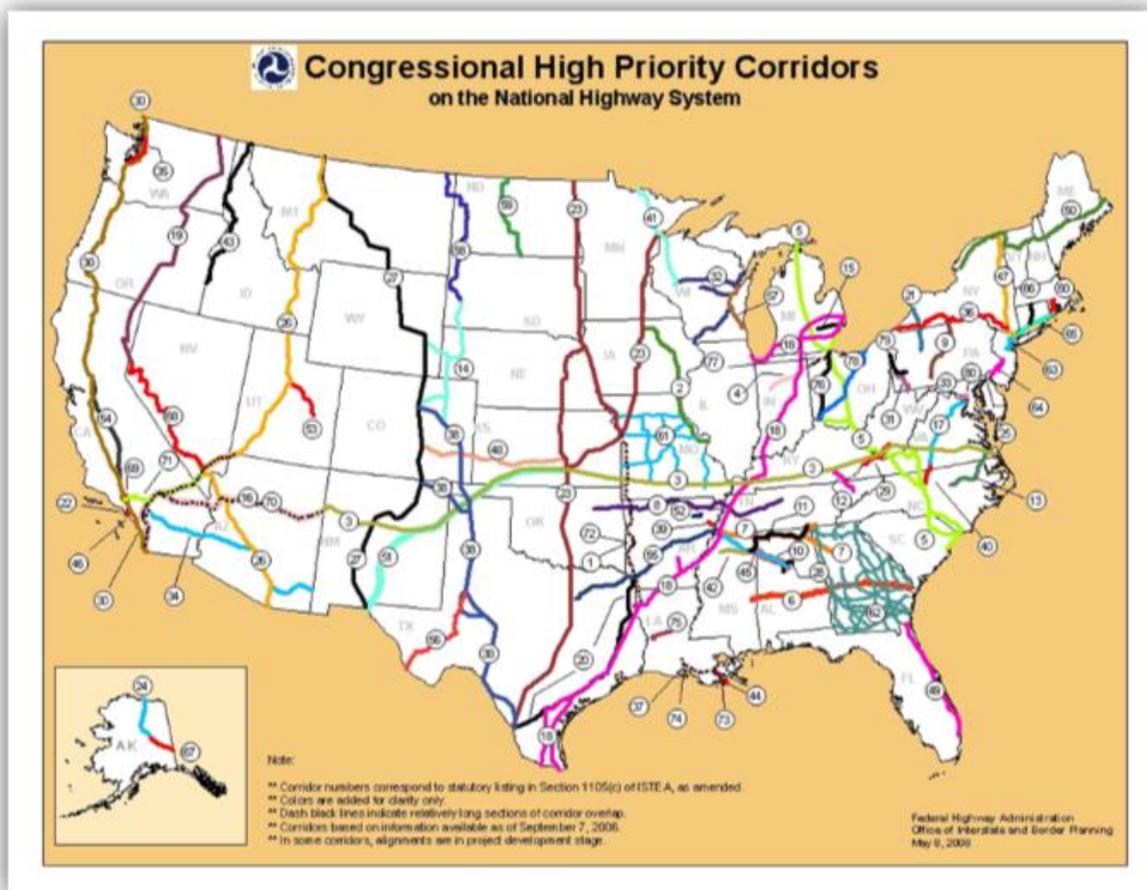


## MULTIMODAL

Freight along the IH 35 corridor has increased dramatically due to the North American Free Trade Agreement (NAFTA) from points south of the region originating in Mexico via Laredo and Brownsville. NAFTA has also caused increased port activity resulting in the movement of goods from Corpus Christi, Galveston, Houston, and Beaumont. Central Texas will continue to experience increased cargo movement via truck, rail and air in the foreseeable future. As a major connector for national transportation systems, infrastructure in Central Texas is critical to the effective movement of goods and services. As a truck and rail hub along freight corridors, KTMPPO services the markets that connect Canada, United States & Mexico. This corridor includes the Dallas to Mexico, Dallas to San Antonio, and Dallas to Houston markets.

Although the KTMPPO region may be located on a major corridor for international trade, it is also



home to the largest active duty armored post in the United States Armed Services—Fort Hood.

Fort Hood is home to over 50,000 troops and a large variety of equipment. Troop and equipment movements by all multimodal methods of transportation are a key factor in the security and safety of our nation. Based on a City of Temple logistics study, the KTMP region is extremely diversified with manufacturing and distribution of many types of goods. The outgoing freight within a fifty-mile radius distributed approximately 131 million tons of goods in 2007. It is expected that the same area will distribute approximately 185 million tons of goods by 2040. Pass thru freight from Mexico to Dallas is projected to grow from 5.5 million to 16.3 million tons.

Recent developments in West Texas (Permian Basin and Concho Valley) have revealed significant activity in the oil industry. The Eagle Ford and Cline Shale sites have been classified as scenes from the old “gold rush days”. With the increased needs of the oil industry and local manufacturing, rail service is expected to play a major role.

Passenger service continues to expand with the movement of Central Texans for military, business and personal purposes. Focus on national security abroad and area growth are expected to increase the need for passenger service.



## RAIL

The Central Texas area has a vital purpose in the state’s railroad operation. This central proximity allows for north/south and east/west rail corridors. The KTMP boundaries are served by two “class 1” railroad companies located in Temple. Burlington Northern and Santa Fe (BNSF) and Union Pacific (UP) are the predominant

railroad freight carriers for the area. The City of Temple was founded in 1881 by the Gulf, Colorado and Santa Fe Railway Company. Santa Fe needed a town at a major junction point to provide services for railroad equipment and passengers. Because of this need, a city was developed. Temple hails its name from Mr. Benard Moore Temple, a chief engineer who built the tracks for the Gulf Colorado and Santa Fe Railway in the Temple area. From its humble beginnings, Temple has played an important role in supporting the railroads operational needs and continues to operate as a major junction point.

The Temple rail yard performs rail car switching, locomotive fueling and is a strategic point for crew changes. Currently, there is a short-line railroad operation that is providing switching

services to specific industries. There are approximately 10 miles of specific industry rail service in the Temple Central Pointe business park.

There is no intermodal facility in the KTMP region and the nearest intermodal ramps are in Dallas-Fort Worth. Containerized cargo must be offloaded or loaded in Dallas. Interactions with the railroads suggest that the Class 1 companies envision Central Texas as an untapped resource for shipping/receiving cargo. With the continued growth of Central Texas manufacturing industries and oilfield needs, Central Texas is prime for expansion to bulkhead/intermodal services. Bulkhead services are critical in the future to ease the congestion within the KTMP boundaries.

As with the city of Temple, most of the towns and cities within the KTMP region have a rich rail history. The present day largest city, Killeen, was developed by the Santa Fe Railway in 1881. The initial 70 block town was named after the assistant general manager of the Santa Fe, Frank P. Killeen. From its beginnings as a regional source of shipping farm goods, Killeen has grown exponentially due to the military locating at Camp Hood (currently recommissioned as Fort Hood). Fort Hood utilizes the rail for deployments of equipment and supplies out of two ports – Corpus Christi and Beaumont.

Farming continues to be served regionally by the use of one grain elevator within the region. The City of Rogers grain elevator has a track capacity of 54 cars and 815,000 bushels. Local farmers utilize this facility for rail shipments of their grain crops.



## AMTRAK

AMTRAK provides passenger train service from the historic Temple train depot. Daily AMTRAK Texas Eagle service is provided from San Antonio to Fort Worth. From Fort Worth passengers can choose to travel to Oklahoma City or Chicago. The Temple AMTRAK station has increased ridership by 5.6% from 2016 to 2017. Total ridership in 2017 was 16,461.



## High-Speed Passenger Rail Studies

The need for passenger rail service is growing. As a result of the increased demand, special studies are underway for high speed rail service by the Texas Department of Transportation—one of which is from Oklahoma City to the border of Texas.



TxDOT began public comment in 2013 on the Texas-Oklahoma Rail Study that stretches over 850 miles from Oklahoma City to Brownsville. Public input meetings were held across the state in January and February 2014. The study concluded in November 2017 after the completion of a service-level environmental impact statement (EIS) and a service development plan. Both of these reports document how passenger rail could serve Texas communities and the benefits and impacts of different passenger rail choices.

KTMP is providing support for a high-speed rail feasibility study that would utilize high-speed trains connecting Dallas, Arlington and Fort Worth — and eventually Waco, Austin, Laredo.

High speed rail could play a significant and immediate role in providing an alternative mode of travel for the Central Texas region. Local transit service is in place throughout the Killeen-Temple region and offers a connection to this future transportation service.

## Freight Shuttle System (FSS)

The Texas Transportation Institute has developed a freight transportation system referred to as the Freight Shuttle System (FSS). The FSS transporter system would utilize current I35 right of way, specifically the median. It is a raised transport system that would operate from Dallas to San Antonio. This freight shuttle system would have the capacity to handle 17,000 semi-truck type containers a day thereby relieving I35 of approximately 9,000 semi-trucks traveling on the I35 corridor a day. As reported in the San Antonio Express News, “this proposal bears watching even though it may be years away from construction.” The project would be privately financed, operated and maintained. Currently, there is a signed renewable 3-year agreement for “reservation of right-of-way” between TxDOT and Freight Shuttle International. The agreement allows Freight Shuttle International lease rights along I35 from Dallas to San Antonio for a Freight Shuttle System.



## MOTOR COACH

Passenger service is readily available with two companies—Arrow Trailways and Greyhound Lines Inc. There are two bus depots in the KTMP area, with one located in Killeen and one in Temple. AMTRAK has partnered with the local motor coach services coordinating daily service from Killeen to the Temple AMTRAK depot. Motor coach services are very flexible with schedules that accommodate most larger cities within the United States. There is also international service available to Canada and Mexico. Local



transit service is in place and offering connecting transportation service throughout the Killeen-Temple region.

## **TRUCKING**

Trucking is the predominant freight mover for the Central Texas area. Freight passes through daily on the Interstate 35 corridor for points south to Mexico and north to Canada. Further, Central Texas is a connector to the West Texas oilfields via US Highway 190 and State Highway 36. Transportation systems are continuing to be upgraded throughout Central Texas to better accommodate the needs of the trucking community. These upgrades include a 4 to 8 lane expansion on IH 35 from Salado to Troy.

In addition to the “through traffic”, Central Texas moves freight by truck for nationally known distributors such as McLane Food Services, Wilson Art International plastic laminate products, ACER computer products, Wal-Mart Distribution Services and H-E-B Distribution products. There are many other companies that provide goods to market throughout the country that are manufactured and trucked from Central Texas. The list of products shipped from Central Texas is extensive.

Based on the City of Temple logistics study there is an expectation of strong growth in shipping plastics, machinery, chemicals, food and alcoholic beverages by 2040 in the Central Texas region. These forecasts also suggest a trend that Mexico will be sending heavy quantities of higher value industrial input products for U.S. manufacturing and finished consumer goods. As stated in the introduction, exports within a 50-mile radius are expected to grow by 42% to 185 million tons.

The Interstate 35 corridor future growth challenges are being addressed through significant expansion and commitment. The Central Texas region expects significant increase with both east to west corridors (US 190, SH 36). Continued support of West Texas oil field operations could have significant impact on these roadways in the near future. Basic infrastructure challenges such as the lack of housing in West Texas is causing oil field support companies to locate manufacturing operations in Central Texas. These factors may increase the truck traffic on the East/West connectors and it is expected to continue rapid growth.

## **AIR**

### **Killeen-Fort Hood Regional Airport**

The Killeen-Fort Hood Regional Airport (K-FHRA), located along SH 201, opened in August of 2004. Prior to September 11, 2001, Killeen had outgrown facilities at their municipal airport, Skylark Field. Local support for a new airport was received from 17 different communities within the KTMPPO region. More than 60 parcels of land, as well as Fort Hood property, were needed for five miles of roadway (SH 201) that would service the new facility. City officials worked with the US Army and formed a Joint Management Board (JMB). Through the efforts of the Joint Management Board, Federal Highway Administration and the Texas Department of Transportation, all right of way requirements for the State Highway 201 roadway were obtained in less than a year. State Highway 201 construction is complete and servicing Texas A&M – Central Texas as well as the K-FHRA.

K-FHRA is an enterprise fund commercial-service airport, owned by the City of Killeen. Aviation Pros.com touts the Killeen-Fort Hood Regional Airport as a successful “Joint-Use” project. The Joint Management Board created a series of Joint Operating Plans. As a result, in exchange for land use, the city is responsible for runway maintenance and landscape maintenance. The US Army provides rescue and firefighting services for civilian aircraft in exchange for firefighting services by the city for selected military housing.

During the planning phase of the airport project, the tragedy of terrorism/September 11, 2001



attacks occurred. Due to the apparent necessity for airline security, a number of the site plans were abandoned. The JMB worked with Transportation Security Administration/Federal Aviation Administration and planned the very first US airport terminal to be built after 9/11. The new K-FHRA incorporated security features that are present in today's airports.

The airport leases space to approximately 15 business tenants including airline operators, rental car companies, parking lot, restaurant, bar, gift shop, arcade and other miscellaneous vendors. The Perryman Group (PG) was hired by the City of Killeen to do an Economic Impact Study prior to the start of the project. The PG study forecasted the creation of over 800 new jobs and \$2.8 billion added to the local economy. In 2011 the Perryman Group reported the economic impact was much greater due to higher population growth than anticipated. The PG report stated the economic impact in 5 years was in fact 4.4 billion. The airport's direct economic output is approximately \$50 million annually.

The K-FHRA facility has accommodated Air Force One and an extensively modified Boeing 747 carrying the Space Shuttle over the years on many occasions. These facilities are equipped to land any aircraft in the world. There are two 6,000-foot taxiways and a runway that measures 10,000 by 200 feet. The airport terminal has expanded from the initial 10,000 feet of interior space due to growth of airline enplanements. Overall, the K-FHRA is located on an 85-acre tract. Other facilities on this tract include Rental Car parking lot, customer parking, an airport maintenance building, and a 45,000 square foot aircraft parking apron. Airport staff operates an aviation/rental car fuel business for additional revenues. Aviation fuel is available for airlines and corporate accounts.

K-FHRA has commercial airline operations through 2 carriers: American and United Airlines. Multiple daily flights are available via regional jets and turbo prop service to Dallas-Fort Worth, and Houston. Local transit service is in place and offering connecting service transportation throughout the Killeen-Temple region.



The Regional Airport completed a comprehensive and complex security upgrade project in 2014 and will undertake significant taxiway and terminal ramp rehabilitation improvements in 2015. Future plans include parking lot improvements, rental car facility improvements, and corporate aviation facility improvements. Skylark Field, Killeen’s general aviation airport, embarked on an Aviation Master Plan that was completed in 2015.

### **Skylark Field (Airport)**

The existing 180-acre Killeen Municipal Airport remains open after airline service was moved to the Killeen-Fort Hood Regional Airport facility. As a result of the transition, Killeen Municipal Airport was renamed Skylark Field. Skylark Field serves Genesis Aero Flight Academy, Phil Air Medical Air Ambulance Service and the Central Texas College Flight School. Additional operations consist of general aviation and corporate aircraft. The City of Killeen owns and operates Skylark Field.

The terminal is open during normal business hours (8-5) and offers full service jet fuel services. Skylark personnel accommodate some after-hours services and a 24 hour per day self-serve jet refueling station. The Skylark Field runway measures 5,495 x 100 feet. Future plans include commercial land use development, addition of hangars, expansion of the general aviation line-of-business, fixed-base operator improvements, and the addition of pilot/aircraft common-use facilities.

## Draughon-Miller Central Texas Regional Airport

Draughon-Miller Central Texas Regional Airport is a modern, award winning aviation facility operated by the City of Temple. Draughon-Miller is a general aviation airport that is certified for air carrier operations. Draughon-Miller also offers a number of services provided by experienced staff as well as contractual agreements to include Airframe Maintenance, Service/Repair, Piston Engine Overhauls, Line Service, Avionics, Flight Training, Pilot Training, and Rental.

Draughon-Miller received the 2008 General Aviation Airport of the Year award at the 2008 Annual Texas Aviation Conference. This award was received due to the airport's efforts to better serve the military. The airport funded an effort to complete a 50,000-square foot hangar facility to enhance the operations of the U.S. Army Aviation and Missile Command operation providing over 200 highly skilled jobs to the City of Temple. In addition to this award, Draughon-Miller has been named one of the best general aviation facilities in the nation in Exxon/Mobil's network of fixed base operators (FBO). The Exxon/Mobile "Premier Spirit Gold Winner" classification reassures the aviation community that they are receiving the highest level of fuel quality and customer service. Winners of this award represent the top 15 percent of Exxon/Mobil's Aviation-branded FBOs in the United States who participated in Premier Spirit.

The airport has completed multiple expansions and improvements to benefit the Central Texas region including: T-hangar taxiway improvements, taxiway/runway improvements, terminal expansion, and renovation. The Draughon-Miller Central Texas Regional Airport continues to play a vital role in the Central Texas area economy and culture.

In November 2012 the airport received a lease agreement for transient parking services. There are several aircraft from single engine to large multi-million-dollar jets landing at the airport conducting business in the Central Texas area every day. For those staying overnight, Draughon-Miller offers a 7,590-square foot hangar to protect their investment.



Draughon Miller began as an Army airfield in 1942 and has grown to a total of 1022 acres with runway 15/33 measuring 7,000 feet by 150 feet and runway 2/20 measuring 4,740 feet by 100 feet. For the 12-month period ending February 29, 2016, the airport had 48,276 to 53,798 aircraft operations, an average of 132 per

day to 147 per day: 85% general aviation and 15% military. Draughon Miller has been owned by the City of Temple since the closure of World War II. There is no future expectation of freight operations for this facility.

## **NEXT STEPS**

In the last two years, KTMPO staff have been in contact with TxDOT, FHWA, economic developers, construction material haulers, manufacturing managers, military representatives, airport and motor coach facilities and other freight industries in an effort to establish a Freight Advisory Committee. The first KTMPO Freight Advisory Committee (FAC) Meeting was held on May 17, 2017 and has continued quarterly since. The FAC has initiated two tasks of identifying and adopting a regional freight corridor map and conducting a freight parking study. Meeting discussions include identifying freight needs and improvements, freight focused presentations, and other freight discussion items. The needs of the freight community are communicated through the FAC to the KTMPO Technical Advisory Committee and the Transportation Planning Policy Board.

The identification of future expansions and descriptions of the trucking, rail and air industry facilities have been discussed in this chapter. KTMPO staff will continue coordination efforts with company leadership/economic development directors regarding plans to expand facilities to accommodate projected growth in the KTMPO region.

Exhibit 7.1: Freight Corridors

