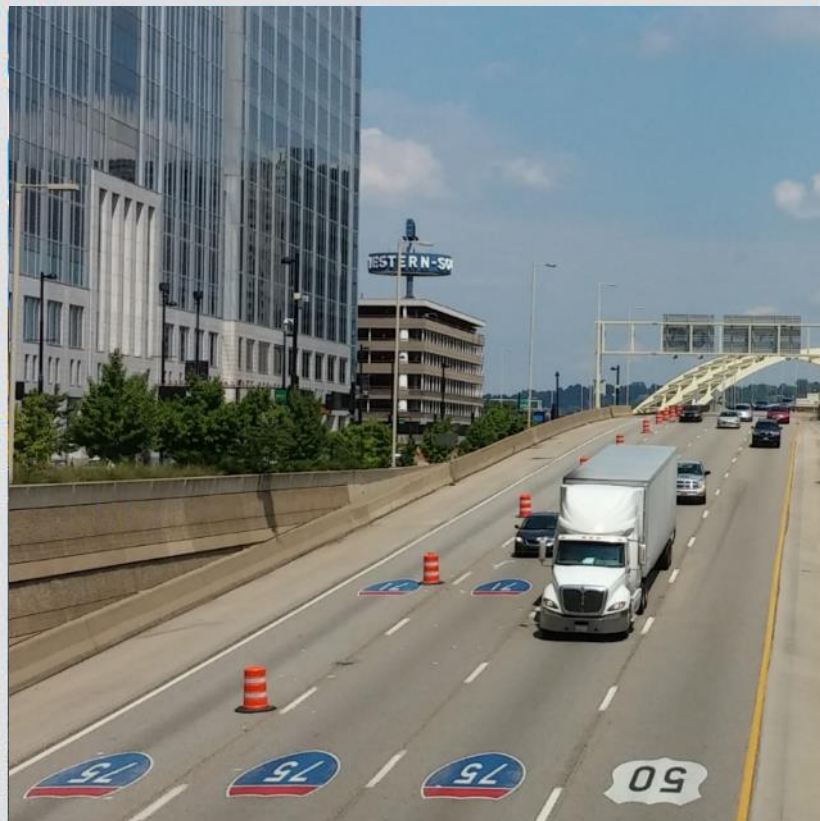
Freight Information Technology



Intermodal Transportation



U.S. Department of Transportation
Federal Highway Administration



For more information:

Jeff Purdy
Freight Management and Operations
Office of Operations

Jeffrey.Purdy@dot.gov

<https://ops.fhwa.dot.gov/freight>

Item 6:

**Texas Emissions
Reduction Program
Grants Presentation**

Agenda Item #6

Texas Emissions Reduction Program Grants Presentation

Nate Hickman, Program Specialist with the Air Grants Division of the Texas Commission on Environmental Quality (TCEQ) will provide an overview of Texas Emissions Reduction Program grants and rebates.

Action Needed: No action needed; for discussion only.



Texas Emissions Reduction Plan (TERP) 101

Texas Commission on Environmental Quality Office of Air Air Grants Division



The Texas Emissions Reduction Plan (TERP)

The Texas Volkswagen Environmental
Mitigation Program (TxVEMP)



Texas Emissions Reduction Plan (TERP)

- Provides grants to reduce nitrogen oxides (NO_x) emissions, a precursor to the formation of ground level ozone, from mobile sources.
- Supports programs to encourage the use of natural gas and other alternative fuel vehicles, and infrastructure to provide fuel for those vehicles.
- Achieves reductions in emissions from school bus diesel exhaust.
- Conducts studies and funds pilot programs for port authorities to encourage cargo movement to reduce emissions.
- Implements new technologies to reduce emissions from stationary sources and oil and gas operations.

How Does TERP Reduce NO_x Emissions from Mobile Sources?

- TERP provides grants to replace older vehicles and equipment with newer, cleaner models.
- Older vehicles are rendered permanently inoperable.
- Grantees commit to operating newer, cleaner models in designated areas of Texas in order to reduce NO_x emissions in those areas.



TERP Grant Programs

TERP programs that focus on reducing NO_x emissions in and around the population centers of Texas that are not currently meeting, or that are close to not meeting, the NAAQS:

Diesel Emissions Reduction Incentive (DERI) Program

- The **Emissions Reduction Incentive Grants (ERIG) Program** provides grants to upgrade or replace older select non-road equipment, locomotives, marine vessels, and stationary equipment.
- The **Rebate Grants Program** provides grants for the replacement or repower of heavy-duty on-road diesel vehicles and select non-road equipment.

TERP Grant Programs

TERP programs that focus on reducing NO_x emissions in and around seaports and rail yards:

- The **Port Authority Studies and Pilot Projects (PASPP) Program** provides grants to port authorities in Texas' nonattainment and affected areas for incentives to encourage cargo movement that reduces NO_x emissions and particulate matter.
- The **Seaport and Rail Yard Areas Emissions Reduction (SPRY) Program** provides grants for the replacement or repower of older drayage trucks, terminal tractors, and cargo-handling equipment operating at seaports and Class I rail yards in areas of Texas designated as nonattainment.

TERP Grant Programs

TERP programs that focus on natural gas, alternative fuel, and electric vehicles and infrastructure within counties in and along the major interstate corridors of Texas:

- The **Texas Natural Gas Vehicle Grants Program (TNGVGP)** provides grants for entities to upgrade or replace existing on-road heavy-duty and medium-duty vehicles powered by diesel or gasoline with new or used natural gas vehicles and engines.
- The **Texas Clean Fleet Program (TCFP)** provides grants for large fleets of on-road light-duty or heavy-duty vehicles to replace diesel vehicles with new alternative fuel or hybrid vehicles.
- The **Alternative Fueling Facilities Program (AFFP)** provides grants for the construction or expansion of natural gas and other alternative fueling stations.

TERP Grant Programs

TERP programs available state-wide:

- The **Light-Duty Purchase or Lease Incentive Program (LDLPIP)** provides grants for the purchase or lease of an eligible new light-duty motor vehicle powered by compressed natural gas, liquefied petroleum gas, or hydrogen fuel cell or other electric drive.
- The **Texas Clean School Bus (TCSB) Program** provides grants to replace or retrofit older diesel school buses with newer school buses.
- The **New Technology Implementation Grant (NTIG) Program** provides grants to offset the cost of the implementation of existing technologies that reduce emissions from facilities and other stationary sources in Texas.
- The **Governmental Alternative Fuel Fleet (GAFF) Program** provides grants for state agencies and political subdivisions to upgrade, replace, or expand their vehicle fleets to alternative fuel, and to purchase, lease, or install refueling infrastructure for grant-funded vehicles.

TERP Fees

- **Tax Code Section 151.0515(b):** A 1.5% surcharge on the sale price or lease/rental amount of off-road heavy-duty diesel equipment sold, rented, or leased in the state. (A surcharge is also applied to the storage, use, or consumption of this equipment in Texas).
- **Tax Code Section 152.0215(a):** A 2.5% surcharge of the total consideration on the sale or lease of model year pre–1997 on-road diesel vehicles over 14,000 pounds and a 1% surcharge for vehicle model year 1997 and newer.
- **Texas Transportation Code Section 502.358:** A 10% surcharge of the total fees due for the registration of truck-tractors and certain commercial motor vehicles.
- **Texas Transportation Code Section 501.138(a):** A portion of the vehicle certificate of title fee, \$20 of the \$33 fee for applicants in the nonattainment areas and affected counties, and \$15 of the \$28 fee for applicants in all other counties.
- **Texas Transportation Code Section 548.5055:** A \$10 fee on commercial motor vehicles required to have an annual safety inspection.



Thank you!

Nate Hickman
Air Grants Division – Technical Specialist
nate.hickman@tceq.texas.gov

Item 7:

**Discussion on Local
KTMPO Freight Topics**

Agenda Item #7

Discussion on Local KTMPO Freight Topics

Staff requests the discussion of local and regional freight needs, issues and problem areas to allow FAC and Staff to be knowledgeable of existing concerns and take appropriate action towards addressing them.

Action Needed: No action needed; for discussion only.

Item 8:

Public Comments

Agenda Item #8

Public Input Received

KTMPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. Staff bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly. Public input received through the previous month is included in meeting packet.

Action Needed: No action needed; for discussion only.



KTMPo Public Comments

FY23

Date	Name	Means of Public Comment	Public Comment	Date Comment First Presented to TAC/TPPB	Public Comment Topic	Jurisdiction
10/3/2022	Thomas Dyer	Email	Happy Monday, I wonder if any of you have been to observe the abysmal laceration you have wrought on our community. We spent a lot of time and effort to gain capacity on our thoroughfare. Now we are being told that we needed this alteration, that we really did want this scar across our city. We, the citizens, voted against projects like this more than once. But we really didn't know what is best for ourselves, it would seem. So since we wouldn't vote to float the note, y'all went around the citizens and got the money from the state. In the meantime we have added more houses, and folks to fill them, and somehow we are to believe that removing two lanes is going to make traffic better. So reducing capacity is increasing capacity? Wait, what? And a bike lane for all the non-existent bikers, and a center median to make turning punitive. Thank you for inflicting this abomination on us, I feel better just knowing you know what is best for us. Maybe you could stop by and talk to the business owners who are being negatively impacted by your (anti) Business 190.	11/2/2022	Roadway	Copperas Cove
11/25/2022	Glenn Morton	Facebook Comment	I have never seen a hop bus with more than a couple passengers ... the ktmpo needs to look at eliminating unprofitable routes.	12/7/2022	Public Transportation	KTMPo
1/10/2023	Alison Teal	Facebook Comment	are there any plans for future meetings that will be held during non-workday hours? Does this mean we are to expect more unnecessary eminent domain for the citizens of Temple/Belton/Killeen areas?	1/18/2023	Meeting Dates	KTMPo
1/10/2023	Shannon Brown Bachtel	Facebook Comment		1/18/2023	Eminent Domain	City, County, State
1/11/2023	Ashley Isbell	Phone Call	There is a speeding issue along Blackberry Rd and it is a significant safety concern for the area. There are quite a few residential homes in the area and it is a golfcart community as well. People use Blackberry as a cut through from E Amity to get to FM 2268 and IH-35 and they don't heed the speed limit which is a problem.	1/18/2023	Roadway Speeding	Bell County

1/17/2023	Chris DeGraaff	Facebook Comment	<p>Re: PTN re: 5310</p> <p>Dear Transportation Progject,</p> <p>My name is Chris DeGraaff and I have been a citizen of Temple, TX for over 42 years. I have been visually impaired for more then 35+ years of my life, and have been privy to some great accomplishments as well as severe shortcomings of the federal, state, and local levels regarding accessibility and transportation needs for our city's struggling citizens. I was enrolled in the first ever "Temple Transit" program back in the 80's and 90's, followed by the introduction and enrollment of the HOP paratransit system in the late 90's – early 2000's. I was at the grand opening of Temple's first public fixed route bus line in the early 2000's as well.</p> <p>Up until about 2015-2016, Temple, Texas was really an extremely accessible (transportation wise) city which provided great services for all disabled and elderly citizen throughout it's city limits and expanding beyond to area towns like Belton and even Killeen. It was such an impressive asset to the city that it became even a recruiting benefit for incoming citizens who were wanting to find a town/city with good, reliable transportation, in conjunction with readily available heath care services, that brought MANY people from around the state and country, to our humble town/city to live/reside because of our formidable transportation services.</p> <p>All that changed in 2016, when HOP decided to "re-define" it's scope of acceptable help, and began to limit it's services to ONLY people who lived within a 3/4th mile of any fixed route bus stop. A fixed bus stop that had, over the years, been reduced, diminished, and restricted to almost nothing in overall coverage of the city services. This inevitably pushed out about 75% of it's former clients and users to find other ways to get transportation needs met. I was a large advocate about this change at the time, and appeared on the news, radio, and tv about the concerns addressing all the people who will be left "out" without any help.</p> <p>I was able to reach out with HOCTIL advocacy group for disabled citizens, and worked with the City of Temple to try a pilot program aimed at giving UBER gift card/vouchers for disabled people outside of the 3/4ths mile at least a chance to get to a grocery store, pharmacy, doctor's appoints, or other vitally needed means of transportation concerns each month.</p> <p>This program only lasted about 6-9 months before funding went out.</p> <p>I have pitched a few ideas to help people in our city, primarily with expanding out our public fixed route busing services as much as possible to include many of the new additions added just over the past 6-7+ years alone. Creating more fixed bus stops would offer more opportunity to access businesses, work opportunities, and community events happening throughout the city's limits. Plus, the HOP would then be required to service more people who fall under the scope of the 3/4ths mile service range more.</p> <p>Here are a few places I suggested adding to the fixed bus routes:</p> <ol style="list-style-type: none">1. West Adams (New Walmart Area, Spare Time Bowling, First Baptist Church Temple)2. North Industrial Temple (Bucee's Gas Station, Frank Mayborn Center (Where many city events takes place), Distribution Centers, etc.)3. South I-35 Temple (Midway Drive area, Cinemark Area, Target Area, 57th Street Area)4. East Temple (Wilson Rec Center (where many city events take place), Public Housing Areas, etc.) <p>By simply including each of these 4 zones around the city, you would be including an area covering most City Housing Zones for those most in need of transportation, residential neighborhoods scoping each of the 4 main corners of the city's primary living community. As well as all major local government venues for community events to be a part of to</p>	1/18/2023	FTA 5310 Survey	CTR TAG
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			<p>city's primary living community. As well as all major local government venues for community events to be a part of to participate in those events.</p> <p>I urge you to consider these suggestions, and I pray that someone will be able to improve our current crumbling transportation system from the dilapidated condition it's currently transformed into, back into a thriving, positive outlook it once held to not only our eyes, but our neighbor's eyes as well.</p> <p>Thank you, Chris DeGraaff Temple TX</p>			
1/18/2023	Charles Johnson	KTMPO Mailbox	<p>My name is Charles Robert Johnson III the hop use to run on weekends now it doesn't what about people who work ? Austin Texas from Monday to Sunday the bus runs \$2 for all day riding, \$5 for 7 days and \$20 for 30 days and most people get off work at 5. All I'm saying is this can be improved just on a fundamental level</p>		HOP Schedule	CTR TAG

End of Packet

FAC Board Membership 2023 Contact Information

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