NOTICE OF MEETING
OF THE GOVERNING BODY
OF COPPERAS COVE, TEXAS

An agenda information packet is available for public inspection on the City's Web Page, www.copperascovetx.gov, under the "Government" tab.

Notice is hereby given that a **Workshop Council Meeting** of the City of Copperas Cove, Texas, will be held on **May 5, 2026,** at **5:00 pm,** at the Technology Center at 508 S. 2nd Street, Copperas Cove, Texas 76522, at which time the following subjects will be discussed:

A. **CALL TO ORDER**

B. **ROLL CALL**

C. **ANNOUNCEMENTS**

D. **PUBLIC RECOGNITION**

1. Proclamation: National Small Business Week. **Dan D. Yancey, Mayor**

2. Proclamation: Economic Development Week. **Dan D. Yancey, Mayor**

3. Proclamation: Police Week and Peace Officer's Memorial Day **Dan. D. Yancey, Mayor**

4. Presentation of 38th Citizens Police Academy graduation certificates. **Rick Counter, Police Lieutenant**

E. **WORKSHOP ITEMS**

1. Presentation of the Fort Hood Regional Area Intermodal Logistics (RAIL) Study Report. **Ryan Haverlah, City Manager**

F. **ADJOURN**

The City Council reserves the right to adjourn into Executive Session at any time regarding any issue on this agenda for which it is legally permissible.

The Technology Center is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 48 hours prior to the meeting. Please contact the City Secretary at (254) 547-4221 TTY, or FAX (254) 542-8927 for information or assistance.

I, the undersigned authority, do hereby certify that the above Notice of Meeting of the Governing Body of the City of Copperas Cove was posted at _____, April 29, 2026, on the City's Principal Bulletin Board located at City Hall, 914 South Main Street, Copperas Cove, TX, a place convenient and readily accessible to the general public at all times.

_____
Ashley Osborn, Deputy City Secretary

City Council Workshop **D. 1.**

Meeting Date: 05/05/2026

Information

SUBJECT

Proclamation: National Small Business Week. **Dan D. Yancey, Mayor**

Attachments

Proclamation

PROCLAMATION

WHEREAS, small businesses are the backbone of the American economy and play a vital role in the economic health and quality of life of the City of Copperas Cove; and

WHEREAS, small businesses create jobs, provide essential goods and services, foster innovation, and contribute to the unique character of our community; and

WHEREAS, entrepreneurs and small business owners in Copperas Cove demonstrate resilience, creativity, and commitment through their investment of time, talent, and resources; and

WHEREAS, the U.S. Small Business Administration has designated May 3 through May 9, 2026, as National Small Business Week to recognize the contributions of America's small businesses and entrepreneurs; and

WHEREAS, the City of Copperas Cove values its small business community and recognizes the important role these businesses play in strengthening our local economy and supporting community growth;

NOW, THEREFORE, I, Dan D. Yancy, Mayor of the City of Copperas Cove, Texas do hereby proclaim May 3-9, 2026 as:

"National Small Business Week"

In Copperas Cove, and I encourage all residents to recognize, support, and celebrate the small businesses that help make our city a great place to live and work.

In witness whereof, I have hereunto set my hand and cause the seal of the City of Copperas Cove to be affixed this the 5th day of May, 2026.

Dan D. Yancey, Mayor

ATTEST:

Lisa Wilson, City Secretary

City Council Workshop **D. 2.**

Meeting Date: 05/05/2026

Information

SUBJECT

Proclamation: Economic Development Week. **Dan D. Yancey, Mayor**

Attachments

Proclamation

PROCLAMATION

WHEREAS, economic development professionals work every day to help communities grow in ways that create jobs, attract investment, and improve quality of life; and

WHEREAS, for generations, this profession has helped cultivate strong neighborhoods, support sustainability and resiliency, enhance economic prosperity, and build robust tax bases that support essential public services; and

WHEREAS, economic development professionals bring together residents, business owners, educators, industry leaders, and elected officials to turn ideas into lasting opportunities; and

WHEREAS, in Copperas Cove, this work is carried out through collaboration with the Copperas Cove Economic Development Corporation, in partnership with the Copperas Cove Chamber of Commerce, Copperas Cove Independent School District and institutions of higher education to support local business, develop workforce talent, and strengthen the city's economic future; and

WHEREAS, since 1926, the International Economic Development Council and its preceding organizations have advanced the practice of economic development worldwide, marking 100 years of leadership focused on growth, innovation, and resilience in communities of all sizes;

NOW, THEREFORE, I, Dan D. Yancy, Mayor of the City of Copperas Cove, Texas do hereby proclaim May 4-8, 2026, as:

"Economic Development Week"

In Copperas Cove, and recognize the professionals and partners whose work helps strengthen our local economy and create opportunities for current and future generations.

In witness whereof, I have hereunto set my hand and cause the seal of the City of Copperas Cove to be affixed this the 5th day of May, 2026.

Dan D. Yancey, Mayor

ATTEST:

Lisa Wilson

City Council Workshop **D. 3.**

Meeting Date: 05/05/2026

Information

SUBJECT

Proclamation: Police Week and Peace Officer's Memorial Day **Dan. D. Yancey, Mayor**

Attachments

Proclamation

PROCLAMATION

WHEREAS, the Congress and President of the United States have designated May 15th as Peace Officers' Memorial Day, and the week in which May 15th falls as National Police Week; and

WHEREAS, the members of the Copperas Cove Police Department play an essential role in safeguarding the rights and freedoms of Copperas Cove; and

WHEREAS, it is important that all citizens know and understand the duties, responsibilities, hazards, and sacrifices of their law enforcement agency, and that members of our law enforcement agency recognize their duty to serve the people by safeguarding life and property, by protecting them against violence and disorder, and by protecting the innocent against deception and the weak against oppression; and

WHEREAS, since the first recorded death in 1786, there are currently more than 24,000 law enforcement officers in the United States who have made the ultimate sacrifice and been killed in the line of duty, including one member of the Copperas Cove Police Department, Elijah Garretson; and

WHEREAS, the names of these dedicated public servants are engraved on the walls of the National Law Enforcement Officers Memorial in Washington, D.C.; and

WHEREAS, 239 new names of fallen heroes are being added to the National Law Enforcement Officers Memorial this spring;

NOW, THEREFORE, I, Dan D. Yancey, Mayor of the City of Copperas Cove, Texas call upon all citizens of Copperas Cove and upon all patriotic, civic, and educational organizations to observe the week of Sunday, May 10, 2026, through Saturday, May 16, 2026, as:

"Police Week"

With appropriate ceremonies and observances in which all of our people may join in commemorating law enforcement officers, past and present, who, by their faithful and loyal devotion to their responsibilities, have rendered a dedicated service to their communities and, in so doing, have established for themselves an enviable and enduring reputation for preserving the rights and security of all citizens.

I further call upon all citizens of Copperas Cove to observe Friday, May 15, 2026, as:

"Peace Officers' Memorial Day"

In honor of those law enforcement officers who, through their courageous deeds, have made the ultimate sacrifice in service to their community or have become disabled in the performance of duty, and let us recognize and pay respect to the survivors of our fallen heroes.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Copperas Cove to be affixed this the 5th day of May, 2026.

Dan D. Yancey, Mayor

ATTEST:

Lisa Wilson, City Secretary

City Council Workshop **D. 4.**

Meeting Date: 05/05/2026

Information

SUBJECT

Presentation of 38th Citizens Police Academy graduation certificates. **Rick Counter, Police Lieutenant**

Attachments

No file(s) attached.

City Council Workshop **E. 1.**

Meeting Date: 05/05/2026

Information

SUBJECT

Presentation of the Fort Hood Regional Area Intermodal Logistics (RAIL) Study Report. **Ryan Haverlah, City Manager**

Attachments

Final RAIL Study Report

FT. HOOD
R.A.I.L.



Fort Hood Regional Area Intermodal Logistics (R.A.I.L.) Feasibility Study



FT. HOOD
R.A.I.L.

Acknowledgments

The Fort Hood Regional Area Intermodal Logistics (R.A.I.L.) Feasibility Study was developed through a collaborative partnership among representatives of the City of Copperas Cove, Bell County, Coryell County, the Army Field Support Battalion – Hood (AFSBn-Hood), which is a part of the 407th Army Field Support Brigade (AFSB), and other local, regional, and state entities. The key working group – the Stakeholder Committee – provided strategic direction and technical oversight throughout the process. The committee was composed of representatives from the entities below and various other agencies that play vital roles in the planning and execution of Fort Hood deployments, local and regional infrastructure and development, and facility readiness and preparedness.

Together, these stakeholders worked toward a consensus on addressing several challenges and formulating actionable recommendations. The challenges included traffic issues on the installation during deployment operations, the capacity and condition of critical roadways in the area, and the operations of key gates on the installation. The group also took a deep dive into recommendations for a potential multimodal facility site. Their collaboration included conducting an in-brief / installation tour and four other periodic Stakeholder Meetings to discuss and analyze the topics outlined in this feasibility study. The following pages list the individuals who participated in the development of this report.

City of Copperas Cove, Texas (Project Sponsor)

The City of Copperas Cove served as the overall project management agency and the administrator of the Office of Local Defense Community Cooperation grant that helped to fund the report. Copperas Cove provided staff to facilitate the grant funding.



Dan Yancey, Mayor

Dale Treadway, Councilman, Place 5

Ryan Haverlah, City Manager

Fred Welch, Economic Development Director

In Coordination with Coryell and Bell Counties

Coryell and Bell County judges participated in the development of the Feasibility Study. As key partners, the counties contributed their expertise and resources to ensure the plan addressed critical community-wide goals.

Roger Miller, County Judge

David Blackburn, County Judge

In Partnership with 407th AFSB, Fort Hood

The 407th AFSB played a pivotal role in the development of the Feasibility Study. As a key partner, the AFSBn contributed its expertise and resources to ensure the study addressed critical safety, traffic and deployment related metrics and personal experience.

Colonel Stacy L. Moore, AFSB Commander

Lieutenant Colonel Walter E. Kruse, AFSBn Commander

Stakeholder Committee

The Stakeholder Committee played a critical role in the development of the Fort Hood R.A.I.L. Feasibility Study. This group provided essential technical support, review, and strategic guidance throughout the process. The following individuals participated in the group, bringing their expertise and perspectives to this important effort.

Robert Adams
Fort Hood, DES
Deputy Director

David Blackburn
Bell County
Judge

Greta Buccellato
U.S. Army Garrison – Fort Hood
Deputy to the Garrison Commander

Brian Dosa
Directorate of Public Works, Fort Hood
Director

Bradley Goins
Directorate of Public Works, Fort Hood
Master Planning Engineer

Ryan Haverlah
City of Copperas Cove
City Manager

Dan Huber
AFSBn – Facilitator
S3 Operations Officer

Megan Joseph
AFSBn – Hood
Installation Transportation Officer

Walter E. Kruse, LTC U.S. Army
AFSBn – Hood
Commander

Kristina Manning
Directorate of Public Works, Fort Hood
Real Property Planning Chief

Roger Miller
Coryell County
Judge

Mario Perez
Directorate of Public Works, Fort Hood
Real Property Planner

Keith Sledd
Heart of Texas Defense Alliance
Executive Director

John Spivey
Fort Hood, DES
Chief, Physical Security Branch

Jerry Stephens
AFSBn - Hood
Director, Support Operations

Sean Stevens
Copperas Cove Economic
Development Corporation
Assistant Executive Director

Dale Treadway
City of Copperas Cove
City Council Place 5

Fred Welch
Copperas Cove Economic
Development Corporation
Executive Director

Consultant Team

Matrix Design Group, Inc. was the prime consultant hired to conduct the project through coordination with and assistance from the City of Copperas Cove and other stakeholders.



8023 Vantage Drive | Suite 320
San Antonio, Texas 78230

Advanced Rail Solutions was a subconsultant who provided technical assistance with rail operations and schematic design.



16335 Park Ten Place, Suite 500
Houston, TX 77084

Special Appreciation

The City of Copperas Cove wishes to recognize and thank the U.S. Army Garrison – Fort Hood, Deputy to the Garrison Commander, Ms. Greta Buccellato. Ms. Buccellato provided input and support for the efforts of the project team and Stakeholder Committee. The support of garrison leadership will be instrumental in the delivery of the multimodal facility and ancillary issues which are part of the implementation of this project.

The City of Copperas Cove also wishes to recognize and thank all participants—local, regional, state, and federal—who participated in the project for their invaluable contributions to the development and success of initiatives aimed at strengthening Fort Hood and the surrounding community.

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A

AADT	Average Annual Daily Traffic Counts
ACUB	Army Compatible Use Buffer
ACP	Access Control Points
ADT	Average daily trips
AE	High-Risk Flood Zone with a 1% Annual Chance of Flooding
AEP	Annual Exceedance Probability
AFE	Authorization for Expenditure
AFSB	Army Field Support Brigade
AFSBn	Army Field Support Battalion
AIE	Automated Installation Entry
APD	Alternative Project Delivery
AR	Army Regulation
AREMA	American Railroad Engineering and Maintenance-of-Way Association
ARS	Advanced Rail Solutions
ASA IE&E	Assistant Secretary of the Army for Installations, Energy and Environment

B

BLVD	Boulevard
BNSF	Burlington Northern and Sante Fe

C

CAT	Category
CCTV	Closed-Circuit Television
CSRP	Central Shipping and Receiving Point
CRDAMC	Carl R. Darnall Army Medical Center
CRISI	Consolidated Rail Infrastructure and Safety Improvements
CTCOG	Central Texas Council of Governments

D

DA PAM	Department of the Army Pamphlet
DBFOM	Design-build-finance-operate-maintain
DCIP	Defense Community Infrastructure Program
DERP	Defense Environmental Restoration Program
DES	Department of Emergency Services
DoDIN-A	Department of Defense Information Network - Army
DOT	Department of Transportation
DPW	Department of Public Works
DRRF	Deployment Readiness Reaction Field

E

EA	Environmental Assessment
EB	Eastbound
ECP	Environmental Condition of Property
EIS	Environmental Impact Statement
EUL	Enhanced Use Lease

F

FEMA	Federal Emergency Management Agency
FRA	Federal Railroad Administration
FY	Fiscal Year
FAST	Fixing America's Surface Transportation Act

G

GIS	Geographic Information Systems

H

HOTDA	Heart of Texas Defense Alliance
HWY	Highway

I

IH	Interstate Highway
IT	Information Technology

J

JLUS	Joint Land Use Study
JUA	Joint Use Agreement

K

KPI	Key Performance Indicator
KTMPO	Killeen-Temple Metropolitan Planning Organization

L

LOS	Level of Service
LRC	Logistics Readiness Center
LWC	Low water crossing
LHY	Line Haul Yard

M

MFGI	Mobilization Force Generation Installation
MOU	Memorandum of Understanding
MOA	Memorandum of Agreement
MSA	Metropolitan Statistical Area
MPOs	Metropolitan Planning Organizations

N

NEC	National Electric Code
NEPA	National Environmental Policy Act
NETCOM	Network Enterprise Technology Command
NOL	Notice of Opportunity to Lease

O

OLDCC	Office of Local Defense Community Cooperation
OPCC	Opinion of Probable Construction Cost

P

PDA	Predevelopment Agreement
PPA	Power Purchase Agreement
PUCT	Public Utility Commission of Texas
PPP	Public-Private Partnerships
POV	Privately Owned Vehicle
PCI	Pavement Condition Index

R

RAIL	Regional Area Intermodal Logistics
RFP	Request for Proposals
RFQ	Request for Qualifications
ROC	Rail Operations Center
ROW	Right-of-Way
RR	Railroad

S

SH	State Highway
SOW	Statement of Work
STB	Surface Transportation Board
STIP	Statewide Transportation Improvement Program
SW3P	Storm Water Pollution Prevention Planning

T

TCEQ	Texas Commission on Environmental Quality
TxDOT	Texas Department of Transportation
TIF	Truck Inspection Facility

U

USACE	U.S. Army Corps of Engineers
USACE EM	U.S. Army Corps of Engineers Engineering Manual
USDA	United States Department of Agriculture

W

WB	Westbound



ES Executive Summary

Fort Hood's ability to rapidly mobilize, deploy, and sustain Army forces depends on resilient, integrated rail and truck infrastructure on-post and across the surrounding region. The Fort Hood Regional Area Intermodal Logistics (R.A.I.L.) Feasibility Study evaluates how a joint-use multimodal truck–rail facility and targeted roadway and gate upgrades can enhance deployment timelines, improve safety, and support economic growth in partnership with the regional defense community. This executive summary presents the key background, approach, findings, and recommendations of the Fort Hood R.A.I.L. Feasibility Study for consideration by the Fort Hood Garrison Command, the Office of Local Defense Community Cooperation (OLDCC), and the project stakeholders.

Background and Purpose

Fort Hood is a premier Mobilization Force Generation Installation and power projection platform that deploys a significant share of its 36,000 soldiers and moves high volumes of equipment each year by rail and truck to ports such as Beaumont, Charleston, and San Diego. Existing constraints—limited sideload capacity at the Logistics Readiness Center (LRC) yard, a Line Haul Yard (LHY) located behind Darnall Hospital, and all commercial trucks entering via the N. Clarke Road gate—create recurring bottlenecks, safety risks, and delays.

The City of Copperas Cove, with Coryell and Bell Counties, Fort Hood, and other partners, sponsored this OLDCC-supported study to update and refine the 2018 Joint Use Multimodal Rail/Truck Facility Feasibility Study. The study's goals are to:

- Increase deployment throughput and reduce timelines by approximately 25 % through added sideload and track capacity.
- Remove hazardous cargo and heavy deployment traffic from corridors serving Darnall Hospital, schools, and family housing.
- Determine the feasibility of a joint-use multimodal facility and funding structure that leverages private capital while preserving Fort Hood's mission assurance and security requirements.

Study Process and Decision Framework

The study was conducted as a collaborative planning effort led by Copperas Cove, with key guidance from the Fort Hood Garrison, Army Field Support Battalion (AFSBn)–Hood, Department of Public Works (DPW), county judges, Heart of Texas Defense Alliance (HOTDA), Central Texas Council of Governments (CTCOG), Texas Department of Transportation (TxDOT), and rail industry stakeholders. The consultant team (Matrix Design Group and Advanced Rail Solutions) reviewed prior studies and current deployment data, conducted an installation tour and four stakeholder briefings/workshops, and used Geographic Information Systems (GIS) mapping and technical analysis to evaluate multimodal sites, roadway conditions, gate operations, and environmental and regulatory constraints.

Analysis focused on five interrelated problem areas: deployment capacity and timelines, safety and congestion near medical and residential areas, gate and inspection constraints at N. Clarke Road, the structural condition and design of Tank Destroyer Boulevard and Old Georgetown Road, and the feasibility of joint-use development under Department of Defense (DoD) and environmental regulations.

Candidate multimodal sites from the 2018 study were reevaluated against these criteria to identify a preferred location and supporting projects that best align with Fort Hood's mission and OLDCC objectives.

Key Findings

The study confirms that Fort Hood's current deployment infrastructure is operating near its limits and is not optimized for large-scale surge operations. Between FY20 and FY22, the LRC moved roughly 15,900 railcars totaling more than 159,000 short tons, and it would need to support 80–100 trains per month in a major mobilization, yet the existing rail yard has only one sideload line for container transfer. Simultaneously, about 89,000 cargo, commercial, and construction trucks per year pass through a single commercial inspection point at N. Clarke Road, mixing with private owned vehicles (POVs) and buses and often backing onto public roads.

The proximity of the line haul yard and heavy deployment traffic to Darnall Hospital, on-post schools, and housing areas creates unacceptable safety and congestion risks, including conflicts with medical evacuation routes. Tank Destroyer Boulevard and Old Georgetown Road segments serving the logistics area were not designed for high-capacity, continuous heavy truck traffic and show signs of structural decline, limiting reliable last-mile connectivity between State Highway (SH)-9, Access Control Point (ACP) 8, the rail operations complex, and potential multimodal sites. These conditions, taken together, justify a coordinated package of rail, roadway, and gate improvements rather than incremental fixes.

Recommended Multimodal Facility and On-Post Improvements

Preferred Multimodal Site (Site 2)

After comparing candidate locations, the study recommends **Site 2**, immediately north of the existing Rail Operations Center, as the preferred joint-use multimodal facility site. Key reasons include:

- **Operational efficiency and scalability**: Site 2 offers greater room for phased build-out of lead and ladder tracks, container sideload tracks, and storage tracks, allowing more efficient switching movements and simultaneous loading of multiple trains.

- **Deployment timeline improvement**: Expanded sideload capacity at Site 2 is expected to increase sideload throughput estimated at about 25 %, supporting a reduction of brigade deployment from 5–7 days toward a 4–6-day window under surge conditions.
- **Engineering and construction value**: Site 2 has more favorable grades and requires less extensive retaining structures than Site 1, improving constructability and life-cycle cost.
- **Security and access**: The site maintains appropriate standoff from ACP 8 and allows ample queuing space along Tank Destroyer Boulevard, supporting segregated commercial and military flows.

The recommended concept is a commercially developed and operated yard connected to the Burlington Northern Sante Fe (BNSF) main line via a short-line operator, under a long-term Enhanced Use Lease (EUL) that guarantees Fort Hood surge priority, security protections, and mission assurance.

Roadway and Last-Mile Connectivity

To support Site 2 and address existing deficiencies, the study recommends a phased reconstruction and widening program for Tank Destroyer Boulevard and select segments of Old Georgetown Road:

- Develop a new heavy-truck pavement design for the approximately 3.3-mile Tank Destroyer Boulevard corridor between North Clarke Road and Old Georgetown Road, addressing documented cracking and base/subgrade issues.
- Implement phased reconstruction: (1) SH-9 to Old Georgetown Road, cost-shared between the Army and the commercial partner; (2) ACP 8 to North Clarke Road, primarily an Army responsibility; and (3) SH-9 to ACP 8, cost-shared but including a dedicated commercial entrance lane for the multimodal facility funded by the private partner.
- Improve the short Old Georgetown Road segment needed to tie into the planned TxDOT SH-9 ramp, with responsibilities apportioned between the Army and the commercial developer.

These upgrades create a safer, more resilient last-mile network between SH-9, ACP 8, the Rail Operations Center (ROC), and the multimodal yard, benefiting both deployment operations and regional freight movement.

Line Haul Yard Relocation

The study supports Fort Hood's ongoing plan to relocate the line haul yard from behind Darnall Hospital to the Quartermaster Park area near the ROC as a foundational step in the deployment concept. This relocation:

- Eliminates conflicts between deployment truck traffic, medical evacuation operations, and adjacent neighborhoods.
- Consolidates rail and truck deployment functions in the industrial area, reducing internal travel distances and congestion in the main cantonment area.

Gate and Truck Inspection Strategy

To relieve N. Clarke Road and align commercial access with the multimodal facility, the study recommends a gate and inspection strategy centered on ACP 8:

- **Reopen and upgrade ACP 8** to current Army Access Control Point standards, including a new Truck Inspection Facility (TIF), expanded queuing, and modern access control and barrier systems.
- **Construct a modern TIF at ACP 8** with additional entrance lanes, covered inspection canopies, inspection buildings, staff facilities, and relocated overwatch to handle high-volume commercial and hazardous cargo securely.
- **Close the TIF at ACP 9** once ACP 8's TIF is operational, as Department of Emergency Services (DES) can staff only one TIF while maintaining full inspection for commercial cargo, and shift all commercial truck inspections to ACP 8.
- **Provide necessary NEC and IT upgrades**, including fiber, Automated Installation Entry, Closed-Circuit Television (CCTV), and separate networks so that Army utility and control systems at ACP 8 and the multimodal facility remain segregated from tenant commercial systems.

Partnership and Implementation Strategy

The study identifies an Enhanced Use Lease as the preferred mechanism to deliver the multimodal facility and associated commercial development, while Fort Hood and federal partners focus resources on mission-critical roadway, gate, and internal facility improvements. Under Title 10 U.S.C. 2667, Fort Hood can lease underutilized land at Site 2 to a master developer who will finance, design, and construct the yard and associated buildings, subject to strict requirements for mission compatibility, security, and fair market value or in-kind consideration.

The recommended implementation pathway includes:

- Internal Army review to confirm Site 2 as excess/underutilized for Enhanced Use Lease (EUL) purposes, complete mission compatibility and environmental analyses (NEPA), and set security and operating requirements.
- Competitive solicitation to select a master developer, negotiation of a long-term ground lease with surge priority and operational controls for the Army, and sublease arrangements with a short-line rail operator and private tenants.
- Parallel coordination with BNSF through its stepwise engineering and approval process, and with TxDOT and the Metropolitan Planning Organization (MPO) to integrate roadway and ramp projects into regional and state transportation programs.
- Phased delivery: (1) complete line haul yard relocation; (2) reconstruct critical Tank Destroyer Boulevard segments and advance ACP 8/TIF and NEC upgrades; (3) construct the initial phase of the Site 2 yard and open ACP 8 as the primary commercial gate; and (4) expand yard capacity and commercial pads as demand and funding allow.

This package of multimodal facility, roadway, gate, and partnership actions provides a coherent, grant-ready roadmap that advances Fort Hood's readiness and safety while leveraging private and regional investment in support of OLDCC's mission to strengthen defense communities.



1 Introduction

Fort Hood is a national power projection platform. Its ability to support large-scale mobilization, deployment, and sustainment operations depends not only on internal capabilities, but also on the strength and resilience of regional infrastructure networks. This Regional Area Intermodal Logistics (R.A.I.L.) Feasibility Study was initiated to assess how improved freight rail connectivity could bolster Fort Hood's operational mission, reduce transportation risks, and create new opportunities for economic cooperation between the installation and surrounding communities.

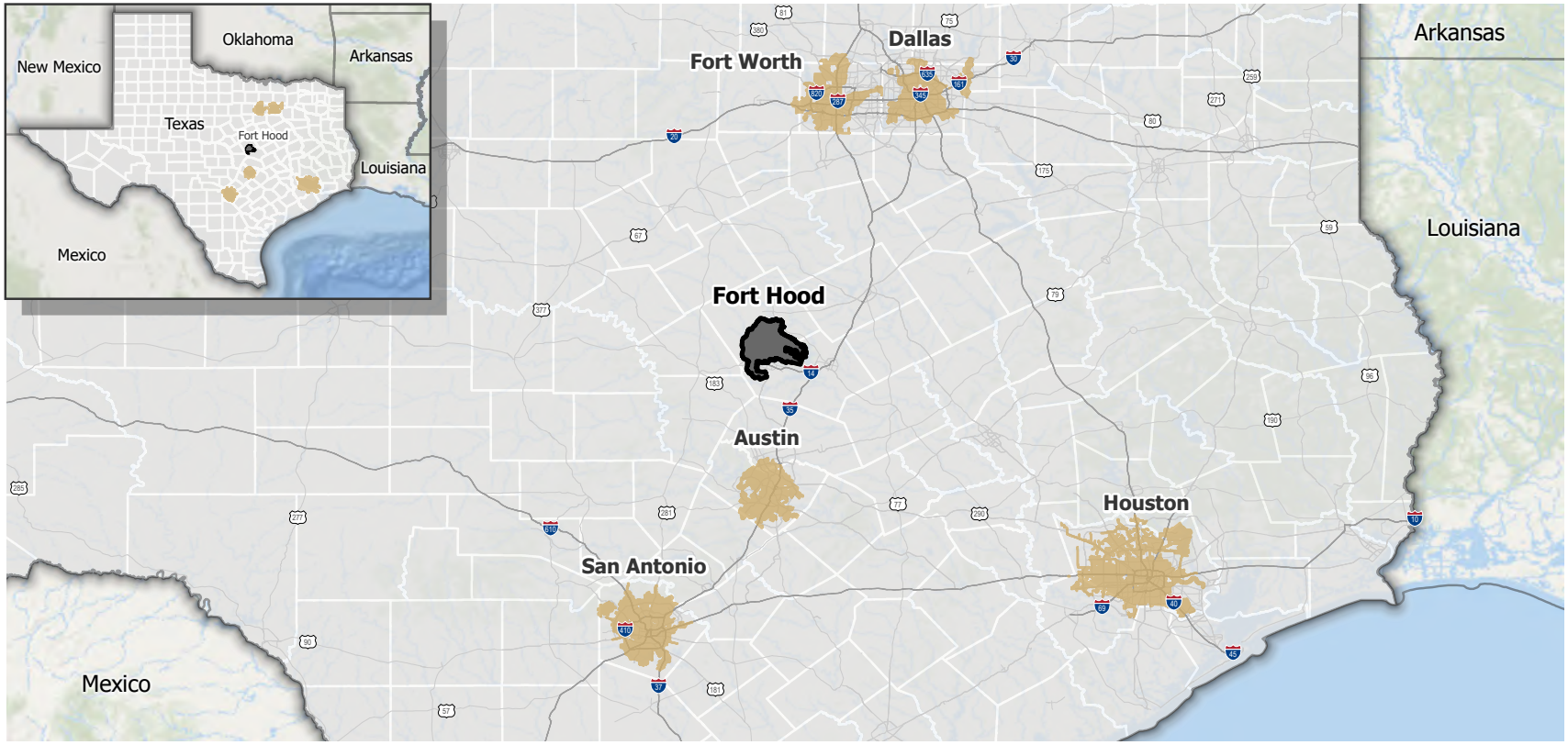
This chapter introduces the purpose, structure, and scope of the R.A.I.L. Feasibility Study. It summarizes the Army's intent, the installation's strategic role, the planning context, and the regional coordination that shaped this effort. Readers will gain a clear understanding of **why this study matters, what questions it seeks to answer, and how the findings will inform future investments and decisions** — not just for Fort Hood, but also for Central Texas and the national defense network it supports.

Objectives of the R.A.I.L. Feasibility Study

Fort Hood is one of the premier military installations in the continental United States. Efficient and effective transportation infrastructure is critical to both the operations of the installation and the success of its surrounding communities, including the Cities of Copperas Cove, Killeen, Harker Heights, and Gatesville.[1] This study builds upon previous efforts to explore the feasibility, requirements, and opportunities associated with establishing a multimodal facility that will ease transportation difficulties and increase the capabilities of Fort Hood's transportation infrastructure. In addition, this report outlines corollary logistical and engineering upgrades on the installation that can enhance deployment efficiency while providing a boon for the community. As shown on Figure 1-1, Fort Hood is located in central Texas along the IH-35 corridor and has a land mass that rivals that some major Texas cities.

[1] In June 2025, the name of the installation changed from Fort Cavazos to Fort Hood.

Figure 1-1 Fort Hood Vicinity Map



Purpose of the Study

Fort Hood's current rail and intermodal infrastructure support deployments of 36,000 soldiers and processes an average of 89,000 trucks and 15,000 railcars each year. With such a high volume of multimodal traffic, it is critical that Fort Hood and its surrounding communities coordinate their transportation infrastructure to serve common requirements. This study will build upon previous studies to explore how a multimodal facility would ease transportation bottlenecks on Fort Hood and better align the installation's capabilities with its need to facilitate the rapid mobilization and deployment of soldiers, vehicles, and equipment. Additionally, this study identifies commercial and economic opportunities, as well as public-private partnerships, that such a facility could deliver to benefit the communities adjacent to Fort Hood.



Image 1-1: 1st Cavalry Soldiers Transloading (2021)

Scope of the Study

This study complements existing studies such as the 2018 Fort Hood Joint Use Multimodal Rail/Truck Facility Feasibility Study. The focuses of the analysis are:

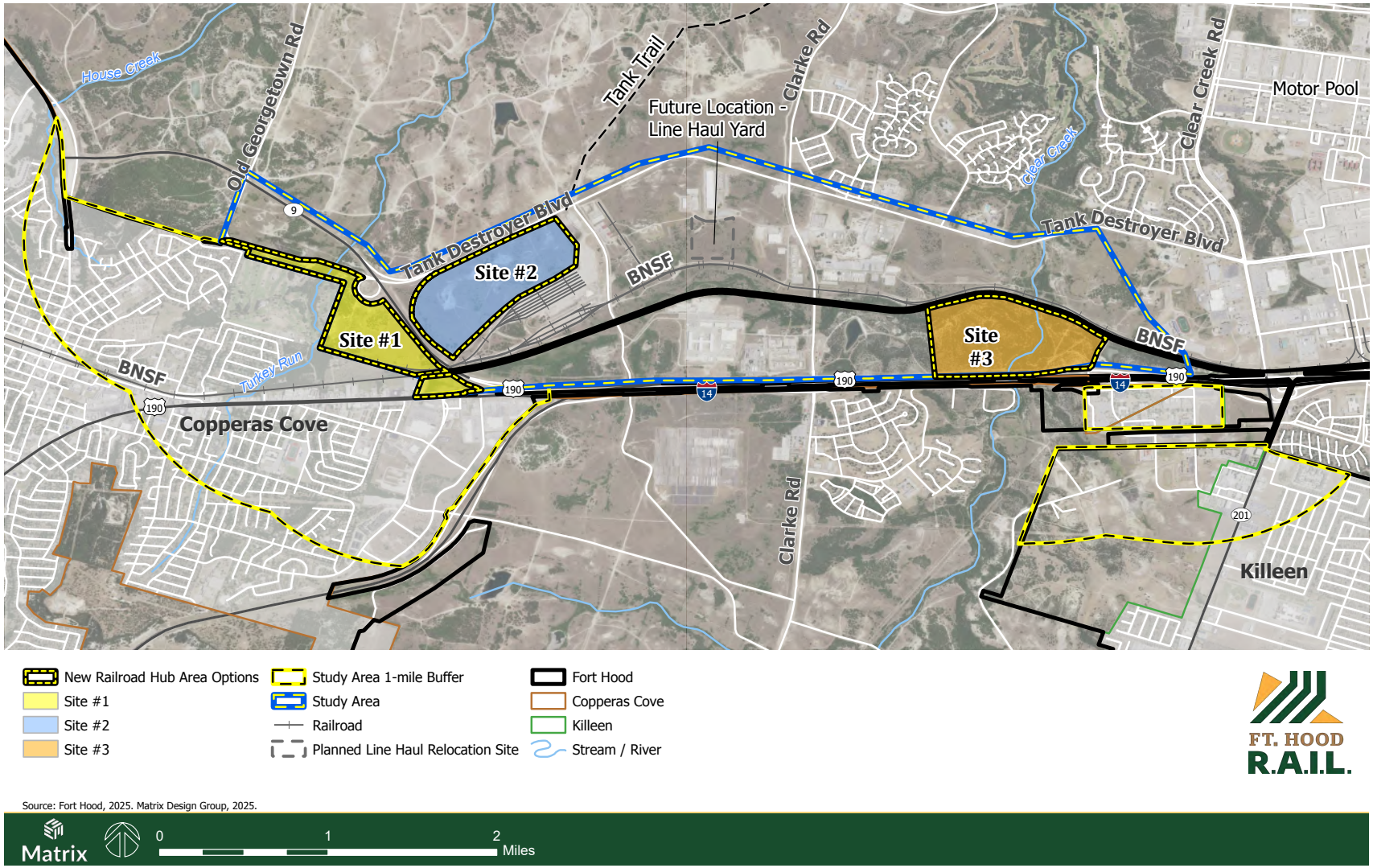
- Rail infrastructure optimization and potential addition of a new railhead;
- Traffic congestion mitigation measures, including the assessment of a relocated Truck Inspection Facility at ACP 9;
- Analysis of roadway strength and capacity in the industrial area (called the Quartermaster Park Area Development Plan) of the installation; and
- Shared-use opportunities to bolster local economic growth and potentially provide an income to the installation to pay for infrastructure improvements.

This study reviews the three sites on Fort Hood that were explored in the 2018 study, as discussed and illustrated in later chapters and shown on Figure 1-2. These sites are:

- Site 1: Adjacent to Copperas Cove, southwest SH-9;
- Site 2: Immediately to the north of the existing ROC; and
- Site 3: East of the N. Clarke Road gate, south of the existing BNSF Railway and north of Interstate Highway (IH) 14.

Other potential sites are too far from the industrial area and/or the Class 1 railroad (BNSF) that runs adjacent to the southern boundary of the installation and are not suitable for the envisioned use.

Figure 1-2 Three Sites from 2018 Feasibility Study



Anticipated Outcomes

A successful Multimodal Transportation Facility would provide multiple benefits to both Fort Hood and its surrounding communities including:

Reduced deployment timelines and improved logistical capabilities: Improved rail and highway infrastructure could cut deployment mission times by 25%, enabling faster mobilization of military assets and personnel.

Commercial opportunity: Joint-use facilities are expected to generate new jobs (especially for military families and transitioning service members) and foster commercial development, broadening the local tax base without encroaching on military operations.

Funding for the installation: The initiative considers the Enhanced Use Lease and other programs to sustain and operate the facilities, ensuring long-term viability and shared investment.

Background

Fort Hood is a major U.S. Army installation in Central Texas with a rich history and enduring strategic importance. Throughout its history, Fort Hood has been a center for innovation in armored and mechanized warfare and remains one of the largest military installations in the world by area (217,000 acres) and population (50,000+). Established in 1942 during World War II, it was created as a tank-destroyer training center, taking advantage of the region's open terrain for large-scale armored warfare exercises. Over the decades, its mission evolved, particularly during the Cold War when it became home to key armored units like the 1st Cavalry Division. Fort Hood played a critical role in the Vietnam Conflict, Gulf War, and later in post-9/11 operations in Iraq and Afghanistan, serving as a hub for the mobilization, deployment, and return of combat forces.



Image 1-2: Unfolding the Flag, Fort Hood, Texas (1944)

Mission

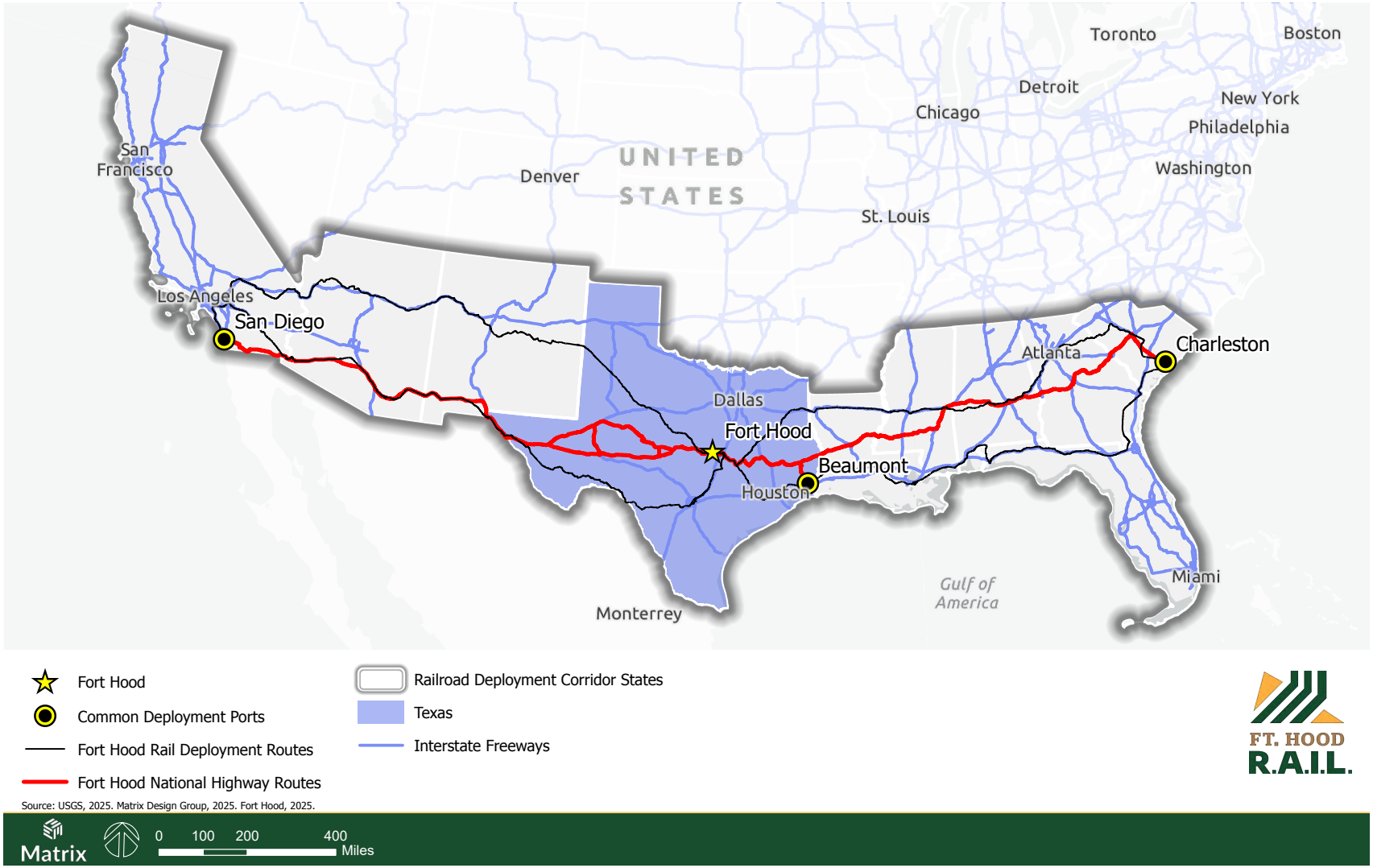
As one of two Mobilized Force Generation Installations (MFGIs), Fort Hood is a key site for preparing and deploying combat-ready Army units. It oversees the mobilization, training, equipping, and deployment of both active-duty and Reserve forces, ensuring they are mission-ready. The installation supports large-scale operations with advanced training facilities, logistical infrastructure, and administrative systems, making it essential for sustaining global Army readiness and operations.



Image 1-3: M109A7 Paladin (August 2025)

Fort Hood is a key power projection platform, enabling the rapid deployment of U.S. Army forces to support global military operations. Home to major units like the 1st Cavalry Division, it ensures combat readiness through continuous training, equipping, and mission preparation. The installation's strategic location, extensive infrastructure, and access to road, rail, and air transport allow the swift movement of troops and equipment to deployment hubs. Fort Hood also supports joint and multinational exercises, enhancing force interoperability and readiness, making it a critical launch point for projecting U.S. military power worldwide.

Figure 1-3 Fort Hood's Rail Connections to Ports of Embarkation



According to information from the City of Copperas Cove, "In an average month, roughly one in six of the 36,000 soldiers stationed at Fort Hood are deployed." This implies that over 70,000 personnel are deployed from Fort Hood during an average year. The City of Copperas Cove also states that "Annually, rail operations move over 160 trains with 6,900+ rail cars. In Fiscal Year (FY) 23, the LRC deployed or redeployed 2,581 rail cars totaling 64,878 short tons (129.8 M pounds). In a large-scale mobilization event, the installation would need to move on average 80 to 100 trains per month." This information shows the depth and breadth of the rail mobilization mission of the installation. Home to approximately 95,000 soldiers and family members, Fort Hood supports major units like the 1st Cavalry Division and III Armored Corps, which regularly rotate through global missions. The installation's extensive infrastructure and strategic capabilities enable it to manage large-scale deployments efficiently, contributing substantially to the U.S. Army's worldwide operations.

The strategic location of the installation is a key reason there are more deployments from the garrison than any other DoD installation.

Geography

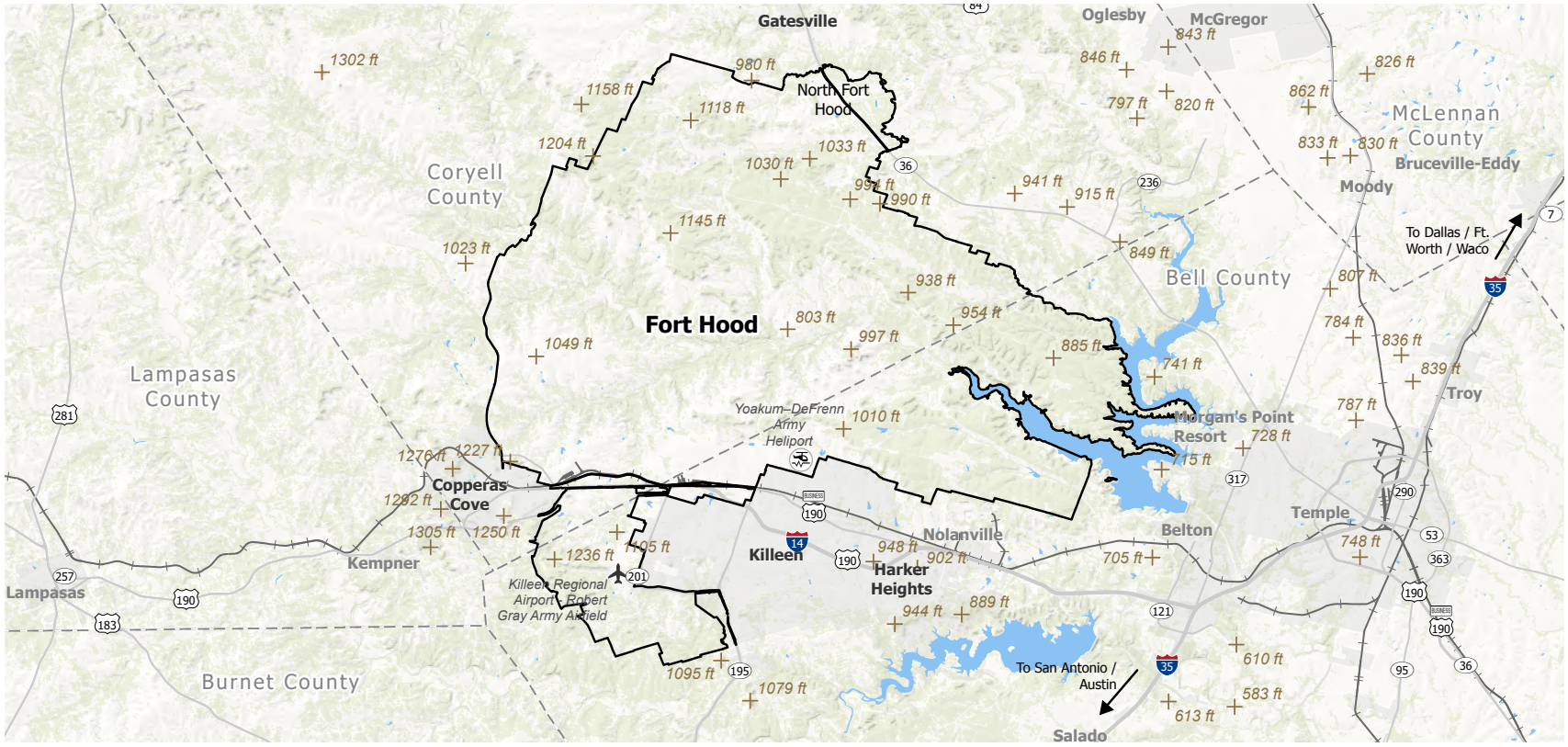
Fort Hood, located in Central Texas north of the Cities of Copperas Cove and Killeen, spans almost 220,000 acres across Bell and Coryell Counties. Its varied terrain, including open plains, rolling hills, and wooded areas, provides ideal conditions for armored maneuvers, live-fire training, and air-ground integration, supporting everything from individual drills to full brigade-level exercises. This diversity makes it a vital asset for preparing forces to operate across multiple domains and environments.

However, the same environmental features that enhance training also present logistical challenges. Fluctuating terrain, clay-rich soils prone to expansion and contraction, and intermittent creeks require careful rail and transport planning. Infrastructure must be engineered to manage elevation changes, potential washouts, and erosion during heavy rains. Seasonal climate extremes — such as intense summer heat, flash flooding, and high winds — can degrade roads, stress rail systems, and reduce visibility, impacting convoy operations. These conditions demand robust infrastructure, proactive maintenance, and adaptive logistics to sustain Fort Hood's premier training and deployment hub role.



Image 1-4: Copperas Cove, TX (2009)

Figure 1-4 Fort Hood Region



Economic and Regional Context

Economic Role of Fort Hood

Fort Hood significantly bolsters the economy of Central Texas and the state at large. According to the Texas Comptroller's 2023 report, the installation directly employs approximately 59,695 individuals and supports a total of 173,730 jobs including indirect employment. Its economic output is estimated at $39.1 billion, contributing $22.9 billion to the state's gross domestic product and generating $10.9 billion in personal disposable income.



These figures underscore Fort Hood's role as a pivotal military training and deployment center and a cornerstone of regional economic stability. The installation supports a wide array of sectors, including defense contracting, logistics, construction, healthcare, and retail, reinforcing its importance to local and state economies.

Fort Hood maintains strong partnerships with local businesses and service providers, playing a key role in regional economic development and community support. Through collaboration with organizations like Workforce Solutions of Central Texas, the installation hosts job fairs and training programs that help veterans, military spouses, and transitioning service members connect with civilian employment opportunities. It also supports



Image 1-5: Homes for Junior Enlisted Soldiers, Fort Hood, TX (April 2023)

military family entrepreneurship through streamlined approval for home-based businesses. Public-private partnerships drive infrastructure improvements, such as the development of Heritage Heights, a modern housing project replacing outdated facilities. Intergovernmental support agreements (IGSAs) with local municipalities and TxDOT also provide essential services, including public transportation, road maintenance, and utility support. These collaborations enhance the quality of life, strengthen the local economy, and ensure Fort Hood remains a vital and integrated part of the surrounding community.

Regional Transportation Network

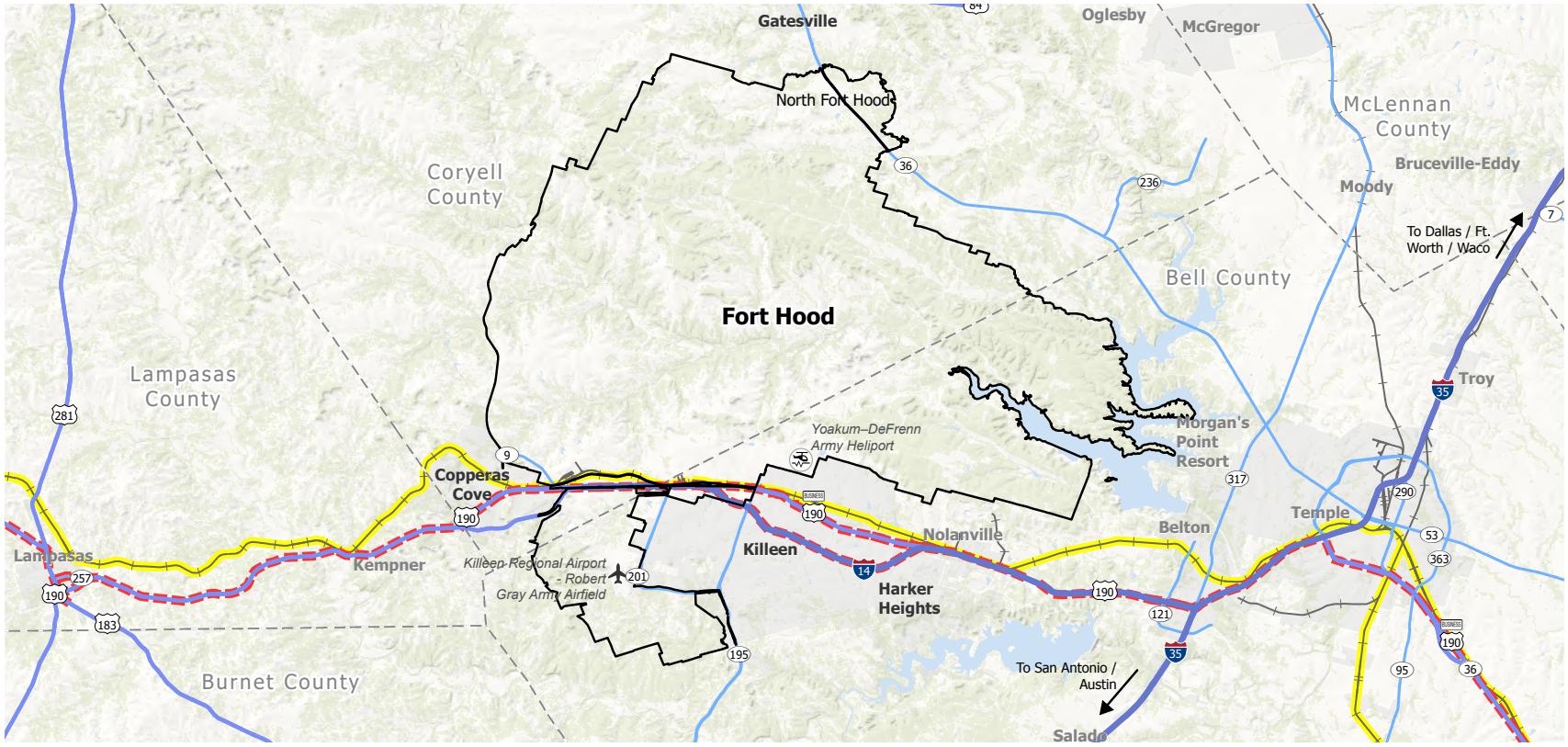
Fort Hood is supported by a robust regional transportation network that enhances military operations and community mobility. It is directly accessible via U.S. Highway 190/IH-14 and State Highway 195, connecting the installation to IH-35 and the greater Austin area. A dedicated on-post railhead enables efficient military vehicle and equipment movement, supporting deployment and logistical operations. Air transport is facilitated by Robert Gray Army Airfield for military use and the nearby Killeen-Fort Hood Regional Airport for commercial travel, with additional ground access to major airports in Austin and Dallas-Fort Worth via IH-35. Fare-free public transit services also connect the installation to surrounding communities. This infrastructure ensures rapid deployment capability while supporting daily transportation needs.



Image 1-6: IH-14 near Fort Hood

Fort Hood's rail operations play a vital role in regional logistics and commerce by linking military transport needs with Central Texas's broader freight network. The installation's dedicated railhead enables the efficient movement of heavy equipment and vehicles, supporting deployments and training operations. These rail connections integrate with regional and national rail lines, facilitating coordination with nearby commercial hubs and ports. Overseas deployments typically sail out of Beaumont, Texas; Charleston, South Carolina; and San Diego, California. This integration enhances the flow of goods, boosts local economic activity, and reinforces Fort Hood's role as a strategic military asset and a driver of regional economic activity.

Figure 1-5 Regional Transportation Map



Regional economic development efforts surrounding Fort Hood are closely aligned with potential rail infrastructure improvements, aiming to enhance military readiness and commercial growth. By expanding freight capacity and upgrading existing rail systems, the region seeks to support the logistical needs of Fort Hood while attracting new industries, such as distribution and manufacturing, which benefit from efficient transport access. Improved rail infrastructure would also create job opportunities in construction, logistics, and maintenance, contributing to workforce development goals. Additionally, strengthened rail connectivity would better link Fort Hood to major markets and ports, boosting trade and reinforcing the region's economic resilience. These initiatives position rail enhancements as a strategic driver of regional prosperity and national defense capability.

The surrounding community has shown strong interest in developing shared-use facilities in partnership with Fort Hood, recognizing their potential to drive local growth and enhance quality of life. These facilities, from training centers and recreational spaces to healthcare and emergency services, offer mutual benefits for military and civilian populations. Shared-use projects reduce duplication, lower costs, and improve access to high-quality amenities by pooling resources. For the local economy, they serve as catalysts for growth by attracting new residents, supporting workforce development, and encouraging private investment. They also strengthen the bond between Fort Hood and the surrounding region, fostering collaboration and long-term sustainability. As such, shared-use facilities are a strategic avenue for expanding services, stimulating economic activity, and building a more connected, resilient community.

Challenges and Limitations

While a strong transportation network supports Fort Hood, several regional infrastructure gaps could impact the success of future rail enhancement projects. Limited last-mile connectivity between the installation's railhead and regional commercial hubs create logistical bottlenecks, reducing the efficiency of military and civilian freight movement. Additionally, aging rail infrastructure in the surrounding area may require upgrades to handle increased load capacities and modern freight demands. Expanded intermodal facilities are also needed to integrate transition points between rail and road transportation- specifically, inadequate road access to rail terminals. Addressing these issues will be critical to unlocking the full economic and operational potential of proposed improvements (see Chapter 2 for examples outlined in this paragraph).

Infrastructure projects around Fort Hood, particularly those involving rail enhancements, are constrained by local zoning, land use, and environmental regulations. Rail expansions must also align with surrounding land uses to avoid conflicts with schools, neighborhoods, or protected areas. Project designs and timelines must also balance community concerns, including noise, safety, and traffic congestion. Navigating these constraints will require early coordination with local governments, regulatory agencies, and residents to

ensure that infrastructure improvements are both supported by surrounding communities and compliant with all relevant regulations. In our discussions with local planning authorities, there were no significant projects in progress at the time of writing this report.

Challenges and Considerations

Interdependency of Sub-Activities

Rail infrastructure, congestion mitigation, and community-use opportunities are closely interconnected at Fort Hood. The installation relies on efficient rail systems to support rapid military deployments, reducing the need for heavy vehicle traffic on local roads. This not only eases congestion and improves safety in surrounding communities but also enhances regional mobility. Upgrades to the rail network can be shared with civilian freight or commercial interests, opening the door to public-private partnerships and local economic development. Additionally, retired or underused rail corridors can be repurposed for community amenities like trails or transit, turning military logistics investments into broader public benefits.



Image 1-7: BNSF Railroad

Addressing the interrelationships between rail infrastructure, congestion mitigation, and community-use opportunities at Fort Hood is crucial for developing a cohesive strategy that maximizes military readiness and regional resilience. A coordinated approach ensures that infrastructure investments serve multiple purposes — enhancing deployment capabilities, reducing strain on public roadways, and generating local economic and quality-of-life benefits. Ignoring these connections can lead to inefficiencies, duplicated efforts, or missed opportunities for collaboration. By aligning military and civilian objectives, stakeholders can create a unified plan that leverages shared resources, attracts funding, and builds long-term sustainability for the installation and the surrounding communities.

In this project, the rail infrastructure is immediately adjacent to only certain portions of the installation, so focus should be on these areas in and around the Quartermaster Park area. Congestion that could be significant is mainly found in the main cantonment area of

Fort Hood, east of the potential sites for an intermodal facility. Other industrial areas in the region are slowly growing, so communication between the military, civilian partners, and community liaisons can enhance the existing BNSF infrastructure, the relatively new IH-14 segments, and regional plans to expand this interstate highway system west of Copperas Cove and east of the City of Temple, Texas. Temple railyards are very busy, so interest from this community can put more emphasis on the multimodal project.

Regulatory and Compliance Requirements

A complex framework of federal, state, and local regulations governs rail expansion and associated infrastructure development at Fort Hood. Each level of government has a distinct role in permitting funding, safety, environmental compliance, and land use. An overview of the significant regulatory areas and organizations is below:

Federal Regulations

- **Surface Transportation Board (STB):** The STB regulates the construction, acquisition, and abandonment of rail lines. Railroads must obtain STB approval for new rail lines or extensions (49 U.S.C. § 10901).
- **Federal Railroad Administration (FRA):** The FRA oversees safety standards, inspections, and design for rail infrastructure and enforces the Federal Rail Safety Act, including signal systems, grade crossings, and equipment standards.
- **National Environmental Policy Act (NEPA):** An environmental review (Environmental Assessment [EA] or Environmental Impact Statement [EIS] is required for projects with federal funding or approvals when federal permits, funding, or lands are involved.
- **U.S. Army Corps of Engineers (USACE):** The USACE issues Clean Water Act permits (Section 404) if construction affects wetlands or Waters of the United States.
- **DoD/Military Specific:** Military rail projects must comply with DoD guidelines, including installation master planning, security, and mission readiness standards.

State of Texas Regulations

- **TxDOT:** TxDOT coordinates with railroads and local governments on crossings, safety improvements, and multimodal connectivity. It may offer funding or technical assistance through the Texas Rail Plan or Statewide Transportation Improvement Program (STIP).
- **Texas Commission on Environmental Quality (TCEQ):** The TCEQ reviews environmental compliance at the state level (air, water, noise), including stormwater pollution prevention planning (SW3P) for future construction projects.
- **Public Utility Commission of Texas (PUCT):** This commission provides oversight by coordinating utilities and public infrastructure at rail crossings.

Local Regulations

- **Zoning and Land Use:** Local governments control land use, zoning, and right-of-way access for rail expansion and related facilities. Military installations typically coordinate with municipalities, such as Copperas Cove or Killeen, via Compatible Use Studies (CUSs).
- **Public Works and Transportation Authorities:** Authorities may issue construction permits, oversee utility relocations, or require traffic impact studies for rail projects crossing public streets or affecting local infrastructure.
- **Metropolitan Planning Organizations:** MPOs like the Killeen-Temple MPO are regional bodies that help prioritize transportation investments and must include major rail projects in regional transportation plans.

Environmental and Land Use Considerations



Image 1-8: Golden Cheeked Warbler

Within these regulations, evaluation of multimodal transportation sites must consider the nesting habitats of migratory birds (Migratory Bird Treaty Act), tree preservation, and floodplain/wetland areas, to name a few. NEPA regulations may require that components of the overall project, including roadway strengthening and expansion, movement of the LHY, and development of the multimodal site, be considered as one project. The use of an EUL may limit the comprehensive review of all the projects, however. Soil erosion and stream crossings that are part of the development of the industrial area must also be considered and dealt with through an environmental assessment, at the least. Cultural sites and endangered species habitat must always be considered for potential no-dig scenarios or be protected during certain times of the year (March 15 – August 15). The presence of the Golden Cheeked Warbler in the Central Texas area extends throughout Coryell and Bell Counties. Their breeding season of March through July signifies times when disturbance of the habitat cannot be performed, so determining the presence or absence of the bird is essential to maintain a project schedule.

Since Quartermaster Park is not very populated and most of the potential construction sites are well within the boundaries of Fort Hood, land use compatibility is not as big of a concern. However, private parcels within a one-mile radius of the installation boundary and incompatible uses on Fort Hood will be considered when evaluating industrial construction that is in close proximity. Below is a current land use plan of the Quartermaster Park area from the published Area Development Plan (September 2014), highlighting the many industrial uses (gray) and open space (green) characteristics of this less densely populated area Fort Hood.

Figure 1-6 Quartermaster Park Land Uses



Logistics and Operational Constraints

Fort Hood's current transportation infrastructure presents multiple operational and logistical challenges, some of which also directly affect the communities adjacent to the installation. These include:

- **Commercial Gate Bottlenecks:** Fort Hood has one commercial truck inspection station on Clarke Road, normally at North Gate 9. Because this is the only commercial truck entrance, all bulk cargo — including hazardous materials such as explosives and chemicals — enters the installation via this route. During high-volume periods, traffic at this entrance frequently backs up along major interstate frontage roads or by installation housing and schools if at South Clarke Road at Gate 9A. The presence of potentially hazardous cargo so close to civilian areas is not ideal.
- **Deployment Marshaling Area Near Carl R. Darnall Medical Center:** Similar to the commercial gate traffic, smaller wheeled tactical vehicles are required, due to space constraints, to marshal directly behind Carl R. Darnall Army Medical Center (CRDAMC

or Darnall Medical Center) when waiting to load onto trains for deployment to ports. Marshaling these tactical vehicles at the LHY, which is less than 500 feet from the hospital, is not preferable from a public safety standpoint.

- **Limited Sideload Capacity:** Currently, the Fort Hood LRC requires five to seven days to deploy a Brigade Combat Team, the standard-size unit for most Army deployments. A significant cause of this lengthy deployment time is the fact that Fort Hood has only one sideload line to facilitate loading containers onto railcars and trucks. Adding sideload capabilities was a key recommendation of the 2018 study and was cited as one of the most desirable outcomes of a future Joint Facility by Fort Hood officials.
- **Route Constraints for MFGI Units:** An MFGI is a designation for an installation that has the ability to prepare Army Reserve and Army National Guard units for deployment. Fort Hood is one of two locations with this designation. However, the current transportation infrastructure on the installation requires MFGI traffic to take a slow, circuitous route through the installation or leave Fort Hood and use public roads to get from troop billeting locations and equipment staging areas to deployment embarkation areas. These large volumes of traffic present safety concerns when traveling on public roads or through military housing areas.
- **LHY Location:** Loading and unloading activities for line haul truck operations currently take place in a yard that directly conflicts with the air and ground medical evacuation corridors within Fort Hood. The location of this yard is not ideal, but a solution was deemed too cost-prohibitive to pursue as of the 2018 study. The installation was eventually able to secure funding for the relocation of the LHY based on the credible issues of congestion and potential accidents at the current location. The new LHY is currently under final design.

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2 Existing and Planned Conditions

Fort Hood has significant transportation infrastructure dedicated to facilitating rail and truck mobility operations and unit deployments. This infrastructure, while suitable for the installation's normal operations, cannot handle the volume of rail traffic required for a rapid surge deployment of large military formations. This is a significant challenge to the installation and its operational readiness.

This chapter outlines the current conditions of the railways and roadways on and near Fort Hood. Later chapters evaluate potential land use issues or environmental constraints that would be hindrances to the expansion of truck and rail operations infrastructure.

Rail Infrastructure and Supporting Infrastructure

Rail Facilities

Fort Hood's rail infrastructure is in the installation's southwest corner, immediately north of IH-14, with direct access to theROC. The facility comprises 12 DoD rail spurs that connect with the BNSF main line, which traverses the installation parallel to IH-14. The ROC accommodates both containerized freight and military vehicles, facilitating versatile logistics operations.

Equipment loaded onto railcars at the ROC primarily includes wheeled and tracked vehicles, utilizing a "roll-on/roll-off" method—vehicles are driven or rolled onto railcars sequentially at the end of the train. Additionally, the railhead is equipped with a sideloading capability that enables specialized equipment to lift containers directly onto railcars; however, this function is currently limited to the southernmost track. Expanding sideloading capabilities has been recognized as a crucial opportunity for improvement in the installation's logistics mission.

On an annual basis, Fort Hood's rail system supports the movement of over 160 trains, accounting for approximately 15,000 railcars. While this operational throughput sufficiently supports routine deployments and training exercises, the current capacity would be challenged by a large-scale mobilization during a declared national emergency.

According to the 2018 Fort Hood Joint Use Feasibility Study, the installation's railhead is not adequately configured to handle surge scenarios, which could require 80 to 100 trains per month—several times the typical operational tempo. Major constraints include the inadequate number of sideloading tracks and inefficiencies introduced by the need to supplement rail operations with line-haul trucking during peak periods. Presently, these limitations permit the deployment of a Brigade Combat Team in five to seven days. Enhancing sideloading infrastructure could substantially reduce deployment timelines and improve Fort Hood's overall strategic readiness.



Image 2-1: Fort Hood's Rail System (2025)

Figure 2-1 Existing Rail Infrastructure in Copperas Cove-Killeen Area

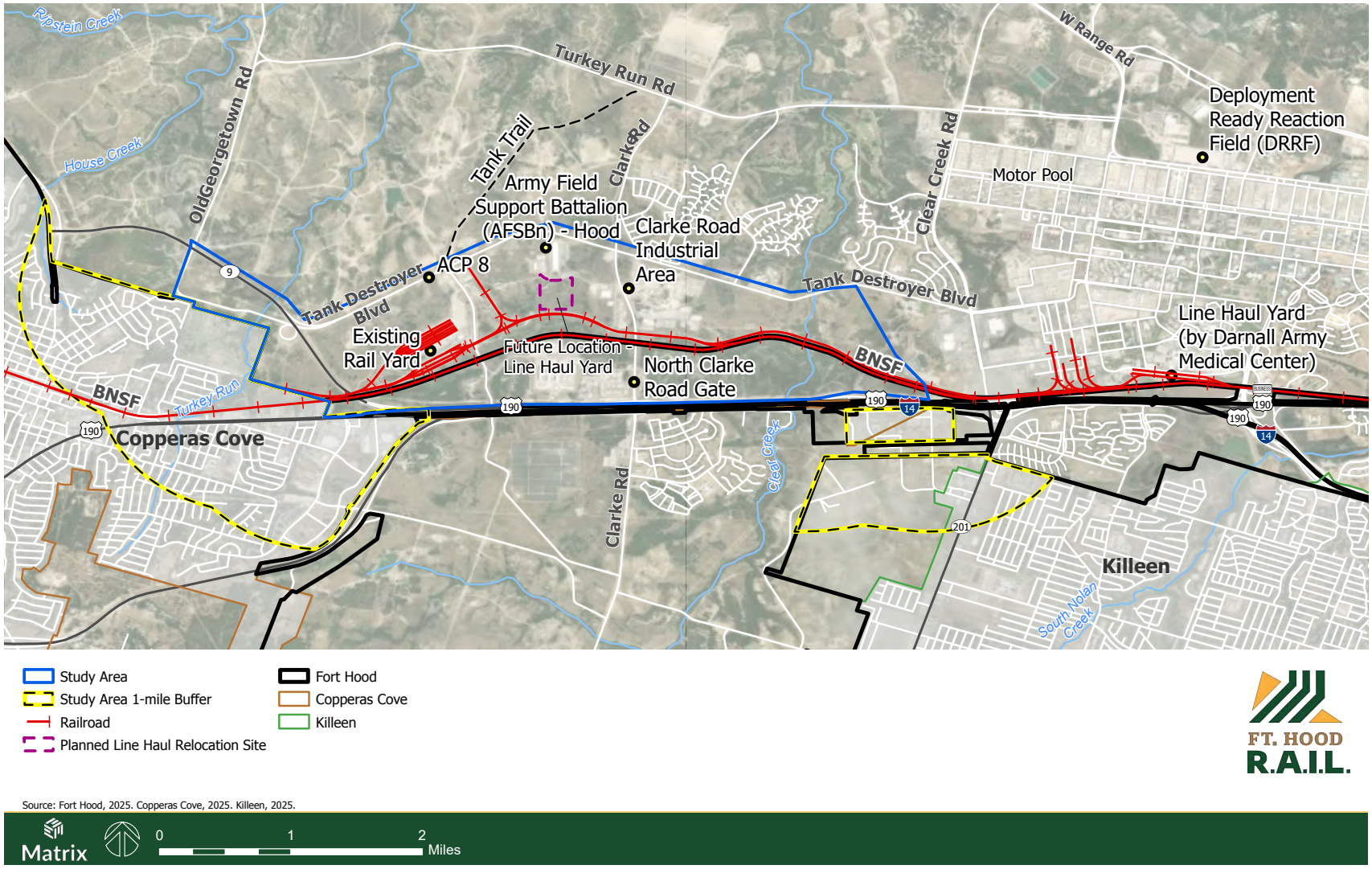


Figure 2-1 provides a macro look at how the existing rail flows across the southern portion of Fort Hood's industrial area and into the neighboring community.

Figure 2-2 shows the spurs and switches and the layout of this infrastructure going into and out of the ROC. There are some essential turnaround operations that require a tail track on the adjacent, undeveloped property. The lone sideloading track is on the southern end of the 12-track operation at the ROC.

Figure 2-2 Existing Rail Infrastructure at Fort Hood Industrial Complex





Image 2-2: Tank Destroyer Boulevard (2025)

Supporting Infrastructure

Supporting facilities and other infrastructure contribute to Fort Hood rail operations. These include:

- Roads: Multiple roads provide routes into and out of the Fort Hood railhead area. Critical roads include:
- **Tank Destroyer Boulevard:** The primary east-west thoroughfare linking the Rail Operations Center and New Railhead Road (formerly, Ammo Road) with the rest of Fort Hood. While mostly four lanes, the road is only two lanes and 24 feet wide on the westernmost part of the Quartermaster Park area.
- **Clarke Road:** A north-south thoroughfare that provides entry to and egress from Fort Hood via IH-14, which runs directly south of the railhead area. This road is also the thoroughfare on which the Clarke Road Truck Inspection Facility at ACP 9 is located.
- **Turkey Run Road:** An east-west thoroughfare that provides the route between the motor pool/DRRF and the ROC. This road is critical during deployments as tracked vehicles move via tank trails adjacent to Turkey Run Road before turning south across undeveloped land toward the ROC.

- **New Railhead Road:** A north-south access road that connects the railhead area and Rail Operations Center to Tank Destroyer Boulevard.



Image 2-3: New Railhead Road (2025)

- **Line Haul Yard:** The LHY directly supports troop deployment operations and is used to provide alternative transportation options for containers and other unit equipment when the railhead is at capacity. Its current location, directly behind the Darnall Medical Center, conflicts with the medical mission and creates public safety challenges for nearby schools and military housing. This facility is planned to be relocated to an area south of Tank Destroyer Boulevard and west of Clarke Road via a previously funded project.
- **Clarke Road Gate TIF:** The Clarke Road TIF at ACP 9 is directly north of IH-14 and southeast of the railhead facility. The TIF accepts most of the truck traffic into Fort Hood. Total traffic through this facility averages over 300 vehicles every weekday and over 100 vehicles on both Saturdays and Sundays. Truck transportation is roughly classified as follows:
  - Truck transportation designated for the LHY facility that supports unit deployments in coordination with installation rail facilities.
  - Commercial trucks executing direct delivery to units.
  - Commercial trucks that are not executing direct delivery and that will be processed at the Fort Hood Central Shipping and Receiving Point (CSRP).
  - Non-logistics commercial trucks supporting non-unit customers such as the Department of Public Works and privatized housing providers.



Image 2-4: Line Haul Yard (2025)



Image 2-5: Briefing at N. Clarke Road TIF (2025)

- **Deployment Readiness Reaction Field (DRRF):** The DRRF is a 924,000-square-foot concrete staging area that can support an entire deploying Brigade Combat Team. It acts as a final staging area for vehicles and non-containerized equipment before they transition to the railhead or line haul yard. The DRRF was upgraded in 2022 with multimillion-dollar repairs and improvements. Inbound traffic to the DRRF primarily arrives via adjacent motor pool areas, via West Range Road from North Fort Hood, with any remaining traffic coming from the south via IH-14/U.S. Hwy 190. Tracked vehicles deploying from the DRRF to the railhead use tank trail roads, which run parallel and immediately south of Turkey Run Road before turning southwest directly toward the ROC, while other traffic moves southward on N. Clarke Road.

Traffic Flow and Congestion

Traffic Flow Conditions

The Fort Hood Basewide Traffic Study (2019) was reviewed to identify any operational issues. Level of Service (LOS) is a qualitative measure that grades the operational conditions of a roadway or intersection—typically using letter grades from A (best, free flow) to F (worst, highly congested). LOS helps engineers and planners assess how well a transportation facility operates. The infographic (Image 2-6) visually gives an indication of how each LOS operates. All intersections on Fort Hood operate at an acceptable LOS D or better, except for the intersections of Tank Destroyer Boulevard/T.J. Mills Boulevard and Santa Fe Avenue/Wratten Drive, both operating at LOS E. Moreover, in both the AM and PM peak hours, Tank Destroyer/TJ Mills and Tank Destroyer/Clear Creek also operate under LOS E and F, respectively, which causes delays from 40-90 additional seconds. Relocating the LHY facility is expected to alleviate traffic at these intersections. Besides a reduction of vehicles in general, the absence of large commercial vehicles that use the current LHY facility should improve safety for emergency response to and from the Medical Center and enhance movements during deployments since the new LHY location is in the industrial area and close to the ROC.



Image 2-6: Levels of Service in Transportation


Image 2-7: Tank Destroyer Blvd at Clear Creek Rd

Roadway segments (based on daily counts) and intersections (based on peak hour turning movements) with a heavy vehicle percentage exceeding 2.5% were also reviewed and flagged. Based on the 2020 study, the intersection of Tank Destroyer Boulevard and New Railhead Road has the highest percentage of heavy vehicles, with 20.7% during the AM peak hour, followed by West Range Road and Old Georgetown Road at 16.7% and Tank Destroyer Boulevard and Clarke Road at

12.6%. Tank Destroyer Boulevard at New Railhead Road is the convergence of tracked vehicles from the unpaved tank trails and traffic coming to the ROC during deployments. West Range Road at Old Georgetown Road is the confluence of the two main roadways from North Fort Hood to the Rail Operations Center, also expected to be heavy during troop movements. Finally, the Tank Destroyer Boulevard at North Clarke Road intersection is where truck traffic from the DRRF and the North Clarke TIF at ACP 9A, along with traffic from the current LHY location, all pass.

External traffic (commercial vehicles) using the current LHY facility needs to be rerouted away from this heavily trafficked area around Darnall Medical Center and other commercial areas such as the commissary and post exchange. In addition, III Corps HQ and various post-level offices are dotted throughout what is the main cantonment area of Fort Hood. The main goal outlined in previous studies is to make the main cantonment area free of commercial vehicles that are associated with deployments and post exercises, enhancing overall safety and shifting the focus to parts of the installation that are very crowded during actual deployments and planned emergency scenarios during said exercises. This report includes detailed analysis of the effects of a relocated LHY and associated activities at the DRRF and the LHY. The result is that commercial vehicles would not be traversing the aforementioned other roadways and intersections that have over 10,000 trips per day and are operating at LOS D, E, or F.

Figures 2-3A and 2-3B show data from the 2020 Traffic Study, indicating exceptionally large traffic counts where traffic traveling from the main cantonment area of Fort Hood would mainly be using Tank Destroyer Blvd. to get to the ROC. The heat map clearly indicates that rerouting vehicles, especially heavy vehicles involved in troop and cargo movements west in the less populated and more industrial part of the installation, would have a positive impact.

Figure 2-3A Traffic Map Without Line Haul Yard Relocation Heat Map

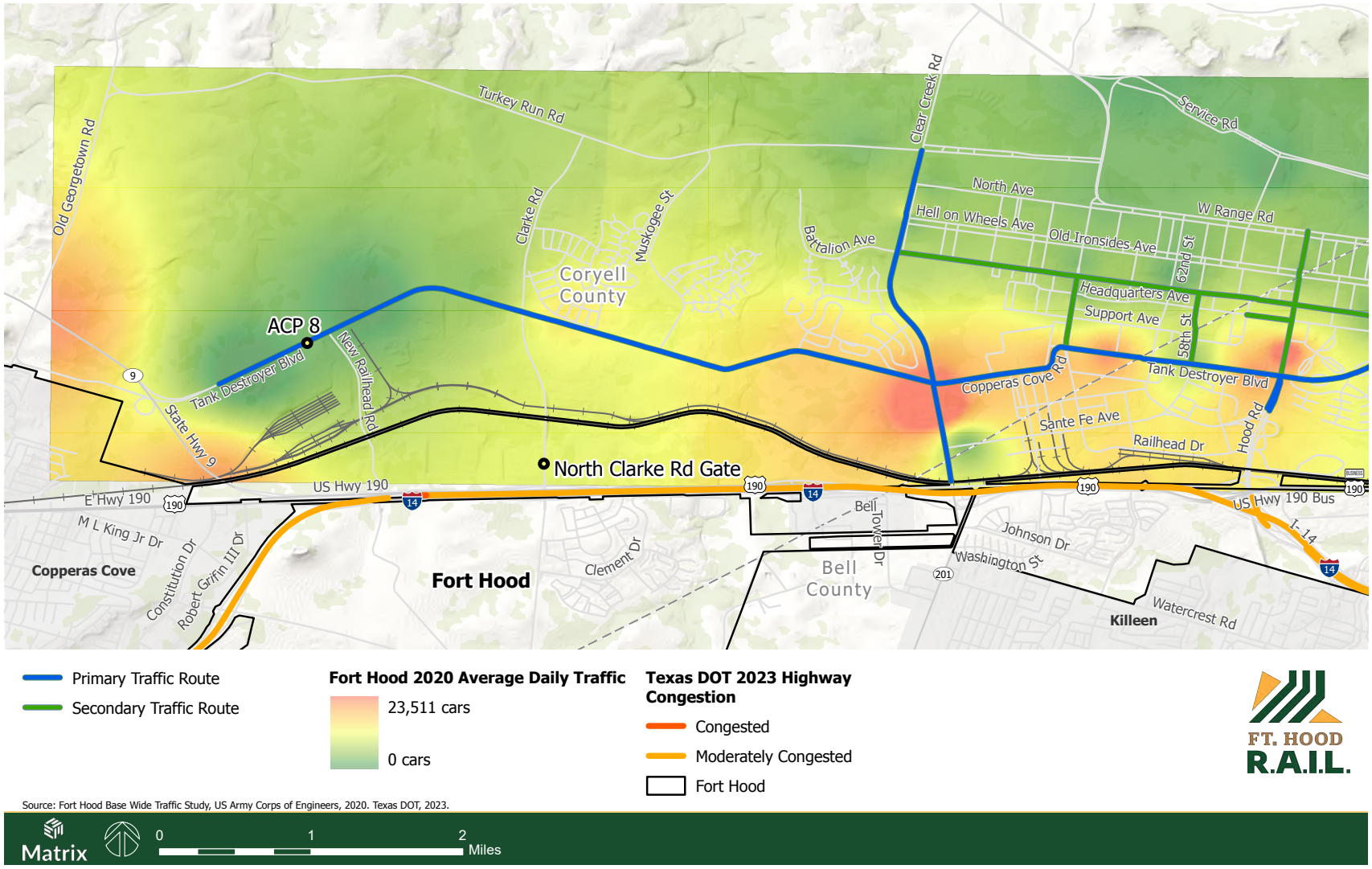
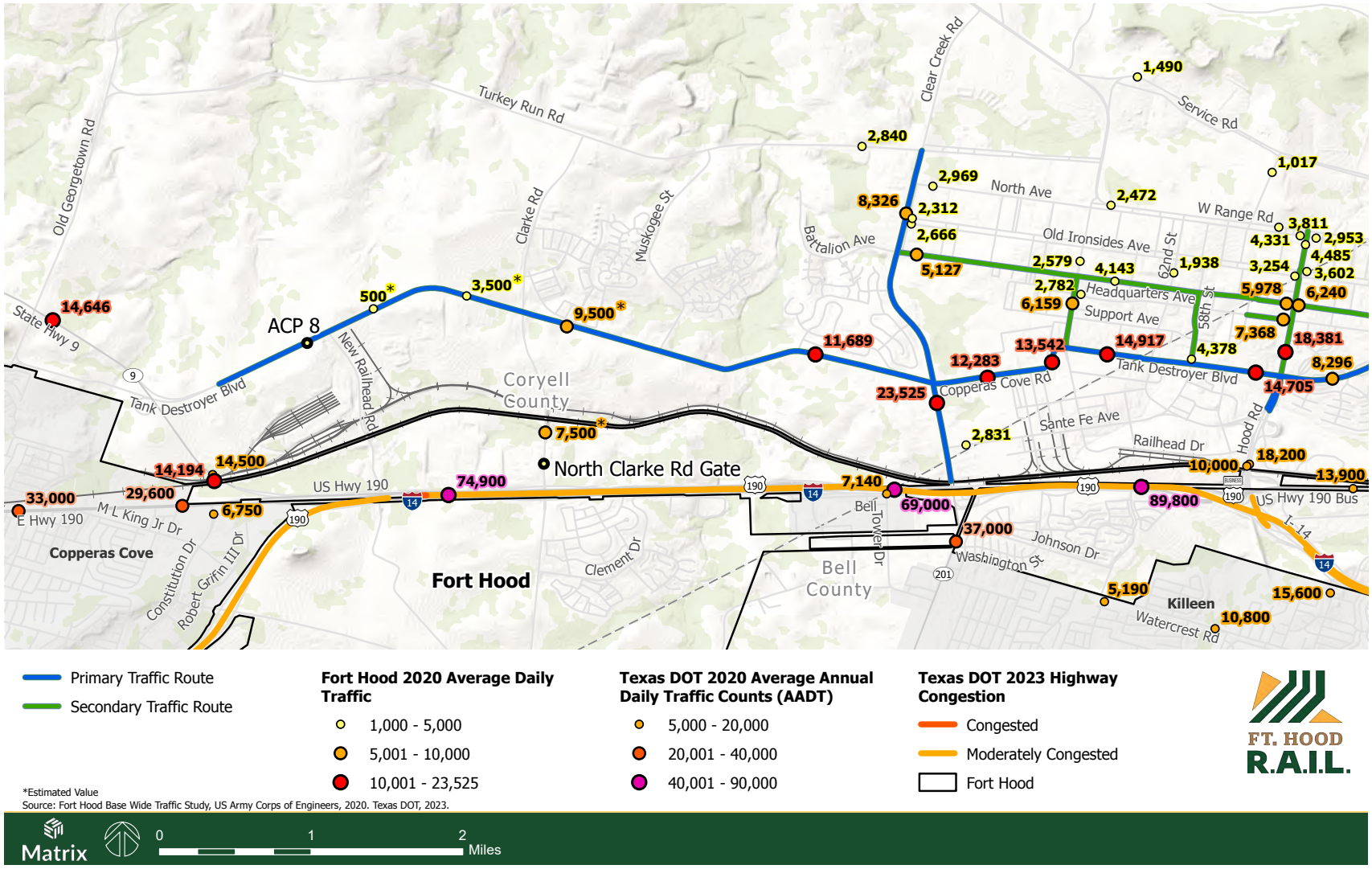


Figure 2-3B Traffic Map Without Line Haul Yard Relocation Points – Line Map



Primary Traffic Route
Secondary Traffic Route

Fort Hood 2020 Average Daily Traffic
- 1,000 - 5,000
- 5,001 - 10,000
- 10,001 - 23,525

Texas DOT 2020 Average Annual Daily Traffic Counts (AADT)
- 5,000 - 20,000
- 20,001 - 40,000
- 40,001 - 90,000

Texas DOT 2023 Highway Congestion
- Congested
- Moderately Congested
- Fort Hood

*Estimated Value
Source: Fort Hood Base Wide Traffic Study, US Army Corps of Engineers, 2020. Texas DOT, 2023.

Matrix 0 1 2 Miles

Gate and Truck Inspection Facility Operations

Currently, all commercial traffic entering the installation must go through the TIF at ACP 9, also known as the North Clarke Road gate. This not only includes large rigs that support deployment, but also home delivery vehicles, moving vans, etc. If this TIF is closed, such as in early 2025 when the TIF at ACP 9 was under repair for several months, then the TIF at Gate 9A (the South Clarke Road gate) becomes the only working TIF on the installation. When the TIF at ACP 9 is closed, truck traffic onto the installation must be rerouted through Gate 9A and New Railhead Road. The opening of only one TIF at one ACP is the result of workforce issues that currently occur and may not be resolved easily or quickly through Army channels, according to the AFSBn.

ACP 9 traffic backs into the right-of-way of U.S. Hwy 190/IH-14. According to stakeholders, this happens regularly; that is, at least weekly. There is limited queueing room from the cargo and vehicle inspection area prior to the truck hold/search canopy, and overall ACP traffic control measures that would eliminate this phenomenon are not ideal. Gate 8 at Tank Destroyer Boulvard remains closed due to the aforementioned manpower issues.

Planned and Potential Changes

Fort Hood leadership wishes to concentrate industrial activities closer to the ROC and away from community uses like housing, shopping, and medical services. The movement of LHY traffic farther west in the Quartermaster Park area will decrease the traffic, especially heavy vehicles, at critical intersections like T.J. Mills Boulevard and Tank Destroyer Boulevard. As discussed, there is consistent traffic stacking at the North Clarke Road gate that backs into the state right-of-way of U.S. Hwy 190/IH-14. Relocating the TIF would result in the movement of most commercial vehicles to another location in the Quartermaster Park area to create new eastbound movement on Tank Destroyer Boulevard. This would, in turn, eliminate some westbound movement within the main cantonment area of Fort Hood during deployment and alleviate some congestion on the installation. For example, there is significant traffic on Tank Destroyer Blvd. moving from places like the current LHY westward through the center of the installation. This traffic could enter the installation via IH-14 and SH-9 in the much less populated Quartermaster Park



Image 2-8: Access Control Point 8 (2025-Currently Closed)

area. Thus, the goal is to be able to proceed to the ROC or the relocated LHY facility and concentrate commercial and industrial activity a short distance away from these essential facilities involved in deployments.

An on-ramp connects eastbound Tank Destroyer Boulevard to northbound SH-9. However, there is no direct access from northbound SH-9 to Tank Destroyer Boulevard, nor from either eastbound or westbound Tank Destroyer Boulevard to southbound SH-9. Upon construction of the planned SH-9 off-ramps to Tank Destroyer Boulevard, vehicles will have direct access to the closed ACP 8 and a potential new TIF at ACP 8, located approximately 1,000 feet west of New Railhead Road. Vehicles would be able to exit an open ACP 8 and proceed onto southbound SH-9 via Tank Destroyer Boulevard and Old Georgetown Road. The analysis of the effects of this pending ramp construction on potential multimodal sites is discussed in more detail in Chapter 4: Analysis.



Image 2-9: Tank Destroyer Blvd crossing with Turkey Run Creek (2025)

Traffic Conflicts

A total of 1,216 crashes were reported in the study area between 2016 and 2018. Vehicle-to-vehicle collisions accounted for just over one-half with 634 crashes, followed by vehicle-to-object crashes with 217 incidents, then several other categories that can be seen in the following chart. In addition, upon reviewing the average daily traffic in the vicinity of the current LHY facility and Darnall Army Medical Center, the volume of vehicles was determined to be between 12,000 and 25,000 average daily trips (ADT) at various intersections, the highest count by far in the study area. The suggested LHY relocation would help alleviate traffic congestion near the Medical Center and greatly reduce the risk of crashes due to commercial vehicles operating close to the Medical Center to an almost negligible level. Conversely, in the same period of 2016-2018, there were only 48 crashes along the adjacent section of IH-14. Any movement of vehicles for deployment that comes from the main cantonment area of the installation would be better kept off the installation until they reach the vicinity of the ROC.

Table 2-1 Crash Data from Fort Hood Basewide Traffic Study (2019)

Type of Crash	Year			Total Crashes
	2016	2017	2018	
Vehicle-Vehicle	203	254	177	**634**
Vehicle-Object	84	82	51	**217**
Hit and Run	56	64	64	**185**
Single Vehicle (Non-Collision)	27	32	26	**85**
Vehicle-Pedestrian	5	6	7	**18**
Vehicle-Pedicycle	1	1	1	**3**
Other	25	25	24	**74**
Total Crashes	**401**	**464**	**351**	**1216**

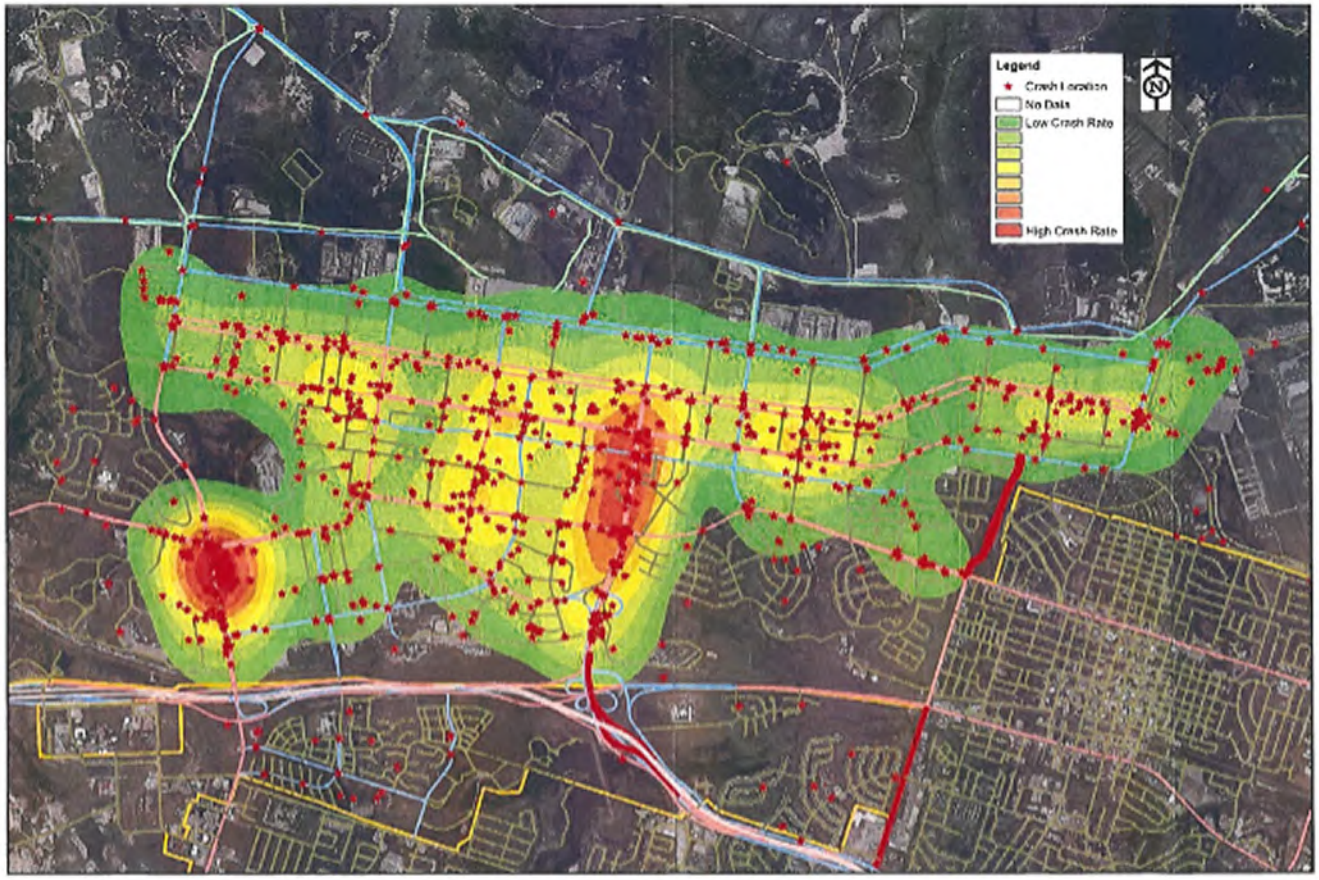
The reassignment of traffic to a new location was evaluated in coordination with Fort Hood Security staff. Approximately 25 trucks per day use the LHY facility; in the future, this commercial truck traffic would be rerouted toward the Quartermaster Park area, in addition to 375 trucks currently using the TIF on North Clarke Road. This move is dependent on available funding, the sources of which are discussed later in this report. It was also assumed that 40% of the current POV traffic at ACP 9 (4,700 ADT) and 10% of the traffic from other gates would be redirected to a potential new location, resulting in an estimated increase of 2,750 daily trips. Given that a significant portion of this traffic consists of heavy vehicles, it is recommended that pavement conditions, especially on Tank Destroyer Blvd. west of North Clarke Rd, be monitored to assess the need for potential roadway section redesign and expansion. With 2,750 average daily vehicles plus 445 other trucks using ACP 8, if it is reopened, the route of travel will bypass the westbound movement along Tank Destroyer Boulevard between T.J. Mills Boulevard and North Clarke Road. In short, more traffic will be entering the installation from SH-9 through ACP 8. Diverting a lot of the truck traffic daily or, more importantly, during a deployment operation, will add value to a Tank

Destroyer Boulevard widening and strengthening project by creating a safer travel environment. Movement of all deployment vehicles to a Quartermaster Park entrance would eliminate a potentially dangerous situation with incompatible uses like residential and educational facilities that are located along the route between the existing LHY and the Tank Destroyer/North Clarke Road intersection. See more detail in Chapter 4: Analysis.

Operational Impact Assessment

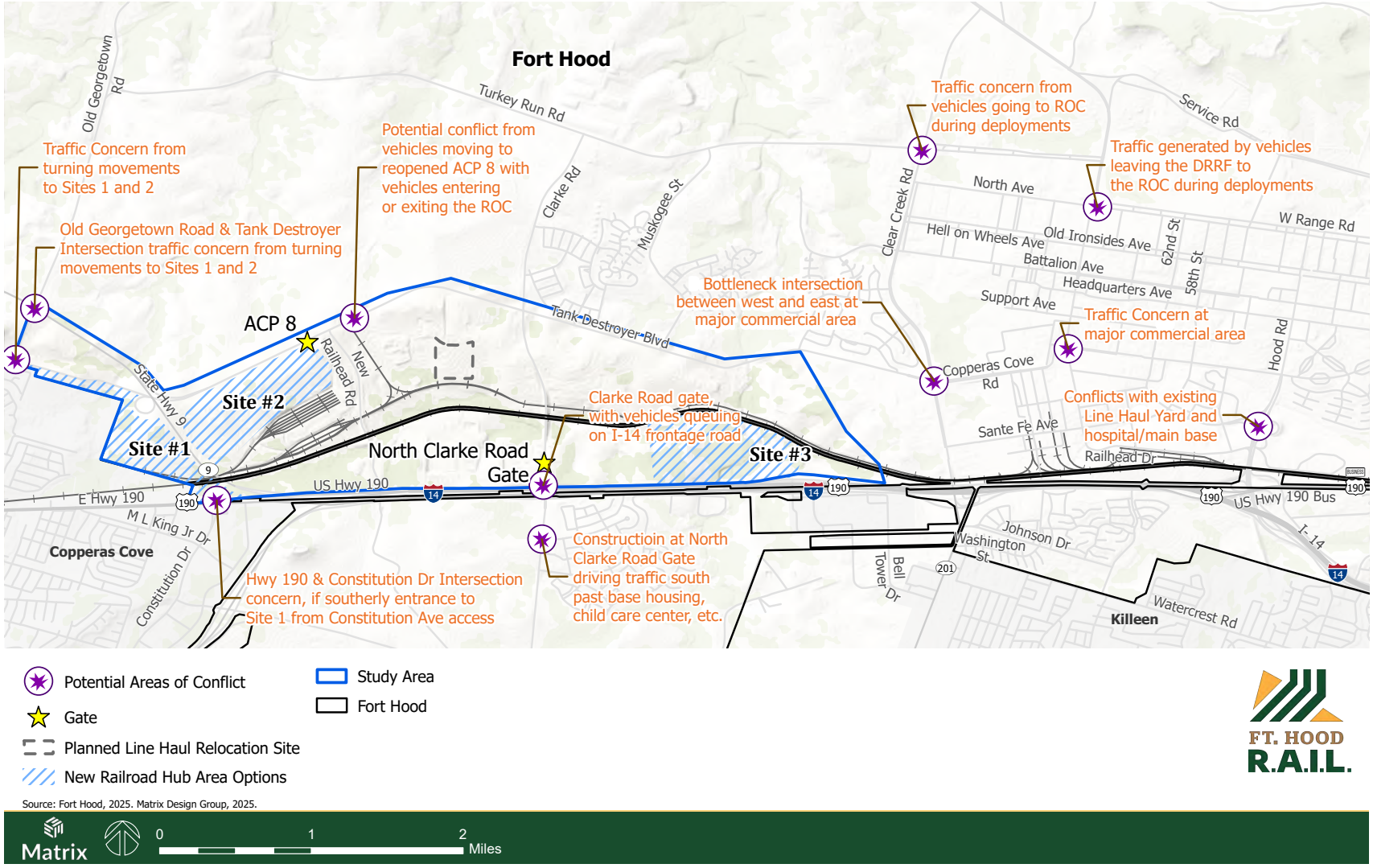
A review of the heat map from the Fort Hood Basewide Traffic Study (2019) indicates that T.J. Mills Boulevard and the intersection of Tank Destroyer Boulevard and Clear Creek Road experience high rates of crashes. Relocating the inspection facility to a new site is expected to reduce the number of crashes at these locations in the main cantonment area of Fort Hood. This is very important, as the deployment time can be lengthened unnecessarily due to crashes along the routes of travel of trucks leaving the current LHY facility location. With the LHY facility in the Quartermaster Park area, within ½ mile of the ROC, trucks from the LHY would not have to traverse these congested areas, so traffic patterns during deployments could significantly decrease crashes involving engaged personnel and equipment.

Figure 2-4 Heat Map of Crashes in the Main Cantonment Area



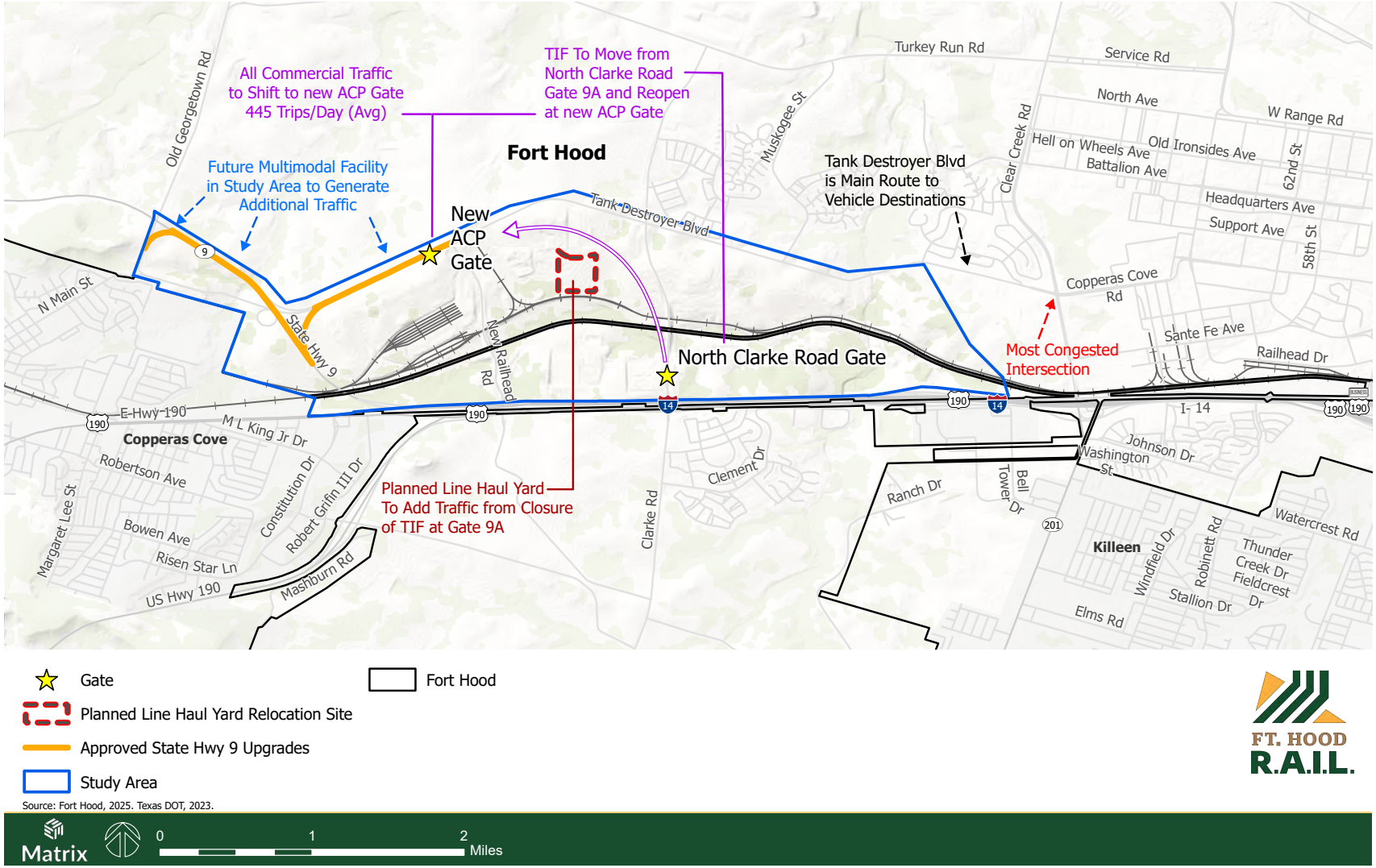
In addition to the high rate of crashes in some parts of the main cantonment area, there are various conflicts or potential conflicts in this area and the study area, especially at key points (gates, intersections, etc.) that could be critical to the suggested logistical changes and potential multimodal sites. Figure 2-5 shows these facility conflict points.

Figure 2-5 Facility Conflict Identification Map



Reviewing Figure 2-5, which shows the new LHY facility location, coupled with the expected move of the TIF at the N. Clarke Road gate nearer to the ROC, it becomes that the amount of commercial traffic shifted toward a reopened ACP 8 is significant and would concentrate traffic in the industrial area of the installation. An expected 445 trips of commercial vehicles could shift to the reopened or relocated gate that is essentially adjacent to either of the multimodal Sites 1 and 2, and the ROC. Figure 2-6 illustrates the modifications to commercial vehicle traffic and facilities in the project area.

Figure 2-6 Traffic Map with Approved Transportation Upgrades



Finally, the operational impact of a planned TIF move away from ACP 9 will be considerable unless all commercial vehicles are routed to an alternative location. All vehicles, including Category (CAT) 1, 2, and 3 (see Table 2-2), need to pass through a TIF. According to Security division personnel DES, the use of other ACPs to allow commercial vehicle entry can only be done after being cleared through the one and only open TIF and issued a pass. This operation is necessary due to manpower issues that may not be resolved for the foreseeable future.

Table 2-2 Definition of Commercial Vehicle Categories

Category 1 - Direct Deliveries Via Commercial Trucks to Units
Category 2 - Non-Direct Deliveries Via Commercial Truck to the Central Receiving and Shipping Point (CRSP)
Category 3 - All Other Commercial Vehicles

Once vehicles are inspected and the drivers are issued a pass, they can enter the installation through one of the following ACPs: Warrior Way (ACP 4), East Range and West Range Roads (ACP 5 or 7), South Clarke Road (ACP 9A), 79th Street gate (ACP 21), and North Fort Hood (ACP 19A). The only exception to being cleared through the TIF is for drivers that make routine deliveries to the installation and have been issued longer-term passes. They can enter through any of the ACPs listed above without going through the TIF; the vehicles are still inspected, but the drivers are already vetted.

The DES is not resourced to operate two separate TIFs, and current Force Protection standards require all commercial cargo vehicles to be inspected. Inspecting non-vetted CAT 3 commercial vehicles at other ACPs is not a feasible option without additional resources. Allowing commercial traffic at the busier ACPs will cause significant traffic congestion.

Environmental Considerations

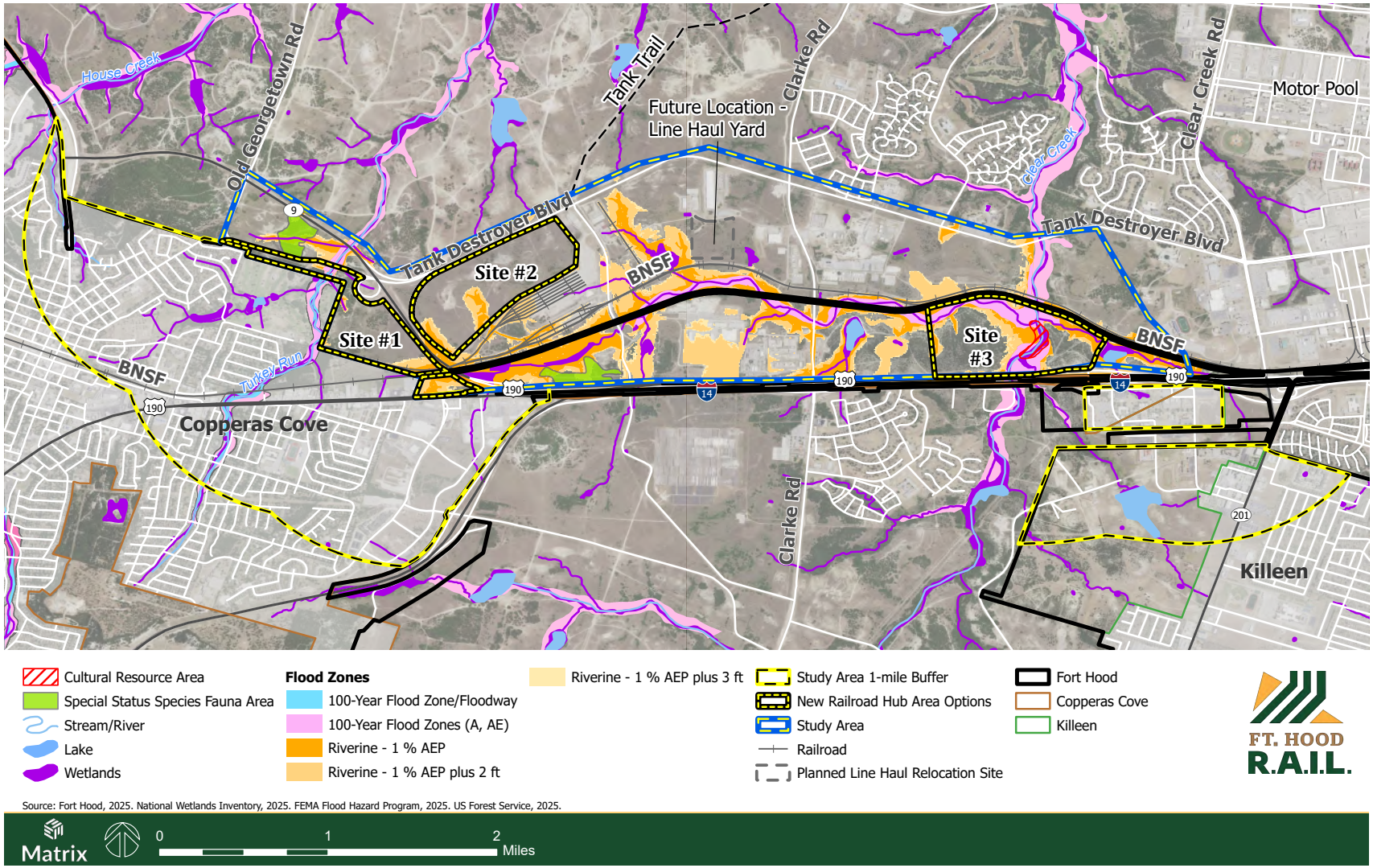
The study area was evaluated for land use constraints related to natural and cultural resources (see Figure 2-7). The study area does not include critical habitat for threatened and endangered species, which is among the most restrictive of natural resource constraints. However, other environmental factors must be taken into planning consideration. Major environmental and land use concerns for the study area include:

- Impacts of 100-year floodplains, particularly north of Site #1 identified in the 2018 Fort Hood Joint Use Multimodal Rail/Truck Facility Feasibility Study;
- Floodplains located between U.S. Hwy 190 and the existing rail line throughout Candidate Site 3 identified in the 2018 Fort Hood Joint Use Multimodal Rail/Truck Facility Feasibility Study;
- Cultural resources, specifically Native American archeological sites that have been registered in the vicinity of Candidate Site 3 to the east of the Clarke Road TIF; and
- Environmental codes of surrounding communities, particularly Copperas Cove, that may require tree replacement and other environmental standards to be followed in any new construction effort.

To sum up, environmental concerns, including floodplains, cultural resources, and critical habitat, occur in some parts of Fort Hood. However, there are only minimal issues with floodplains and drainageways on Sites 1 and 2. Conversely, Site 3 not only has a Federal Emergency Management Agency (FEMA) floodplain bisecting the site, but also a known no-dig cultural site and significant tree cover, which would prompt conservation measures and possibly necessitate contending with migratory bird habitat within the site.

Figure 2-7 Fort Hood Environmental Constraints Map

(where AEP is Annual Exceedance Probability)



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3 Community Considerations

The Fort Hood RAIL Feasibility Study seeks to alleviate rail loading and capacity constraints on the installation's ability to meet its mission as a Mobilization Force Generation Installation (MFGI) and power projection platform. Situated in the fast-growing Killeen–Temple–Fort Hood region — a metropolitan area of over 500,000 residents with a $1.2 billion annual direct economic impact from Fort Hood — the initiative aims to enhance both military readiness and regional freight efficiency. By expanding sideload facilities and strengthening multimodal connections, the community considerations of this project align with Texas Rail Plan priorities to reduce freight bottlenecks, improve infrastructure connectivity, and support coordinated investments in Class I railroads. Building on years of collaborative planning through the 2016 Joint Land Use Study and 2018 Joint Use Feasibility Study, this effort represents a strategic partnership between the Army, state agencies, local governments, rail operators, and private industry, positioning Fort Hood to drive both operational agility and long-term economic growth across Central Texas.

Regional Context

The Killeen-Temple-Fort Hood Metropolitan Statistical Area (MSA) is characterized by sustained population growth, expanding infrastructure, and a strong military-driven economy. The MSA had 509,000 residents as of 2024, with Bell County accounting for 77% of the total population. The Cities of Killeen, Temple, Copperas Cove, and Harker Heights form the region's urban core and are closely linked to the installation's economic presence.

The regional economy is diversified across defense, education, healthcare, and logistics. Fort Hood remains the dominant economic engine, directly contributing over $1.2 billion annually in budget authorizations and hundreds of millions more through payroll, contracts, and capital investment. This foundational presence shapes the planning and economic development strategies of regional partners.

Stakeholder Plans and Policies

The study team reviewed plans and policies from local, regional, and state stakeholder groups, as well as information received directly from Fort Hood personnel. No reviewed plan or policy was identified as creating an impediment to or conflict with a potential multimodal facility. Moreover, plans and policies maintained by key stakeholder groups foster an environment conducive to the development of a Fort Hood multimodal facility. This chapter outlines the key strategies of several of these important documents.

Within the Army, Fort Hood's role as both a MFGI and a power projection platform drives a requirement for surge capability sufficient to move 80 to 100 trains per month. Current sideload constraints at the installation limit deployment speed, creating a direct operational impetus for the expansion of rail capacity and the expansion of logistics facilities.

Regionally, the Killeen-Temple Metropolitan Planning Organization's (KTMPO) 2045 and 2050 Metropolitan Transportation Plans and current Transportation Improvement Program identify freight movement priorities and designate key corridors that serve Fort Hood. These documents establish a pathway for integrating roadway access to the proposed multimodal facility into the regional planning and funding process, ensuring that connecting infrastructure is developed in step with the facility itself.

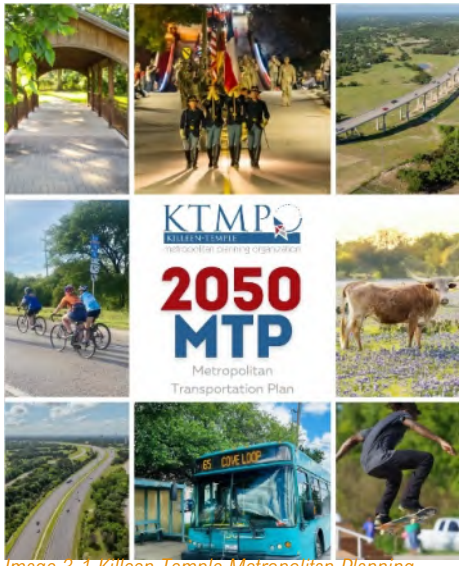


Image 3-1 Killeen Temple Metropolitan Planning Organization 2050 Metropolitan Transportation Plan

At the state level, the Texas Rail Plan establishes priorities that align closely with the objectives of the Fort Hood project, particularly in eliminating freight bottlenecks, enhancing intermodal facilities, and coordinating with Class I railroads on capital investment programs. These priorities open the possibility of aligning the Fort Hood facility with state-level funding and policy support, especially if the project can be framed as a contributor to statewide freight fluidity.



Image 3-2: 2024 Texas Rail Plan.

Finally, both Union Pacific and BNSF maintain capital programs in Texas, with hundreds of millions of dollars annually invested in infrastructure upgrades. Coordination between these railroad investment schedules and the Fort Hood project could create opportunities to share costs, synchronize construction, and ensure that the multimodal facility's rail connections are fully integrated into the Class I network improvements. (Class I are the largest rail carriers by operating revenue. There are six major carriers, including BNSF). Together, these plans form an interlocking framework of operational requirements, infrastructure priorities, and funding pathways that will strongly influence the scope, phasing, and ultimate success of the Fort Hood multimodal facility.

Partnership History

Fort Hood successfully executed an EUL for a large on-post solar photovoltaic array, paired with an off-post wind farm, creating the Army's largest renewable hybrid energy project. The EUL leased 132 acres for solar development, with power provided to the installation under a long-term Power Purchase Agreement (PPA). This project demonstrated the Army's ability to use the EUL authority for non-mission-critical land, deliver infrastructure through private investment, and secure long-term operational benefits without losing land ownership.



Image 3-3: 2016 Fort Hood Joint Land Use Study.

Two major reports form the basis for this study: The 2016 Joint Land Use Study (JLUS), sponsored by the City of Killeen and funded by the OLDCC, was a pivotal effort to formalize collaboration between the installation and neighboring jurisdictions. Study participants included the Cities of Killeen, Copperas Cove, Gatesville, Harker Heights, Temple, Belton, Nolanville, and Brownwood, as well as the Counties of Bell and Coryell. Technical input came from Fort Hood's Directorate of Public Works, the HOTDA, and regional bodies such as CTCOG and the Killeen Chamber of Commerce. The JLUS laid the groundwork for cooperative planning and introduced recommendations for enhancing communication, updating land use policies, and establishing a formal framework for regional coordination.



The Joint Use Feasibility Study (2018) was built directly on the JLUS recommendations. Conducted in collaboration with Fort Hood staff, HOTDA, BNSF Railway, and local planning entities, the Joint Use Feasibility Study explored the potential for a shared civilian–military freight and container facility using Fort Hood's rail and loading infrastructure. Although the term "joint use" was applied, the concept was not a formal Joint Use Agreement (JUA) under Title 10 authority. Instead, it was effectively a public–private partnership (P3) model, in which

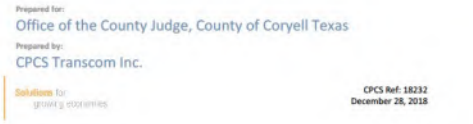


Image 3-4: 2018 Fort Hood Multimodal Feasibility Study

the Army, TxDOT, BNSF Railway, municipalities, and a private terminal operator would share capital, operating, and access responsibilities.

Recent collaborative successes include the Defense Community Infrastructure Program (DCIP)–funded construction of ramps connecting Tank Destroyer Boulevard to SH-9. This $4.25 million investment, awarded in 2022, was enabled by HOTDA, TxDOT, and the Cities of Killeen and Copperas Cove, enhancing both military mobility and regional traffic flow.

P3 Evaluation

The 2018 Joint Use Feasibility Study examined the option of using a P3 model to build a multimodal facility. It screened the project against a checklist of identified prerequisites and concluded that it fell short in two areas:

- **Size:** The 2018 study identified $100 million in total capital and operating costs as the minimum cutoff for P3 because of the higher transaction costs associated with P3 transactions. The estimated construction costs of $29.5 million to $73.1 million, plus $1 million in annual operating costs, made this project smaller than the target P3 size.
- **Revenue Stream:** Before funding a project, private partners want a clear path to recouping their investment and achieving profitability. The revenue projections developed by the 2018 study indicated that a private partner would not generate revenue to cover the associated capital costs.

Chapter 4 of this study further examines partnership and financing options.

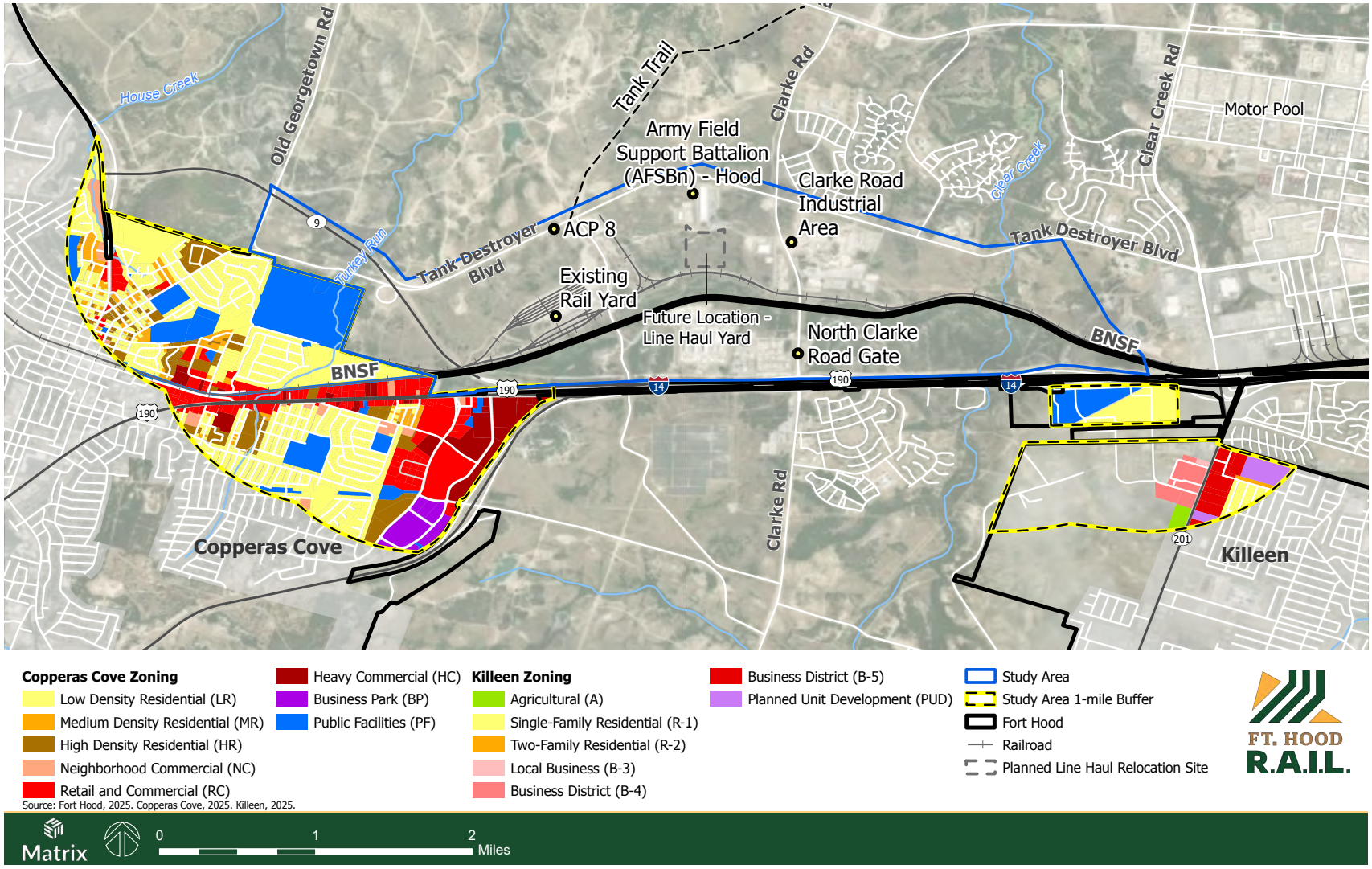
Land Use Compatibility

The study team evaluated potential land use conflicts and regulatory constraints associated with the development of a multimodal facility adjacent to Fort Hood. It assessed each candidate site to recommend mitigations for identified land use conflicts.

Existing/Future Zoning and Land Use

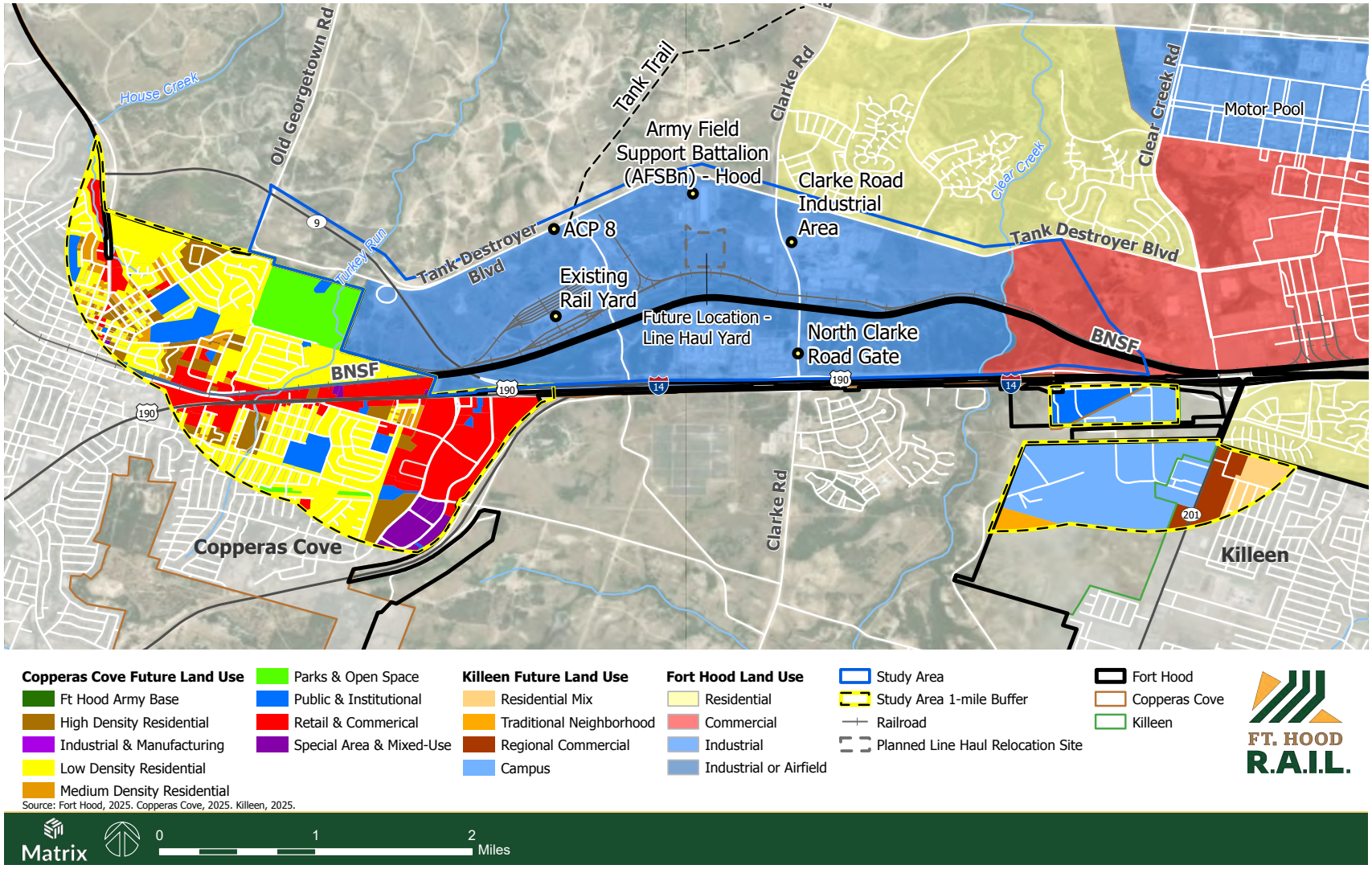
The west end of Fort Hood near Copperas Cove is adjacent to the installation's rail operations center as well as largely undeveloped land under consideration for a potential multimodal facility. The neighboring properties within Copperas Cove primarily feature low-density residential development, with some commercial areas interspersed. As part of the planning evaluation, it is necessary to assess the compatibility of the proposed multimodal facility with these existing and planned land uses. The following map shows the zoning in Copperas Cove and Killeen to the southeast of the study area. Note that Fort Hood extends north and south of U.S. Hwy 190/IH-14, so in viewing maps in this chapter, one can see the separation of zoning/land use within the one-mile buffer area in the Cities of Copperas Cove and Killeen, noted by the color coding of various zoning categories and land uses.

Figure 3-1 Current Community Zoning



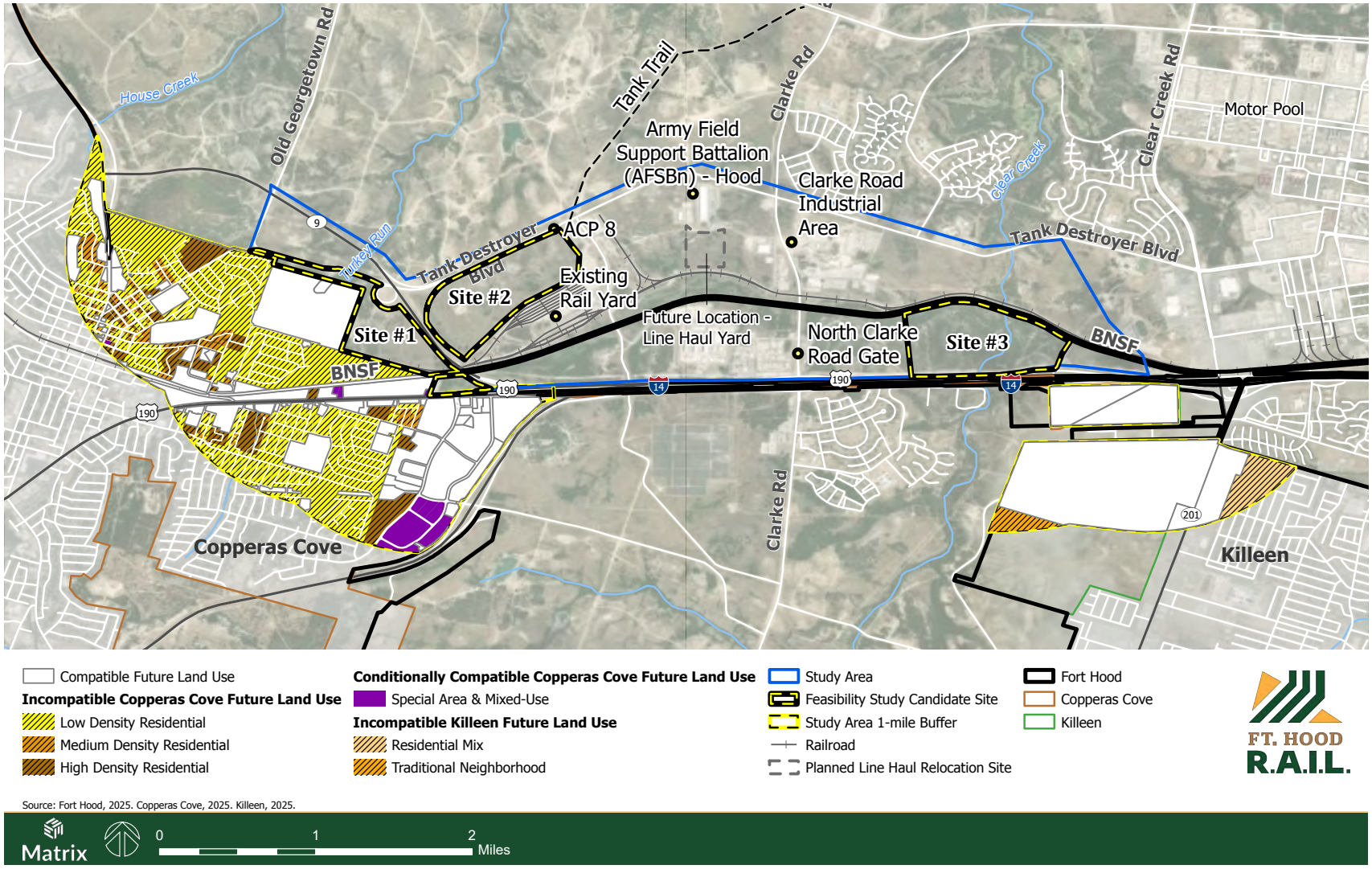
Another way to view the potential compatibility issues is to show the expected future land use. The biggest compatible-use challenge is with the low-density residential uses within ¼ mile of Site 1. The southeast corner of the one-mile buffer area is the campus of Central Texas College, which continues to grow. Current land uses in Copperas Cove are very similar to the current zoning of the city in the one-mile buffer area.

Figure 3-2 Future Land Use Map



The following map addresses compatibility more visually by showing the commercial uses as positive and the low-density residential uses as negative when compared to the industrial uses suggested in the implementation phase of this project. In addition, there could be some minor buffering issues as discussed later in this chapter. The white color on the map represents uses that are compatible. Incompatible uses are in a yellow-black hatch pattern; these are multiple residential subdivisions within the one-mile buffer. Therefore, compatibility with Site 1 may pose some problems. It is unlikely Site 2 will be problematic, as the ROC has been operating for years, and it is in the same general vicinity as a Site 2 multimodal facility. There are more compatible uses on the installation and immediately off the post near Constitution Avenue along Business Highway 190. Finally, the campus environment created by Central Texas College is deemed a compatible use since the campus lies across the I-14 ROW. The college has marginal residential options, an incompatible use, on the campus, which is within the one-mile buffer of Site 3.

Figure 3-3 Land Use Compatibility Map



Summarizing the discussion on existing land use/zoning and future land use within the one-mile buffer of the study area, there is very little likelihood that compatibility will be a long-term issue. Besides there being only two private properties that are directly adjacent to a potential multimodal site, there is a long history of industrial-type uses in the greater vicinity of the installation. The following sections evaluate each site for compliance with adjacent land uses.

In addition, the regional growth impact would be negligible in the one-mile buffer area mainly because it is almost completely built out. In discussions with Copperas Cove Development Services personnel, there are no known major developments in the city that would have a negative effect on traffic movement or congestion in the immediate area surrounding Site 1, or adding significant traffic to SH-9, in general.



Image 3-5: Site 1 and context

Site-Specific Evaluations

- **Site 1** is moderately exposed to potential land use conflicts. Although the site is largely surrounded by compatible uses — including public facilities, commercial zoning, and Fort Hood lands — there is one adjacent parcel of concern to the south: a large, undeveloped tract (Parcel ID 103977) zoned for low-density residential use. This parcel is described by interviewees as "landlocked" and without ready transportation access. The Turkey Run floodplain also runs through Parcel 103977, dividing the easily developable land into two parts. Nevertheless, if developed, this parcel poses a risk for development of sensitive housing uses that may conflict with an adjacent truck and rail facility.
- **Site 2** has the least risk for future land use conflict. The area is already home to active rail operations and is surrounded by Fort Hood logistics areas, training lands, and transportation corridors.

Existing noise and activity levels establish a baseline for noise experienced by people on adjacent land that is comparable to a new multimodal facility, making this site the most compatible with creation of a new multimodal facility.

- **Site 3** is the most constrained due to environmental and cultural resource protections. It includes rugged terrain that would require significant regrading. Wetlands around Clear Creek divide the site and may present an additional layer of scrutiny if nearby large-scale earthmoving is required. A Native American cultural site with no-dig restrictions along Clear Creek further constrains the developable land and potential laydown options. Additional costs would be incurred for tree replacement that is mandated by regulation, and future approvals would likely require lengthy consultation with tribal and federal stakeholders. Civilian and commercial traffic to the site would likely require new access from I-14. TxDOT interviewees noted that a new frontage road would likely be needed, the development of which would need to be carefully coordinated to avoid backing traffic onto I-14 and negatively impacting local and regional traffic.



Image 3-6: Site 2 and context

Prioritization of Constraints

From the perspective of land use compatibility, the three candidate sites are prioritized as follows:

- **Site 1** presents moderate risk that could be managed through strategic land use planning and monitoring.
- **Site 2** is the preferred location due to its operational precedent and minimal exposure to conflicting community uses.
- **Site 3** should be deprioritized due to the scale and severity of transportation challenges and environmental and cultural constraints.



Image 3-7: Site 3 and context

Land Use Recommendations

If Site 1 is selected for development, proactive policy measures should be considered:

- The City of Copperas Cove may rezone Parcel 103977 to a commercial use that would align it with the U.S. Highway 190 corridor and mitigate potential incompatibility.
- If rezoning is infeasible or if the threat of future rezoning into incompatible uses is high, the city, garrison, and/or other stakeholders could purchase residential-use development rights as an irrevocable means to prevent residential development that stops short of acquiring the parcel.
- Fee simple purchase of the parcel is not recommended unless future assessments show clear mission impacts.

Security concerns may also warrant the implementation of building height limits to reduce visibility into restricted areas along the shared boundary with Fort Hood. These could be addressed through zoning overlays or negotiated easements.

Buffering through land acquisition or easements is typically reserved for protecting training and operational areas that are critical to the military mission. While Parcel 103977 is the only candidate identified for potential buffering, its impact on a potential multimodal facility would be primarily related to commercial — not military — operations. Therefore, an application for Army Compatible Use Buffer (ACUB) Program funding may be less competitive than those applications focused on mission impacts. The ACUB Program could allow the installation to work with Copperas Cove to purchase an interest in the neighboring noncompatible land by establishing a conservation easement with a willing landowner. In all cases, land use mitigation strategies should be evaluated based on their relevance to sustaining the military mission, with careful attention to cost-efficiency and community coordination.



4 Analysis

This chapter summarizes the data-gathering process for this project, which entailed conducting stakeholder interviews, collecting publicly available information, and securing Geographic Information Systems (GIS) data from Fort Hood personnel. The project team developed evaluation criteria through this process and through interviews with Fort Hood personnel and community leaders both in-person and remotely. The team then used these criteria to evaluate the information and analyses to identify the best potential multimodal site. In addition, because improving traffic movement and overall logistics are keys to improving deployment efficiency, especially when introducing new traffic to a multimodal facility in the vicinity where troop and vehicle marshaling occurs, the team analyzed a new layout for the potential reopening of ACP 8 with a TIF. This comprehensive analysis will enable stakeholders to make appropriate decisions about the potential multimodal facility, a new or reopened gate with a new TIF, and other logistical issues facing deployment scenarios on the installation.

Site Selection for New Railhead Facility

Background

During the installation tour briefing in February 2025, the three sites described in the 2018 Fort Hood Joint Use Feasibility Study were the subject of review by the stakeholders. Given the opportunity to discuss any additional sites, the group agreed that these three sites should continue to be the focus of the Fort Hood RAIL study. The reasons for this decision were as follows:



The BNSF Railway has exposure along the installation's southern border for approximately seven miles. The main line diverges from Fort Hood at its western boundary in the vicinity of proposed Sites 1 and 2, then at least one mile east of T.J. Mills Boulevard as it diverges from the installation in the eastbound direction. In addition, the accessibility to this Class 1 RR is limited along significant portions of this distance.



The industrial activity on the installation gives appropriate exposure to BNSF and previously constructed spurs or sidings. As stated earlier in this report, the Quartermaster Park district of Fort Hood is highly industrialized and critical to the proper functioning of troop and vehicle movements during deployments. Thus, the three sites, all west of Clear Creek Road on the installation, could be properly functioning multimodal facility sites within Quartermaster Park.



To highlight the importance of increasing the efficiency of deployments, thereby increasing the military value of the project, the proximity of a site to the proposed LHY facility and to the existing railhead is important if deployment times are expected to decrease because of development of the multimodal facility. Each of the three sites could potentially help increase deployment efficiency. This could mainly occur by allowing the installation to surge into a multimodal facility that has available sideloading capacity.

The installation tour focused on the three sites, the ROC, and the existing LHY, confirming the potential benefits and drawbacks for each of the sites.

Data-Gathering Approach and Results

When gathering data, the goals were to:

1. Provide military value to Fort Hood via enhanced roadway capacity,
2. Recommend logistical upgrades to increase efficiency and decrease deployment time, and
3. Forge a relationship between rail operators and businesses in the region through the establishment of a truck-rail facility.

Thus, there is a diverse group of documents with pertinent information required for this project (see Appendix A for the complete list of documents gathered).

Project team personnel gathered over 150 documents though public research and inquiries to the installation to assist in creating the report and deliverables for the project. The most impactful documents acquired were the Fort Hood Joint Land Use Study (2016), which outlines the relationship between the community and the installation, and the 2018 Fort Hood Joint Use Feasibility Study, which outlines the initial findings for a potential intermodal facility that would benefit both the military and the community.

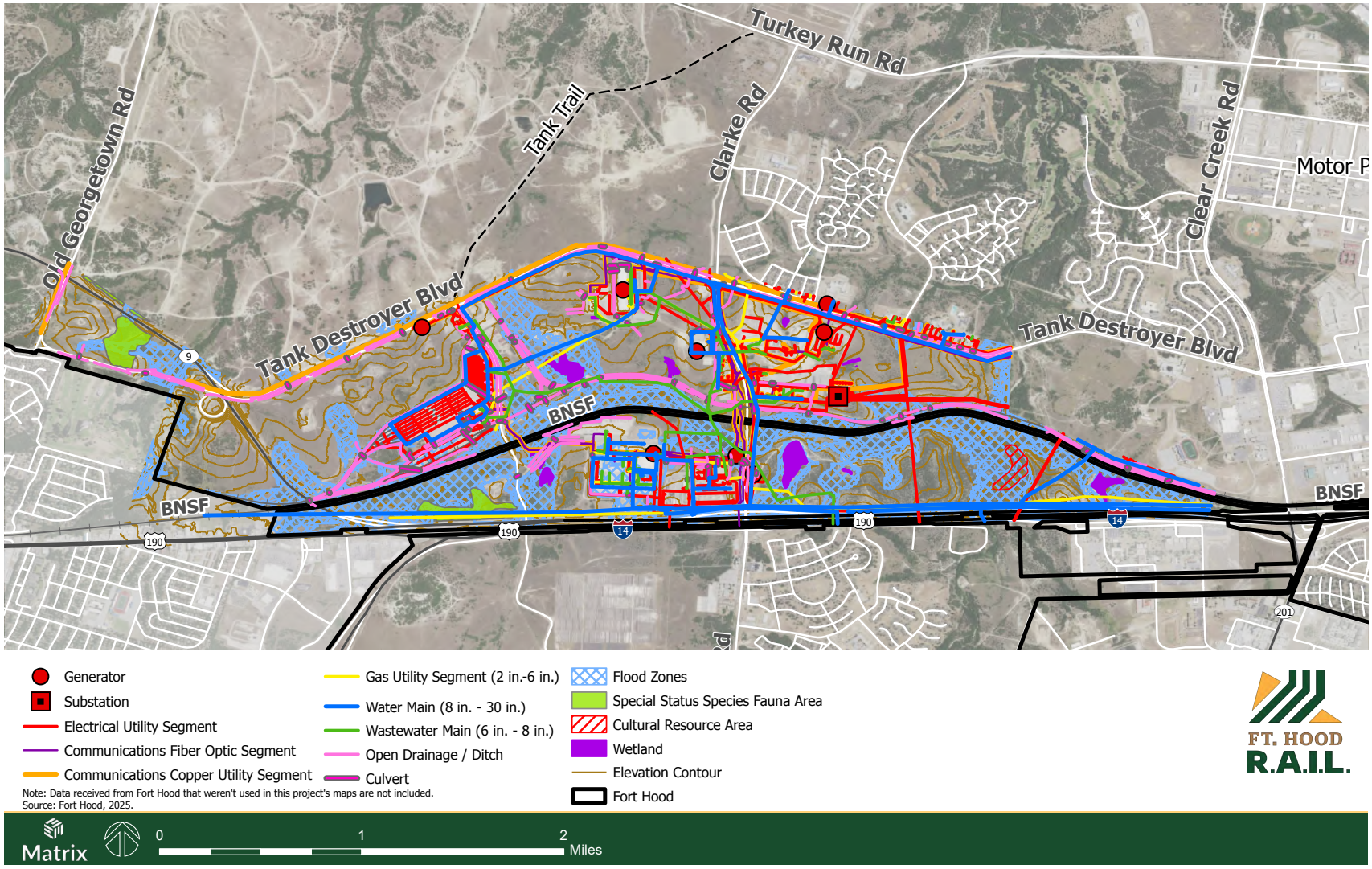
Because of the need to create schematic documents for a potential multimodal facility, the project team acquired GIS data from the Fort Hood DPW through several requests. The data cover the area in the vicinity of Quartermaster Park, the industrial area in the western portion of the garrison. Thus, the project team, with considerable help from the Fort Hood partners on this project — in particular, AFSBn GIS and AFSBn Security personnel who compiled the data— was able to isolate factors necessary to make preliminary site recommendations for the review of the potential multimodal sites.

Within the Quartermaster Park area development plan, the GIS information gathered included these categories:

- The Fort Hood boundary
- Existing features (buildings, parking, roadways, etc.)
- Utility mains and services (communications, electrical, gas, water, and sewer)
- Stormwater (open ditches, storm sewer, and inundation levels)
- Environmental (FEMA floodplains, wetlands, and cultural sites)
- Rail lines
- Topography (in two-foot contours)

The complete data for the study area are shown on Figure 4-1.

Figure 4-1 GIS Data Received



These files gave the team a high level of confidence in laying out schematic designs for the multimodal facility. While the sites have sufficient acreage to accommodate many railcar storage and transloading spaces, steep slopes, and lack of existing utilities, among other factors, had a significant impact on the build-out scenarios. Therefore, the layout approach entailed maximizing the use of land area in the three sites. Phased development could then be planned.

Entry Control Facility and Truck Inspection Facility design guidelines, truck throughput data, and publications on intermodal operations were among the received documents, as well as BNSF Railway intermodal design guidelines and industry standards for construction. From discussions with TxDOT, we received as-built documents for the under-construction SH-9 ramps project, including the rail bridge, and the eastbound SH-9 to westbound Business 190 U-Turn project in Copperas Cove. We also received various information via website searches for land use and zoning maps for the surrounding Cities of Killeen, Temple, Copperas Cove, Harker Heights, and others.

Other transportation-related data were gathered from various locations and organizations in the study area to gain a sufficient understanding of the current and planned transportation network. Information received from the CTCOG and the USACE, among others, provided valuable insight into understand current conditions. These data provided the team with a foundation that resulted in a better understanding of what the suggested changes to Fort Hood might involve and the feasibility of making those changes.

Since changes to an installation's operations can have an economic impact on its surrounding communities, economic development data were collected. The project team collected and received data that provided a better understanding of how different options would affect the surrounding area. Understanding topics such as regional employment trends, major industries' infrastructure capacities and planned investments, and housing trends allowed the team to consider real-world conditions while conducting the feasibility study.

While gathering and reviewing the data and reports, the project team conducted eight interviews with installation stakeholders, the HOTDA, and TxDOT. In addition, the project team conducted interviews with the Class 1 Railroad – BNSF, short-line rail operators, and several potential developers for the multimodal facility. By conducting these interviews, the project team was able to gain insight into corollary projects, security concerns, development ideas, and several other key topics that helped the team make decisions on potential multimodal sites and their respective layouts. Please see the following table for a list of the interviewees. Summaries of the interviews are available in Appendix A.

Table 4-1 Stakeholder Interviewees List.

Stakeholder Organizations and Departments	
Fort Hood Department of Emergency Services	Texas Department of Transportation
Heart of Texas Defense Alliance	Burlington Northern Sante Fe Railway
Department of Public Works	Patriot Rail Company
DPW Environmental Division	Watco
Army Field Support Battalion-Hood	TNW Corporation
DPW Engineering Division	Legacy Construction
DPW Planning Division	Scannell Properties

In summary, the data-gathering phase occurred over several months and included many different types of information for the project team to understand all facets of the project, from economic aspects to engineering requirements.

Site-Selection Criteria

We reviewed several categories of topics when considering site selection: Transportation, Site Characteristics, Land Use, Security, and Future Improvements. These topics are further broken down into related criteria. The following table shows the topics, criteria, and descriptions:

Table 4-2 Multimodal Site Criteria Descriptions

Criteria Topic	Criteria Name	Criteria Description
Transportation	Rail Access	Site has existing access to the main BNSF RR line at the boundary of the site.
	Truck Access	Site has existing access to the TxDOT highway system, including IH-14/US-190/SH-9 at the boundary of the site.
	Non-Military Commercial	Private commercial vehicles with no installation business will only be using the multimodal portion of the site.
	Military-Commercial	All commercial vehicles with installation business go through a TIF before entering Fort Hood.
	Traffic Safety Concerns	Vehicles from on and off the installation could be rerouted due to LHY, ACP, and TIF moves and could affect overall traffic safety.
Site Characteristics	Size, Configuration, and Topography	Size/configuration and grading/slope of site may affect placement of necessary site elements.
	Environmental Concerns	Environmental concerns such as protected habitat, wetlands, and floodplains can add National Environmental Policy Act (NEPA) mitigation requirements to the development of the site.
	Extent of Improvements Necessary	Sites require improvements based on proximity to transportation systems and site elements which can require long design/construction periods.
Land Use	Land Use Compatibility	Site industrial-type operation may impact surrounding land uses like housing and schools that are not compatible uses.
	Land Exchange Consideration	Parcels near SH-9 have been discussed as potential lands for Fort Hood to give up in return for land on the west side of the installation and could affect selection of a site.

Table 4-2 Multimodal Site Criteria Descriptions (continued)

Criteria Topic	Criteria Name	Criteria Description
Security	Operational Security Impact	Manpower and security risks will be associated with the location of the site, proximity to other Fort Hood activity, and amount and type of traffic at ACPs.
	Anti-Terrorism/Force Protection (AT/FP) Concerns	AT/FP requirements outlined in regulations need to be met and highly depend on the location of the site and ACPs.
Future Improvements	Overall Expansion Capability	Use of Fort Hood land for a multmodal facility could enhance or restrict military-related expansion in the future at or near a site.
	Effect From Line Haul Yard Relocation	The LHY is a funded project that will be moving close to the ROC, so a particular site may be positively or negatively impacted .
	Effect From TxDOT SH-9 Ramp Additions	The remaining two SH-9 ramps allowing northbound entrance and southbound exit from Tank Destroyer will be constructed in FY 2026 and could impact site selection.
	Effect From TIF Relocation or Expanded ACP 8	The N. Clarke Rd TIF will be relocated near the ROC. Thus, the ACP 8 could be reopened, which could affect selection of the multimodal site.
	New Gate on Tank Destroyer Blvd.	A new gate on Tank Destroyer could be located where it makes the most operational sense, depending on site selection.

1. **Transportation:** These criteria center around accessibility to Class I rail and major roadways, as well as the locations of commercial vehicles with regard to their destination, whether onto Fort Hood or to the multimodal facility. How will the use of a particular site affect the overall traffic safety on and in the vicinity of the installation? An example is the excellent access to IH-14, US Hwy 190, and SH-9, which will allow quick and direct access from the potential sites.
2. **Site Characteristics:** These criteria concern the shape and configuration of the site, its topography, and evidence of floodplain or environmental concerns. How do these items affect the proper layout of the multimodal facility? An example is the presence of floodplains and wetlands, which can limit developable property. Removal of acreage from a floodplain can require significant time and incur significant cost.
3. **Land Use:** These criteria show how an industrial use such as a truck-rail facility could impact the adjacent uses, normally within a mile of the site. Could the site be a land exchange property? An example is how industrial use, which is prevalent in the Quartermaster Park area, would affect a neighboring residential use.
4. **Security:** These criteria consider workforce needs and impact on force protection elements in the relationship between the multimodal facility site and the installation operations, such as an adjacent entry control point. Could stand-off and ballistic distance requirements for an ACP be met with the multimodal facility in place? The best example is the proximity of a potentially reopened ACP 8 to Site 2 with regard to these requirements.
5. **Future Improvements:** This project includes funded and unfunded projects that could positively affect the operations of the multimodal site. Is a multimodal site using real property that should remain as a future development area for the installation mission? The best example is the installation's tentative plan to move the TIF from ACP 9 to ACP 8.

Issues and Opportunities

The team applied selection criteria to each site, as summarized below.

Table 4-3 Site-Selection Criteria Comparison Table

	Site 1	Site 2	Site 3
Issues	Grading/slope challenges; physical segregation from ROC; minor incompatibility with adjacent residential site	Grading/slope challenges; immediately adjacent to ROC, which entails force protection problems; limits construction of future mission-essential elements adjacent to the ROC	Critical Habitat Site (no=dig) within acreage; FEMA floodplain (Zone A) bisects site in the form of Clear Creek; access to IH-14 will require additional TxDOT project to accommodate truck traffic
Opportunities	Will remove traffic from ACP 8 if reopened; operational security is less complicated at this more remote location; provides off-site surge location	Closest site to LHY; no FEMA floodplain or significant drainage concerns; when completed, SH-9 ramps will allow both east and west exits onto SH-9 and beyond.	Direct access to BNSF to the north; able to create segregated rail function on north side of site and truck function on south side of site

After defining the criteria and developing the issues and opportunities, the team applied the results to each of the three sites, rating each one as green, yellow, or red. Green means that the criteria are positive for the site and meet the needs of a particular criterion. Yellow signifies that there may be an issue based on a particular criterion or that it partially meets the needs. Red means that the criteria will be very difficult to meet — that is, it may not be possible to meet a certain criterion, or it will be very difficult and/or expensive to do so.

Table 4-4 shows how each site works against the criteria used to decide which site is the best multimodal location overall:

Table 4-4 Multimodal Site Criteria Chart

		MULTIMODAL SITE LOCATIONS		
SELECTION TOPIC	SELECTION CRITERIA	Site 1	Site 2	Site 3
TRANSPORTATION	Rail Access			
	Truck Access			
	Non Miltary - Commercial			
	Military - Commercial	N/A		
	Traffic and Safety Concerns			
SITE CHARACTERISTICS	Site Size, Configuration and Topography			
	Environmental Concerns			
	Extent of Improvements Needed			
LAND USE	Land Use Compatibility			
	Land Exchange Considerations			
SECURITY	Operational Security Impact			
	Anti-Terrorsim/ Force Protection (AT/ FP) Concerns			
FUTURE IMPROVEMENTS	Future Expansion Capability			
	Effect From Pending Line Haul Yard Relocation			
	Effect from Pending SH-9 Ramp Additions			
	Effect from Relocation of Tl F at ACP 9 to Tank Destroy			
	New Gate Capacity on Tank Destroyer			

EXCELLENT OR MEETS NEED

GOOD OR PARTIALLY MEETS NEED

MARGINAL OR DOES NOT MEET NEED

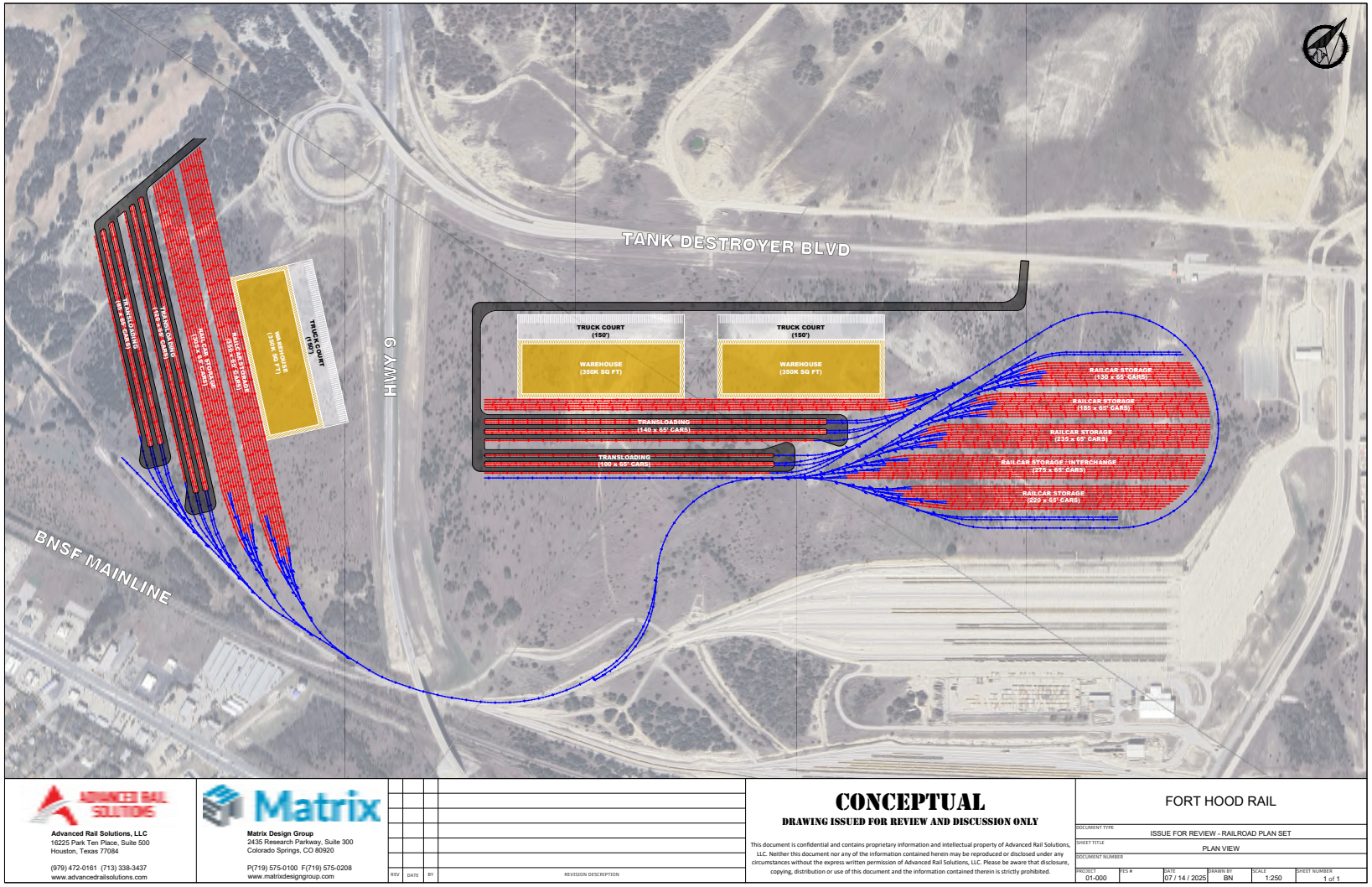
This chart is a representation of how well a specific criterion works on a site. Sites 1 and 2 are much more compatible with the selection criteria. Site 3 lacks the same suitability, particularly for access and physical site characteristics. After reviewing site comparisons, stakeholders eliminated Site 3 from further consideration as a result of deliberation during Stakeholder Meeting 1. Sites 1 and 2 were approved for further analysis.

Technical Feasibility Studies

Site Characteristics

The design approaches for the two potential railhead facilities for the multimodal facility differ. The design approaches result in facilities that offer differing capabilities to the operator of the new facility. See the following schematic and descriptive analysis of the two sites:

Figure 4-2 Conceptual Site Plans for Site 1 and Site 2



Site 1

Project Overview

Site 1 is planned as a high-capacity, multiuse freight yard directly served by BNSF Railway. The concept maximizes rail-served acreage while consciously limiting capital expenditure and eliminating dead space.

Capital Efficiency & Site Utilization

The track geometry and footprint were optimized to cover as much of the parcel as possible with rail infrastructure — primarily large, contiguous storage yard areas. This dense layout drives down unit construction costs and leaves no stranded real estate.

Interchange & Operational Layout

Because the BNSF main-line switch faces west, interchange moves will occur on Site 2. A new parallel lead/tail track along the southern boundary of the site adjacent to the existing track which serves the current rail operations enables the on-site switcher to ferry cars between the two yards without disrupting ongoing operations. Consolidating all switching — including the tail track — on the east side eliminates run-around moves and keeps locomotives and car movers safely separated from warehouse docks and staging areas.

Scalability & Flexibility

The storage-yard track modules are intentionally oversized so they can be reconfigured quickly into transloading spurs, team tracks, or additional industry leads as market conditions evolve. This strategic flexibility protects the owner/operator from overcommitting tracks to any single use while preserving opportunities for higher-value services.

Integrated Rail-Served Uses

- Site 1 is capable of supporting three complementary revenue streams:
  - Railcar storage (long- or short-term)
  - Railcar transloading (liquid or dry bulk, palletized freight)
  - Rail-served warehousing for high-velocity distribution or manufacturing

Owner Benefits

- Minimal capital outlay per linear foot of track installed
- No interference with existing yard operations thanks to the dedicated parallel lead track
- Faster, safer switching — no run-around moves required
- Immediate adaptability to transloading or to warehousing demand shifts
- Compliance with BNSF engineering and operating standards, streamlining approvals

Site 2

Project Overview

Site 2 is envisioned as a flexible, customer-oriented freight rail hub directly served by BNSF Railway. The concept maximizes the developable area of the parcel while limiting capital costs and preserving options for future operational shifts.

Grading & Earthwork Strategy

To minimize earth-moving and balance site cuts and fills, the lead track is set at a 1.5% grade while the storage-yard ladder tracks are limited to 0.4% (some at 0.2%). Both values are comfortably within BNSF Railway design criteria, ensuring efficient drainage, safe train handling, and compliance with railroad standards.

Operational Layout

All switching movements — including the tail track — are concentrated on the west side of the property. This arrangement eliminates time-consuming run-around moves and shortens crew cycle times.

Scalability & Flexibility

The yard footprint is deliberately sized for maximum car capacity today, yet its large contiguous track panels can be repurposed quickly into transloading tracks or additional industry spurs as market demand evolves. This modular approach protects the owner from overcommitting capacity to any single use.

Integrated Rail-Served Uses

In its initial configuration, the site supports three revenue-generating functions — railcar storage, railcar transloading, and rail-served warehousing — providing diversified income streams and resilience against market swings.

Owner Benefits

- Lower initial earthwork and track construction costs
- Efficiencies in daily switching due to west-side ladder design
- Rapid conversion of storage tracks to transloading or for warehouse service
- Alignment with BNSF engineering and operating standards, reducing approval risk
- Future-proofing of rail infrastructure to maximize the long-term value of the property

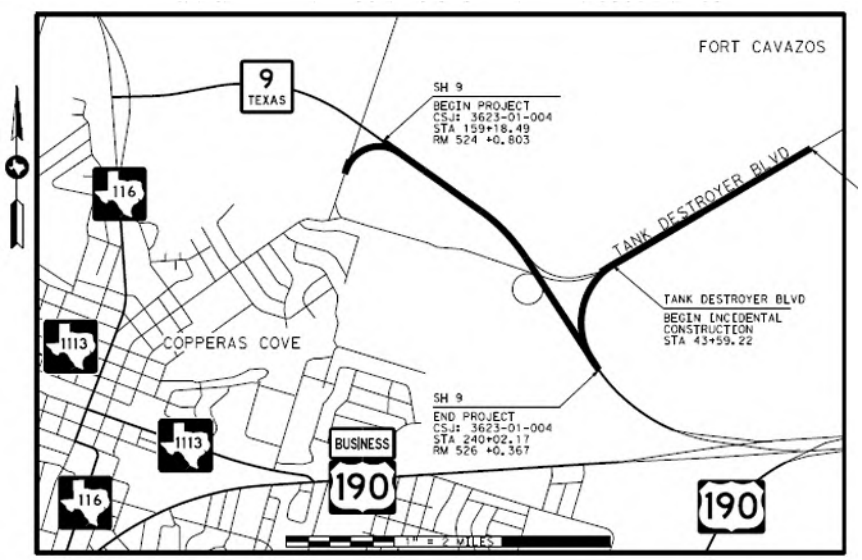
Analysis of Engineering Challenges

Site 1

Site 1 has an unusual shape as seen in the drawings in Appendix C, making some of its 133 acres unusable. Moreover, the existing tail track, located adjacent to the southern boundary of the site, sets the slope of the site. This tail track is used for interchange activities for the current ROC, and even though the track can be relaid at a maximum 1.5% slope, this boundary condition may not allow the desired tail track elevation, as it would result in raising the elevation on the Reverchon Partners II property immediately to the south, which would require the owner's permission. Therefore, upon laying the parallel/lead track, the existing ground would be cut even more deeply as track is laid to the northwest. Since both the transloading and railcar storage track can be laid only at a maximum of 0.4%, upon reaching the highest elevation on these tracks, there is still significant cut into the ground adjacent to the Hills of Cove Golf Course. Because of these design parameters, the site includes retaining walls that are up to 40 feet high and structurally complex. At the northeast boundary of the truck court and the existing ground near SH-9, the wall reaches this maximum height. Because of the high slopes and odd shape of the site, there is a retaining wall located on the entirety of the northern and western boundaries of Site 1, making earthwork an expensive part of the proposed project. Potentially complicating the earthwork portion of this project even more, boring in the vicinity and information from the United States Department of Agriculture (USDA) soil survey for Coryell County indicate that stiff

to very stiff clays exist from two to over ten feet deep, but limestone bedrock could be present at depths that are required for excavation of the necessary retaining walls.

Figure 4-3 TxDOT Ramp Additions



The access for Site 1 is also constrained. Currently, the best access point is at the north boundary with Tank Destroyer Boulevard. However, there is no direct access to Tank Destroyer Boulevard for a right- or left-turn entry control point. Even with the proposed addition of the TxDOT ramps connecting SH-9 to Tank Destroyer Boulevard (northbound) and Old Georgetown Road to SH-9 (southbound), this only provides the southbound left exit from the site. To make a left turn into the site or exit to northbound SH-9, any vehicle would have to make a U-turn heading toward ACP 8, allowing the northbound SH-9 exit. However, that would be a difficult maneuver, especially for a tractor-trailer. Therefore, making direct connections from northbound and southbound SH-9 with Old Georgetown Road would make a more direct connection without undue turning movements. These connections can be seen on the Site 1 overall drawing in Appendix C.

Conversely, if the entry and exit for Site 1 are from the south, they can only be accomplished along East Business Highway 190, probably at Constitution Drive, where a four-way intersection could be constructed at the current three-way juncture. The biggest issue with this alternative is that the BNSF main line, the existing tail track, and the new lead track would have to be bridged over, similarly to how SH-9 currently spans the existing tracks. This would be a very expensive bridge, and the access for trucks to the loading points on the site may not be possible, or it will create a completely different, less-efficient site layout.

Finally, the physical condition of the portion of Tank Destroyer Boulevard between Old Georgetown Road and the site access is marginal. Pavement distresses indicate medium to low Pavement Condition Indices (PCIs), and the apparent age of the pavement means that it likely needs full-depth replacement. In addition, the width of Tank Destroyer Boulevard in this area is only 24 feet with no

shoulder, so large tractor-trailers would not be able to make a safe turn into and out of the site. At a minimum, Tank Destroyer Boulevard needs to be 30 feet wide with paved shoulders (similar to a Class B roadway according to USACE EM 1110-3-130). The drawings in Appendix C show the extent of the required full-depth repair.

In addition, Turkey Run Creek crosses this portion of Tank Destroyer Boulevard. There are culverts that convey a small percentage of the creek flow, but they are insufficient for higher-flow storm events. To avoid localized flooding and to ensure continuous operation of the traffic from the facility, the roadway needs to be raised to pass a higher storm event.

Please see the Overall Site 1 Plan and the Engineering Site 1 Plan in Appendix C.

Site 2

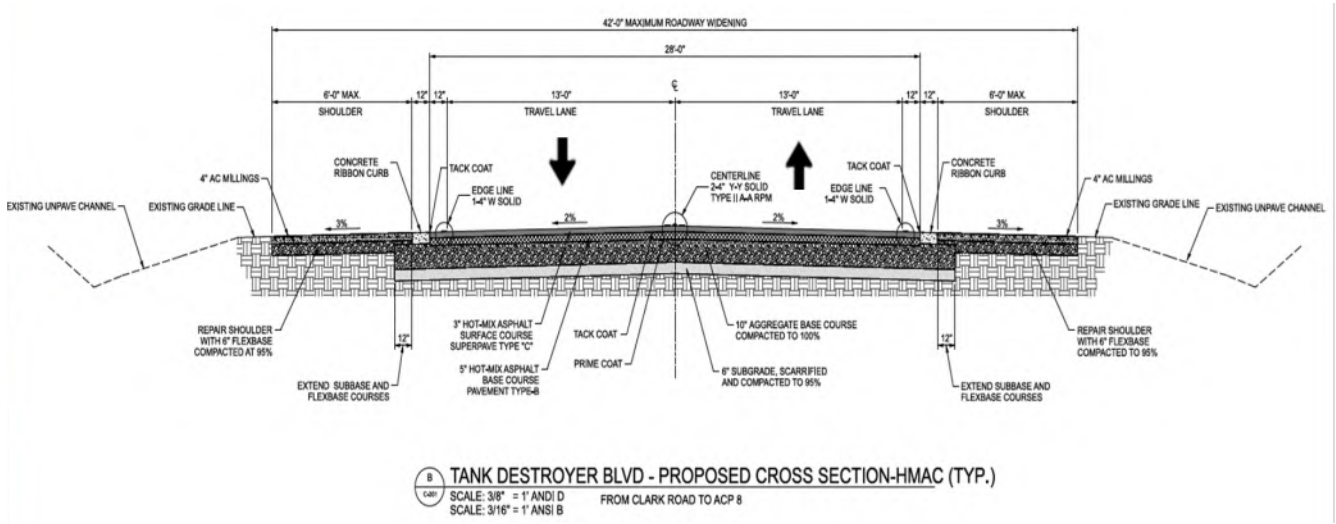
Site 2 is approximately 200 acres and has a rectangular shape that is conducive to more efficient development, as depicted in the drawings in Appendix C. First, entry into the yard allows trains to be pushed or pulled into railcar storage or transloading spots. Upon leaving the yard, trains can travel eastbound or westbound without using the tail track on Site 1. Because the lead track turnout from the main existing spur is relatively long and can be laid at 1.5%, the storage and transloading tracks can vary between 0.0% and 0.4%, minimizing the earthwork on the site in general. This is significant since there is a 50-foot elevation change from the lowest track elevation to the highest point on the site.

With the addition of the TxDOT ramps, Site 2 entry and exit can be from either northbound or southbound SH-9 using the existing loop ramp and proposed direct ramp. The schematic design includes a southerly lane on Tank Destroyer Boulevard immediately north of the proposed multimodal site. This lane allows for queuing of trucks that are only entering the multimodal facility, so there should be no interference with commercial vehicles traveling in a different lane and entering the installation at a potentially newly opened ACP 8.

Finally, since the southbound route to the SH-9 exit traverses the same stretch of Tank Destroyer Boulevard to Old Georgetown Road as vehicles leaving Site 1, the same widening and strengthening of this section should occur if Site 2 is chosen as the most appropriate multimodal facility. Please see the following suggested cross section.

Please see the Overall Site 2 Plan and the Engineering Site 2 Plan in Appendix C.

Figure 4-4 Tank Destroyer Blvd Proposed 2-Lane Section



Gate Relocation and Traffic Mitigation

Traffic and Safety Impact Analysis

The existing North Clarke Road gate is a busy access control point for both POVs and commercial truck traffic. Stakeholders report that trucks frequently back up onto the IH-14 access road, resulting in safety concerns and negative impacts on traffic flow. According to security personnel, this situation occurs on a weekly basis. A contributing factor is the close proximity of the POV gate and the TIF to the North Clarke Road and IH-14 interchange; the split between POV and truck traffic is less than 200 feet from this intersection.

As shown on the accompanying aerial map, there are approximately 360 feet available for truck queuing across four lanes before reaching the inspection canopy. This space would allow up to 16 WB-67 trucks (each approximately 75 feet in length) to queue if tightly spaced.

Despite having enough space for a significant number of trucks to stage at the TIF and generally efficient service for customers at the main POV gate, the most critical issue is not trucks backing up onto the access road. The primary problem actually arises at the intersection just beyond the main gate and the exit lane for the TIF, where POVs must stop at the active vehicle barrier. To improve throughput at this location, traffic flow could be enhanced by installing a signalized intersection or by removing the northbound stop sign. This would allow for the quicker dispersion of vehicles after they leave the POV checkpoint. However, any changes to the intersection must prioritize safety.



Image 4-1: North Clarke Road Truck Inspection Facility

Figure 4-5 North Clarke Road Gate



Figure 4-5 illustrates issues with the North Clarke Road gate.

This problematic situation is expected to improve following the potential closure of the TIF and the redirection of POV traffic arriving from the west, including vehicles from Copperas Cove, Kempner, and even as far as Lampasas, where many soldiers and installation employees reside.

Regarding the proposed reopening of ACP 8, traffic and safety issues can be effectively managed due to the substantial available queuing distance along Tank Destroyer Boulevard. The distance from the current gate to where the proposed westbound ramp from SH-9 would connect with Tank Destroyer Boulevard is over 3,000 feet. This extended queuing distance should prevent backups onto SH-9 for both POVs and commercial vehicles. The addition of lanes to help accommodate vehicles passing through the gate will further reduce excessive queueing. While an extra ID check service bay is not anticipated at this time, it could be considered as part of future detailed planning and construction. The area north of the current access control point is large enough to allow for the expansion of the ID check canopy if needed.

Finally, noise and pollution would be expected to decrease at the North Clarke Road gate, in part because of the relocation of the TIF. In the industrial area near the ROC, noise and pollution may increase, but activity is significantly less problematic in the area around ACP 8, where its impact should be minimal.

Environmental and Infrastructure Impact Assessment

Environmental and infrastructure topics were introduced in Chapter 2; this chapter provides a more detailed assessment of the impacts that the proposed relocated gate and multimodal facilities may have on the area.

Environmental Impact Assessment

Environmental constraints for the gate relocation and multimodal sites include proximity to wetlands, flood plains, protected habitats, and other environmentally sensitive zones. According to the environmental division of the Department of Public Works, neither Site 1 nor Site 2 — including the reopened ACP 8 — contains any cultural or other designated protected habitats.

Key points regarding environmental impacts are as follows:



Image 4-2: Tank Destroyer Boulevard Low Water Crossing

■ Although Site 1 itself is not within a floodplain, a FEMA Zone AE floodplain (with a calculated 100-year water surface elevation) is located just west of the site on the Hills of Cove Golf Course. This ephemeral drainageway flows northward, crossing Tank Destroyer Boulevard at a low water crossing (LWC), continuing under SH-9, and eventually entering the Fort Hood training area and Turkey Run and Cowhouse Creeks before ending at Belton Lake. Since vehicles entering and exiting Site 1 must traverse the LWC, and traffic to and from Site 2, including new POV traffic, will also use this route to access southbound SH-9, improvements to the LWC are necessary to accommodate the 100-year flood (see explanation later in this chapter). Upgrades to this section of Tank Destroyer Boulevard will also be required and are addressed in the following section.



Image 4-3: Abandoned Quarry on Site 2

- An abandoned soil/rock quarry exists within Site 2; consequently, any development on this acreage must follow established protocols. The Army is required to assess and document the environmental condition of this property through an Environmental Condition of Property (ECP) report before initiating any land disturbance or grading. Review of the quarry to date suggests that this process will not be challenging or delay the proposed development of the multimodal facility on Site 2. As a result, the project is not expected to require contamination cleanup under the Defense Environmental Restoration Program (DERP).

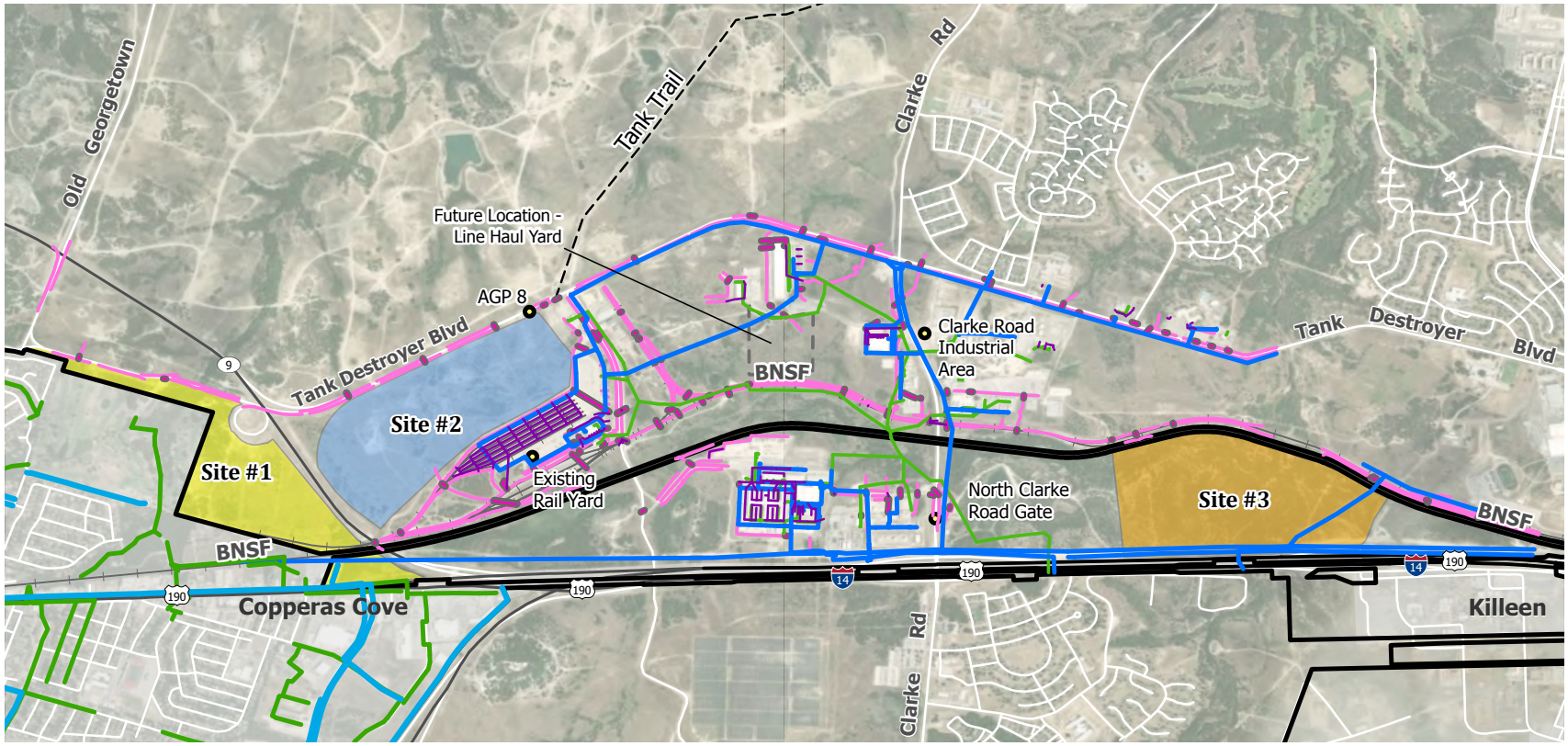
- Well-defined drainageways are present on Site 2, and easements should be established to safely convey runoff from the development. Downstream, culverts direct water under the military spur tracks, along the BNSF right-of-way, and eventually into a FEMA Zone A floodplain (which does not have established water surface elevations; refer to Map 2-4: Environmental Constraints). The ultimate drainage outfall is Clear Creek at Site 3. While drainage easements create a legal right to convey and control stormwater runoff — and may not be necessary on U.S. Government property since the Army retains full rights to develop and manage drainage infrastructure — establishing such easement limits would be advisable on leased properties operated by private entities.

Infrastructure Impact Assessment

Utilities Impact

Site 1 is further removed from existing utilities, making extensions shorter and less expensive for Site 2. Focusing on potable water, the available distribution main is south of the BNSF main line, so getting this water main to Site 1 likely means boring under the railroad. Sanitary sewer may be more complicated, as it is a gravity flow main, so boring under the railroad may or may not be the best solution. Otherwise, Site 1 will need to obtain sanitary sewer service through private property. These are just examples of the reasons that Site 2 utilities will be easier to develop overall. Please see Figure 4-8 for overall water, sanitary, and storm sewer mains.

Figure 4-6 Water, Wastewater, Stormwater



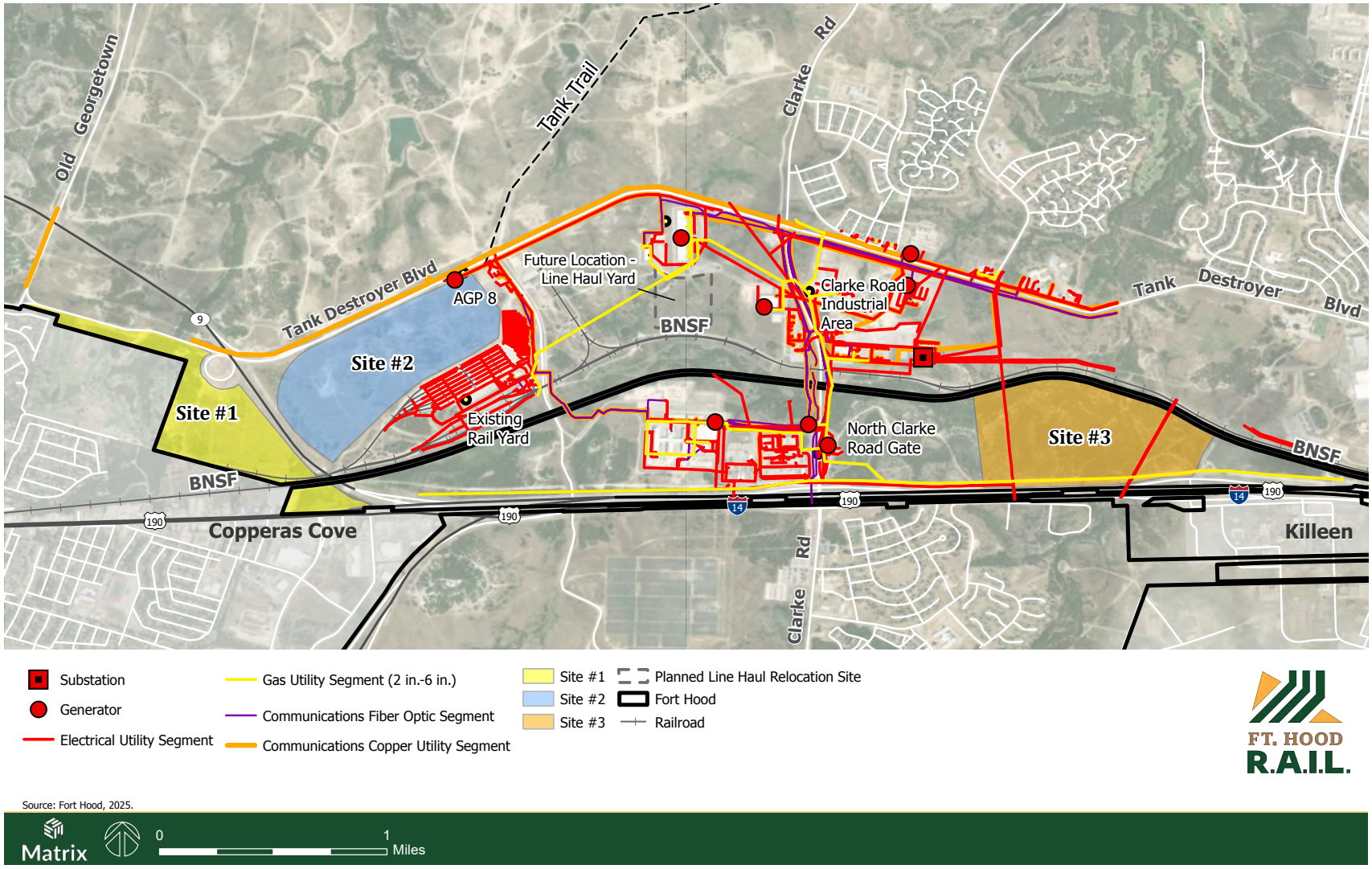
Similarly, Site 1 is further removed from the dry utilities. The utility purveyors, Oncor Electric Delivery and Apex Clean Energy, along with a host of internet, phone, and cable providers, would have to extend utilities under a new or existing contract to either site. The following electric and telecommunications purveyors were contacted during the TxDOT ramp project as companies that have infrastructure in the area that needs to be protected:

Table 4-5 Utility Providers Contacted for Ramp Project

Utility Type	Utility Provider
Telecommunications	Lumen Centurylink Cable
Telecommunications	AT&T
Telecommunications	Brightspeed of Southern Texas Inc.
Electric (Distribution)	Oncor Electric Delivery
Electric (Transmission)	Apex Clean Energy

As shown on Figure 4-5, there is already electrical service to the ROC and ACP 8, so extension to Site 2 would be relatively easy. Site 1 may be better served from the south (Copperas Cove). Natural gas service at the ROC may be able to be extended to Site 2, and Site 1 may be better extended from the south, similar to electrical service. Some communications exist along Tank Destroyer Boulevard immediately north of Site 2 and at the entrance to Site 1. Fiber optic capability does not yet extend to the ROC or in the vicinity of the two sites, but is available along IH-14 or through multiple providers along IH-35. Since contracts based on usage will likely be the basis for service, the cost for either site for dry utilities is probably similar.

Figure 4-7 Electric, Gas, Communications



Roadway Impact

West of the ROC, Tank Destroyer Boulevard, which has been relatively unused for several years, will be the entrance point for both Sites 1 and 2. Several issues with the roadway need to be addressed:

- **General Deterioration:** While there are no PCIs west of ACP 8, visual observation, the basis for initial calculation of PCIs, suggests that PCI values from 50 to 70 would exist on Tank Destroyer Boulevard from ACP 8 in a westerly direction to Old Georgetown Road. Therefore, it is expected that full depth repairs will be required due to existing conditions and significant repair and maintenance, most likely full-depth repair due to the existing condition and expected higher level of Equivalent Single Axle Loads (ESALs).
- **Insufficient Lane Width:** Much of this same stretch of Tank Destroyer Boulevard is only 24 feet wide with no shoulders. Given that semi-truck traffic will be using the multimodal site or using a new ACP in this area, larger vehicles will be traversing all of Tank Destroyer Boulevard. Therefore, we think the two-lane section should be similar to Figure 4-4, with wider lanes and full shoulder widths. In addition, multiple lanes will be designed closer to ACP 8, with at least 12-foot lane widths and full shoulders.
- **Low Water Crossing:** Just to the west of the proposed northern entrance to Site 1 is a low water crossing that conveys a portion of the 100-year storm event. This low water crossing needs to be redesigned (raised) to carry the entire 100-year storm event. This is a major project, but it would provide a good standard of flood control in typical engineering practice.

These steps ensure the gate relocation process will not only protect environmental resources and comply with regulations but also provide robust infrastructure to support growing military and commercial transportation operations.

Preliminary Cost Analysis

To complete the preliminary analysis for the sites, an Opinion of Probable Construction Costs allows for a meaningful comparison of similar uses across each location. For instance, while Site 2 can accommodate two 350,000-square-foot warehouses, Site 1 is limited to only one warehouse of comparable size. Similarly, Site 2 can provide storage for over 1,000 railcars, whereas Site 1 would be restricted to 655 railcars. To ensure an equitable comparison, the maximum number of elements possible on Site 1 are duplicated on Site 2, creating an equivalent layout for lateral evaluation.

As noted, excavation on Site 1 is a significant cost factor. Although Site 2 covers a larger surface area (200 acres compared to 133 acres for Site 1), the expense of mass grading is actually lower on the larger site, due to the ability to raise the lead rail track to match the existing grade more easily on Site 2 . Yet because Site 2 offers greater potential for expansion — approximately 50% larger than Site 1 — the costs associated with grading, utilities, and drainage are expected to be somewhat higher.

Site 2's layout is significantly more adaptable as the design evolves or becomes more complex. For example, the switching system at Site 2 offers more flexibility and is slightly more expensive to construct, but the opportunities for compound laddering — or the arrangement of storage and transloading tracks — are considerably greater on Site 2 than on Site 1. Utilities and stormwater drainage requirements are similar for both locations; however, it is anticipated that extending utilities to Site 1 will be somewhat costlier due to several utility connections terminating near the ROC, which is closer to Site 2.

In summary, because this analysis is at the conceptual development stage, several Opinion of Probable Construction Cost (OPCC) line items are calculated based on a percentage of other base infrastructure costs. The resulting figures represent a Class 5 Cost Estimate, providing a high-level view of the anticipated construction costs. Please refer to the overall utility maps for the vicinity of both potential sites for additional context.

Partnership Options

The project team evaluated multiple legal and contractual frameworks for structuring potential partnerships between the Army, public agencies, and private-sector entities. The most applicable models for a multimodal freight facility associated with Fort Hood include the P3, EUL, JUA, and Memorandum of Understanding (MOU). Each offers a different approach to property rights, responsibilities, and revenue sharing and is briefly described in Table 4-1:

Table 4-6 Summary of Partnership Types

Partnership Type	Key Features	Use in Military Context	Common Provisions
P3	Flexible structure allowing public or private ownership; private entity may finance, design, build, operate, or maintain the facility	Often occurs off-post or on non-federal land, with negotiated rights for military access or priority use	Capital cost sharing; long-term concession terms; revenue-sharing formulas; performance and service level requirements
EUL	Authorized under 10 U.S.C. § 2667; leases underutilized, non-excess Army land for up to 50 years; land remains federal property	Used for non-mission-critical property on-post; provides military benefits such as facilities or infrastructure improvements in exchange for fair market value	Cash or in-kind rent; permitted uses of leased land; developer rights to construct and operate facilities
JUA	Formal agreement allowing shared access to specific military-controlled infrastructure without transferring ownership	Common for airfields, ports, or rail facilities where civilian and military uses can be scheduled compatibly	Access schedules; cost-sharing terms; maintenance responsibilities; priority-of-use rules
MOU / MOA	Non-binding or semi-binding arrangements outlining mutual intentions or cooperative actions	Used for coordination, planning, and information sharing between installations and local agencies	Roles and responsibilities; communication protocols; joint planning and coordination procedures

P3 was evaluated in the 2018 Joint Use Feasibility Study and found to be unsuitable as described earlier in this report. While JUA instruments have proven successful in coordinating access to a facility, they are not well-suited to financing a new facility. Similarly, an MOU or MOA lacks the rigor to support financing and operating the envisioned facility. Therefore, the project team focused on EUL as the most suitable instrument for the envisioned purpose. A description of EULs and how they might be applied to a multimodal rail facility follows.

Enhanced Use Lease

An EUL is a real estate agreement authorized under 10 U.S.C. § 2667 that allows the U.S. Army to lease underutilized, non-excess real property to a public or private entity. The purpose is to obtain cash or in-kind consideration equal to the property's fair market value while retaining ownership of the land. The EUL authority enables the Army to partner with outside organizations to develop property in ways that support military readiness, improve installation facilities, or generate revenue.

EULs have been used for a range of projects, including energy generation facilities, commercial lodging, office space, and research and development campuses. The leased property remains under Army ownership, and the developer gains certain rights to construct and operate facilities for the duration of the lease, which can be up to 50 years.

Suitability of an EUL for the Fort Hood Multimodal Facility

An EUL could provide a legal and financial framework for developing a multimodal freight facility in partnership with a private operator while keeping the land under Army ownership.

- **Retains Federal Control:** The land would remain Army property for the duration of the lease, ensuring that the Army maintains full ownership rights and can impose use restrictions that align with military readiness requirements.
- **Leverages Private Capital:** An EUL is designed to attract private-sector investment to finance, design, and construct new facilities, avoiding the need for direct military construction funding and potentially accelerating project delivery.
- **Flexible Consideration:** In-kind payments, such as infrastructure upgrades or facility improvements, can be structured into the lease, allowing the Army to receive tangible operational benefits in addition to or in place of cash rent.

Potential Challenges of Using an EUL

- **Property Eligibility:** EUL authority applies only to non-excess, underutilized property. This means the Army must first determine that the land proposed for lease is not required for current or reasonably foreseeable mission needs. At Fort Hood, much of the land directly supporting rail operations is tied to the Power Projection Platform function, which may make it difficult to classify rail infrastructure that may be shared, such as installation rail that a new facility would connect to, as underutilized. The eligibility determination would require internal Army review and formal documentation that sharing rail infrastructure would not negatively impact mission capabilities before any lease process could begin.
- **Fair Market Value Requirement:** Under 10 U.S.C. § 2667, the Army is required to receive consideration — in either cash or in-kind services — equal to the property's fair market rental value. This valuation must be established through an independent appraisal. In the case of specialized infrastructure like a multimodal rail facility, determining a defensible fair market value can be complex, and the required lease rate may make the project financially challenging for a developer unless offset by high freight volumes or public subsidies.
- **Lease Term Limitations:** EULs can be executed for up to 50 years but no longer. For a capital-intensive project such as a multimodal freight facility, developers and financiers often look for longer-term control to match the payback period on their investments. A shorter term — or the inability to guarantee lease renewal — can reduce the project's attractiveness to private investors and may influence financing terms or interest rates.
- **Approval Process Complexity:** The EUL process involves a multilayered review and approval chain within the Army and DoD. This may include coordination with and/or approval by the installation, the U.S. Army Corps of Engineers Real Estate Directorate, and the Assistant Secretary of the Army for Installations, Energy and Environment (ASA [IE&E]). Each of these steps requires coordination across multiple offices, detailed documentation, and sometimes Congressional notification. Compared to other instruments, such as a P3 on non-federal land, this process can add significant time before a project can break ground.

EUL Development Process

While specific steps can vary by project and Army service component, the general EUL process follows a sequence like the one below:

1. **Identification of Potential Property**
   - Installation identifies a parcel of non-excess, underutilized land.
   - Property must not be needed for current or foreseeable military missions.
2. **Preliminary Screening and Approval to Proceed**
   - Preliminary review ensures mission compatibility and compliance with EUL authority.
   - Installation coordinates with higher headquarters and the USACE Real Estate Directorate.
3. **Business Case Development**
   - A detailed business plan is prepared, assessing market demand, potential lease terms, and the value of cash or in-kind consideration.
   - Plan must demonstrate military benefit and fair market lease value of the land.
4. **Solicitation of Proposals**
   - A Request for Proposals (RFP) is issued to invite qualified developers to submit plans.
   - The RFP outlines allowable uses, evaluation criteria, and expected benefits to the Army.
5. **Proposal Evaluation and Developer Selection**
   - Proposals are evaluated based on financial return, compatibility with military operations, and developer qualifications.
   - The proposal offering the best value to the Army is selected.

6. **Lease Negotiation and Execution**
   - Terms are negotiated, including lease length, payment type, development schedule, and performance requirements.
   - The appropriate Army authority executes lease authority.
7. **Construction and Project Implementation**
   - Developer builds facilities in accordance with lease terms and applicable regulations.
   - The Army monitors compliance, collects lease payments or in-kind services, and ensures continued mission compatibility.

Other Financing Options

The EUL framework represents the most applicable mechanism for structuring a public–private partnership at Fort Hood. However, other financing options may supplement an EUL. These include:

- **Public–Private Partnerships:** P3 arrangements typically allow a private developer to finance, design, build, and operate infrastructure on non-federal land with negotiated rights of access for military users. The 2018 Joint Use Feasibility Study concluded that a P3 was not suitable for this project due to legal and operational constraints, and that reasoning remains sound. However, P3s remain relevant in Texas transportation practice. TxDOT has implemented multiple P3 projects, such as managed highway lanes and freight corridors, illustrating how private capital can be mobilized for large-scale public infrastructure. If a portion of the facility were to be sited off-post, a P3 could reemerge as a viable tool for project delivery.
- **Joint Use Agreements:** A JUA allows shared access to existing Army-controlled infrastructure, such as railheads, switches, or yards, without transferring ownership. JUAs are effective at establishing scheduling protocols, cost-sharing formulas, and maintenance responsibilities, but they do not generate capital. In the Fort Hood context, JUAs may become important once a facility is operational to formalize how civilian and military users coordinate their use of Army-owned tracks, switching infrastructure, and, as applicable, rail yards.
- **Memoranda of Understanding or Agreements:** These instruments are generally non-binding or lightly binding and used to outline cooperation, communication, or planning intent. While they cannot directly support financing, they are often an essential precursor to more formal agreements. An MOU between Fort Hood, TxDOT, and regional partners could, for example, provide the policy basis for joint pursuit of federal freight discretionary grants or state funding programs.

- **State and Federal Grant Programs:** Beyond contractual instruments, funding may also be pursued through discretionary grant programs such as the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, U.S. Department of Defense OLDCC DCIP, and TxDOT's freight mobility programs. The 2018 feasibility study identified Fixing America's Surface Transportation (FAST) Act freight apportionments and ACUB revenue as potential sources. While not mechanisms for structuring long-term partnerships, these programs may provide critical capital to enable or support an EUL.

Taken together, these options provide a broader financing landscape. However, given Fort Hood's ownership of critical mobilization infrastructure and the Army's statutory authorities, an EUL remains the most practical instrument for advancing a new multimodal facility, with other agreements and funding programs serving as complementary tools.



5 Recommendations

The ability of Fort Hood to efficiently deploy troops and equipment in support of Army and joint missions relies on seamless, resilient transportation and logistics networks. As a premier Mobilization Force Generation Installation, Fort Hood continually adapts its infrastructure to meet evolving operational demands, ensure rapid force projection, and minimize deployment bottlenecks. This chapter presents actionable recommendations to enhance Fort Hood's rail and truck operations, focusing on deployment-related improvements and maximizing military and regional benefits through the development of a multimodal facility. The recommendations integrate lessons from the R.A.I.L. Feasibility Study, recent analyses, and the requirements of partnering with Class I railroads and stakeholders. Together, these strategies form a comprehensive pathway to improved deployment timelines, streamlined logistics, and a viable public-private multimodal facility that strengthens Army readiness and regional prosperity.

Restating Project Goals

The goals of this study include:

- Evaluating the consequences of increased container usage by the Army,
- Reducing deployment time to enhance installation readiness,
- Improving sideload capabilities to enhance material handling and allow more rail container shipments,
- Improving the military supply chain through better coast-to-coast rail linkage,
- Rerouting hazardous cargo away from the installation Medical Center, schools, and housing,
- Improving emergency response ingress and egress times for unforeseen natural or human-made disasters, and
- Enhancing regional business opportunities while creating a safer industrial environment on the installation.

The following recommendations directly or indirectly support these goals.

Multimodal Facility Recommendation

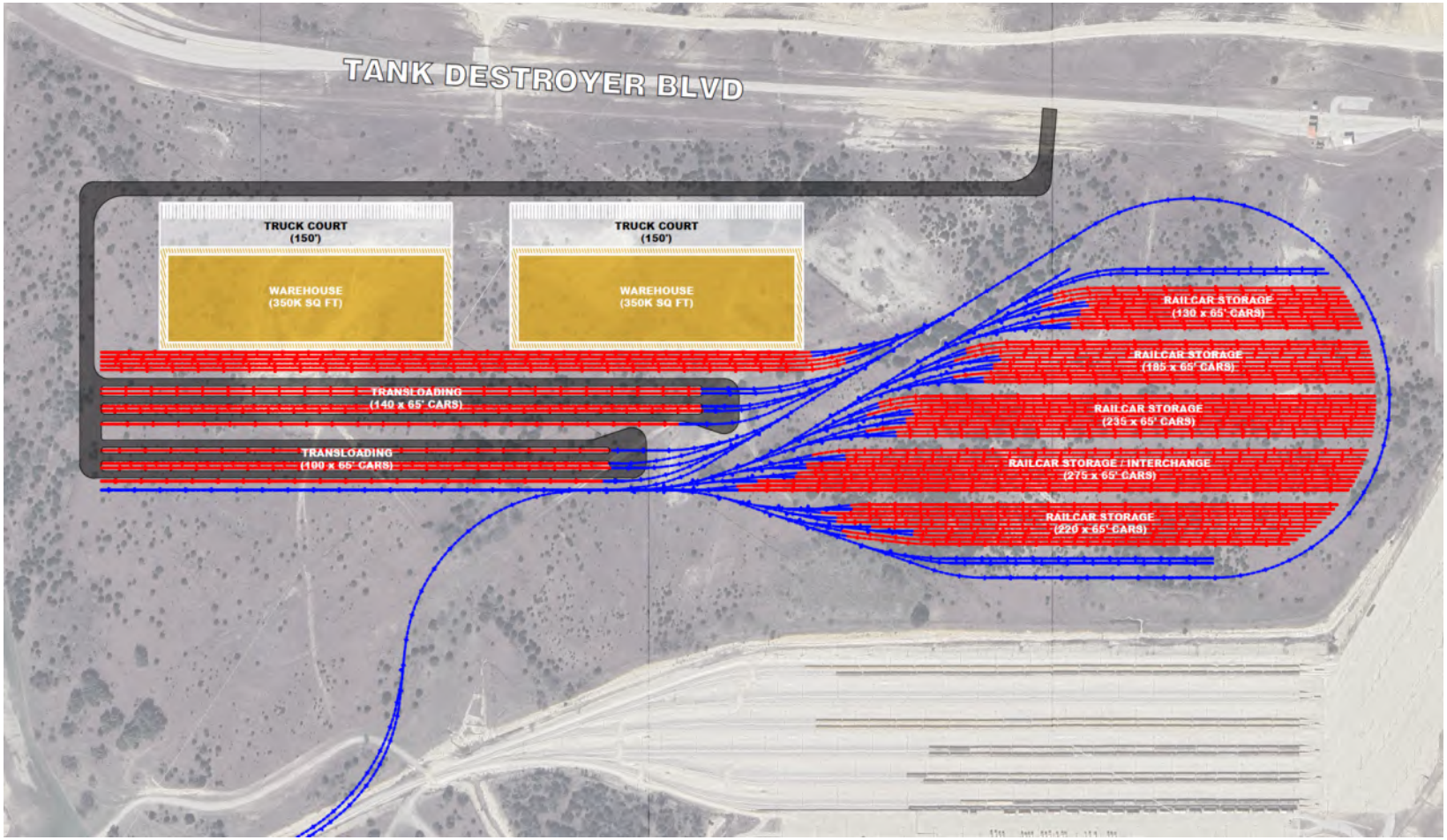
Based on the findings of this study, including the Matrix Team's meetings with the Stakeholder Committee, short-line rail operators, land developers, and the Class I railroad, BNSF, **the Matrix Team recommends Site 2 as the multimodal facility.** The reasons for this recommendation are as follows:

- **Site 2 offers the greatest construction value of the evaluated sites, having more room to plan for incremental, phased construction, and simpler blending with the perimeter grade — but with similar costs when compared to the smaller, more complex grading with structural elements at the perimeter of Site 1.**
- **Security Issues:** While Site 1 is physically separated from the ROC and would operate independently from ACP 8, Site 2 still maintains appropriate standoff distances from ACP 8, even with new TIF operations. Additionally, there is considerable queueing room for vehicles along Tank Destroyer Blvd. leading away from the Site 2 entrance.

- **Grading and Earthwork:** Minimum slopes for lead and ladder tracks are less extreme than on Site 1, which would require large retaining walls for earthwork to fit within the site.
- **Operational Layout:** Switching movements for Site 2, located on the southwest part of the track layout, are more efficient than those for Site 1, where interchange tracks on Site 2 are required for Site 1 to accept train handoffs to and from the intermodal facility by BNSF. Therefore, it is a more cumbersome process for Site 1. These scenarios are illustrated on the drawings in Appendix C.
- **Scalability/Flexibility:** The Site 2 yard maximizes space, not only for the proper lead track radius, but also for the more expedient repurposing to more transloading tracks or other industrial spurs.
- **Phasing Ability:** While Sites 1 and 2 have space for a phased approach, Site 2 has much more build-out capacity, and stepwise phasing of track construction is much more efficient.
- **Segregated Operations:** Both sites would be segregated from the ROC operations, with the exception of switching movements from the BNSF main line to either facility, which have to occur upon the arrival or departure of a locomotive and railcars. However, the general movement of trains within Site 2 is significantly more efficient, as turning movements are confined within the Site 2 boundaries.
- **Sideloading rail infrastructure:** Simultaneous loading of multiple trains is easier on the more spacious Site 2. This could significantly enhance the current five- to seven-day deployment timelines for Brigade Combat Teams, with sideload capacity increasing by as much as 25%, according to the City of Copperas Cove. Through an agreement, the operator of the multimodal facility would allow the military to surge into specified transloading lanes on the site which should initially include more sideload capacity.

The following schematic drawing shows Site 2 at full build-out, with lengthy railcar storage tracks, a significant transloading area, and two relatively large warehouses. As part of the selection of a private commercial partner, the specific uses and phasing for the site will be determined.

Figure 5-1 Site 2 Build-Out Schematic



Rail Operations — Next Steps

Army Approval of Multimodal Facility

To obtain senior-level Army approval for a private developer to build and operate a multimodal truck/rail facility, using a short-line operator, on excess land at Fort Hood, the Army must follow steps that are distinct from commercial railroad procedures. This process primarily centers around securing an EUL and meeting DoD requirements. Each step ensures legal, regulatory, and operational alignment with military and federal policies before permissions and operations can be granted to the private entity.

EUL Approval Characteristics

An EUL is recommended because both potential sites are located on government land. The Army would receive the benefit of access to a multimodal facility that it doesn't have to pay for, while a chosen developer needs to be able to generate enough revenue to financially justify the project with limited front-end assistance from the Army. Access to the rail facility would increase the speed and efficiency of container and vehicular traffic. Having the facility available to the Army during times of emergency will increase response effectiveness and improve mission capability from the DoD perspective.

The structure of this deal would be a low-dollar, long-term ground lease. The master developer would design and construct the multimodal facility using an appropriate commercial funding mechanism, then allow the Army to use the facility on a regular or emergency basis according to an agreed-upon structure. Initially, the master developer would conduct due diligence and on-site investigations to validate Site 2 as a viable commercial prospect and create an initial, phased conceptual plan.

The master developer would act as the hub of the project, connecting the requirements of the Army, the business plan of the short-line rail operator, and the demands of private businesses to ultimately determine the site plan and the terms of the lease needed to realize the final goal. Once the lease is negotiated, the master developer would manage the entitlement process, the General Contractor (GC) RFP process, and both the horizontal and vertical construction activities, as outlined in Chapter 4. The master developer would work with the appropriate rail operators regarding the ongoing operations and maintenance to create a full package that is sustainable.

Finally, and most importantly, the master developer would engage with different debt and equity partners to obtain financing that allows this project to be successful.



Image 5-1: Master Developer Responsibilities

The EUL must be structured to ensure that the leased activity does not impede or conflict with the installation's mission. In the case of this proposed multimodal facility with shared truck and rail operations, the lease terms and associated agreements must preserve the Army's unrestricted access to its own assets, abide by security protocols, and ensure operational readiness while allowing the private developer to operate efficiently within defined limits. Joint use of the BNSF Class I rail line must be coordinated through formal operating agreements that establish clear priority for military rail movements, protect installation security, and ensure maintenance responsibilities are shared equitably. Likewise, the shared section of Tank Destroyer Boulevard leading into both the installation at ACP 8 and the multimodal facility must be designed and managed to maintain safe, secure, and unimpeded access for Army missions with appropriate traffic control, checkpoint procedures, and physical separation measures where required. By embedding these safeguards into the EUL framework, the Army can benefit from private investment while fully maintaining its operational integrity and mission assurance.

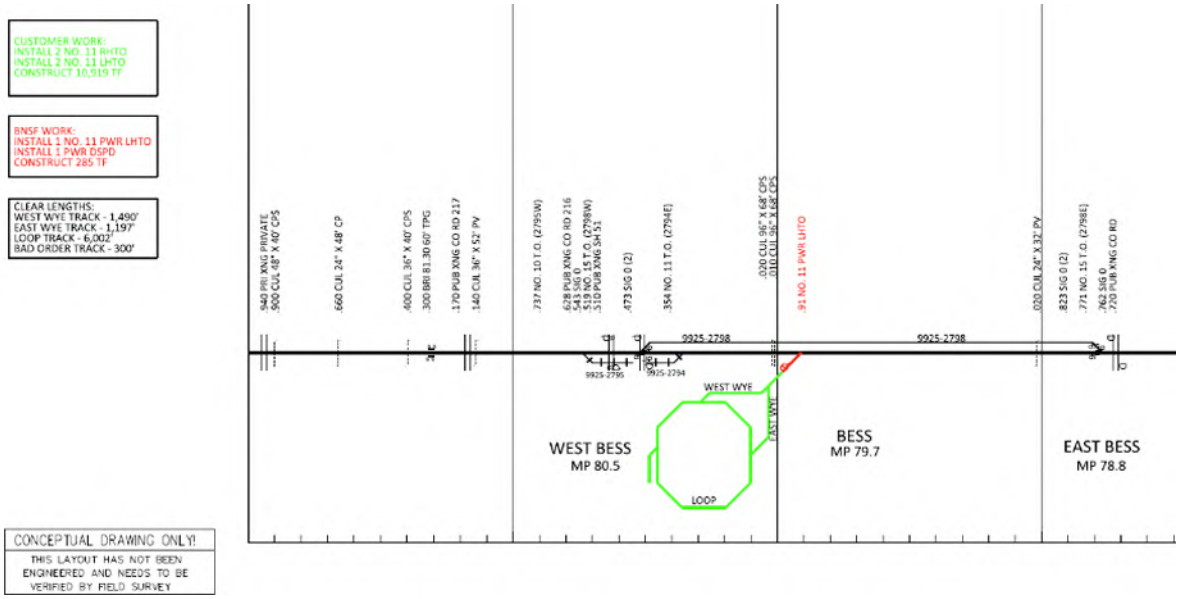
Beyond rail and truck activity coordination, EULs for private facilities on Army land must integrate comprehensive force protection measures to ensure that the installation's security, antiterrorism standards, and access controls remain uncompromised. The Army

requires clearly defined exclusion zones to maintain standoff distances and prevent unauthorized entry into sensitive or mission-critical areas. Operational controls should also include procedures for vehicle inspections, cybersecurity and physical security of shared infrastructure as applicable, and contingency protocols to escalate force protection conditions as needed. These safeguards are mandated not only by Army regulations but also by DoD directives and should be implemented in the EUL agreement to preserve the Army's ability to adjust, isolate, or terminate private access in response to emerging threats or mission changes, fully prioritizing military needs.

Step-by-Step BNSF Approval Process (July 2023 BNSF Railway Standards)

Pre-lease coordination should occur prior to the formal EUL being finalized. An MOA or MOU provides formal documentation of roles, responsibilities, or operational arrangements between Fort Hood and the commercial partner to facilitate early planning and decision-making. After such an agreement is signed with the selected developer, the following step-by-step process will be taken by the commercial partner with BNSF Engineering:

Figure 5-2 Sample BNSF Schematic Layout (Kansas)



1. **Contact BNSF Economic Development:** Initiate project with BNSF's Economic Development team for site assessment and business review.
2. **Submit Conceptual Layout:** Submit preliminary layouts with site boundaries, buildings, roads, and rail concepts. This project has established a conceptual layout for Site 1 and the recommended Site 2.
3. **New Business Review:** BNSF internal review evaluates operational feasibility, commercial opportunity, and alignment with network strategy.
4. **Site Meeting:** Hold an on-site meeting with BNSF Engineering, Maintenance, and Signal teams; confirm track layout, operational constraints, and utility needs.
5. **Project Schematic and Cost Estimate:** BNSF prepares scaled track layout, cost estimates, and scopes of work covering track/signal installation and site requirements. Please see Figure 5-2 for an example initial schematic layout from BNSF.
6. **Prepare Track Plans:** Customer (developer/contractor) provides full electronic plans, including topographic survey, drainage, utilities, and American Railway Engineering and Maintenance-of-Way Association (AREMA) -compliant structural designs.
7. **Engineering Reviews:** BNSF reviews track plans for curve, grade, clearance, turnout, and safety compliance. Plans may require further departmental review if significant changes arise.
8. **Revisions and Final Approvals:** BNSF Engineering communicates revisions and grants final plan approval.
9. **Formal Agreements:** Receive/present track package, formal agreements, and cost proposals; customer acceptance and funding (Authorization for Expenditure (AFE) approval) .
10. **Permitting/Inspection:** All work on BNSF ROW requires flagging, insurance, and BNSF permits; schedule materials/orders for turnout installation.
11. **Construction:** Track and signal construction (point of switch to clearance point/power derail as needed; or the extent of the construction off the main line) . Typical timeline is 57 weeks from concept to service.
12. **Final Inspection and Acceptance:** BNSF inspects completed work, certifies track for use, and initiates service date entry.

13. **Operations/Project Closeout:** Customer moves cars into facility; project is closed out, with ongoing reporting and compliance monitoring.

Please note that BNSF only has approval authority for the portion of the development where BNSF will be operating, usually no further than the switch from the BNSF main line toward the selected site. This does not mean that there will be no engineering comments concerning the selected site design, which is completely within the installation boundary. The Army can use BNSF comments as expert guidelines in approval of the developer's design and work with the team to ensure the facility will be built with all appropriate design parameters considered.

Roadway Recommendations

The following are the various recommendations for roadway facilities and the appropriate responsibilities based on needs for the installation traffic demands and the multimodal facility roadway demands.

Additional Lane for Commercial Facility

- Because the entrance for Site 2 is along Tank Destroyer Boulevard between SH-9 and ACP 8, there needs to be sufficient lane and queuing capacity for the multimodal operations. Therefore, since other commercial and POV traffic may also be entering the installation from SH-9 if ACP 8 is reopened, we recommend that there be a dedicated lane for entrance into the Site 2 multimodal facility, funded by the private commercial partner. This lane will allow segregation of commercial vehicles entering Fort Hood from those using the multimodal facility, allowing significant queuing along Tank Destroyer Boulevard in the event of closures or delays in processing personnel and vehicles onto the installation.

Improving Tank Destroyer Boulevard

- Improving Tank Destroyer Boulevard will provide efficient last-mile connectivity to the regional highway network (SH-9 and IH-14). To begin to facilitate the improvements, Fort Hood DPW conducted some PCI investigations on Tank Destroyer Boulevard. The measurements were taken from the intersection of N. Clarke Road and Tank Destroyer Boulevard to the west until ACP 8 is reached. These measurements are in the 50s and 60s (out of 100), which indicates a declining usefulness of the pavement section. The age of a pavement can be an indicator of its usefulness, and while we are unsure of the exact date of the last reconstruction or

repair of any segment of Tank Destroyer Boulevard, according to DPW, the sections were not designed for continuous heavy commercial vehicle use. **Therefore, we recommend that an appropriate design be prepared for the pavement along the entire length of Tank Destroyer Boulevard from N. Clarke Road to Old Georgetown Road, which is approximately 3.3 miles.** The design and reconstruction of these segments would be funded/conducted by different parties, depending on the usage of particular portions of the pavement, and be in accordance with the phases indicated below and in the drawings in Appendix C.

- **Phase 1 (1.1 miles) –** From SH-9 west to Old Georgetown Road (where a TxDOT ramp will be constructed for eastbound (EB) exit to SH-9). Visually and functionally, this segment of Tank Destroyer Boulevard is failing. There are numerous unmaintained cracks, the pattern of which indicates that base and/or subgrade failure is occurring or is imminent. The pavement section is now only 22 feet to 24 feet wide with unpaved 0–4-foot shoulders. The parties responsible would be the Army and the commercial partner.



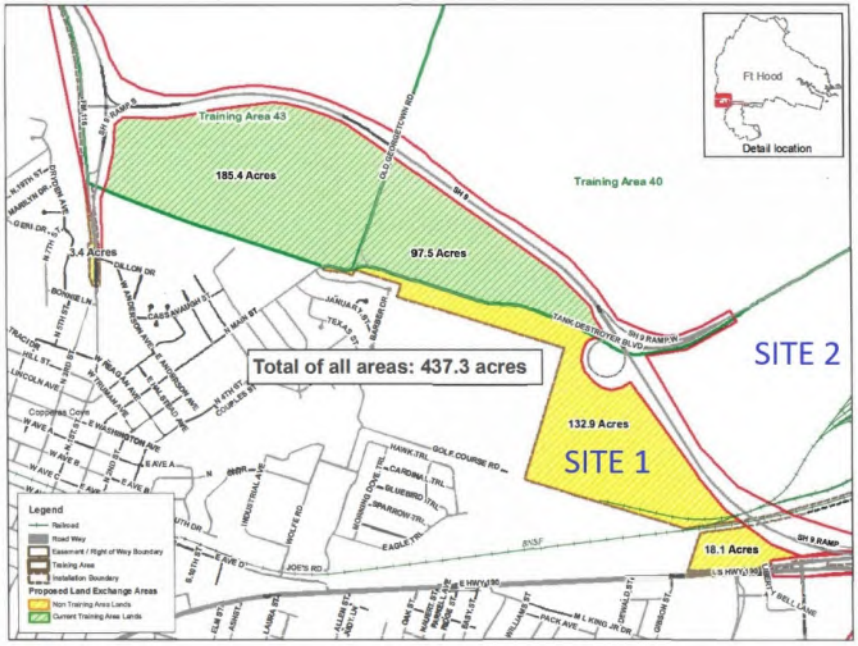
Image 5-2: Phase 2: Tank Destroyer Blvd West of N. Clarke Road

- **Phase 2 (1.2 miles) –** From ACP 8 east to N. Clarke Road. This segment, like Phase 1, is failing, with crack patterns indicating future full failure of base/subgrade. This segment is currently in use and could be experiencing heavy traffic on under-designed pavement to places along the route or to the ROC during deployments. The design and construction of this segment are the responsibility of the Army.
- **Phase 3 (0.8 miles) –** From SH-9 east to ACP 8. Visually, this segment is not as bad as Phases 1 or 2, as it appears to have had an overlay somewhat recently, and no traffic has regularly traversed this segment since the ACP 8 closure several years ago. However, the addition of the multimodal facility and opening of ACP 8 would yield sufficient traffic to require the pavement section to be strengthened. Besides the additional lane described above, which is the responsibility of the commercial partner, the co-used single exit lane should be a combined responsibility with the Army. The Army would be responsible for any additional lanes beyond these three lanes.

- **Tank Destroyer Boulevard at ACP 8 (0.2 miles) –** Any upgrades from the gate eastward through the TIF and POV inspection point to the active barrier to the east will be implemented by the Army. All lanes leading up to the gate and TIF past the entrance to Site 2 are also the responsibility of the Army.

Improving Old Georgetown Road

Figure 5-3 Potential Land Exchange Acreage at SH-9



- For the opening of ACP 8 and construction of Site 2, the improvements to Old Georgetown Road are captured in Phase 1 of Improving Tank Destroyer Boulevard. This length is only 0.10 miles along Old Georgetown Road until the new TxDOT ramp connecting Old Georgetown Road and SH-9 (EB) begins. This length is the responsibility of the commercial partner and the Army.

- If Site 1 were to be selected, the remainder of Old Georgetown Road up to the planned SH-9 EB and westbound (WB) ramps would need to be reconstructed. This is another 0.25 miles past the planned TxDOT ramp described in the bullet above. In addition, these planned ramps that are not yet designed encompass approximately one mile of additional connections (3) from SH-9 to Old Georgetown Road.

- As part of a potential land exchange involving Site 1, consider transferring these roadways as well as all the available land to Copperas Cove. The available acreage for use in the land exchange would include parts of Tank Destroyer Boulevard described as Phase 1 above and Old Georgetown Road. Figure 5-3 shows all potential land exchange areas on the south side of SH-9.

Facilities Recommendations

Background – LHY Move

As a part of the logistical improvements in the Fort Hood deployment process — and already planned before the start of this project — the LHY will be relocated to the west Quartermaster Park area, just south of the Army Field Support Battalion building. This is much closer to the proposed multimodal facility, which will consolidate deployment activities and eliminate conflicts with sensitive uses such as the CRDAMC and commercial and residential areas. This will eliminate a source of congestion and potential vehicle accidents in comparison to when it was operational in the main cantonment area. This funded and partially designed facility was the initial decision piece by Fort Hood leadership, starting the consolidation efforts for logistical activities that could reduce the total deployment timeline.

Reopen Gate ACP 8 (Army Responsibility)

Based on the analysis of operational conditions at the N. Clarke Road gate (ACP 9A) , **we recommend that Gate ACP 8 be reopened when funding is available to bring ACP 8 up to the current standards outlined in the *Army Access Control Points (ACPs) Standard Design Manual (September 2024)*.** A conceptual plan for the reopening of this ACP is available in Appendix C.

As a consequence of the project recommendations and the suggested closure of ACP 8, the following need to occur:

Close TIF at ACP 9 (Army Responsibility)

The TIF at ACP 9 has to be closed before a new TIF at ACP 8 can be opened. This is due to workforce issues that allow the DES to only operate one TIF on the installation. The DES is not resourced to operate two separate TIFs, and current force protection standards require all commercial cargo vehicles to be inspected. Therefore, all commercial vehicles in all categories would initially enter the installation at ACP 8. The only exception to being cleared through the TIF is for drivers who make routine deliveries to the installation and who have been issued long-term passes. These drivers can enter through several other designated ACPs on the installation.

Construct TIF at ACP 8 (Army Responsibility)

Currently, there is no TIF at the closed ACP 8. Appendix C includes a schematic layout of the basic elements that would be necessary to operate the TIF at this location. An extra entrance lane, truck queueing, an inspection canopy, an inspection facility, a staff office, passive barriers, and relocation of the overwatch point and active vehicle barrier are the basic items necessary for the proper operation of this TIF. This layout includes all the essential items noted in the aforementioned design manual; a completed design will be part of the Army's responsibility for the new TIF.



Image 5-3: ACP 8 (Closed at time of writing)

In addition, significant utility upgrades need to be made at ACP 8, highlighted by those associated with the Network Enterprise Center (NEC) , which is the central hub for all information technology (IT) , cybersecurity, and communications infrastructure functions across the installation. It operates under the U.S Army's 106th Signal Brigade and the 7th Signal Command, which are part of the Army's Network Enterprise Technology Command (NETCOM) headquartered at Fort Huachuca, Arizona, and the local portion of the Army's global computer network, the Department of Defense Information Network-Army (DoDIN-A) .



Image 5-4: NETCOM Insignia

The NEC mission is to deliver secure and reliable communications services to support the readiness and deployment mission at Fort Hood. From the DES perspective, there is a requirement to have access to this standalone IT operation so DES personnel can use their Automated Installation Entry (AIE) continuous vetting system. DES also requires adequate and redundant means of communication for the guard forces (e.g., telephone and radio) . Fiber is a necessary component for the upgrade of ACP 8 to include a TIF; specifically, there needs to be enough fiber to handle computer, telephone, and CCTV. In addition, the NEC network will have to be added to the multimodal site since Utility Monitoring and Control Services (UMCS) need to be segregated from the commercial network used by the multimodal developer and tenants. Overall, fiber may need to be upgraded when the TIF is introduced at ACP 8.

Enhanced Use Lease Process

Below are the specific steps to take in the execution of the EUL. They are to be undertaken in concert with the BNSF approval process.

1. Internal Army/installation review identifies underutilized land and confirms operational compatibility (recommendation through current study).
2. Market feasibility and business case (Army + Local Economic Development partners + BNSF input).
3. Solicitation through Request for Qualifications (RFQ) for firms that can share qualifications and ideas for the multimodal facility. Shortlist several firms to move forward through an RFP process.
4. Formal solicitation of RFPs to selected firms with clear criteria on use, readiness, and compliance.
5. Selection of development partner, lease negotiations (maximum 50 years, fair market value or in-kind services, allow Army override for surge).
6. Create a Predevelopment Agreement (PDA) with the development partner.
7. Negotiate the PDA that will outline the roles and responsibilities of everyone involved. It will also set timelines for the group to stay on schedule and ultimately land on a project that delivers rail and storage facilities at a rate that "pencils."
8. Once the PDA is signed, developer performs due diligence, site investigation, and market analysis to determine feasibility and final scope.
9. Developer connects with both the Army and private industry, along with the short-line rail partner, to determine end users for the new facility.
    a. Connect with different financial institutions to determine the optimal finance solution.
    b. Finalize lease terms and execute the agreement between the developer and the Army.
10. Sign individual subleases with the identified end users.

11. Enter into an agreement with the short-line rail operator that will service and manage the rail yard.
12. Coordination and approval with BNSF, TxDOT, and regional agencies, as necessary.
13. Design, phasing, security review, and Army/BNSF construction acceptance. (See Step-by-Step BNSF Approval Process above.)
14. Development of the construction documents for both the horizontal and vertical improvements.
15. Construct the site and facility.
16. Operational integration with Army override provisions for surge, regular reporting, and compliance.

Detailed Elements of the EUL

Enhanced Use Lease Initiation

- The installation must confirm that the property qualifies as excess or underutilized, making it eligible for an EUL. This authority stems from Title 10, U.S.C. § 2667, which enables leasing to private entities for economic development that benefits both the installation and the Army.
- An internal site analysis, market value appraisal, and project justification must be prepared. These documents support the lease and demonstrate mission compatibility, fair market value, and adherence to regulations.



Image 5-5: Phantom Solar Farm EUL on West Fort Hood

- The installation prepares a Notice of Opportunity to Lease (NOL) and coordinates with stakeholders, including local government and DoD headquarters, to solicit developer interest and proposals. Base-level coordination and a review process are required prior to any formal issuance or negotiations.

Army and DoD Approval Sequence

- Proposals are reviewed and ranked using a competitive evaluation process overseen by Army real estate and legal authorities.

- Environmental studies — such as an EA or EIS, as required under NEPA — must be completed and cleared. For major projects, exceptions to current land acquisition moratoriums may be needed from senior DoD officials, potentially involving review by the Deputy Secretary of Defense.
- The Army's real estate officials negotiate lease terms and management plans, which must address interoperability, security, installation impact, and national defense objectives. Army doctrine and regulations require assurance that operations (including rail) support or do not impede installation missions.

Lease Execution and Facility Operations

- The installation commander and Army legal counsel must sign the lease and supporting agreements once all required reviews, reports, and environmental clearances are completed.
- Ongoing compliance monitoring is required, covering safety, security, operational standards, and coordination with the short-line operator and the BNSF Class I railroad. Army risk management protocols (e.g. Army Regulation (AR) 385-10, Department of the Army Pamphlet (DA PAM) 385-30) are to be used to identify and mitigate hazards in facility operations, especially for rail-related activity.

Key Additional Considerations

- Approving officials for granting use of Army land are typically installation commanders, with certain cases requiring escalation to higher authorities such as the Assistant Secretary of the Army or DoD, especially when the project is of large scope or strategic significance. Congressional reporting requirements may be triggered for major leases or land transfers, with additional documentation and oversight.
- Any contracts or agreements with private rail operators must clarify terms relating to Army requirements for surge capability, emergency access, and compliance with federal railroad regulations, including FRA standards for safety and operations.

In summary, the Army must formally determine property excess status, complete site and environmental reviews, run a competitive lease solicitation, secure appropriate internal/external approvals, execute the EUL, and maintain operational oversight for both construction and rail operations. These steps should be coordinated with DoD and Army real estate authorities to ensure all necessary approvals and compliance conditions are met before a private entity is granted permission to build and operate the multimodal facility.

A Document Log

During the data gathering phase of the project, the team researched a myriad of documents from Fort Hood, local municipalities, and area/regional/state organizations and agencies to assist in laying the groundwork for the final report. The following Document Log organizes those documents by release date and includes a brief description of each document, plus keywords that helped determine its relevance to the project.

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20250515	Ft. Hood Planning Download	Directorate of Public Works, Fort Hood	5/15/25			35% Drawings Line Haul Yard, Quartermaster Park Area Development Plan	Line Haul Yard, Area Development Plan, DPW Planning
20250514	Ft. Hood GIS Information download DoD Safe 3	Directorate of Public Works, Fort Hood	5/14/25			Request form for GIS data from Fort Hood DPW, including terms of use, disclaimer, and specific data requests related to boundaries, infrastructure, operational areas, and environmental data	GIS Data Request, Fort Hood, Infrastructure, Environmental Data
20250321	Fort Hood Basewide Traffic Study Task-2 Appendix A	U.S. Army Corps of Engineers	3/21/25			Appendix A of the Fort Hood Basewide Traffic Study Final Engineering Report, containing crash record forms.	Traffic Study, Crash Record Forms, Fort Hood
20250311	TD_Bores	Etorres	3/11/25			Geotechnical report on bore locations along Tank Destroyer Boulevard in Fort Hood, Texas	Geotechnical, Bore Locations, Tank Destroyer Boulevard

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20250307	Road PCI Map 1	US Army HQ	3/7/25			PowerPoint presentation detailing Pavement Condition Index (PCI) scores for various roads	PCI Scores, Road Conditions, Pavement
20250225	Terms of Use Disclaimer FC GIS	Directorate of Public Works, Fort Hood	2/25/25			Terms of use and disclaimer for Fort Hood DPW GIS data, outlining the conditions for data usage, disposal, and accuracy, along with contact information for the GIS office	GIS Data Terms, Fort Hood, Data Usage, Disclaimer
20250225	Fort Hood Data Request	Directorate of Public Works, Fort Hood	2/25/25			Request form for GIS data from Fort Hood DPW, including terms of use, disclaimer, and specific data requests related to boundaries, infrastructure, operational areas, and environmental data	GIS Data Request, Fort Hood, Infrastructure, Environmental Data
20250225	GIS Data Map	Directorate of Public Works, Fort Hood	2/25/25			Map showing GIS data for Fort Hood, including key	GIS Data, Fort Hood, Infrastructure, Map

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						locations and infrastructure details	
20250224	DPW Map	Directorate of Public Works, Fort Hood	2/24/25			Planning map showing proposed upgrades to the road network at Fort Hood, including planned ramps, rail freight expansion, and road PCI values	Road Network Upgrades, Fort Hood, Planning Map
20250221	Improvements Poster	Directorate of Public Works, Fort Hood	2/21/25			Poster detailing proposed improvements at Fort Hood, including new ramps, track extensions, storage areas, and road access enhancements	Proposed Improvements, Fort Hood, Ramps, Track Extensions, Storage Areas
20250221	Carloading Estimate Graphics	Directorate of Public Works, Fort Hood	2/21/25			Estimates for annual carloadings and freight revenue for various industries at Fort Hood, including transloading and carrying costs	Carloading Estimates, Freight Revenue, Fort Hood, Industry Analysis

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20250221	Revenue Estimates	Directorate of Public Works, Fort Hood	2/21/25			Estimates for annual carloadings and freight revenue for various industries at Fort Hood, including transloading and carrying costs- Annual revenue estimates for full-built and initial option	Revenue Estimates, Freight Revenue, Fort Hood, Industry Analysis
20250221	Maps Poster	Directorate of Public Works, Fort Hood	2/21/25			Poster detailing proposed improvements at Fort Hood, including new ramps, track extensions, storage areas, and road access enhancements	Proposed Improvements, Fort Hood, Ramps, Track Extensions, Storage Areas
20250215	TJ Mills HMAC Cores Investigation	Directorate of Public Works, Fort Hood	2/15/25			Investigation report on HMAC core depths along TJ Mills Boulevard, detailing measurements and locations of cores taken from both	HMAC Core Depths, TJ Mills Boulevard, Road Investigation

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						northbound and southbound lanes	
20250205	USAG EOC Brown Bag Professional Development	AFSBn Hood	2/5/25			Orientation on Fort Hood rail operations and emergency responses to train derailments, including historical examples and responsibilities.	Rail Operations, Emergency Response, Fort Hood
20250204	DPW GIS Request Form	Directorate of Public Works, Fort Hood	2/4/25		4	Request form for GIS data from Fort Hood DPW, including terms of use, disclaimer, and specific data requests related to boundaries, infrastructure, operational areas, and environmental data	GIS Data Request, Fort Hood, Infrastructure, Environmental Data
20250124	Ft. Hood RFI	Matrix	1/24/25			RFI with some of the items highlighted	RFI
20250110	Transportation Capabilities and Limiting Factors Brief	Army Field Support Battalion Hood	1/10/25			Overview of transportation capabilities and limiting factors at	Transportation, Capabilities, Limiting Factors, Fort Hood

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						Fort Hood, including node capabilities and personnel requirements.	
20241201	Athenium Gauge Risk Assessment for Fort Hood 120124 3	Athenium LLC	12/1/24			Assessing natural hazard risks at Fort Hood using Athenium's Gauge solution.	Natural Hazards, Risk Assessment, Fort Hood
20241125	State Highway 9 Ramp Improvement Plans for Coryell County	Texas Department of Transportation	11/25/24		1	Detailed plans for a state highway improvement project in Coryell County, Texas, including project layout, typical sections, general notes, estimates, quantities, summaries, drainage details, traffic control, and environmental considerations.	State Highway Improvement, Coryell County, Texas, Transportation, TxDOT
20241112	0 Private Intermodal Facility Guidelines	BNSF	11/12/24		2	General, market, and operational guidelines for private intermodal facilities.	Intermodal Facilities, Guidelines, BNSF

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20241028	Planning and Zoning Commission Meeting Minutes	City of Copperas Cove	Oct-24	Minutes	4	Documents rezoning actions, conditional use permits, and updates on infrastructure planning impacting regional growth.	Zoning Decisions, Conditional Use, Land Use Planning
20241024	CTCOG Executive Committee Meeting Minutes	Central Texas Council of Governments (CTCOG)	24-Oct-24		4	Documents proceedings on regional safety, infrastructure planning, and homeland security programs.	Emergency Preparedness, Safety Initiatives, Infrastructure Planning
20241022	2024 Copperas Cove Street Map Rev04	City of Copperas Cove	10/22/24			Street map of Copperas Cove showing various streets and landmarks	Street Map, Copperas Cove, Landmarks
20241016	Amendment 1 FY25-28 TIP	Killeen-Temple Metropolitan Planning Organization	10/16/24			Amendment to the Transportation Improvement Program for fiscal years 2025-2028.	Transportation Improvement Program, TIP, Amendment, Fiscal Years 2025-2028
20241010	Revised FY 2025-2028 Transportation Improvement Program (TIP)	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Oct-24		4	Outlines revisions to the funding and scheduling of transportation infrastructure	Funding Amendments, Regional Infrastructure, Military Logistics

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						projects, impacting regional connectivity and logistics relevant to Fort Hood.	
20240926	Executive Committee Meeting Minutes	CTCOG	9/26/24			Minutes of the Central Texas Council of Governments Executive Committee meeting held on September 26, 2024.	Executive Committee, Meeting Minutes, CTCOG
20240926	Executive Committee Meeting Minutes	CTCOG	9/26/24			Minutes of the Central Texas Council of Governments Executive Committee meeting held on September 26, 2024.	Executive Committee, Meeting Minutes, CTCOG
20240923	Defense Community Infrastructure Program Grant Notice	City of Copperas Cove	9/23/24			Announcement of a $10.3 million grant awarded to the City of Copperas Cove by the Department of Defense under the Defense Community Infrastructure Program (DCIP) to	Defense Community Infrastructure Program, DCIP, Copperas Cove, Fort Hood, Infrastructure, Grant

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						construct road improvements for better installation access, reduce traffic congestion, increase safety and security, and improve surface deployments.	
20240923	Rail Ops Tri-Fold 23Sep24	US Army	23-Sep-24			Army Field Support Battalion-Hood Rail Operations Center brochure, provide information about containers, rail tie-downs, safety, mission overview & statement	Rail Operations, Field Support Battalion, Defense Logistics
20240916	DoD Defense Logistics Managment Standards Vol 2	DoD	13-Jun-12		2	Updated 09/15/24, Volume 2 Supply Standards and Procedures, describes mobilization, physical inventory management, requisitions, materiel management	Defense Logistics, Operations

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20240915	DoD Defense Logistics Managment Standards Vol 1	DoD	19-May-14		1	Updated 09/15/24, Volume 1 Concepts and Procedures, describes how to implement and comply with DLM Standards	Defense Logistics, Operations
20240900	Army Access Control Points (ACPs) Standard Design	U.S. Army Corps of Engineers	Sep-24		3	Establishes the standard design criteria for Army Access Control Points (ACPs) across various locations, both within the continental U.S. (CONUS) and overseas (OCONUS). Covers site layout, security features, infrastructure requirements, traffic and transportation engineering, and compliance with Army force protection and anti-terrorism standards.	Security Infrastructure, Military Installation Planning, Access Control

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20240900	Army ACP Standard Design Sept 2024 Final	U.S. Army Corps of Engineers	9/1/24			Provides comprehensive guidelines for the design and construction of Army Access Control Points (ACPs), including classifications, functions, traffic engineering, threat scenarios, general requirements, and detailed architectural, structural, and security specifications	Access Control, Security Design, Army Standards
20240822	CTCOG Executive Committee Meeting Minutes	Central Texas Council of Governments (CTCOG)	22-Aug-24		4	Meeting minutes from the Central Texas Council of Governments (CTCOG) Executive Committee, covering reports on regional planning, housing, workforce solutions, and emergency communications. Includes	Regional Planning, Governance, Emergency Communications

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						discussions on hazard mitigation, 911 system transition, and state and federal funding initiatives.	
20240819	Texas Rail Plan Public Meeting Summary	Texas Department of Transportation (TxDOT)	19-Aug-24		3	Summarizes community feedback on the Texas Rail Plan, emphasizing improvements in multimodal connectivity and infrastructure modernization relevant to Fort Hood.	Multimodal Connectivity, Rail Safety, Congestion Mitigation
20240800	KTMPO 2050 MTP Public Engagement Summary	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Aug-24	Report	3	Summarizes public input collected for the 2050 Metropolitan Transportation Plan, highlighting community priorities that influence transportation infrastructure near Fort Hood.	Public Involvement, Community Feedback, Transportation Planning

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20240730	Aerial of Ft. Cavanos Region		7/30/24			Feasibility study for intermodal logistics in the Fort Cavanos region, addressing issues like land use conflicts, airport impacts, and opportunities for economic development and job creation	Intermodal Logistics, Feasibility Study, Fort Cavanos
20240727	Housing inventory in Killeen-Fort Hood area up sharply over last year	Erin Eskew, Killeen Daily Herald	7/27/24	News	4	Reports an increase in housing inventory, impacting regional housing availability and potential effects on military personnel at Fort Hood.	Housing Market Trends, Inventory Growth, Regional Planning
20240724	KTMPO 2050 Metropolitan Transportation Plan	Killeen-Temple Metropolitan Planning Organization (KTMPO)	24-Jul-24	Report	1	Provides a long-term regional transportation framework, emphasizing multimodal solutions and connectivity improvements that support Fort Hood'	Multimodal Planning, Military Connectivity, Long-Term Infrastructure

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						transportation needs.	
20240711	Fort Hood Earns Prestigious Installation Excellence Award	Fort Hood Public Affairs	11-Jul-24		4	Announces Fort Hood' receipt of the Installation Excellence Award, recognizing outstanding infrastructure management, environmental efforts, and quality of life programs.	Installation Excellence, Fiscal Stewardship, Environmental Resilience
20240700	KTMPO Current MTP Project Listing 2050	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Jul-24	Report	3	Lists funded and unfunded transportation projects planned through 2050, relevant for understanding infrastructure improvements that will impact Fort Hood' regional connectivity.	Transportation Projects, Regional Connectivity, Multimodal Integration
20240600	Metroplex Freight Mobility Study Phase III Report	Texas Department of Transportation (TxDOT) - Rail Division	Jun-24		3	Analyzes freight rail network improvements in the Metroplex region, including	Freight Mobility, Rail Infrastructure, Capacity Expansion

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						capacity expansion and operational efficiency, impacting infrastructure planning for Fort Hood logistics.	
20240600	Fort Hood Army Cleanup Program-Installation Action Plan (IAP) Final	U.S. Army Corps of Engineers	Jun-24	Report	1	Describes environmental remediation efforts at Fort Hood, detailing cleanup strategies for contamination, ensuring regulatory compliance and supporting infrastructure development.	Environmental Cleanup, PFAS Remediation, Regulatory Compliance
20240600	Fort Hood DraFt. Integrated Natural Resources Management Plan (INRMP)	U.S. Army, U.S. Department of the Interior, Fish and Wildlife Service, Texas Parks and Wildlife Department	1-Jun-24	Report	2	Outlines conservation strategies to manage natural resources at Fort Hood, focusing on balancing military readiness with environmental stewardship.	Ecosystem Management, Natural Resources Conservation, Military Readiness

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20240513	Fort Hood - IR Federal Assistance Application	City of Copperas Cove, Texas	13-May-24	Application	1	Details an application for federal funding to improve infrastructure at Fort Hood, focusing on enhancing multimodal capacity for military and civilian logistics, improving deployment timelines, and addressing safety issues related to current transportation routes. The proposed improvements include expanded rail loading capabilities and relocation of critical logistics infrastructure, directly supporting military readiness and resilience.	Infrastructure Funding, Transportation Upgrades, Safety Enhancements

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20240500	Surface Deployment Study: Fort Hood	Transportation Engineering Agency	5/1/24			Assessment of Fort Hood' transportation infrastructure capabilities for surface deployment.	Surface Deployment, Fort Hood, Transportation Infrastructure
20240424	TurkeyRunSegA	Directorate of Public Works, Fort Hood	4/24/24			Detailed site plans and project specifications for the repair of Turkey Run Road at Fort Hood, including striping, signage, and road improvements	Site Plans, Road Repair, Fort Hood
20240320	FY 2023-2026 Transportation Improvement Program Amendment 5	Killeen-Temple Metropolitan Planning Organization (KTMPO)	20-Mar-24		4	Provides updates on transportation projects, including changes in funding and scheduling, affecting infrastructure improvements and logistics near Fort Hood.	Amendment Details, Project Funding, Scheduling Adjustments
20240305	CTRTAG Bylaws	Central Texas Council of Governments (CTCOG)	5-Mar-24		4	Official bylaws governing the operations and structure of the	Governance, Transportation Planning, Advisory Group

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						CTRTAG (Central Texas Regional Transportation Advisory Group), including membership, decision-making processes, and administrative procedures.	
20240300	MTP Project Listing Amendment - March 2024	Killeen-Temple Metropolitan Planning Organization (KTMPO)	1-Mar-24		5	Details updates and amendments to transportation project listings, including funding changes and priority shiFt.s, relevant for infrastructure planning near Fort Hood.	Project Amendments, Funding Status, Infrastructure Scheduling
20240300	I-14 System in Texas Implementation Plan and Report	Texas Department of Transportation	3/1/24			Implementation plan and report for the I-14 System in Texas, including existing and forecast conditions, public outreach, stakeholder engagement, and	I-14 System, Texas, Implementation Plan, Transportation, TxDOT

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						project recommendations.	
20240221	KTMPO Public Engagement Plan (PEP) 2024	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Feb-24		5	Provides a framework for engaging the public in regional transportation planning, ensuring community input is considered in projects impacting Fort Hood.	Community Involvement, Stakeholder Engagement, Public Participation Strategies
20240131	Coryell 3623-01-008	Texas Department of Transportation	Jan-24		2	Construction Documents for a U-Turn from SH-9 eastbound to SH 190 westbound into Copperas Cove. Could be of benefit to southern entrance into Site 1 Multi-Modal Facility	State Highway Improvement, Coryell County, Texas, Transportation, TxDOT
20240125	Rotary Club Presentation - Growing Copperas Cove	Robert (Bobby) A. Lewis, Development Services Director	25-Jan-24	Brief	4	Highlights community growth initiatives, including economic development and infrastructure projects, with	Residential Growth, Regional Development, Infrastructure Implications

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						limited direct impact on Fort Hood operations.	
20240100	FY 2025-2029 Adopted Capital Improvement Plan	City of Copperas Cove	Jan-24	Policy	2	Outlines planned infrastructure projects, including transportation and public safety improvements that support Fort Hood logistics and connectivity.	Capital Projects, Regional Connectivity, Multimodal Improvements
20240100	FY 2025-2029 Adopted Personnel Improvement Plans	City of Copperas Cove	Jan-24	Policy	3	Outlines staffing needs across city departments, focusing on roles critical for supporting infrastructure maintenance and public safety near Fort Hood.	Staffing Needs, Emergency Services, Infrastructure Support
20240100	Copperas Cove Budget FY24-25	City of Copperas Cove	1-Jan-24	Policy	4	Summarizes municipal budget allocations, including funding for infrastructure, public safety, and services that impact regional	Municipal Funding, Street Improvements, Public Safety Allocation

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						connectivity near Fort Hood.	
20240100	FY 2025-2029 Adopted Capital Outlay	City of Copperas Cove	Jan-24	Policy	5	Details capital expenditures for city infrastructure, including equipment and vehicles, supporting public safety and regional infrastructure needs for Fort Hood.	Capital Expenditures, Emergency Response, Infrastructure Upgrades
20240100	2024 REPI Report to Congress	Department of Defense	1-Jan-24		3	Summarizes initiatives under the Readiness and Environmental Protection Integration (REPI) program, focusing on land use compatibility and conservation efforts that support military readiness	REPI Program, Compatible Land Use, Military Resilience

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20231127	Fort Hood Economic Impact, 2023	Texas Comptroller of Public Accounts	11/27/23		4	Analysis of the economic impact of Fort Hood on Texas, including employment, GDP, output, and disposable personal income contributions.	Fort Hood, Economic Impact, Texas, Employment, GDP, Output, Disposable Income
20231116	11.16.2023-Signed (CTRTAG Meeting Minutes)	CTCOG	11/16/23			Minutes of the Central Texas Regional Transportation Advisory Group meeting held on November 16, 2023.	CTRTAG, Meeting Minutes, Transportation
20231025	KTMPO Official Bylaws	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Oct-23	Policy	5	Defines the governance structure and decision-making procedures of KTMPO, providing insight into how regional transportation projects are managed and approved.	Governance, Decision-Making, Regional Collaboration

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20231025	KTMPO Performance-Based Planning Measures 2023	Kimley-Horn and Associates, Inc., Central Texas Council of Governments (CTCOG)	25-Oct-23		2	Outlines performance targets and metrics for safety, congestion reduction, and infrastructure condition, ensuring alignment with Fort Hood' regional transportation needs.	Performance Targets, Safety Improvements, Environmental Sustainability
20231025	KTMPO Congestion Management Process (CMP) 2023 Update	Kimley-Horn and Associates, Inc., Central Texas Council of Governments (CTCOG)	Oct-23	Report	2	Analyzes congestion patterns and identifies mitigation strategies, relevant for enhancing regional transportation efficiency and connectivity near Fort Hood.	Congestion Analysis, Capacity Projects, Transportation Planning
20231025	Appendix H - Travel Demand Model	Kimley-Horn and Associates, Inc., Central Texas Council of Governments (CTCOG)	Oct-23		3	One page administrative document. "The travel demand model examines the traffic impacts of the project submittals received	zonal densities, scenario development, area type equivalencies

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						in a KTMPO call for projects."	
20231017	Copperas Cove Zoning Ordinance	City of Copperas Cove	17-Oct-23	Law	4	Establishes zoning regulations, land use classifications, and development standards affecting infrastructure and land use near Fort Hood.	Land Use Management, Development Standards, Encroachment Mitigation
20230900	I-14 Gulf Coast Strategic Highway Coalition Map	Gulf Coast Strategic Highway Coalition	9/1/23			Map detailing the Interstate 14 Corridor System across Texas, Louisiana, Mississippi, Alabama, and Georgia, highlighting key routes, military facilities, and strategic deployment ports.	Interstate 14, Gulf Coast Strategic Highway Coalition, Corridor System, Military Facilities, Deployment Ports
20230816	KTMPO Project Scoring Guidelines	Killeen-Temple Metropolitan Planning Organization (KTMPO)	16-Aug-23	Report	2	Details the criteria used to evaluate transportation projects, including factors like	Project Evaluation, Funding Prioritization, Multimodal Transportation

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						congestion reduction and multimodal integration, relevant for prioritizing infrastructure upgrades affecting Fort Hood.	
20230720	Joint Publication 4-0- Joint Logistics-2023	US Army	20-Jul-23		1	Provides logistics functions, personnel, organizations, planning, and execution	Defense Logistics, Operations
20230719	KTMPO FY 2024-2025 Unified Planning Work Program (UPWP)	Killeen-Temple Metropolitan Planning Organization (KTMPO)	1-Jun-23		3	Outlines regional planning activities and funding allocations for fiscal years 2024-2025, supporting transportation initiatives that impact Fort Hood.	Transportation Planning, Funding Allocation, Regional Coordination
20230717	2023 BCTP - Final	Killeen-Temple Metropolitan Planning Organization	7/17/23			Long-range transportation framework for Bell County to manage growth and address current and future mobility needs	Transportation Plan, Bell County, Mobility

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20230615	Copperas Cove Drainage Master Plan Update 2023	Lockwood, Andrews & Newnam, Inc. (LAN)	Jun-23	Report	4	Updates the analysis of the city's drainage infrastructure, prioritizing improvements to mitigate flood risks, relevant to infrastructure planning and resiliency near Fort Hood.	Flood Risk Reduction, Infrastructure Resilience, Capital Improvement Planning
20230615	Copperas Cove Water Distribution Master Plan	Trihydro Corporation, City of Copperas Cove	15-Jun-23	Policy	2	Evaluates the current water distribution system and recommends upgrades to meet future demand, ensuring reliability for regional growth that supports Fort Hood.	Water Infrastructure Planning, Storage Upgrades, Regional Growth Support
20230601	Army Expeditionary Intermodal Operation ATP 4-13	US Army	Jun-23			Provides information on intermodal operations, rail terminals, Centralized Receiving and Shipping Points	Rail Operations, Defense Logistics

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20230508	CRSP Tri-Fold 08May23	US Army	8-May-23			Army Field Support Battalion-Hood Central Receiving and Shipping Point Brochure, gives information about receiving and shipping operations at Ft. Hood, provides a map of the line haul bldg,	Rail Operations, Field Support Battalion, Defense Logistics
20230502	REPI Project Profiles: Fort Hood	U.S. Army	5/2/23			Overview of the Readiness and Environmental Protection Integration (REPI) program at Fort Hood, highlighting efforts to preserve training capacity and local agricultural heritage.	REPI Program, Fort Hood, Environmental Protection
20230207	Copperas Cove Public Works – Infrastructure Design & Construction Manual	City of Copperas Cove	Feb-23	Policy	2	Outlines standards for the design and construction of city infrastructure, relevant for ensuring Fort Hood infrastructure	Infrastructure Standards, Water and Sewer Systems, Stormwater Management

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						meets municipal requirements.	
20230200	Final Preliminary Assessment and Site Inspection of Per- and Polyflouroakyl Substances - Fort Hood, Texas	U.S. Army Corps of Engineers, Arcadis U.S., Inc.	Feb-23	Report	2	Assesses PFAS contamination at Fort Hood, identifying areas requiring further investigation and potential remediation, which is crucial for environmental safety and planning at Fort Hood.	PFAS Contamination, Environmental Risk, Remediation Planning
20230100	Copperas Cove 2023 Water Quality Report	City of Copperas Cove, Public Works Department	1-Jan-23	Report	3	Summarizes water quality testing results, detailing compliance with EPA standards, which is critical for assessing infrastructure needs supporting Fort Hood.	Water Quality, EPA Compliance, Resource Sustainability
20230000	ExhibitA Stay Basic Sign Regulations	City of Copperas Cove	11/26/24			Standards for the erection, alteration, and maintenance of signs within the city limits or its	Sign Regulations, Copperas Cove, Maintenance

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						extraterritorial jurisdiction.	
20230000	RAIL Feasibility Netrics Historical FY23 FY24	Ft. Hood	2/21/25			Historical metrics for rail feasibility including line haul missions, rail operations, and container management for FY23 and FY24.	Rail Feasibility, Line Haul, Rail Operations, Container Management
20220930	Fort Hood - REPI Project Profile	Department of Defense	Sep-22		2	Profiles land conservation and compatibility projects under the REPI program at Fort Hood, aimed at reducing encroachment and supporting long-term military operations.	Working Farms and Ranchlands; Live-Fire and Maneuver Training; Prevents Workarounds
20220823	Killeen TX Comprehensive Plan 2022	City of Killeen, TBG Partners, Hawes Hill & Associates, LLP, Vibrant Community Partners	Aug-22		4	Provides a strategic framework for land use, transportation, economic development, and public facilities, impacting regional infrastructure	Urban Revitalization, Multimodal Connectivity, Fiscal Planning

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						planning near Fort Hood.	
20220622	Army Rail Center Operations (ATP 4-14)	Headquarters, Department of the Army	22-Jun-22		2	Provides doctrine for Army rail operations, covering expeditionary railway center structure, rail transport logistics, planning considerations, infrastructure assessments, security, and safety protocols in military contexts. Includes guidance for integrating host-nation rail capabilities in military logistics planning.	Military Logistics, Rail Planning, Infrastructure Assessment
20220601	Army Rail Center Operations ATP 4-14	US Army	Jun-22			Provides extensive information about the Army's policies/procedures for rail center	Rail Operations, Defense Logistics

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						operations like the one on Ft. Hood	
20220427	TurkeySegB_AsBuilt	Directorate of Public Works, Fort Hood	4/27/22			As-built drawings and technical specifications for the repair of Turkey Run Road Segment B at Fort Hood	As-built Drawings, Technical Specifications, Road Repair
20220400	KTMPO Control Total Memo - April 2022	University of Texas at San Antonio	4/1/22			Technical memorandum presenting population, household, income, and employment data for the Killen-Temple Metropolitan Planning Organization (KTMPO) Model Area Boundary (MAB) for use in developing demographic inputs for the KTMPO's TDM.	Demographic Control Totals, Killeen-Temple Metropolitan Planning Organization, KTMPO, Technical Memorandum

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20220307	KTMPO 2022 Federal Certification Review Final Report	Federal Highway Administration (FHWA), Federal Transit Administration (FT.A)	7-Mar-22		2	Assesses KTMPO's compliance with federal transportation planning requirements, highlighting areas of improvement that impact regional connectivity for Fort Hood.	Federal Compliance, Congestion Management, Regional Coordination
20220000	2022-26 DDCT CEDS (Comp Econ Development Strat 2022-2026)	Development Dist of Central Texas (DDCT)	2/4/25			Economic development strategy for the Central Texas region, including planning for economic recovery and resilience.	Economic Development, Central Texas, Resilience
20211200	Regionally Coordinated Transportation Plan (RCTP) FY 2022-2026	Central Texas Council of Governments (CTCOG)	Dec-21	Report	1	Outlines transportation strategies across Central Texas, identifying gaps and fostering partnerships critical to improving connectivity for Fort Hood.	Transportation Gaps, Regional Connectivity, Service Planning

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20210800	Statewide Crossing Study Summary Report	Texas Department of Transportation (TxDOT)	Aug-21		3	Identifies potential improvements for at-grade rail crossings across Texas, including congestion mitigation and safety upgrades relevant to Fort Hood' regional transportation.	Grade Separation, Freight Efficiency, Safety Improvements
20210720	Appendix B - Statewide Crossing Study Cost Estimates	Texas Department of Transportation (TxDOT)	20-Jul-21		3	Provides detailed cost estimates for proposed rail crossing improvements, including grade separation and safety features, relevant for planning infrastructure upgrades near Fort Hood.	Cost Analysis, Infrastructure Upgrades, Transportation Improvement
20210713	Appendix A - Statewide Crossing Study Conceptual Design Exhibits	Texas Department of Transportation (TxDOT)	13-Jul-21		3	Presents conceptual design layouts for proposed rail crossing improvements, focusing on grade	Conceptual Design, Grade Separation, ADA Compliance

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						separation and ADA compliance, relevant to enhancing transportation safety near Fort Hood.	
20210000	Appendix C - Statewide Crossing Study Benefit-Cost Analysis	Texas Department of Transportation (TxDOT)	2021		4	HDR RailCAST graphics for each project	Cost Analysis, Infrastructure Upgrades, Transportation Improvement
20200929	Appendix D - Design Guidance Instructions	Center of Standardizatio n (USACE Omaha)	9/29/21		2	Site design guidelines for ACPs, including general site, landscaping, structural, communications and security systems.	Conceptual Design, Infrastructure upgrades, electronics, barriers
20200513	Fort Hood BaseWide Traffic Study Final Task 1	Freese and Nichols	5/13/20			Final engineering report on traffic data collection for Fort Hood, including intersection turning movement counts and roadway classification counts	Traffic Data, Intersection Counts, Roadway Classification

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20200500	Fort Hood Basewide Traffic Study Task-2	U.S. Army Corps of Engineers	5/1/20			Final Engineering Report for Fort Hood Basewide Traffic Study Task-2: Safety & Compliance. Includes data collection, crash data analysis, intersection evaluations, and implementation recommendations.	Traffic Study, Safety & Compliance, Fort Hood
20200500	Fort Hood Basewide Traffic Study Task-2 Appendix B	U.S. Army Corps of Engineers	5/1/20			Appendix B of the Fort Hood Basewide Traffic Study Final Engineering Report, containing intersection safety and compliance audit reports	Traffic Study, Safety & Compliance, Fort Hood
20200500	Fort Hood Basewide Traffic Study Task-3	U.S. Army Corps of Engineers	5/1/20			Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed operational analysis of	Traffic Study, Operational Analysis, Signalized Intersections, Fort Hood

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						signalized intersections and recommendations	
20200500	Fort Hood Basewide Traffic Study Task-3 Appendix A	U.S. Army Corps of Engineers	5/1/20			Appendix A of the Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed traffic signal warrant analysis at the intersection of E Range Road and Tedesco Way	Traffic Study, Operational Analysis, Signal Warrant Analysis, Fort Hood
20200500	Fort Hood Basewide Traffic Study Task-3 Appendix B	U.S. Army Corps of Engineers	5/1/20			Appendix B of the Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed traffic signal warrant analysis at the intersection of Battalion Avenue and 19th Street	Traffic Study, Operational Analysis, Signal Warrant Analysis, Fort Hood

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20200500	Fort Hood Basewide Traffic Study Task-3 Appendix D	U.S. Army Corps of Engineers	5/1/20			Appendix D of the Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed traffic signal warrant analysis at the intersection of Clear Creek Road and Wichita Drive	Traffic Study, Operational Analysis, Signal Warrant Analysis, Fort Hood
20200500	Fort Hood Basewide Traffic Study Task-3 Appendix E	U.S. Army Corps of Engineers	5/1/20			Appendix E of the Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed traffic signal warrant analysis at the intersection of Santa Fe Avenue and 72nd Street	Traffic Study, Operational Analysis, Signal Warrant Analysis, Fort Hood
20200500	N ClarkRd	U.S. Army Corps of Engineers	5/1/20			Project control data for N Clarke Road including benchmarks,	Project Control Data, Benchmarks, Control Points, Site Plans, N Clarke Road

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						control points, and proposed site plans	
20200317	2020 Comprehensive Plan Update	City of Copperas Cove, K. Friese & Associates, BG Services	Mar-20	Report	4	Outlines long-term goals for land use, housing, transportation, and public facilities in Copperas Cove, including considerations for regional growth that impact Fort Hood.	Multimodal Corridors, Community Development, Infrastructure Planning
20200300	Exhibit B - Amendments to Chapter 4 - Fire Apparatus Access	City of Copperas Cove	1-Mar-20	Law	5	Details updated requirements for fire apparatus access, ensuring compliance with fire safety standards relevant to infrastructure planning near Fort Hood.	Fire Code, Access Requirements, Safety Standards
20200213	Fort Hood Basewide Traffic Study Task-3 Appendix C	U.S. Army Corps of Engineers	2/13/20			Appendix C of the Final Engineering Report for Fort Hood Basewide Traffic Study Task-3: Operational Analysis. Includes detailed traffic	Traffic Study, Operational Analysis, Signal Warrant Analysis, Fort Hood

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						signal warrant analysis report	
20191200	Texas Rail Plan Chapters	Texas Department of Transportation (TxDOT)	Dec-19		3	Details the goals and vision for Texas' rail system, emphasizing multimodal integration and potential infrastructure improvements that support logistics at Fort Hood.	Rail Vision, Public-Private Partnerships, Multimodal Integration
20191200	Texas Rail Plan Executive Summary	Texas Department of Transportation (TxDOT)	Dec-19		3	Summarizes key aspects of the Texas Rail Plan, focusing on future infrastructure improvements, multimodal connectivity, and supporting economic competitiveness that impacts Fort Hood.	Rail Vision, Infrastructure Investments, Economic Competitiveness

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20191200	Texas Rail Plan Appendices	Texas Department of Transportation (TxDOT)	Dec-19		3	Provides detailed information on rail assets, operational characteristics, and multimodal connections, supporting infrastructure planning relevant to Fort Hood logistics.	Rail Assets, Freight Connectivity, Rail Network Profiles
20190724	N ClearCreek	Directorate of Public Works, Fort Hood	7/24/19			Detailed site plans and project specifications for the repair of Tank Destroyer Boulevard at Fort Hood, including striping, signage, and road improvements	Site Plans, Road Repair, Fort Hood
20190724	TD Mill Fill	Directorate of Public Works, Fort Hood	7/24/19			Detailed site plans and project specifications for the repair of Tank Destroyer Boulevard at Fort Hood, including striping, signage, and road improvements	Site Plans, Road Repair, Fort Hood

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20190627	AR 190-51 (2019)	Department of the Army	6/27/19			This regulation outlines physical security policies, procedures, and standards for safeguarding U.S. Army resources, including sensitive and nonsensitive items, controlled medical substances, historically significant items, and civil works resources	Physical Security, Army Resources, Security Standards
20190627	AR 190-51: Security of Unclassified Army Resources (Sensitive and Nonsensitive)	Headquarters, Department of the Army	27-Jun-19		3	Establishes physical security policies, procedures, and standards for safeguarding U.S. Army resources, including sensitive and nonsensitive materials. Covers risk analysis, physical security inspections, facility security requirements, and	Physical Security, Risk Analysis, Facility Protection

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						specific protections for controlled medical substances, infrastructure, and communications.	
20190515	KTMPO 2045 Metropolitan Transportation Plan (MTP) - Full Appendices and Resolution	Killeen-Temple Metropolitan Planning Organization (KTMPO)	May-19		5	Includes supporting documentation and resolutions related to the 2045 MTP, providing background information on transportation planning processes in the region.	Public Participation, Project Prioritization, Transportation Strategy
20190426	ClarkRd_AsBuilts	U.S. Army Corps of Engineers	4/26/19			Final record drawings for the repair and rehabilitation of Clarke Road at Fort Hood, Texas. Includes detailed plans for excavation, grading, traffic control, pavement markings, and utility relocations. Covers existing conditions,	Road Rehabilitation, Pavement, Traffic Control, Utility Relocations

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						proposed site plans, cross sections, and pavement details.	
20190306	DoD Instruction 4140.01 Supply Chain Material Management Policy	Department of Defense	6-Mar-19		3	DoD's policy for ops requirements, supply planning, delivery of material, supply chain inventory reporting and metrics, Table of Defense Logistics Manuals on pg 16	Regulatory Compliance, Supply Chain Management, Operations
20181228	Fort Hood Joint Use Multimodal Rail/Truck Facility Feasibility Final	CPCS Transcom Inc., County of Coryell Texas	28-Dec-18		1	Design drawings for bridge over BNSF RR. P/P of the bridge deck, columns and RR CL below	Transportation, SH-9, Ft. Hood
20181220	18232 Fort Hood Leadership Briefing	CPCS Transcom Inc.	12/20/18			Leadership briefing for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study, covering study objectives, Fort Hood needs, private sector utilization	Feasibility Study, Fort Hood, Multimodal Facility, Leadership Briefing, Study Objectives, Roadway and Rail Improvements, Operating Costs,

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						estimates, recommended site, roadway and rail improvements, operating costs, and funding recommendations	Funding Recommendations
20181218	Fort Hood Rail Cost Estimates 20181218	Directorate of Public Works, Fort Hood	12/18/18			Detailed cost estimates for rail infrastructure at Fort Hood, including capital and operating costs for clearing, grading, paving, track alignment, equipment, and maintenance	Rail Infrastructure Costs, Fort Hood, Capital Costs, Operating Costs
20181206	18232 Fort Hood Leadership Briefing	CPCS Transcom Inc.	12/6/18			Leadership briefing for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study, covering study objectives, Fort Hood needs, private sector utilization estimates, recommended site,	Feasibility Study, Fort Hood, Multimodal Facility, Leadership Briefing, Study Objectives, Roadway and Rail Improvements, Operating Costs, Funding Recommendations

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						roadway and rail improvements, operating costs, and funding recommendations	
20181205	18232 Fort Hood Steering Committee Presentation	CPCS Transcom Inc.	12/5/18			Presentation for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study Steering Committee, covering study objectives, utilization process and findings, recommendations, site analysis, and next steps	Feasibility Study, Fort Hood, Multimodal Facility, Steering Committee Presentation, Study Objectives, Utilization Process, Recommendations, Site Analysis, Next Steps
20181126	Pages From SH-9 Construction Plans	Texas Department of Transportation	26-Nov-18		1	Assesses the feasibility of developing a joint-use multimodal rail and truck facility at Fort Hood to improve logistics and transportation	Joint Use Feasibility, Military Logistics, Site Selection

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						efficiency for military and regional needs.	
20181115	Ft. Hood ROM Separate Estimate - 7,100 LF Reconstruct	Directorate of Public Works, Fort Hood	11/15/18			Cost estimate for the reconstruction of 7,100 linear feet of road at Fort Hood, including detailed breakdowns for pavement removal, excavation, new pavement, aggregate base, drainage, traffic control, and mobilization	Road Reconstruction, Fort Hood, Cost Estimate, Pavement Removal
20181115	Ft. Hood ROM Separate Estimate - 8,300 LF Reconstruct	Directorate of Public Works, Fort Hood	11/15/18			Cost estimate for the reconstruction of 8,300 linear feet of road at Fort Hood, including detailed breakdowns for pavement removal, excavation, new pavement, aggregate base, drainage, traffic control, and mobilization	Road Reconstruction, Fort Hood, Cost Estimate, Pavement Removal

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20181024	18232 Fort Hood Steering Committee Presentation	CPCS Transcom Inc.	10/24/18			Presentation for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study Steering Committee, covering study objectives, utilization process and findings, recommendations, site analysis, and next steps	Feasibility Study, Fort Hood, Multimodal Facility, Steering Committee Presentation, Study Objectives, Utilization Process, Recommendations, Site Analysis, Next Steps
20181023	18232 Fort Hood Leadership Briefing	CPCS Transcom Inc.	10/23/18			Leadership briefing for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study, covering study objectives, findings, improvement options, and next steps	Feasibility Study, Fort Hood, Multimodal Facility, Leadership Briefing, Study Objectives, Improvement Options
20181022	WP3: Facility Utilization and Site Analysis	CPCS Transcom Inc.	10/22/18			Feasibility study for a multimodal rail/truck facility at Fort Hood, detailing the assessment of private sector	Feasibility Study, Fort Hood, Multimodal Facility, Facility Utilization, Site Analysis

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						utilization, total logistics cost methodology, and analysis of candidate sites	
20180920	KTMPO Regional Multimodal Plan	Killeen-Temple Metropolitan Planning Organization (KTMPO)	20-Sep-18		3	Presents a comprehensive plan for multimodal transportation development, emphasizing Complete Streets and improved connectivity, relevant for enhancing access near Fort Hood.	Complete Streets, Safety Planning, Multimodal Integration
20180830	WP2 Market Area Definition and Land Anlysis	CPCS Transcom Inc.	8/30/18			Feasibility study for a multimodal rail/truck facility at Fort Hood, detailing the methodology for defining the market area, evaluating candidate sites, and assessing land use considerations	Feasibility Study, Fort Hood, Multimodal Facility, Market Area Definition, Land Use Analysis

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20180822	18232 Fort Hood Steering Committee Presentation	CPCS Transcom Inc.	8/22/18			Presentation for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study Steering Committee, covering study objectives, status update, review of Working Paper #1, overview of Working Papers #2 and #3, stakeholder workshop results, and next steps	Feasibility Study, Fort Hood, Multimodal Facility, Steering Committee Presentation, Study Objectives, Working Papers, Stakeholder Workshop, Next Steps
20180821	18232 Fort Hood Workshop Presentation	CPCS Transcom Inc.	8/21/18			Feasibility study and stakeholder workshop for Fort Hood Multimodal Rail/Truck Transfer Facility.	Feasibility Study, Stakeholder Workshop, Multimodal Facility
20180816	Workshop 1 Agenda	CPCS Transcom Inc.	8/16/18			Agenda for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study Stakeholder Workshop	Agenda, Stakeholder Workshop, Feasibility Study
20180815	Press Release - Coryell County	Coryell County	8/15/18			Feasibility study for establishing a joint	Feasibility Study, Multi-modal

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						civilian/military multi-modal truck/rail cargo transfer facility in Coryell County.	Facility, Coryell County
20180806	WP1 Regulations and Existing Conditions Final	CPCS Transcom Inc.	8/6/18			Feasibility study for a multimodal rail/truck facility at Fort Hood, detailing current freight transportation conditions, relevant regulations, commodity flows, employment and business trends, and environmental considerations	Feasibility Study, Fort Hood, Multimodal Facility, Freight Transportation, Regulations, Commodity Flows, Employment, Environmental Considerations
20180615	Engagement Plan 20180615	CPCS Transcom Inc.	6/15/18			Public/Stakeholder engagement plan for the Fort Hood Joint Use Multi-Modal Rail/Truck Facility Feasibility Study, detailing the approach for public involvement, stakeholder interviews, workshops, and deliverables	Engagement Plan, Fort Hood, Feasibility Study, Public Involvement

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20180608	Proposed Regional Rail Facility map	Brian Dosa, Fort Hood Public Works	8-Jun-18	Map	2	Appears to be a slide prepared by the installation showing a potential site for the regional rail facility north of I-14/US 190. Bullet points for "Facility could be located on Fort Hood lands, leased to local municipality" and "Next step is a Feasibility Study/Conceptual Design".	BNSF Rail Line, Rail Facility, IMHD-PW
20180605	18232 Fort Hood Kick Off Presentation	CPCS Transcom Inc.	6/5/18			Kick-off presentation for the Fort Hood Multimodal Rail/Truck Transfer Facility Feasibility Study, covering study objectives, work plan, schedule, stakeholder engagement, data collection, and facility tour objectives	Feasibility Study, Fort Hood, Multimodal Facility, Kick-Off Presentation, Study Objectives, Work Plan, Stakeholder Engagement, Data Collection

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20180314	KTMPO Title VI Plan (2018 Update)	Killeen-Temple Metropolitan Planning Organization (KTMPO)	14-Mar-18		3	Outlines policies ensuring nondiscrimination in federally assisted transportation programs, focusing on equity and public outreach in regional planning.	Nondiscrimination, Public Outreach, Equity Assurance
20180000	Stakeholder Worksheet Handout	CPCS Transcom Inc.	2/21/25			Worksheet for stakeholders to provide input on issues, opportunities, demand, need, possible fatal flaws, community impacts, and other considerations.	Stakeholder Input, Feasibility Study, Worksheet
20171102	Joint Use Agreement Between USAG and CTCOG for Compatible Land Use Coordination	United States Army Garrison (USAG) and Central Texas Council of Governments (CTCOG)	Nov-17		2	Establishes guidelines for coordinating land use between Fort Hood and local municipalities to minimize encroachment and ensure compatibility with military operations.	Land Use Coordination, Military Encroachment, Local Collaboration

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20170727	UFC 4-022-01 Entry Control Facilities Access Control Point July 2017	U.S. Army Corps of Engineers	7/27/17			Provides planning, design, construction, sustainment, restoration, and modernization criteria for Entry Control Facilities (ECFs) and Access Control Points (ACPs) at Department of Defense (DoD) military installations. Covers classifications, functions, traffic engineering, threat scenarios, general requirements, and detailed architectural, structural, and security specifications.	Access Control, Security Design, Military Standards
20161220	Fort Hood Joint Land Use Study Final	City of Killeen	20-Dec-16		2	Evaluates compatibility between Fort Hood operations and surrounding	Sustainable Development, Military Operations, Conflict Mitigation

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						community land uses, offering recommendations to mitigate conflicts and support regional growth.	
20161114	UFC 3-250-01 20161	U.S. Army Corps of Engineers	11/14/16			Provides minimum criteria for the design procedures and requirements for the pavement design of roads and parking areas. Clarifies when State pavement design procedures may be used and when PCASE is required.	Pavement Design, Roads, Parking Areas, PCASE
20160505	Lee Engineering Study - Intersection and Access Analysis along Business 190	Lee Engineering	5-May-16		3	Analyzes intersection performance and access along Business 190, providing recommendations for improvements that could enhance traffic flow and mobility near Fort Hood.	Access Management, Signal Optimization, Roadway Design

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
20150615	Turkey Run West	Directorate of Public Works, Fort Hood	6/15/15			Details of pavement marking and full-depth reclamation for Turkey Run Road, including specifications for lane lines, edge lines, and raised pavement markers	Pavement Marking, Full-Depth Reclamation, Turkey Run Road
20140505	Copperas Cove Stormwater Management Plan	City of Copperas Cove, Lockwood, Andrews & Newnam, Inc.	May-14	Policy	3	Outlines stormwater management strategies to meet regulatory requirements, focusing on reducing pollutants in runoff and ensuring compliance for infrastructure near Fort Hood.	Pollution Control, Best Management Practices, Regulatory Compliance
20131001	UFC 4-022-03 Security Fences and Gates	U.S. Army Corps of Engineers	1-Oct-13		3	Provides unified criteria for the design, selection, and installation of security fences and gates for military installations and other Department of Defense (DoD)	Security Infrastructure, Physical Barriers, Military Installations

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						facilities. Covers perimeter security, access control, fencing materials, and compliance with anti-terrorism requirements.	
20131001	UFC 4-022-03 Security Fences and Gates 1 October 2013	U.S. Army Corps of Engineers	10/1/13			Provides a unified approach for the design, selection, and installation of security fences and gates for Department of Defense (DoD) projects. Covers chain link, ornamental, welded wire mesh, expanded metal, farm style, and expeditionary perimeter fencing. Includes guidelines for fence fabric height, top guards, grounding, reinforcement, special security features, and	Security Fences, Gates, Physical Security, Military Standards

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						various types of gates.	
20100217	Coryell County FEMA Flood Insurance Study	Federal Emergency Management Agency (FEMA)	Feb-10	Report	3	Analyzes flood risks and provides flood zone mapping, relevant for infrastructure planning and mitigation efforts in areas near Fort Hood.	Flood Risk, Floodplain Management, Hydrological Analysis
20080100	Copperas Cove Downtown Improvements Master Plan	Schrickel, Rollins and Associates, Inc.	Jan-08	Report	4	Presents strategies for revitalizing downtown Copperas Cove, focusing on streetscape enhancements and infrastructure improvements that may support community development near Fort Hood.	Pedestrian Infrastructure, Streetscape Design, Phased Development
0	BaldKnob_AOI_ver 2	Fort Hood Public Works	Unknown	Map	2	Map of northern boundary of Fort Hood showing a 2487 acre "Area of Interest" and 4 parcels marked as	Installation Boundary, Bald Knob Road, Western Tank Trail

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						"Bald Knob Parcel" of 74 ac, 57 ac, 7 ac, and 3 ac sizes. Rapido Drop Zone is between these two areas.	
0	KTMPO Limits and EJ COC Areas	Killeen-Temple Metropolitan Planning Organization (KTMPO)	Unknown		4	Map of KTMPO and Environmental Justice Communities of Concern	Minority populations, low income, Latino
0	Land Swap abstracts_rotated	Unknown	Unknown	Map	2	Two maps. The first is on the southwest of Fort Hood, showing shaded areas south of SH 9 that the legend identifies as "Proposed Land Exchange Areas". The second map is of the 2487 .4 acre "area of interest" east of FM 116 that is also depicted in the Bald Knob map.	Installation Boundary, Training Area, Tank Destroyer Boulevard, Old Georgetown Road
0	Private Intermodal Facility Guidelines	BNSF				Outlines guidelines for constructing and operating private intermodal facilities in	Logistics Standards, Facility Management, Operational Guidelines

ID	Title	Author/ Publisher	Date of Publication	Document Type	Relevance	Summary/Notes	Key Words
						compliance with BNSF standards, offering key operational insights applicable to the proposed Fort Hood rail expansion, particularly in terms of logistics coordination and infrastructure requirements	
0	Exhibit A - Stay Basic Sign Regulations	City of Copperas Cove		Law	5	Outlines standards for the erection, alteration, and maintenance of signs within the city, focusing on safety, communication, landscape preservation, and maintenance.	Signage Standards, Safety Compliance, Construction Signage

B Interview Summaries

Included in this Appendix are summaries of interviews with stakeholders, rail companies, and private developers. These meetings were conducted in two different stages of the project, with the Army and related organization interviews occurring in March 2025 and rail/developer interviews occurring in June/July 2025. These meetings facilitated information sharing, risk identification, project coordination, and resource alignment across key areas including emergency services, transportation, defense alliances, rail operations, public works, environmental management, engineering, and logistics. The collaborative discussions helped educate the interviewees on the potential multimodal sites and other logistical issues surrounding the potential facility development. In turn, the interviewees shared issues, concerns, and ideas for moving forward with the project, citing appropriate lease agreements, understanding military mission needs, and ensuring economically viable operations as key issues necessary for the success of the multimodal project. Each summary includes the name of the interviewee, the date of the meeting, and a high-level review of the discussions.

Table B-1 Stakeholder Organizations and Rail Operators/Developers

Stakeholder Organizations and Departments	
Fort Hood Department of Emergency Services	Texas Department of Transportation
Heart of Texas Defense Alliance	Burlington Northern Sante Fe Railway
Department of Public Works	Patriot Rail Company
DPW Environmental Division	Watco
Army Field Support Battalion-Hood	TNW Corporation
DPW Engineering Division	Legacy Construction
DPW Planning Division	Scannell Properties

Fort Hood Department of Emergency Services (3 March 2025)

The Fort Hood Department of Emergency Services (DES) identified perimeter vulnerabilities — for example, at switching stations designated as Mission Essential Vulnerable Areas. Rain-induced washouts weaken fences and increase the risk of breaches, leading the department to integrate stormwater management into security strategies. DES maintains the perimeter through ongoing inspections and dedicated maintenance. The department is prioritizing enhancing commercial traffic efficiency, supporting the construction of two ramps on the west portion of the industrial area; this helps traffic entering the installation avoid commercial and residential areas near the ROC and the planned LHY. They are also evaluating base housing capacity with attention to security and zoning, advocating privatization and expansion to support military families.

Heart of Texas Defense Alliance (4 March 2025)

The Heart of Texas Defense Alliance (HOTDA) addressed military transportation infrastructure constraints, including limited railhead capacity, truck congestion, and inadequate sideloading facilities that impede deployments. They agree with expanding ROC sideloading capacity, exploring containerization, and improving access for commercial vehicles, as truck inspection is currently limited to one gate. HOTDA agrees with consolidating rail and truck staging or maintaining separate facilities with regard to a multimodal facility. Specifically, they emphasized stakeholder engagement with transportation agencies, economic developers, and rail partners to align objectives and optimize funding, including grants for backup power, infrastructure, and coordination exercises (e.g., Platform Roadrunner) for highway interoperability.

Department of Public Works (6 March 2025)

The Department of Public Works will focus on strengthening and widening key routes like Tank Destroyer Boulevard and resolving rail connectivity challenges. Land use uncertainties, such as an EUL versus land swaps, complicate siting and design. The department is coordinating with military officials, city authorities, and contractors to finalize designs and secure funding for the new LHY. The LHY initiative is progressing steadily toward a 2026 completion within budget. They suggested improving railhead functionality with expanded sideloading and containerization and enhancing road connectivity through a connector between Highway 9 and the US-190 bypass to reduce truck congestion. Severe weather also raises readiness concerns, prompting robust design features.

DPW Environmental Division (7 March 2025)

The DPW Environmental Division manages environmental compliance, including scheduling tree work to avoid nesting seasons and ensuring tree replacement ratios meet standards. In terms of suggested multimodal locations, they said Site 3 faces significant challenges from creeks, floodplains, and a protected cultural site, requiring a Finding of No Practicable Alternative and mitigation. Sites 1 and 2 are favored due to fewer ecological obstacles. For NEPA completeness, the division is integrating road expansions, line haul relocation, and site development into a consolidated environmental assessment (EA) compliant with federal regulations such as the Migratory Bird Treaty Act. They suggested overlaying data for floodplains, cultural sites, and endangered species to refine and help choose multimodal layouts.

Army Field Support Battalion-Hood (10 March 2025)

The AFSBn stressed the importance of establishing clear timelines for any new rail, truck, or gate improvements so they can secure personnel and equipment from the Army Sustainment Command. TxDOT ramp construction and gate relocation timing pose uncertainties that complicate logistics planning. They suggested focusing on multimodal Sites 1 and 2 and confirmed that Matrix should develop conceptual layouts with fencing and gate options while excluding Site 3 as impractical. They suggested that planned upgrades for the sites include access control and road capacity improvements near key points, with four-lane road expansions supporting truck access and security. Funding and coordination should involve the Army garrison command, public works, and transportation authorities. Some relocation plans remain unfunded (TIF and Tank Destroyer Boulevard upgrades), and relocation of the TIF to an alternate gate should be evaluated.

DPW Engineering Division (10 March 2025)

The DPW Engineering Division said they previously identified critical needs to widen and thicken Tank Destroyer Boulevard, although funding remains insufficient. Ramp expansions, managed by TxDOT, may not fully meet internal transportation needs, especially with regard to Site 1. Site 3's drainage issues and floodplain presence make it the least favorable. The division supports relocating the Troop In/Out Processing Facility near ACP 8, but the remote Deployment Readiness Reaction Field complicates deployment logistics. Their strategy includes bundling road improvements with ramp projects and pursuing grants to close funding gaps. They are also investigating tank trail extensions to reduce transit times between the DRRF and ROC.

DPW Planning Division (13 March 2025)

The DPW Planning Division reported limited staging capacity and infrastructure for military operations, so the multimodal site needs direct access to ROC and new LHY. The LHY relocation is fully funded and at 65% design completion, but relocating the Truck Inspection Facility and reopening the ACP 8 gate lack secured funding and final designs. Transportation priorities include commercial traffic flow improvements through proposed TxDOT ramps and road expansions. Military family housing capacity is under the division’s evaluation with considerations for privatization and expansion. Consolidating heavy truck traffic in the Quartermaster Park (industrial area) could reduce some of the commercial traffic conflict with residential traffic within the study area.

Texas Department of Transportation (31 March 2025)

The Texas Department of Transportation highlighted major access challenges at Site 3 due to insufficient ramp spacing on I-14, necessitating non-standard solutions like roundabouts or continuous frontage roads, which face funding and feasibility constraints. Current ramp designs do not support future direct left turns onto Tank Destroyer Boulevard, limiting modification opportunities before scheduled project lettings; the use of Site 1 would thus necessitate further ramp construction. The alleviation of congestion caused by persistent long truck queues at the Clarke Road gate awaits completion of ramp and gate relocation projects. The department agrees with Sites 1 and 2 for intermodal facility development due to better access and fewer constraints. They plan district-wide expansion of I-14 to interstate standards over the next decade, with ramp construction on SH-9 scheduled to begin in late 2025. I-14 improvements west to US-281 will occur in the future, supporting increased freight movement in the entire region.

BNSF Railway (5 June 2025)

BNSF is the Class 1 railroad serving the Killeen-Temple-Fort Hood area, and they are assisting in the evaluation of the multimodal rail facility at Fort Hood. They said they prefer Site 2 for its size, shape, and manageable grade changes. The company balances rail access between military and commercial users, aiming for efficient switching to optimize locomotive movement while mitigating main line blocking risks. The facility operates mostly as a manifest operation but allows unit train service if a major user commits. Market potential focuses on construction materials and warehousing, with an industrial park model allowing flexible tenant attraction. The team reviewed the Advanced Rail Solutions (ARS) conceptual layouts for Sites 1 and 2, and BNSF will share them with transportation and engineering teams for initial feedback. BNSF advised that before investing in capital, a new business review process in accordance with BNSF design manuals should be implemented.

Patriot Rail Company (23 June 2025)

Patriot Rail, a short-line operator experienced in container traffic and intermodal facility development, said they will pursue infrastructure grants and propose phased development starting with small container yards and expanding to warehousing. Patriot Rail requires customer commitments and throughput guarantees for investment, preferring commercial viability over infrequent military use. Military discussions have shown openness to EULs for infrastructure funding. Regarding the multimodal facility, the military aims for priority facility use with surge notifications but recognizes shared commercial access needs. Critical infrastructure needs include relocating commercial traffic to a new gate and upgrading Tank Destroyer Boulevard, although funding remains uncertain. Patriot's suggested design

concepts emphasize flexible storage yards with removable tracks, loop tracks, transloading facilities, and scalable warehousing. Finally, they said that clarifying the scale and frequency of the military use of the multimodal facility is imperative.

Watco (31 July 2025)

Watco, another short-line rail operator, previously held meetings with garrison leadership to review site options, as they think the Fort Hood multimodal project is a unique opportunity to partner with the military. They said that ARS initial layouts show capacity for up to 2,500 railcar spots, though market feedback suggests realistic demand is 500–1,000 spots. The plan balances transloading and warehouse uses while facing significant grading challenges with up to 50 feet of elevation change. Primary commodities include construction materials and cold storage for perishables. Military requirements emphasize additional rail capacity to reduce deployment times, with commercial and military operations segregated for security. Site 2 is preferred for its size, flexibility, and manageable grading; Site 1 faces access and potential floodplain challenges. Operational planning focuses on efficient rail switching, level yard tracks, and convenient truck access. For a successful project, Watco emphasized transparent land valuation to ensure viable lease rates, forging operational cooperation on the site, and setting clear policy on speculative leases with performance benchmarks.

TNW Railway (8 July 2025)

TNW, headquartered in Texas, provides a range of services including railcar storage, transloading, railcar repair, scrapping, and industry switching. For the Fort Hood project, TNW's engineering team proposed layouts aimed at maximizing railcar storage and operational flexibility while avoiding interference with military switching. The designs consider substantial earthwork, with Site 1 and Site 2 requiring extensive cutting. Site 1 is preferred for better separation from military operations and Site 2 for lower construction complexity. TNW identified strong market demand in warehousing, cold storage, and transloading, although competition exists in nearby locations.

Legacy Construction (10 July 2025)

Legacy Construction Fresno has interest in the feasibility and development concepts that focus on Sites 1 and 2. They highlighted operational efficiency alongside challenges with grading and access. Schematic layouts demonstrate capacity for railcar storage, transloading, and cold storage, maintaining rail grades below 0.4% for effective operations. They suggested that the facility must be profitable for the commercial operators. Examples of potential uses are railcar storage, warehousing and cold storage, and unit trains for crushed limestone leveraging local quarry resources. Legacy also emphasized the use of an EUL, citing experience with public ownership

and private operation. Key issues to resolve are terms for military access to the facility, security requirements (e.g., fencing and physical separation), and lease duration and terms to ensure economic viability for the developer.

Scannell Properties (10 July 2025)

Scannell Properties, a privately owned commercial real estate development and investment firm, is experienced in government and port authority leases emphasizing monetizing lease income streams rather than land ownership. They prefer Site 2 for its operational benefits like continuous access and looped track designs allowing efficient train movements. Scannell supports potential construction of up to two 350,000-square-foot warehouses but notes infrastructure funding needs exist. Market conditions show a preference for midsize industrial buildings serving cold storage, distribution, and defense-related contractors. They stressed that project success depends on securing tenants and offering attractive lease terms, in addition to seeking grants for needed infrastructure repairs and enhancements in the facility and surrounding areas.

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C Preliminary Drawings

This Appendix consists of preliminary drawings that were developed to illustrate the concepts outlined in the report. They represent three general categories: 1) Multimodal Site Conceptual Drawings, 2) Roadway Improvements, and 3) Access Control Point and Truck Inspection Facility concepts.

There are three multimodal site drawings: 1) Site 1 Concept Plan, 2) Site 2 Concept Plan representing the same scope of elements as the full build-out of Site 1, and 3) the Full Build-out of Site 2, which has acreage for more transloading, railcar storage spots, and an additional warehouse site, as compared with Site 1.

The drawings also graphically represent potential phases of rehabilitation of Tank Destroyer Boulevard, shown on one individual sheet (Tank Destroyer Phase 2) and other phases on the multimodal site sheets. These representations are just the outline of the extent of the phase, and the linear footage and square yard estimates of the repairs.

Finally, there are two drawings of the potential addition of the TIF at ACP 8. These drawings show the elements of the construction that would be required. One drawing has an aerial background for context, and the other has a typical conceptual site plan.

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PROP. RAMP
(APPROX. 1,700 LF - 8,000 SY)

PROP. RAMPS
(APPROX. 1,650 LF - 7,400 SY)

PROP. RAMP
(APPROX. 1,750 LF - 8,300 SY)

PH 4 O.G.
PVMT RECONSTRUCTION
(APPROX. 1,100 LF - 4,300 SY)

PROP. RAMP
(BY OTHERS)

OLD GEORGETOWN RD

STATE HWY 9

FEMA
ZONE AE
FLOODPLAIN

RECONSTRUCT 5,000 LF OF TANK DESTROYER BLVD.
(SEE SECTION BELOW)

TANK DESTROYER BLVD

PH 1 T.D.
PVMT UPGRADES
(APPROX. 5,000 LF - 20,570 SY)

RECONSTRUCT LOW WATER CROSSING AND CULVERTS TO PROVIDE CAPACITY FOR THE FEMA 100-YEAR STORM EVENT

HILLS OF COVE GOLF COURSE
OWNER: CITY OF COPPERAS COVE

PH 2 T.D.
PVMT UPGRADES
(APPROX. 6,750 LF - 35,000 SY)

TANK DESTROYER BLVD

INTERCHANGE
190 FT OF CASE

EXIST. RAIL OPERATIONS CENTER

PH 3 T.D.
PVMT UPGRADES
(APPROX. 4,200 LF - 16, 700 SY)

PROP.
RET. WALL

STATE HWY 9

PROP. RAMP
(BY OTHERS)

TRUCK & EMPLOYEE PARKING

TRUCK COURT (150')

WAREHOUSE (350' X 90' FT)

RAILCAR STORAGE (350' x 65' CARS)

TRANSLOADING (127' x 65' CARS)

RAILCAR STORAGE (305' x 65' CARS)

TRANSLOADING (65' x 65' CARS)

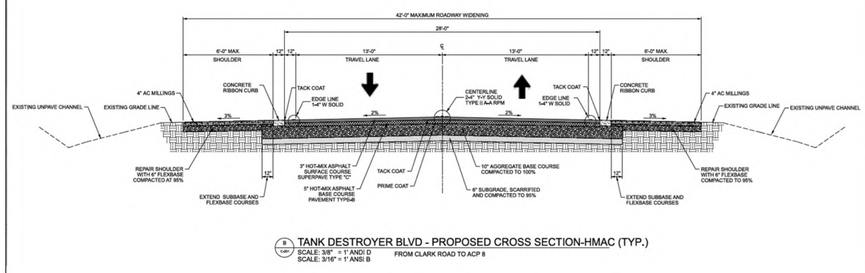
STATE HWY 9

BNSF CLASS 1 RR

OWNER: REVERCHON PARTNERS II LTD

US 190 (BUS)

Tank Destroyer – Site 1 to Old Georgetown Road



8 (Sht) TANK DESTROYER BLVD - PROPOSED CROSS SECTION-HMAC (TYP.)
SCALE: 3/8" = 1' ANSI D
SCALE: 3/16" = 1' ANSI B
FROM CLARK ROAD TO ACP 8

N

GRAPHIC SCALE

350' 0' 350' 700'

(IN FEET)
1 inch = 350 ft.

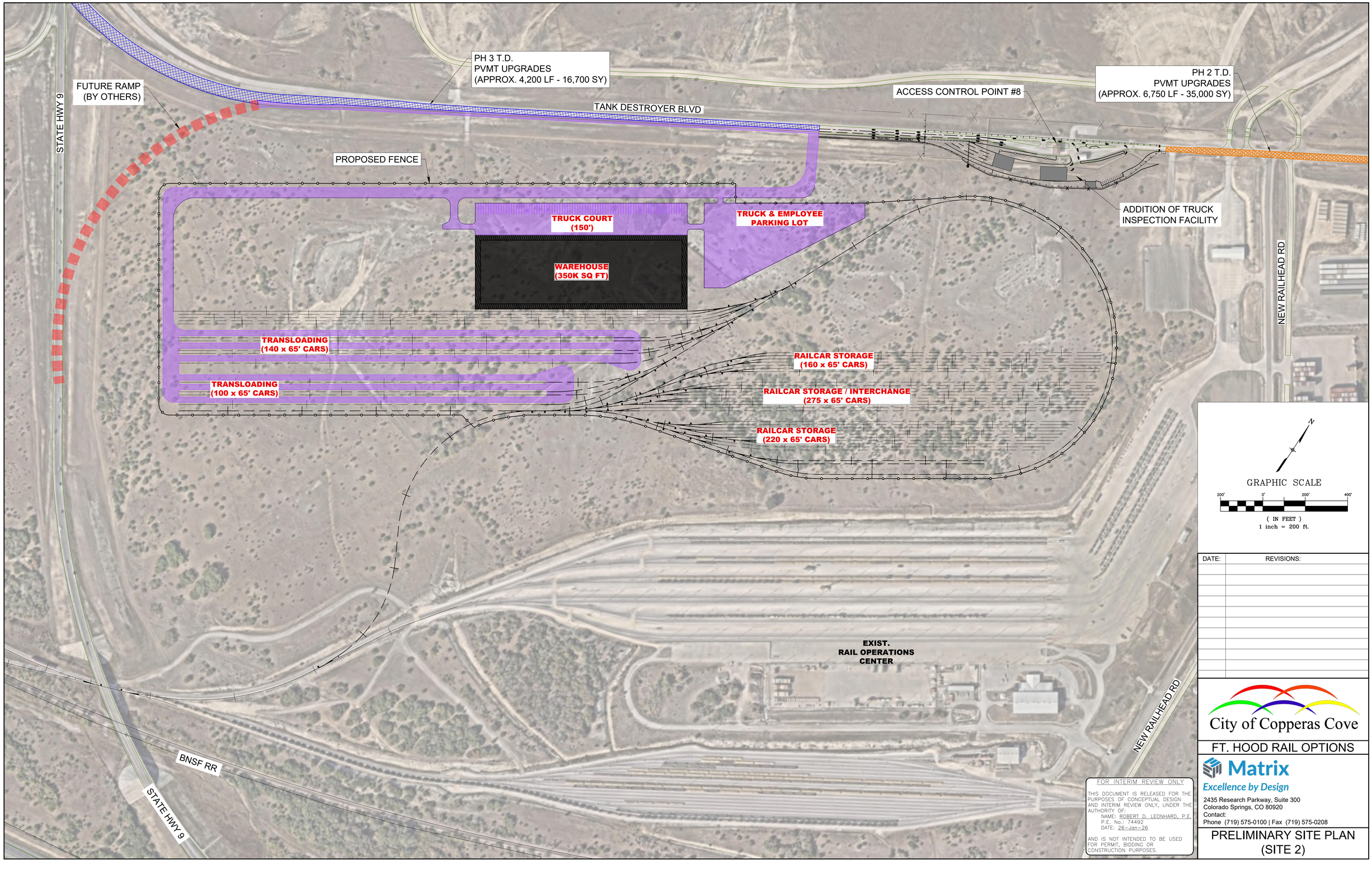
DATE:	REVISIONS:

City of Copperas Cove

FT. HOOD RAIL OPTIONS

Matrix
Excellence by Design
2435 Research Parkway, Suite 300
Colorado Springs, CO 80920
Contact:
Phone (719) 575-0100 | Fax (719) 575-0208

PRELIMINARY SITE PLAN
(SITE 1)



GRAPHIC SCALE

200' 0' 200' 400'

(IN FEET)
1 inch = 200 ft.

DATE:	REVISIONS:

City of Copperas Cove

FT. HOOD RAIL OPTIONS

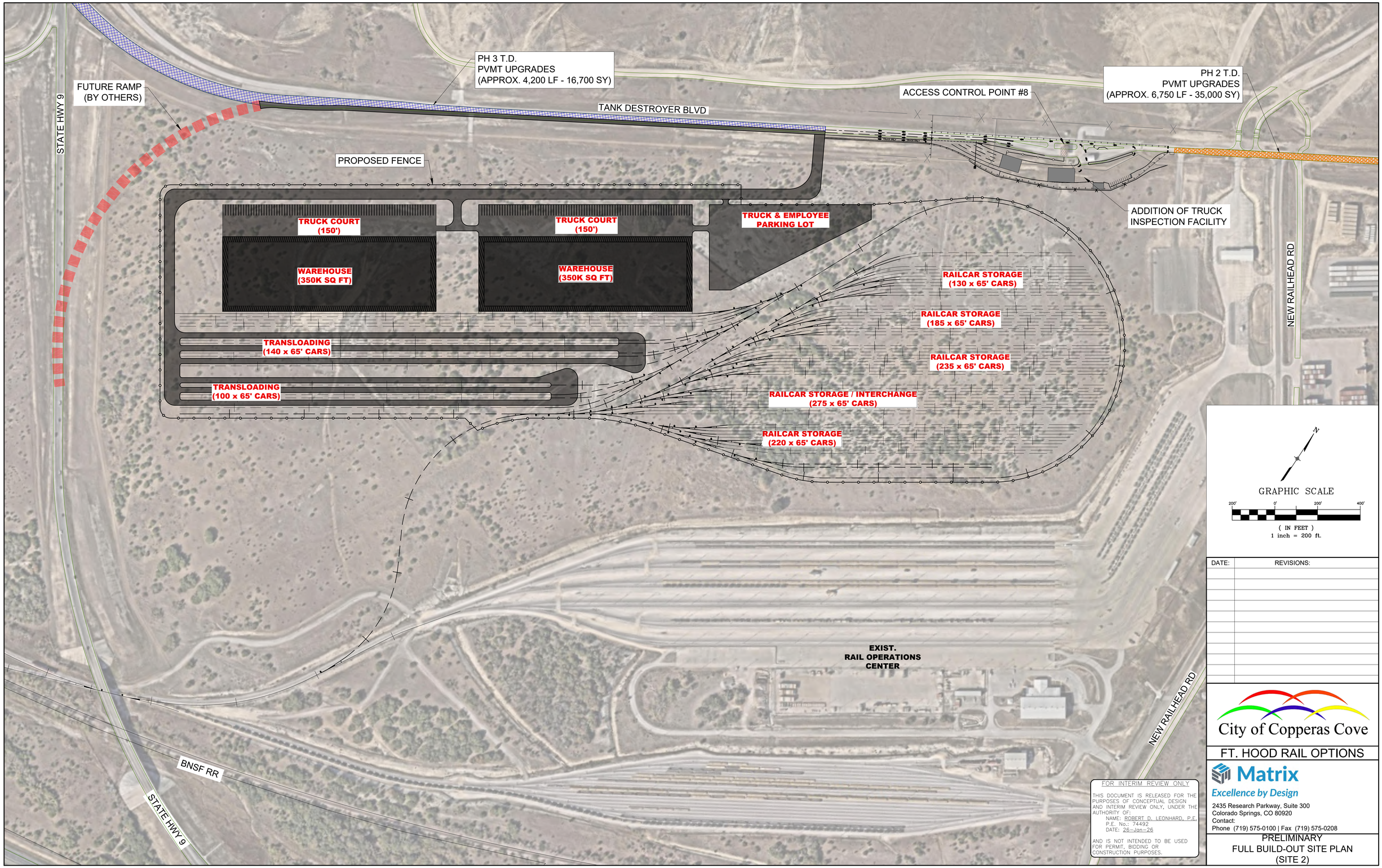
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PRELIMINARY SITE PLAN
(SITE 2)

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N

GRAPHIC SCALE

200' 0' 200' 400'

(IN FEET)
1 inch = 200 ft.

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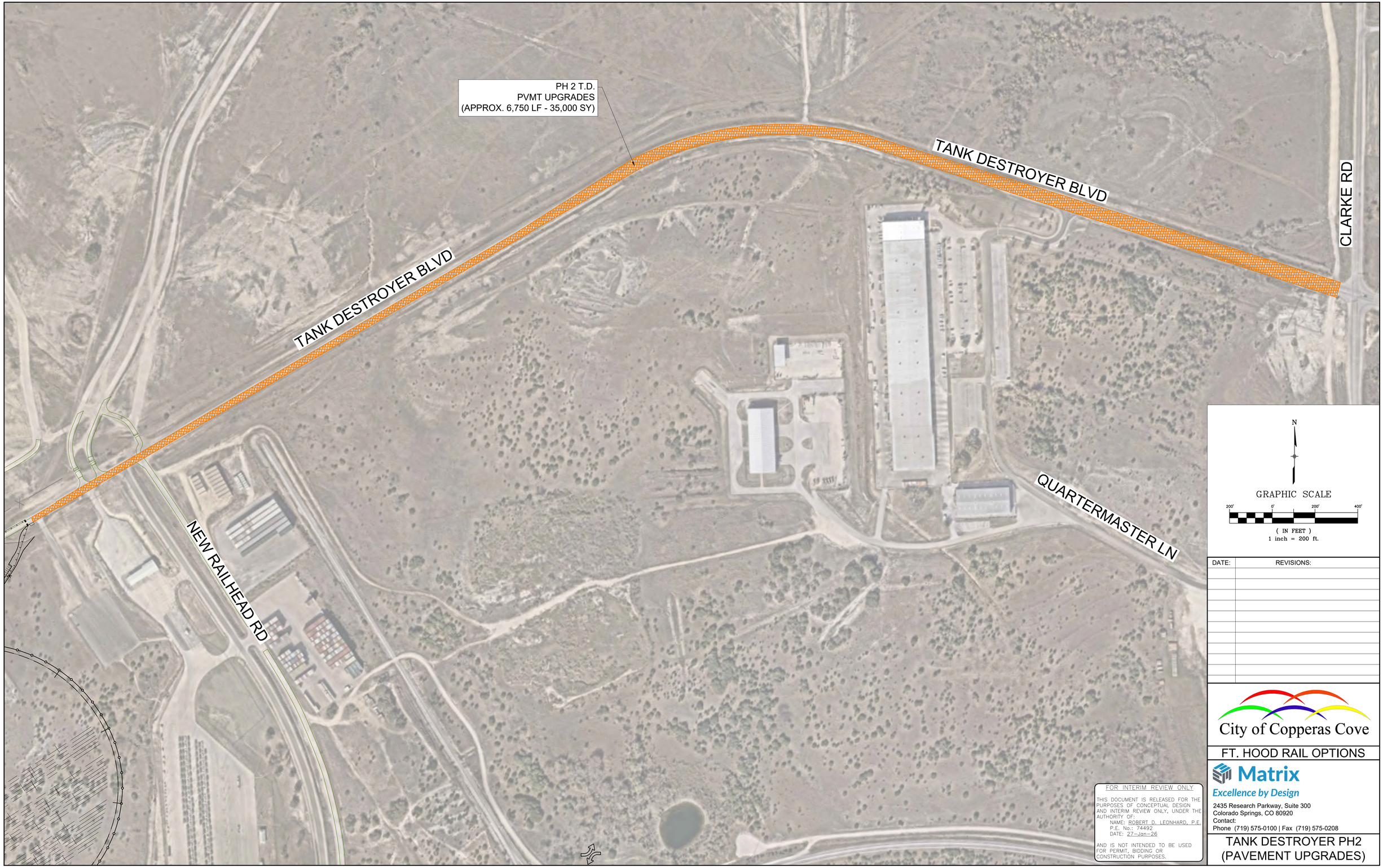
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PRELIMINARY
FULL BUILD-OUT SITE PLAN
(SITE 2)



N

GRAPHIC SCALE

200' 0' 200' 400'

(IN FEET)
1 inch = 200 ft.

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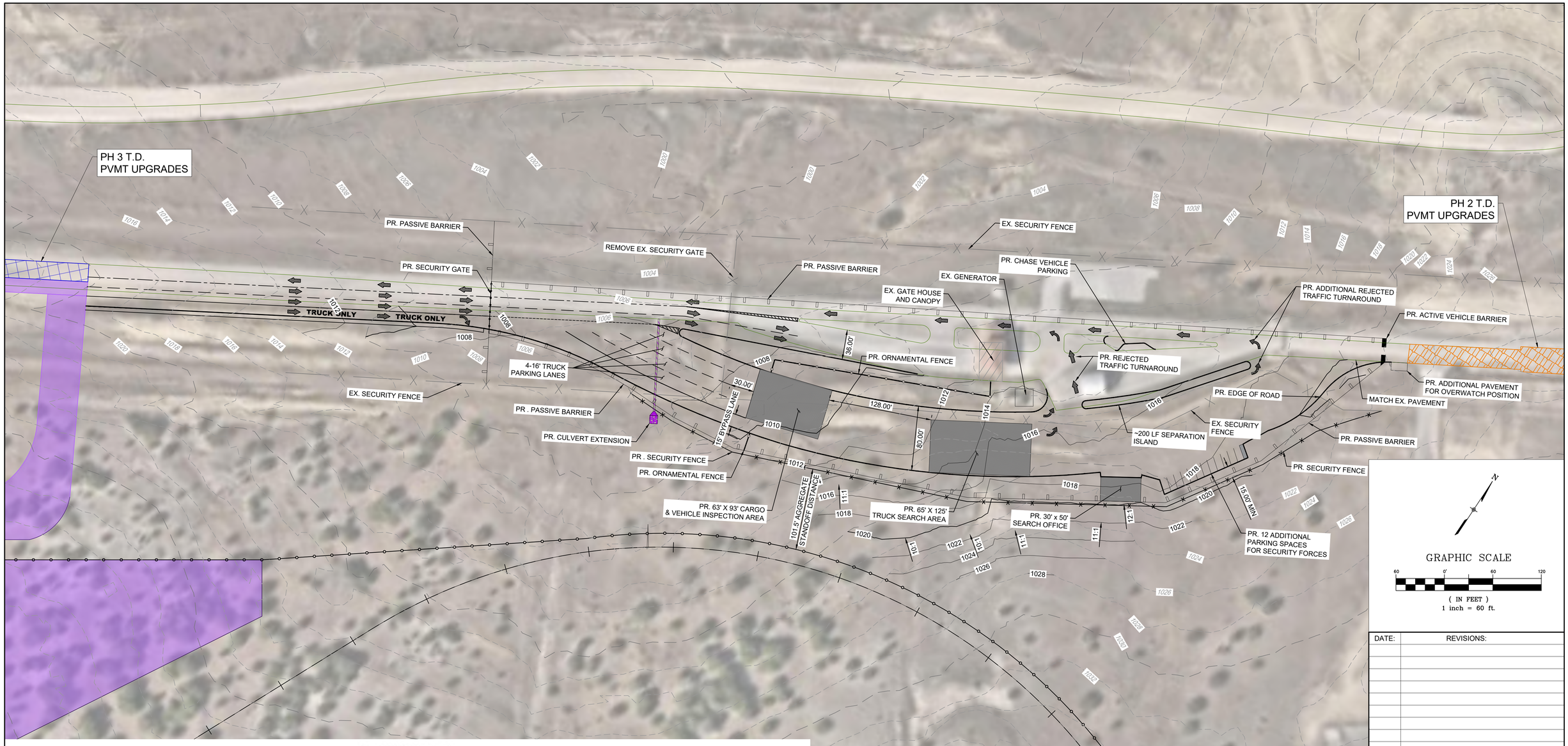
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TANK DESTROYER PH2 (PAVEMENT UPGRADES)



GRAPHIC SCALE

60 0' 60 120

(IN FEET)
1 inch = 60 ft.

DATE:	REVISIONS:

Cut/Fill Report

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Volume Summary

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Totals

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* Value adjusted by cut or fill factor other than 1.0

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PRELIMINARY TRUCK INSPECTION FACILITY



Cut/Fill Report

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Volume Summary

Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Lidar Vs Inspection Station FG	full	1.00	1.00	178359.25	8524.70	1243.35	7281.35<Cut>

Totals

	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Total	178359.25	8524.70	1243.35	7281.35<Cut>

* Value adjusted by cut or fill factor other than 1.0

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PRELIMINARY TRUCK INSPECTION FACILITY

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D Opinion of Probable Construction Costs

This Appendix contains two Opinions of Probable Construction Costs ("Cost Estimates") for the multimodal facility sites and for the TIF addition at ACP 8.

The first OPCC is a comparison of the two multimodal sites with the same number of transloading, railcar storage, and warehousing (one building each). There is little expectation that the entirety of the Site 2 elements would be constructed in the initial phases of a project, so the total cost of that site is not included.

The second OPCC is the estimate for the addition of the TIF to ACP 8, including not only the horizontal infrastructure (pavement, fencing, utilities, etc.) but the preliminary cost for the vertical structures, including the interiors of the buildings scheduled for construction.

Multimodal Sites 1 & 2 Phased OPCC

Item	Unit Cost	Unit	Site 1	Site 1 OPCC	Site 2	Site 2 OPCC
Clearing and Grubbing	$6,000.00	ACRE	70	$420,000	137	$822,000
Excavation (Cut)	$7.00	CY	2009228	$14,064,596	1680393	$11,762,751
Embankment (Fill)	$11.00	CY	148600	$1,634,600	230149	$2,531,639
Concrete Pavement (7")	$90.00	SY	83095	$7,478,529	108612	$9,775,076
Concrete Retaining Walls	$200.00	CY	2103	$420,577	1635	$326,932
Concrete Curb	$25.00	LF	8541	$213,526	3344	$83,589
Security Fence (8' W/ Outrigger)	$50.00	LF	10534	$526,688	10990	$549,513
Topsoil	$30.00	CY	4230	$126,894	18315	$549,456
Landscaping/Seeding	$5,000.00	ACRE	70	$350,000	137	$685,000
Rail - Track	$450.00	TF	91518	$41,183,321	99978	$44,990,132
Rail - Industrial Turnouts (Switches)	$85,000.00	EA	40	$3,400,000	45	$3,825,000

Multimodal Sites 1 & 2 Phased OPCC

Item	Unit Cost	Unit	Site 1	Site 1 OPCC	Site 2	Site 2 OPCC
Site Signage and Striping	$350	EA	100	$35,000	150	$52,500
Storm Water (Drainage)	3%	PCT	69853730	$2,095,612	75953588	$2,278,608
Utilities (Water, Sewer, Electric, Gas, Comm)	7%	PCT	69853730	$4,889,761	75953588	$5,316,751
Mobilization	11%	PCT	69853730	$7,683,910	75953588	$8,354,895
Insurance and Bond	3%	PCT	69853730	$2,095,612	75953588	$2,278,608
Barricades, Signs and Traffic Handling	1%	PCT	69853730	$698,537	75953588	$759,536
Erosion Control (SW3P)	1%	PCT	69853730	$698,537	75953588	$759,536
Design (Surveying and Engineering, or PS&E)	10%	PCT	69853730	$6,985,373	75953588	$7,595,359
SUBTOTAL 1				**$95,001,073**		**$103,296,879**
Office-warehouse (Shell Only)	$150.00	SF	350000	$52,500,000	350000	$52,500,000
SUBTOTAL 2				**$147,501,073**		**$155,796,879**
CONTINGENCY (20% OF INFRASTRUCTURE COSTS + DESIGN)	20%	LS	95001073	$19,000,215	103296879	$20,659,376
TOTALS				**$166,501,288**		**$176,456,255**

ACP 8 + TIF OPCC

Item	Unit Cost	Unit	Amount	ACP 8 +TIF OPCC
Security Office (30' X 50')	$685	SF	1500	$1,027,500
Cargo And Vehicle Inspection	$245	SF	8125	$1,990,625
Truck Inspection Canopy	$235	SF	5859	$1,376,865
Roadway And Parking, Earthwork, Fences, Drainage, Sign/Striping, Landscaping	$915,130	EA	1	$915,130
Active Barrier (Grab Type)	$150,450	EA	1	$150,450
Passive Barrier (Cable Through Guard Rail)	$105	LF	2400	$252,000
Utilities (Water, Sewer, Electric, Gas, Comm, NEC)	30%	PCT (CIVIL)	915130	$274,539
SUBTOTAL 1:				**$5,987,109**
Mobilization	11.00%	PCT	5987109	$658,582
Insurance And Bond	3.00%	PCT	5987109	$179,613
Barricades, Signs and Traffic Handling	1.00%	PCT	5987109	$59,871
Erosion Control (SW3P)	1.00%	PCT	5987109	$59,871
SUBTOTAL 2:				**$957,937**
Contingency + Design (Surveying and Engineering)	20.00%	PCT	6945046	$1,389,009
			TOTAL:	**$8,334,056**

Tank Destroyer Upgrades OPCC

Item	QTY per LF	Unit	Unit Price	Cost per LF
3" HMAC Surface (Type C)	0.76	TON	$110.00	$83.60
Tack coat	14.0	SY	$1.50	$21.00
5" HMAC Base (Type B)	1.27	TON	$95.00	$120.65
Prime coat	14.0	SY	$1.75	$24.50
10" Aggregate base	1.30	CY	$32.00	$41.60
6" Subgrade scarify/compact	14.0	SY	$3.00	$42.00
PAVEMENT STRUCTURE SUBTOTAL				**$333.35**
Concrete ribbon curb (both sides)	2.0	LF	$25.00	$50.00
Pavement markings	1.0	LS	$10.00	$10.00
DIRECT CONSTRUCTION SUBTOTAL				**$393.35**

Tank Destroyer Upgrades OPCC

Item	QTY per LF	Unit	Unit Price	Cost per LF
Traffic control/MOT (10%)				$39.34
Mobilization (4%)				$15.73
Surveying/staking (2%)				$7.87
Contractor OH&P (15%)				$59.00
TOTAL ESTIMATED COST				**$515.29**
ROUNDED PLANNING ESTIMATE				**$520.00**

Project Length Scenarios:

Description	Length (LF)	Cost per LF	Total Project Cost
Ph 1: SH-9 to Old Georgetown	5,000	520	$2,600,000
Ph 2: N. Clarke to ACP 8	6,750	520	$3,510,000
Ph 3: ACP 8 to SH-9	4,200	520	$2,184,000
Total = 3.0 miles	**15,950**	**520**	**$8,294,000**

FT. HOOD
R.A.I.L.





FT. HOOD
R.A.I.L.

City of Copperas Cove

Matrix