



Freight Advisory Committee Meeting

July 25, 2023

2:30 P.M

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Agenda



Killeen-Temple Metropolitan Planning Organization
Freight Advisory Committee
Tuesday, July 25, 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 \(872\) 240-3212](#)
Access Code: 756-809-085

AGENDA

1. Call to Order.
2. Opportunity for Public Comment.
3. Staff Update: *(pgs.1-4)*
 - a. KTMPO Meetings Schedule;
 - b. Other Updates.
 - c. Air Quality
4. **Discussion and Action Item:** Regarding approval of meeting minutes from the April 25, 2023 meeting. *(pgs.5-8)*
5. **Discussion Item:** Regarding Presentation on Autonomous Vehicles and Freight. *(pgs.9-26)*
6. **Discussion Item:** Regarding Overview of Texas Freight Mobility Plan Policy and Funding Recommendations. *(pgs.27-31)*
7. **Discussion Item:** Regarding Discussion on Local KTMPO Freight Topics. *(pgs.32-33)*
8. **Discussion Item:** Regarding public input received through June 2023. *(pgs.34-35)*
9. Member Comments.
10. Discuss Possible Agenda Items for Next Meeting on October 24, 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 an 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 KTMP Meetings:

- August 2, 2023 – Technical Advisory Committee
- August 16, 2023 – Transportation Planning Policy Board
- September 6, 2023 – Technical Advisory Committee
- September 20, 2023 – Transportation Planning Policy Board
- September 27, 2023 – Bicycle and Pedestrian Advisory Committee
- October 4, 2023 – Technical Advisory Committee

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).

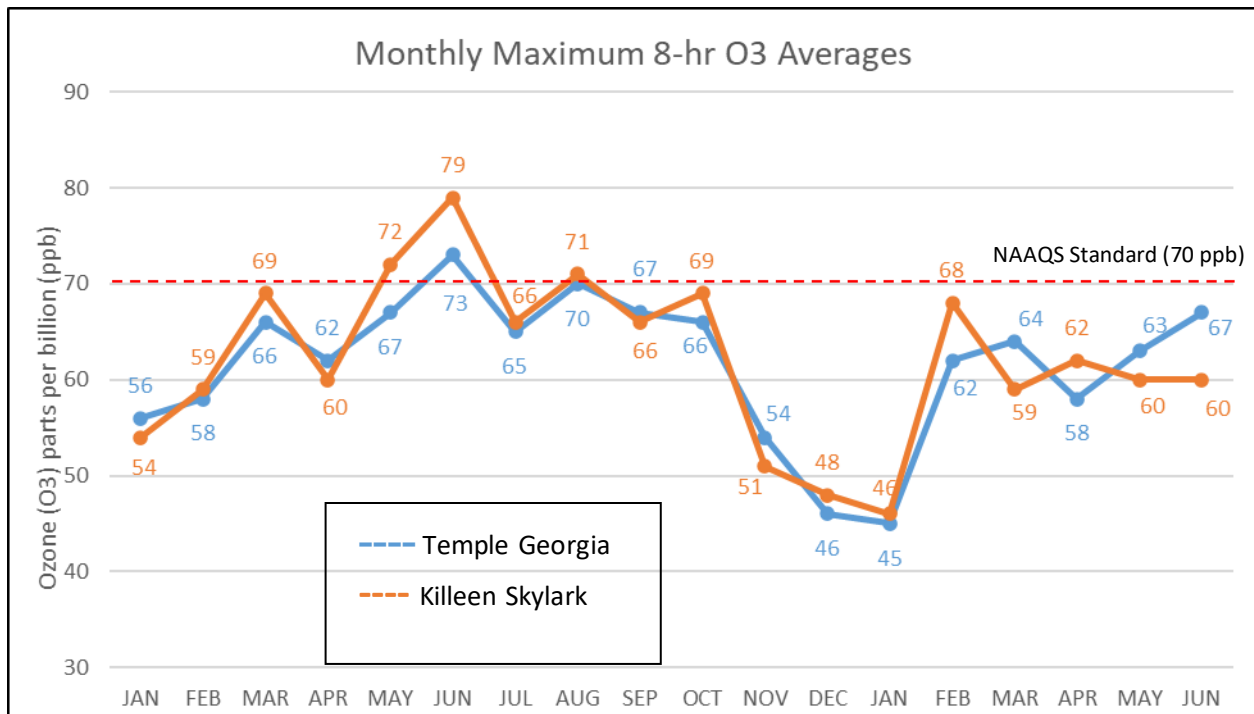
b) Other Updates:

- The FY 2023 Multimodal Project Discretionary Grant Opportunity (MPDG) NOFO combines three different programs funded by the Infrastructure, Investment, and Jobs Act:
 - \$1.8 billion for the National Infrastructure Project Assistance (Mega) program: The Mega program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. 50% of funds are available for projects above \$500 million, and 50% for projects \$100- \$500 million.
 - \$3.1 billion for the Infrastructure for Rebuilding America (INFRA) program: The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
 - \$675 million for the Rural Surface Transportation Grant (Rural) program: The Rural program supports projects that improve and expand our nation's surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. 90% of rural funding must be awarded in \$25 million or greater amounts.
- Texas Commission on Environmental Quality's (TCEQ) Texas Volkswagen Environmental Mitigation Program (TxVEMP) has now opened for applications for FY 2023! The TxVEMP's All Electric Program provides grants to local governments, individuals, and any legal entity for replacing diesel-fueled vehicles with all-electric models, along with supporting infrastructure. Governmental entities may request up to 100% of incremental costs for a project while non-governmental entities may request up to 75%. Eligible projects include replacing or repowering a vehicle or a piece of

equipment including Class 8 Local Freight and Port Drayage Trucks, Class 4-7 Local Freight Trucks, and Forklift and Port Cargo Handling Equipment.

- Texas H.B. No. 4885, signed into law and effective September 1st, 2023, amends the Health and Safety Code to create the Texas Hydrogen Infrastructure, Vehicle, and Equipment Grant Program to fund the purchase, construction, and installation of infrastructure, vehicles, and equipment powered by hydrogen.
- H.B. No. 1846, Relating to the skills test required for a commercial driver's license for certain commercial learner's permit holders, was signed by the Governor and is in effect September 1st, 2023. The law amends Section 522.023(j) of the Transportation Code to provide a skills test for commercial learner's permit holders from other states.
- In September 2023 the Federal Railroad Administration (FRA) will be releasing grant notices of opportunity for their FY23 Railroad Crossing Elimination. This program offers grants of \$1 million or greater for local governments and political subdivisions of the state for grade separation or closure, track relocation, and safety projects related to grade separation or closure.
- The Texas Delivers 2050 Freight Mobility Plan has been approved by the Texas Transportation Commission and will be submitted to FHWA for final approval. The Plan can be accessed [here](#).
- Bell County Thoroughfare Plan
 - Approved and Adopted by Bell County Commissioners Court on July 17, 2023.
 - The finalized plan will be published on the County and KTMPPO websites.
- USDOT Funding Opportunities Timeline can be found [here](#).
- FHWA Bipartisan Infrastructure Law (BIL) website ([Link](#)) and ([Fact Sheets](#)).

c) Air Quality



Compliance with EPA Ozone Standard: 4th Highest Annual Value				3-year average (Calculated on June 30, 2023)
	2021	2022	2023*	
Temple	67	67	63	66
Killeen	70	69	60	66

Action Needed: No action needed; for discussion only.

Item 4:

Meeting Minutes



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

Tuesday, April 25, 2023
2:30 PM

Regular Meeting

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

Freight Advisory Committee Members

Jason Deckman – City of Temple	Keith Sledd – Heart of Texas Defense Alliance
Ginger Watkins – Cameron Industrial Foundation	Elvar “JR” Leal – Temple and Central Texas Railway

Additional Attendees

Dominic Elizondo – KTMPO	Hope Geiger – KTMPO
Connie Quinto – KTMPO	James McGill – KTMPO
Anita Janke – KTMPO	Anita Janke – KTMPO
Uryan Nelson – KTMPO*	Brett Sebastian – GoRail*

**Denotes online attendee*

Meeting Minutes

1. Call to Order: The meeting was called to order by Jason Deckman at 2:41 PM.

2. Public Comments: No public comments were made.

3. Staff Update: Dominic Elizondo discussed the schedule for upcoming KTMPO meetings, and the Truck Parking Safety Improvement Act, a pending Federal bill reintroduced in the House and Senate which would authorize \$755 million for States, cities, and MPOs for truck parking, the Texas Delivers 2050 Freight Mobility Plan being completed and sent to FHWA for final approval, and the special provision in the federal FY 2023 Appropriations Act allowing SLFRF funds to be used for additional uses, including for transportation infrastructure. Additionally, Connie Quinto provided an update on the Bell County Thoroughfare Plan public engagement process. Jason Deckman asked if staff could send out information on those workshops at the TAC or TPPB meetings. Maximum ozone air quality readings for the month of March were 64 parts per billion (ppb) at the Temple station and 59 ppb at the Killeen station.

4. Discussion and Action Item: Approve minutes from the January 24, 2023 meeting.

Keith Sledd made a motion to approve the January 24, 2023 meeting minutes, seconded by Ginger Watkins; the motion passed unanimously.

5. Discussion Item: Regarding Presentation on State and Federal bills related to freight.

Brett Sebastian, Texas State Director for GoRail, a rail freight advocacy organization, provided an update on legislation and regulations at the state and federal level for freight. Major federal updates were the Railroad Safety Act and RAIL Act, the Surface Transportation Board's pending forced access regulation to open access of each railroad's tracks to other companies' locomotives, FAA reauthorization, the Farm Bill's provisions on freight and heavy haul trucks, the FRA's approval of the Kansas City Southern and Canadian Pacific rail mergers, new EPA emissions rules, and federal infrastructure grants. Updates on the 88th Texas Legislative Session were bills on grade crossing separation funding, truck size and weight legislation, bills on train length, and multimodal transportation funding. Lastly, Mr. Sebastian underscored work GoRail has done with the IJIA over the past two years, including developing the rail priorities for funding in the act and assisting cities with pursuing grant programs created under it.

Keith Sledd asked if Mr. Sebastian could email him on general purpose freight grants so he could discuss it further. Dominic Elizondo also stated he would email out the contact information for Mr. Sebastian to the FAC and Jason Deckman said he would reach out about the City of Temple signing on to the letter requesting the state legislature increase funding or provide match for grade crossing separation. Mr. Deckman asked if there was a mobile version of the SERTC emergency response training for cities that cannot spare first responder employees; Mr. Sebastian said he would follow up. Mr. Deckman said there may be an opportunity for CTCOG's emergency preparedness division to partner with SERTC to offer the training locally.

Dominic Elizondo covered legislation in Texas that may impact the freight system, covering the creation of a Texas Infrastructure Fund, a new Texas Emissions Reduction Plan grant program for drayage trucks, new bond requirements for private rail operators, elimination of eminent domain for private rail entities, a TxDOT pilot program for mileage user fees, and a revolving loan fund for multimodal transportation projects.

6. Discussion Item: Regarding Discussion on Local KTMPO Freight Topics.

Dominic Elizondo asked for committee discussion on any freight needs or gaps in the KTMPO region and possible ways to address them. Keith Sledd mentioned that HOTDA was applying for a grant from the Department of Defense's Defense Community Infrastructure Pilot program to add an access ramp for State Highway 9, which would move truck loading ramps to a better location. Mr. Sledd mentioned that Fort Hood would be applying for a second grant for an electric engine from converted diesel engines, partnering with Oncor. Mr. Sledd also noted that Copperas Cove was doing another study on containerization for the proposed multimodal facility at Fort Hood's railhead. Several FAC members shared information about ongoing or upcoming construction projects that will impact freight near Cameron, Temple, and Copperas Cove.

7. Discussion Item: Regarding Discussion on Public Input Received Through March 2023.

Two comments were made-one at a Heart 4 U event by the Area Agency on Aging which stated her HOP rides were frequently bumped in favor of medical appointment riders, and a Facebook comment thread on the Bell County Thoroughfare Plan.

8. Member Comments.

Ginger Watkins stated that the GoRail presentation was very useful.

9. Discuss Possible Agenda Items for Next Meeting on July 25, 2023.

Dominic Elizondo said that staff would try to get TxDOT representatives at the next meeting for an overview of the Texas Delivers 2050 Freight Mobility Plan and what strategies/funding were identified by it, as well as speakers from the Texas Trucking Association and other freight advocacy organizations.

10. Adjourn: The meeting adjourned at 3:51 PM

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

Jason Deckman, Chair

Uryan Nelson, KTMPO Director

Item 5:

Presentation on

Autonomous Vehicles and

Freight

Presentation on Autonomous Vehicles and Freight.

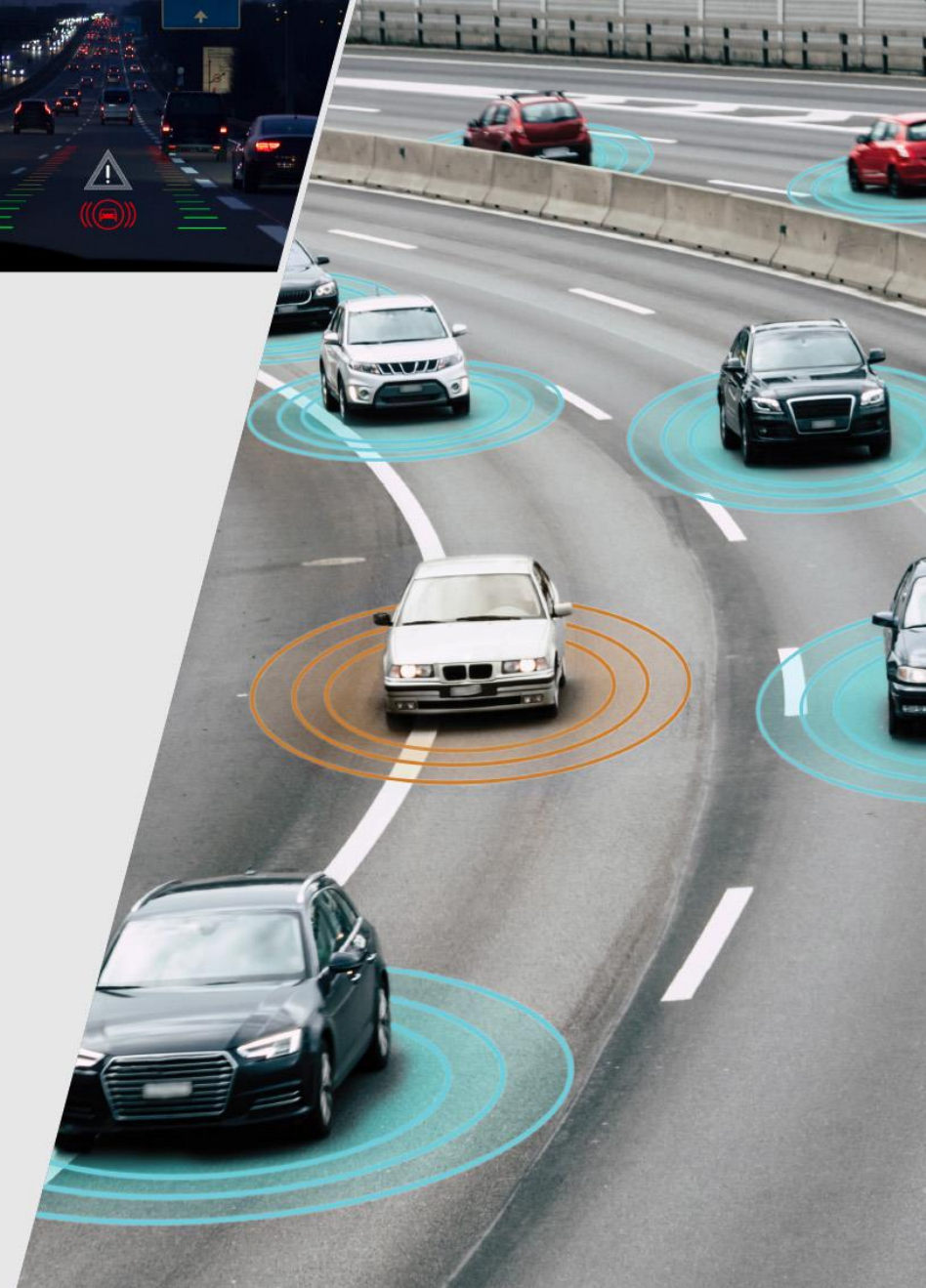
Zeke Reyna, Emerging Technology Portfolio Project Manager at TxDOT, will provide a presentation on the state of autonomous vehicles in Texas and how it will impact freight.

Action Needed: No action needed; for discussion only.

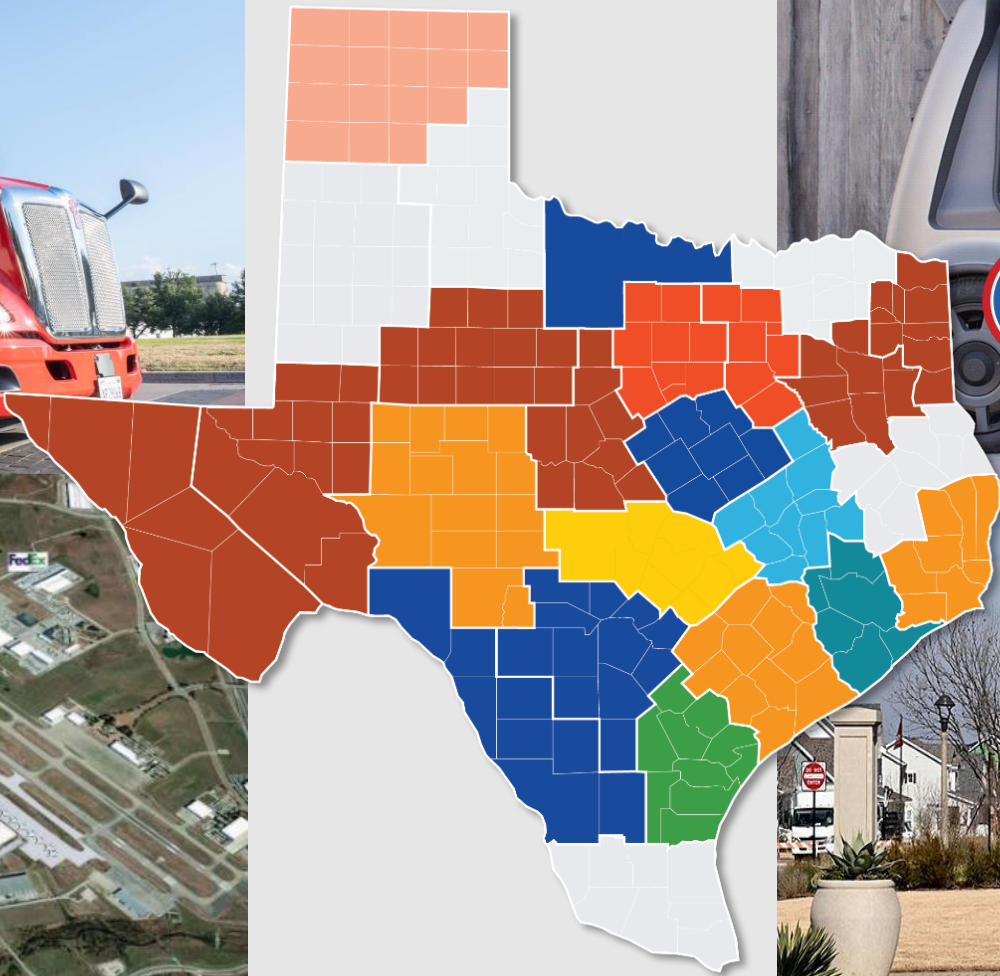


Automated Vehicles in Texas

Zeke Reyna, Texas Department of Transportation



Texas CAV activities





SB 2205, 85th Legislature (2017)

- SB 2205 creates a legal framework for the operation of automated motor vehicles in Texas and explicitly allows an automated motor vehicle to operate on highways in the state, with or without a human operator, under certain circumstances.

HB 1791, 85th Legislature (2017)

- HB 1791 authorizes an operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system to be assisted by the connected braking system to maintain a clear distance or “sufficient space.”

SB 969, 86th Legislature (2019)

- SB 969 governs the operation of a personal delivery or mobile carrying device in a pedestrian area or on the side or shoulder of a highway.

HB 3026, 87th Legislature (2021)

- HB 3026 allows that when an ADS (AV) is designed to be completely operated without a human driver, then certain items are no longer required, such as mirrors, steering wheels.



Takeaway:

Texas CAV laws are designed to encourage AV testing and deployment across the state.

Texas CAV Task Force Mission and Functions



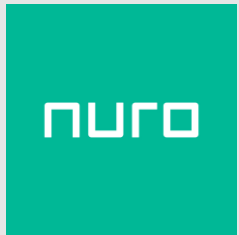
- Directed by Governor Greg Abbott in January 2019.
- Scope: Prepare Texas for the safe and efficient deployment of CAV technologies across the state.



ALLIANCE
FOR AUTOMOTIVE
INNOVATION



North Central Texas
Council of Governments



THE UNIVERSITY OF TEXAS AT AUSTIN
CENTER FOR TRANSPORTATION RESEARCH



Texas Department of Motor Vehicles



Texas CAV Task Force Membership



Voting Members

- Texas Department of Transportation
- Texas Department of Motor Vehicles
- Texas Department of Public Safety
- Texas Department of Insurance
- North Central Texas Council of Governments
- City of Frisco
- University of Texas Center for Transportation Research
- Texas A&M Transportation Institute
- Lone Star UAS Center of Excellence and Innovation
- Alliance of Automobile Manufacturers
- Texas Trucking Association
- Ford
- Uber
- Nuro
- Kodiak Robotics
- EasyMile
- Cisco
- Panasonic

Membership Types

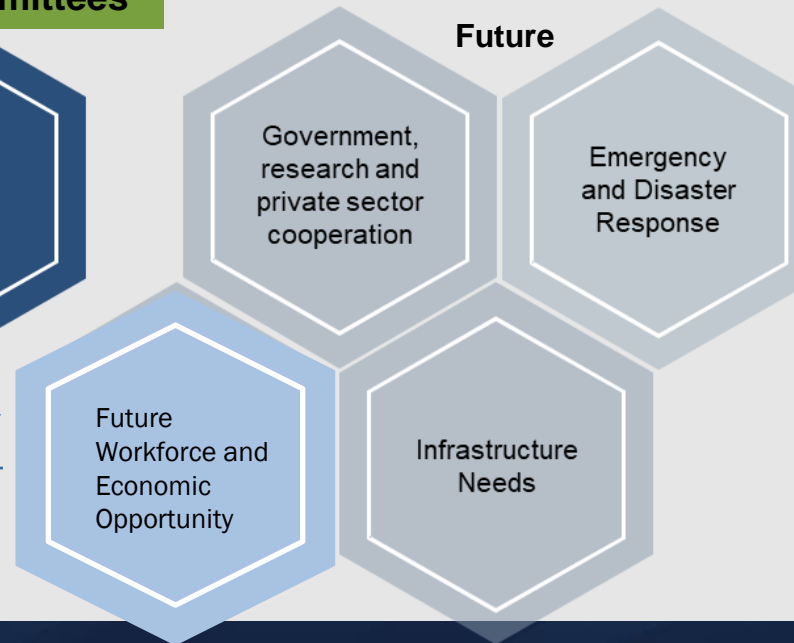
- State agencies
- County / local government
- MPOs
- Legislative
- FHWA
- Transit
- Tolling
- Research Institutions
- Transportation / Mobility associations
- Community / Interests associations
- AV Freight and Delivery
- CAV Passenger OEMs and Developers
- MaaS
- ITS
- Communications technologies companies
- Unmanned Aerial Systems
- Consultant engineers, IT, CAV, Legal

Subcommittees

Current



Future



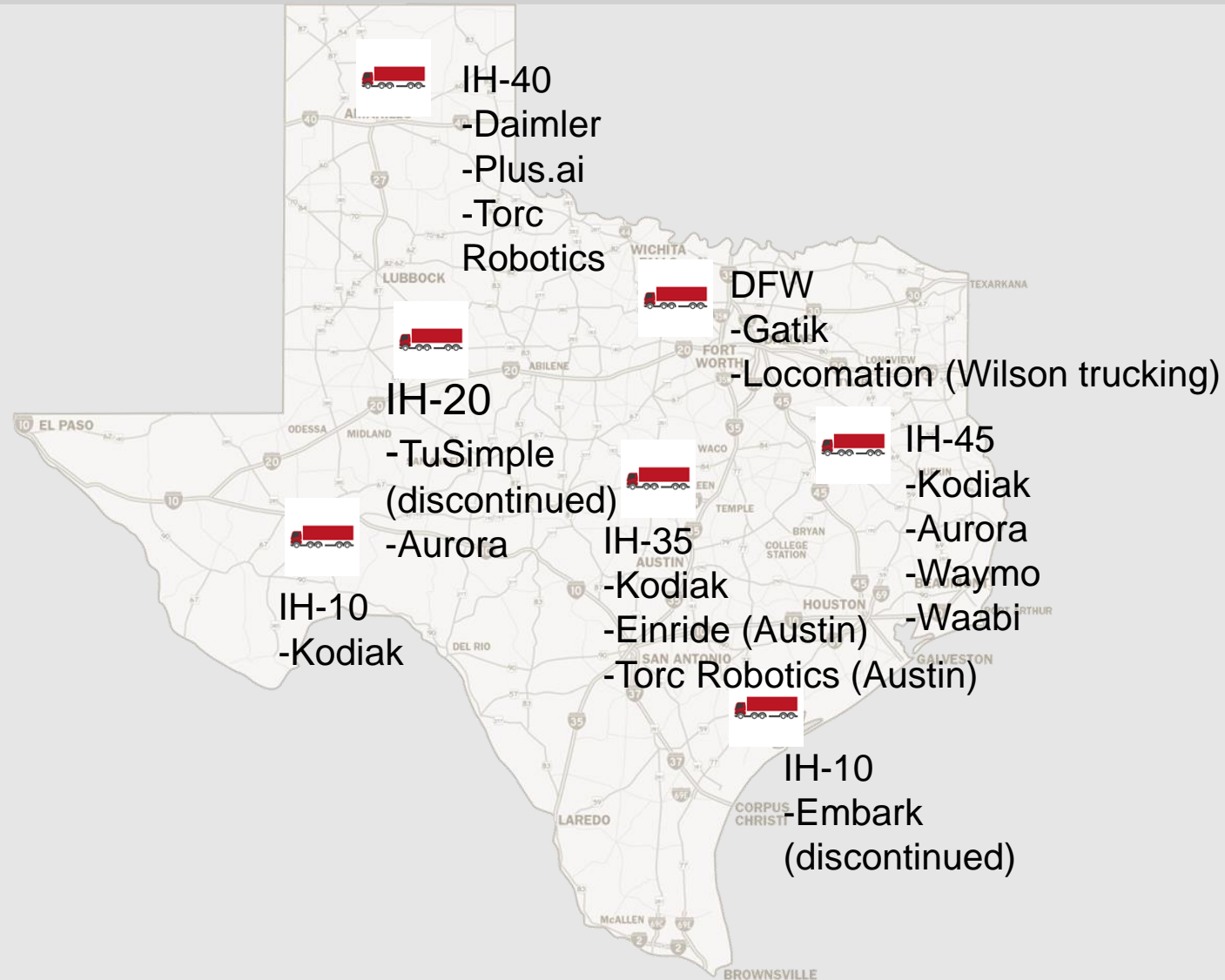
AV Freight is successfully operating across Texas and continues to grow.



Texas CAV Freight Deployments



Deployment





Kodiak expands autonomous freight service to Florida with 10 Roads Express



Together with 10 Roads Express, we completed commercial coast-to-coast deliveries spanning 5,600 miles.

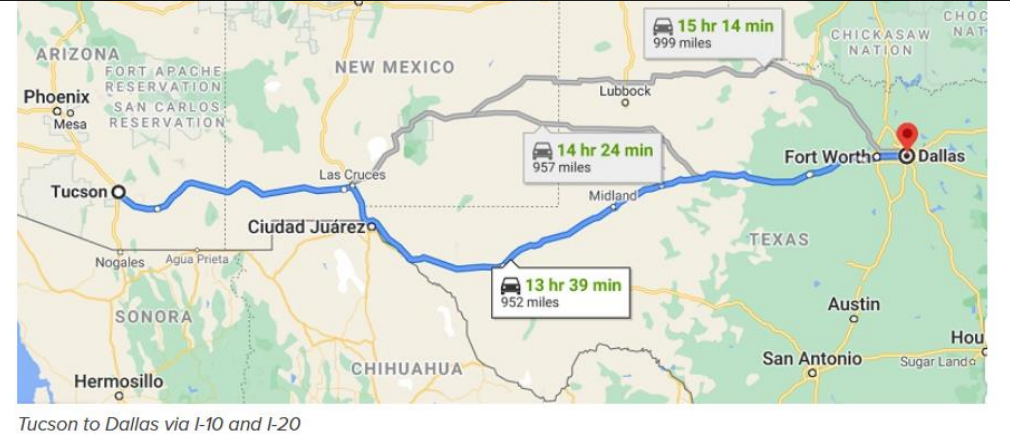
Our partnership with 10 Roads Express commenced with four commercial deliveries on a 5,600 mile round-trip from San Antonio, Texas; to the San Francisco Bay Area; to Jacksonville, Florida; and back to San Antonio. We were



Topics

A Self-Driving Truck Got a Shipment Cross-Country 10 Hours Faster Than a Human Driver

By Vanessa Bates Ramirez - June 1, 2021 10,176



Argo AI's robotaxis officially available via Lyft in Austin

Rebecca Bellan @rebeccabellan / 9:37 AM CDT • September 29, 2022

 Comment



You now can ride in a driverless car in Austin, as GM-owned Cruise expands rideshare services



Kara Carlson

Austin American-Statesman

Published 9:00 a.m. CT Dec. 21, 2022 | Updated 12:33 p.m. CT Dec. 21, 2022

Delivery Robots continue to rapidly grow across Texas.



Types of Delivery Robots



- In Texas, there are two types of delivery robots.
 - Personal Delivery Devices (PDD)
 - Neighborhood Electric Vehicles (NEV)
 - Nuro
- Three Main Distinctions that elevate NEVs
 - On road capabilities
 - VIN
 - Speed
 - NEV 25 mph
 - PDD 10-20 mph
- Cities can set rules in grey areas of law



Texas Delivery Robot Deployments



Deployment



- In 2021, the Texas Legislature passed SB 763, directing the Texas Transportation Commission to “appoint an advisory committee to assess current state law and any potential changes to state law that are needed to facilitate the development of urban air mobility operations and infrastructure in this state.”
- Over the summer, TxDOT and TTI began developing the framework for the committee and started a comprehensive literature review.
- In October, the TTC appointed 29 members to the Urban Air Mobility Advisory Committee.



TTC Urban Air Mobility Advisory Committee



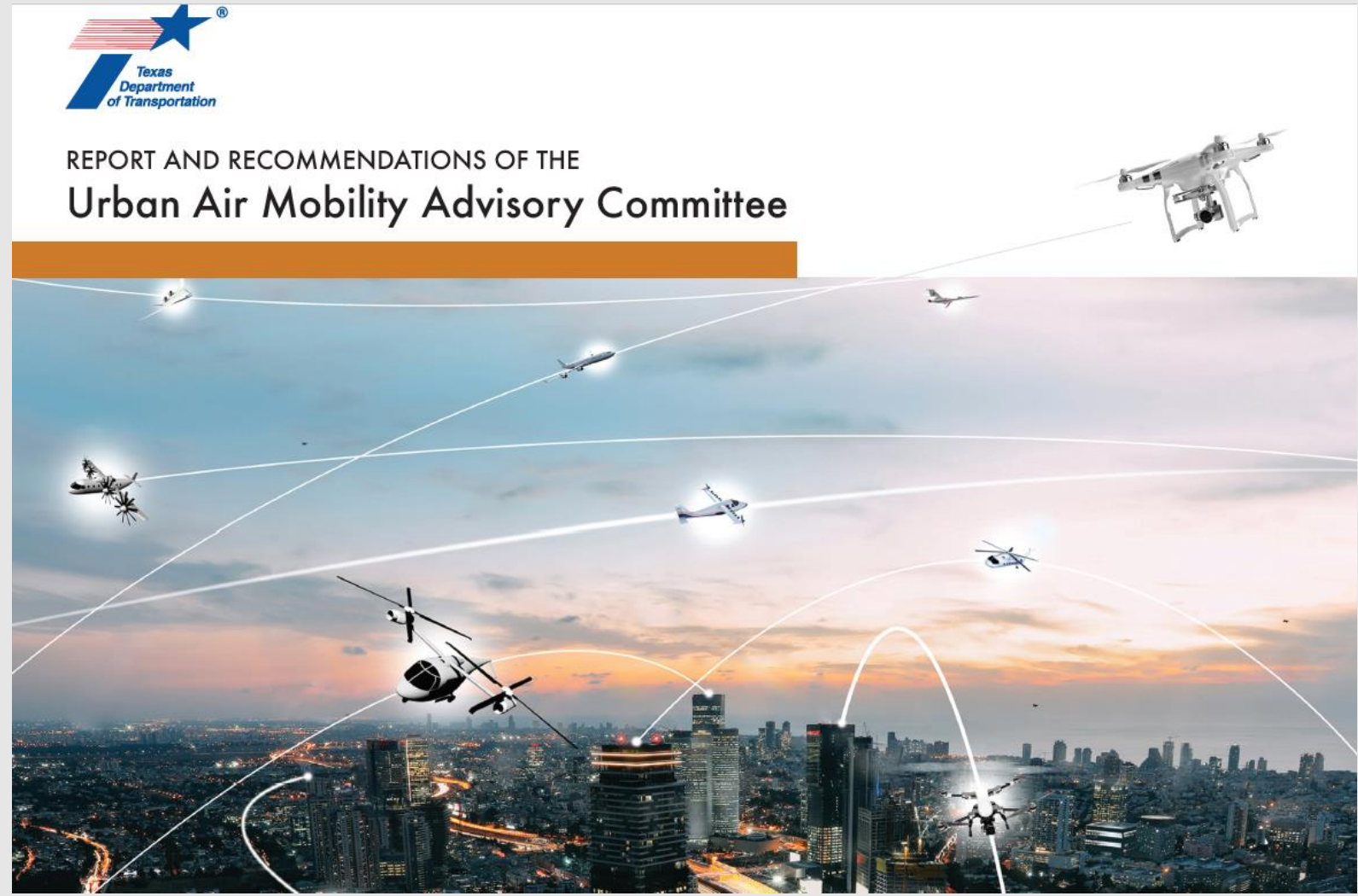
- UAM Advisory Committee held its first meeting on December 14, 2021 and elected Dr. Ahsan Choudhuri of UTEP as chair.
- Chair created four workgroups that met 16 times over 3 months.
- Advisory Committee supported by TTI literature reviews, writing and administration activities.



UAM Advisory Committee Report



- On October 11, the UAM Advisory Committee adopted the final report, pending technical edits.
- Total 20 recommendations, including both legislative and foundational for industry growth.
- Low level airspace debate.
- Report submitted to the Texas Legislature on Nov 2, 2022.
- Committee reestablished!





Questions?

Zeke Reyna

Texas Department of Transportation

Zeke.Reyna@txdot.gov

512-517-1749

Item 6:

**Overview of Texas Freight
Mobility Plan Policy and
Funding
Recommendations**

Overview of Texas Freight Mobility Plan Policy and Funding Recommendations

The Texas Delivers 2050 Freight Mobility Plan's last five chapters cover policy, programmatic, technology and operations recommendations, as well as a Freight Investment Plan with immediate next steps laid out. Policy and programmatic recommendations seek to:

- Strengthen the freight and logistics industry in Texas.
- Support Texas' growing population and economy while preserving the quality of life.
- Preserve, enhance, and further evolve the TMFN.

Policy Recommendations:

1. The state should continue to support and expand freight planning capacity and activities.
2. TxDOT should continue to use the adopted Texas Multimodal Freight Network as the strategic framework for statewide transportation investment decisions.
3. TxDOT should implement the Freight Infrastructure Design Considerations on the Texas Highway Freight Network.
4. TxDOT should implement multimodal freight planning, programming, and implementation guidelines for integrating freight into the TxDOT investment decision-making process.
5. The state should invest in multimodal strategies and solutions that link the different freight transportation modes.
6. The state should continue to address freight transportation issues critical to the urban areas in Texas that support mobility and economic growth.
7. The state should continue to address multimodal freight transportation issues critical to the rural areas in Texas that support the states critical agricultural, oil and gas and construction supply chains.
8. The state should continue to align investments in the multimodal transportation system with the state's vision for economic growth, key industry supply chain requirements, and global competitiveness.
9. The state should invest in strategic multimodal transportation solutions to ensure Texas is supportive of cross-border trade, a leader in North American trade and a top international trade gateway and national logistics hub.
10. TxDOT should identify and implement strategies that will improve safety, security, and resiliency on the Texas Multimodal Freight Network.
11. TxDOT should continue to invest and pursue innovative strategies in ServiceNow, the existing asset preservation policy, on the Texas Highway Freight Network. TxDOT should also work closely with the private sector to identify and implement highway and multi-modal preservation strategies.
12. TxDOT should develop and implement innovative multimodal transportation technologies, techniques, research, and methods.
13. TxDOT should continue to identify and adopt strategies to improve the management of multimodal freight transportation resources and advance accountable, transparent decision-making.

-
14. The state should invest in transportation strategies to improve freight mobility across international border crossings by implementing the Border Trade Master Plan recommendations.
 15. TxDOT, in coordination with state leadership should continue to identify and address current and future energy sector freight transportation needs and impacts.
 16. TxDOT should continue to work with the private-sector rail industry and other stakeholders to identify strategies that expand rail capacity, improve rail fluidity and ease traffic congestion to accommodate projected growth in imports and exports.
 17. TxDOT should continue to work with the Texas ports through the Texas Port Authority Advisory Committee, Texas Port Association, the U.S. Army Corps of Engineers, and other stakeholders to pursue strategies to strengthen and improve maritime freight operations and efficiencies.
 18. TxDOT should integrate air cargo needs, into state planning activities, initiatives, and project development.
 19. TxDOT and the Texas Railroad Commission should work with the public and private sectors in support of strategies that address pipeline needs.
 20. The state should investigate additional options for funding and financing flexibility for transportation projects that impact freight movement.
 21. TxDOT should coordinate with international, national, state, regional and local agencies, and private sector stakeholders.
 22. In partnership with the public and private sectors, TxDOT should lead education and communication efforts that build awareness of the importance of efficient freight movement to the state's economy and quality of life.

Programming Recommendations:

1. The state should continue to develop, integrate, and administer a comprehensive and multimodal TxDOT Freight Planning Program.
2. The state should develop a public awareness campaign to roll out Texas delivers 2050 to stakeholders.
3. The state should implement a statewide Freight Technology-Based Solutions Program based on the findings from the Texas Freight Network technology and Operations Plan (FNTOP).
4. The state should continue to work with the Border Trade Advisory Committee to enhance international border coordination strategies to improve freight transportation safety, mobility, and efficiency.
5. The state should continue to advance safety and mobility on the Texas Highway Freight Network.
6. The state should continue to update its Texas State Rail Plan with the involvement of passenger and freight railroad stakeholders.
7. The state should continue working with Texas ports and other stakeholders to identify strategies that expand port and waterway capacity and improve waterway infrastructure.
8. The state should develop a comprehensive Air Cargo Development and Improvement Program focused identify strategies that expand air cargo capacity and improve air cargo transportation infrastructure.

Technology and Operations Recommendations:

1. Assess the feasibility of integrating statewide traffic management information into existing TMCs.
2. Continue to test and deploy the Texas Connected Freight Corridors (TCFC) System.
3. Deploy smart freight connector technology on the TMFN to enhance connectivity between modes and expand modal options.
4. Develop a binational freight traffic operations center.
5. Develop a rail crossing traffic management system.
6. Develop integrated traffic management and operations and data exchange platforms.
7. Expand and deploy a safety warning detection system.
8. Expand the statewide Truck Parking Availability System (TPAS).
9. Implement a Freight Automation Program to invest in the AFVN.
10. Implement the WIM/VC Strategic Plan.
11. Incorporate machine learning and predictive analytics into technology solutions.
12. Integrate freight considerations into the Transportation Management and Operations (TSMO) Plan.
13. Support private sector development of innovative freight mobility hubs.
14. Support the expansion of broadband and 5G capabilities along the THFN.

Texas Freight Investment Plan (FIP): The FIP provides fiscally constrained and unconstrained funding priorities for the Texas Multimodal Freight Network (TMFN). The FIP incorporates the project priorities identified and prioritized by TxDOT's 10-year Unified Transportation Plan (UTP) for all projects determined to be freight-centric or freight-supportive based on freight priority scores for each project based on TxDOT's Freight Investment and Optimization Tool. The unconstrained component of the FIP allows TxDOT to document all needs identified by its non-highway modal partners, as well as additional highway projects currently unfunded and/or outside the eight-year window of the fiscally constrained plan, which documents fully funded highway projects.

EXHIBIT 51: OVERVIEW OF FREIGHT INVESTMENT PRIORITIZATION PROCESS

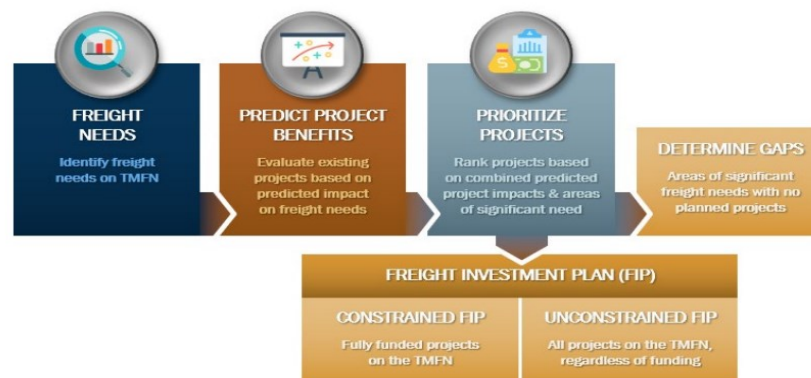


EXHIBIT 52: CONSTRAINED FIP BY PROJECT CATEGORY

Project Category	Number of Projects	% of Projects	Cost (Millions)	% of Cost
Asset Management	597	32%	\$3,627.2	12%
Connectivity	25	1%	\$837.1	3%
Mobility	472	26%	\$23,866.5	80%
Safety	750	41%	\$1,360.2	5%
Total	1,844	100%	\$29,691.0	100%

Source: TxDOT, 2023 Unified Transportation Program

EXHIBIT 56: UNCONSTRAINED HIGHWAY PROJECTS BY FUNDING STATUS AND PROJECT CATEGORY

Project Category	Number of Projects	% of Projects	Cost (Millions)	% of Cost
Asset Management	708	32%	\$5,009	11%
Connectivity	37	2%	\$1,778	4%
Mobility	663	30%	\$38,703	82%
Safety	816	37%	\$1,835	4%
Total	2,224	100%	\$47,001.9	100%

Source: TxDOT, 2023 Unified Transportation Program

EXHIBIT 61: SUMMARY OF RAIL FREIGHT PROJECTS

Source/Sponsor	# of Projects	Estimated Cost (In millions)**
Class I Railroads	34	\$1,164.5
Short line Railroads	21	\$192.9
Rail Freight/Port Projects	1	\$30.0
Total	56	\$1,387.4

** Cost estimates were provided for 31 of the 56 projects.

Action Needed: No action needed; for discussion only.

Item 7:

Discussion on Local KTMPO

Freight Topics

Discussion on Local KTMPPO 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.

Item 8:
Public Comments

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.



KTMP Public Comments

FY23

Date	Name	Means of Public Comment	Public Comment	Date Comment First Presented to TAC/TPPB	Public Comment Topic	Jurisdiction
6/15/2023	Carolyn Moss-Stone	FB Community Page - Copperas Cove Hot Topics	Response to a TxDOT Public Meeting/Public Comment post about the Great Divide and US 190 in Lampasasa County and Copperas Cove area. Citizen was provided TxDOT Brownwood District POC info. "Thanks! I'm lost on this! Oh well time will tell."	7/12/2023	Public Mtg - US Highway 190 Improvements (Big Divide)	TxDOT Brownwood
6/21/2023	Anonymous	In-Person	Public expressed concern about the narrow "bikelane" on 57th in front of Mikeska's BBQ.	7/12/2023	Safety	City of Temple

End of Packet

FAC Board Membership 2023 Contact Information

Name	Board position	Title	Organization	Address	Email	Phone
Tiffany Melvin		President	North American Strategy for Competitiveness	14902 Preston Road, Suite 404-533 Dallas, Texas 75254	tiffany@nasconetwork.com	(214) 855-0129
Jim Butler		General Manager	Group Petroleum Services	2710 Digby Road Belton, Texas 76513	jbutler@gpscarrriers.com	
Ginger Watkins		Executive Director	Cameron Industrial Foundation	102 E. First Street PO Box 432	gwatkins@cameronindustrialfoundation.com	254.697.4970
Jason Deckman	Chair	City Planner	Temple	2 N. Main St., Ste. 102 Temple, TX 76501	jdeckman@templetx.gov	(254) 298-5668
Kara Escajeda		City Manager	Nolanville	101 North 5th Street Nolanville, Texas 76559	kescajeda@nolanvilletx.gov	☎ (254) 698-6335
Jared Garmon		Regional Manager Economic Development	BNSF Railway		jared.garmon@bnsf.com	(817) 593-4035
Tamara Brown		Purchasing	BellTec	PO Box 270, Belton, TX 76513	tamara.brown@belltec.net	1-800-242-9410
Elvar "JR" Leal		Trainmaster	Temple & Central Texas Railway	3111 Eberhart Road Temple, Texas 76504	Elvar.Leal@Patriotrail.com	(904) 518-2129
Keith Sledd		Executive Director	Heart of Texas Defense Alliance		keith.sledd@hotda.org	254-690-4045