HIGHLIGHTS

Chapter 3 **Highlights**:
Public Involvement and Stakeholder Outreach

Several tools were used to share information with the public and receive comments and ideas from stakeholders. These include:

- **The Oklahoma Freight Transportation Plan website** http://www.okstatefreightplan.com – The Plan website included information under the following categories: presentations, public information, and project materials.
- **Interviews with industry experts** – The purpose of the interviews was to learn about freight issues from the perspective of industry stakeholders. Efforts were made to interview individuals from a variety of modes industries, and geographic locations. A total of 17 interviews were conducted.
- **Meetings with regional and metropolitan area planning organizations** – There are nine rural regional planning organizations, and four metropolitan planning organizations in Oklahoma. Staff and board members from these organizations shared information with ODOT and the freight plan consulting team at various stages in the Plan process.
- **Coordination with neighboring states –** Oklahoma is bordered by Kansas to the north, Arkansas to the east, and Texas to the south. ODOT regular communicates with the neighboring state DOTs, and more intense communication occurred during the development of the OFTP. Of particular concern to the interstate dialogue were issues where water, rail, or highway freight corridors affected multiple states.
- **Community meetings** – In June 2017, about midway through the Plan process, three community meetings were held in the western, central, and eastern part of the State to provide information to, and receive feedback from, individuals interested in the freight plan process.
- **Freight survey** – A freight survey was developed to help gauge interest in different modes of freight transportation. The survey also asked questions on the following topics: safety, oversize/overweight vehicles, intermodal freight, truck parking, and the informed and efficient delivery of the freight transportation program in Oklahoma.
- **Consultation with the Freight Advisory Committee –** A Freight Advisory Committee (FAC) including but not limited to representatives of agriculture, airports, chambers of commerce, economic development agencies, energy industry, environmental agencies, farmers' cooperative elevators, freight railroads, metropolitan planning organizations, ports, freight safety partners, state and federal transportation agencies, tribal governments, trucking companies and the state turnpike authority. The FAC assisted in the Plan process in areas such as prioritizing goals; identifying issues, bottlenecks and concerns; sharing information related to industry, regulatory, and public priorities; and providing input on proposed strategies and projects.

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3.0 PUBLIC INVOLVEMENT AND STAKEHOLDER OUTREACH

This chapter of the Oklahoma Freight Transportation Plan (OFTP) documents various tools and strategies used by ODOT to engage with the public and various freight stakeholders during the plan development process. Several of the strategies involved use of structured mechanisms to communicate with groups or individuals who offered comments and/or received information about plan issues and priorities. Two of these structured formats were the posting of the Oklahoma Freight Transportation Plan website and the development of the Freight Advisory Committee. Please refer to Attachment C for a list of Freight Advisory Committee members; further information is available at http://www/okstatefreightplan.com.

Four other strategies, organizing stakeholder surveys, conducting stakeholder interviews, collaborating with neighbor states, and sponsoring public meetings, are documented below. Additionally, ODOT worked with the state's regional and metropolitan planning organizations, both formally and informally, throughout the process. For example, the planning organizations assisted with hosting public meetings, received status updates on the plan status, participated in the Freight Advisory Committee, and shared data related to freight routes and issues throughout the plan development process.

3.1 STAKEHOLDER SURVEYS

3.1.1 SURVEY PROCESS AND INSTRUMENT

As part of the Oklahoma Department of Transportation's (ODOT) efforts to keep the public informed and involved in the decision-making process, a multimodal freight survey was made available online (www.okstatefreightplan.com) and during ODOT's Freight Advisory Committee meeting on June 27, 2017; as well as, three Open Houses/Community Meetings on June 27–29, 2017.

The print and online surveys sought opinions on a variety of multimodal freight topics in the State of Oklahoma. Survey responses were collected and tabulated after a two-week comment period from June 30–July 14, 2017.

The freight survey provides vital insight into freight related interests by stakeholders and the general public. This information assisted in the decision-making process for the Freight Investment Element and recommendations for the OFTP.

Figure 3-1: Oklahoma State Freight Plan Survey Instrument

OKLAHOMA DEPARTMENT OF TRANSPORTATION

This survey seeks your opinion on freight issues in the State of Oklahoma.

Oklahoma State Freight Plan Survey

1) How would you describe your interest in freight transportation in Oklahoma? (check all that apply)

- ☐ Interested in freight rail
- ☐ Interested in highway freight
- ☐ Other: (please specify)
- ☐ Concerned about highway/rail crossing and other freight safety issues
- ☐ Interested in ports and waterway freight

2) Do you or your business currently use commercial motor vehicle or truck services (check all that apply)

- ☐ Less than truckload (LTL)
- ☐ Full Truckload (TL)
- ☐ Other: (please specify)
- ☐ Oversize/Overweight truckloads (eg. manufactured homes, wind turbine)
- ☐ Supersize/Superload truckloads (eg. large capacity oil and gas equip.)
- ☐ None

3) Do you or your business currently use rail service (check all that apply)

- ☐ Carload
- ☐ Unit Train
- ☐ Other: (please specify)
- ☐ Intermodal
- ☐ None

4) Do you or your business currently use waterway service (check all that apply)

- ☐ Inbound freight
- ☐ Outbound freight
- ☐ Other: (please specify)
- ☐ None

5) Safety and Condition

Rank the items below in order of importance from 1 (MOST) to 4 (LEAST) important	Rank (1-4)
ODOT should prioritize pavement maintenance on the State Highway System.	
ODOT needs to step up the pace of adding shoulders to rural highways.	
ODOT should continue its efforts to promote safe rail crossings throughout the state.	
ODOT needs to maintain its commitment to reducing the number of structurally deficient bridges.	

6) Highways - Oversize/Overweight (OS/OW) Freight

Rank the items below in order of importance from 1 (MOST) to 3 (LEAST) important	Rank (1-3)
ODOT and its agency partners should work with neighboring states on compatible oversize/overweight permitting.	
ODOT and its agency partners should identify and preserve a sub-system of the State Highway System that accommodates oversize/overweight loads, without otherwise restricting available routes.	
ODOT and its agency partners should evaluate the impacts of oversize/overweight freight movements on other transportation system users.	

7) Highways - Truck Parking

Rank the items below in order of importance from 1 (MOST) to 3 (LEAST) important	Rank (1-3)
ODOT should work with neighboring states on a truck parking information system.	
ODOT should collaborate with the private sector to promote sufficient truck parking in relation to major freight routes and activity centers.	
ODOT should focus its efforts on expanding truck parking availability at rest stops.	

8) Intermodal Freight

Rank the items below in order of importance from 1 (MOST) to 3 (LEAST) important	Rank (1-3)
ODOT needs to evaluate its role in establishing intermodal freight facilities in the state.	
Ports and waterways are critical freight assets and need connections to highways and railroads.	
ODOT needs to take a more active role in working with freight rail providers to improve freight rail service.	

9) Informed and Efficient Program Delivery

Rank the items below in order of importance from 1 (MOST) to 4 (LEAST) important	Rank (1-4)
ODOT should work with neighboring states on multistate corridors of strategic economic and security importance.	
ODOT should provide more information to communicate with and educate industry and the general public on pertinent freight topics and issues.	
ODOT should support greater use of technologies to improve the safety and efficiency of operations along corridors with high freight volumes.	
ODOT should continue to seek ways to expedite project approvals to be responsive to freight transportation needs.	

If you have additional comments or questions about freight transportation in Oklahoma please use the area below

Use reverse if additional space is needed

Name (optional):_____ City of Residence:_____

County of Residence:_____ Workplace City/County:_____

Survey deadline: July 13, 2017

Visit our website at www.okstatefreightplan.com to take this survey

You may also print and return using one of the following options

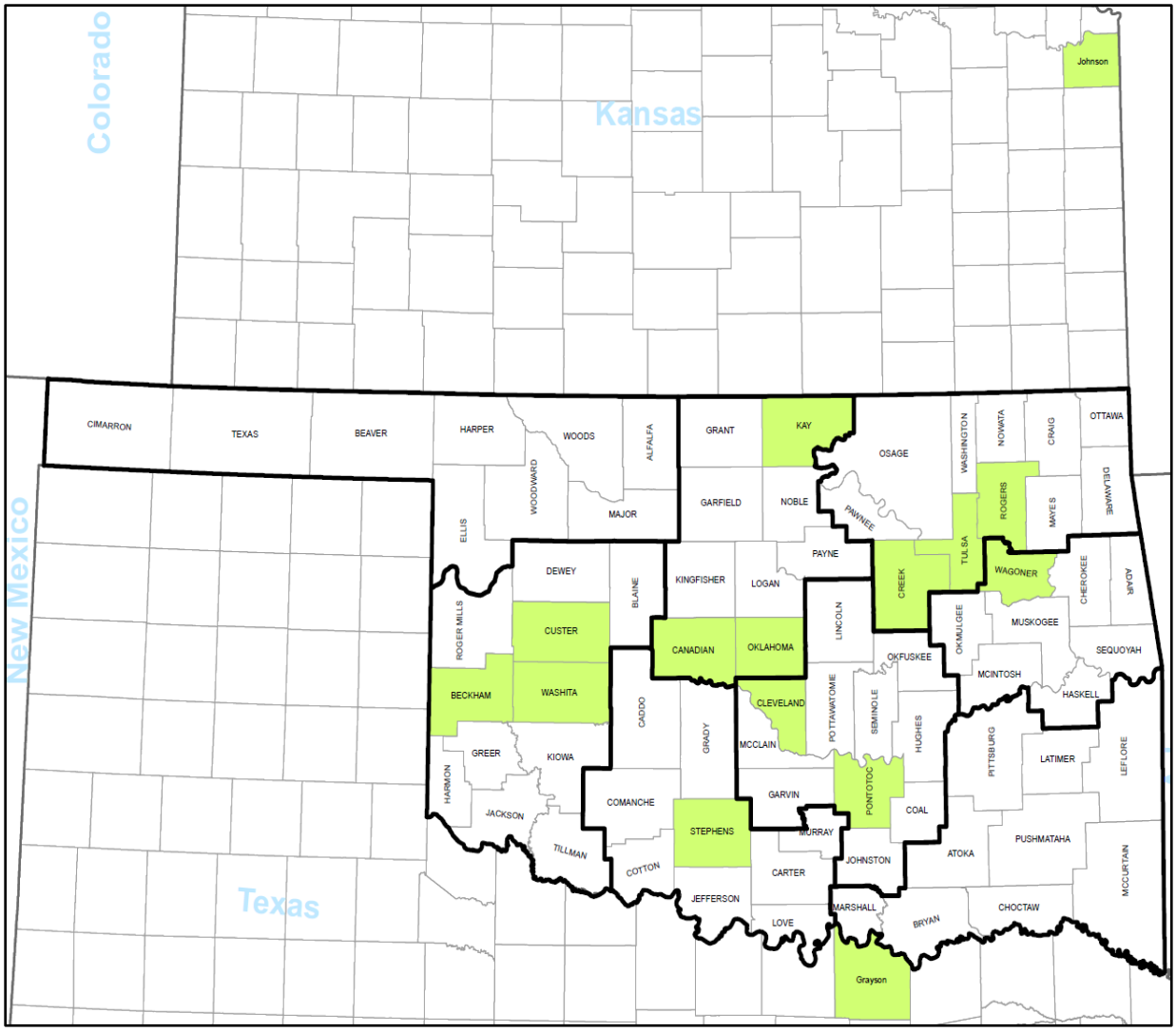
Return by Mail to :
Oklahoma Department of Transportation
Attn: SAPM - Room 3-A4
200 N.E. 21st Street
Oklahoma City, OK 73105

Return by email to: llam@odot.org
Return by fax to: 405-521-6917

3.1.2 RESPONSES BY COUNTY

The highlighted counties on the map indicate place of residence or place or employment by respondent.

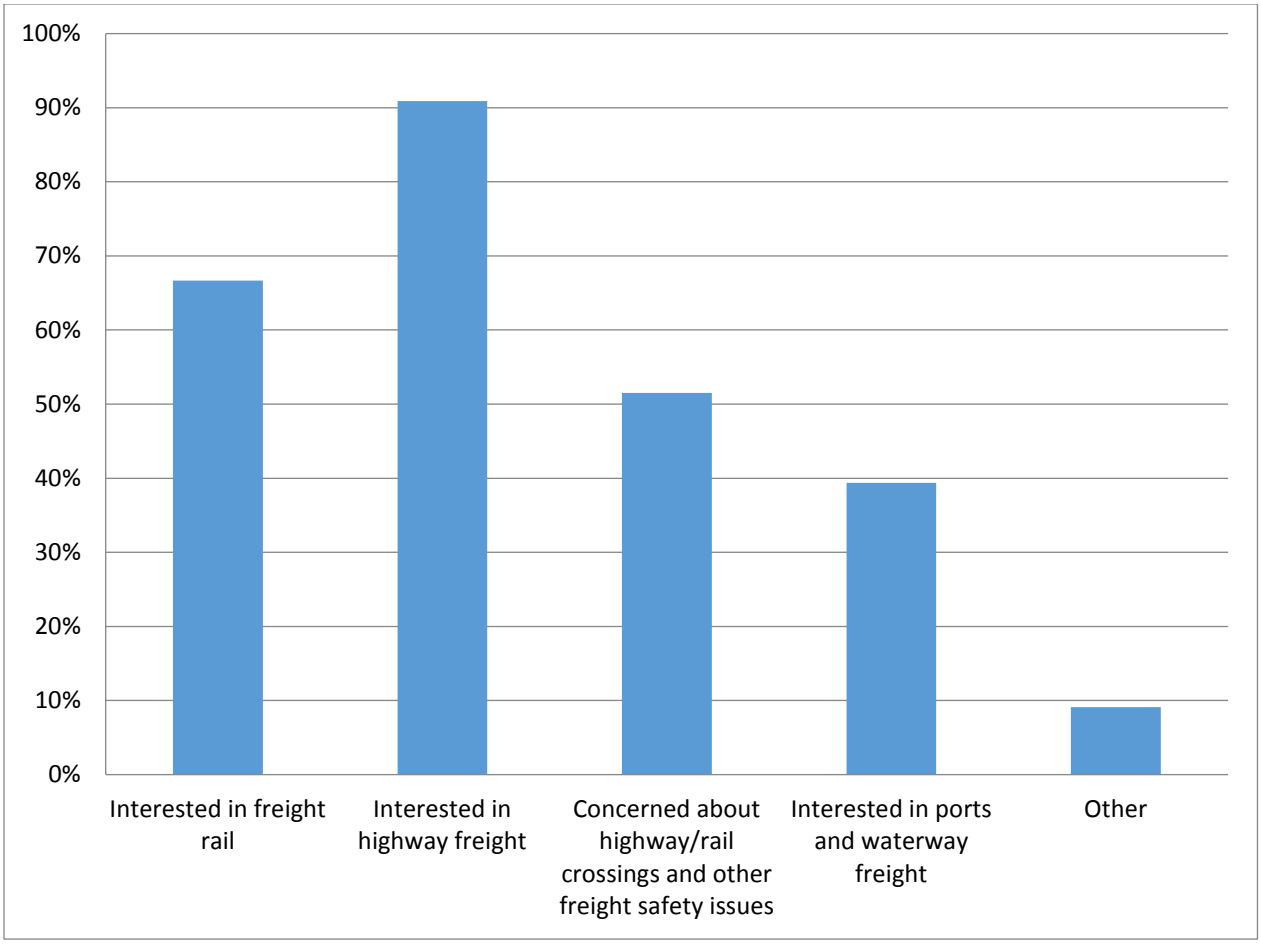
Figure 3-2: County Locations of Survey Responses



3.1.3 HOW WOULD YOU DESCRIBE YOUR INTEREST IN FREIGHT TRANSPORTATION IN OKLAHOMA?

There were a total of thirty-three responses with respondents able to select multiple answers to this question. Respondents reported that 91% are interested in highway freight, followed by 67% interest in freight rail. Highway/rail crossings (52%) and ports and waterways (39%) followed closely in third and fourth place.

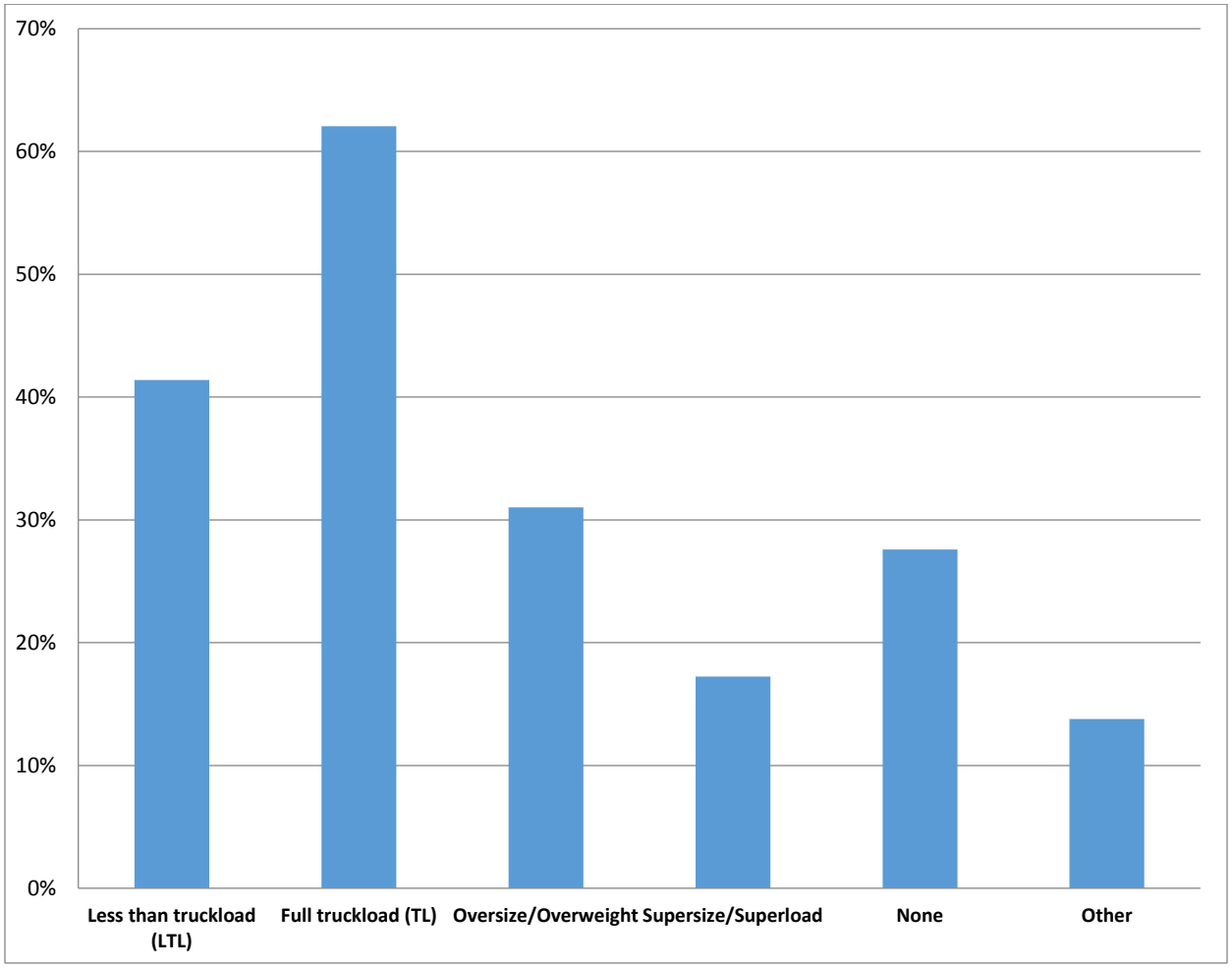
Figure 3-3: Responses to Survey Question #1



3.1.4 DO YOU OR YOUR BUSINESS CURRENTLY USE COMMERCIAL MOTOR VEHICLE OR TRUCK SERVICES?

There were a total of twenty-nine responses to this question with respondents able to select multiple answers. Most respondents indicated they utilized full truckloads (62%) and less than truckloads (41%); however, use of oversize/overweight truckloads (31%) was notable as well.

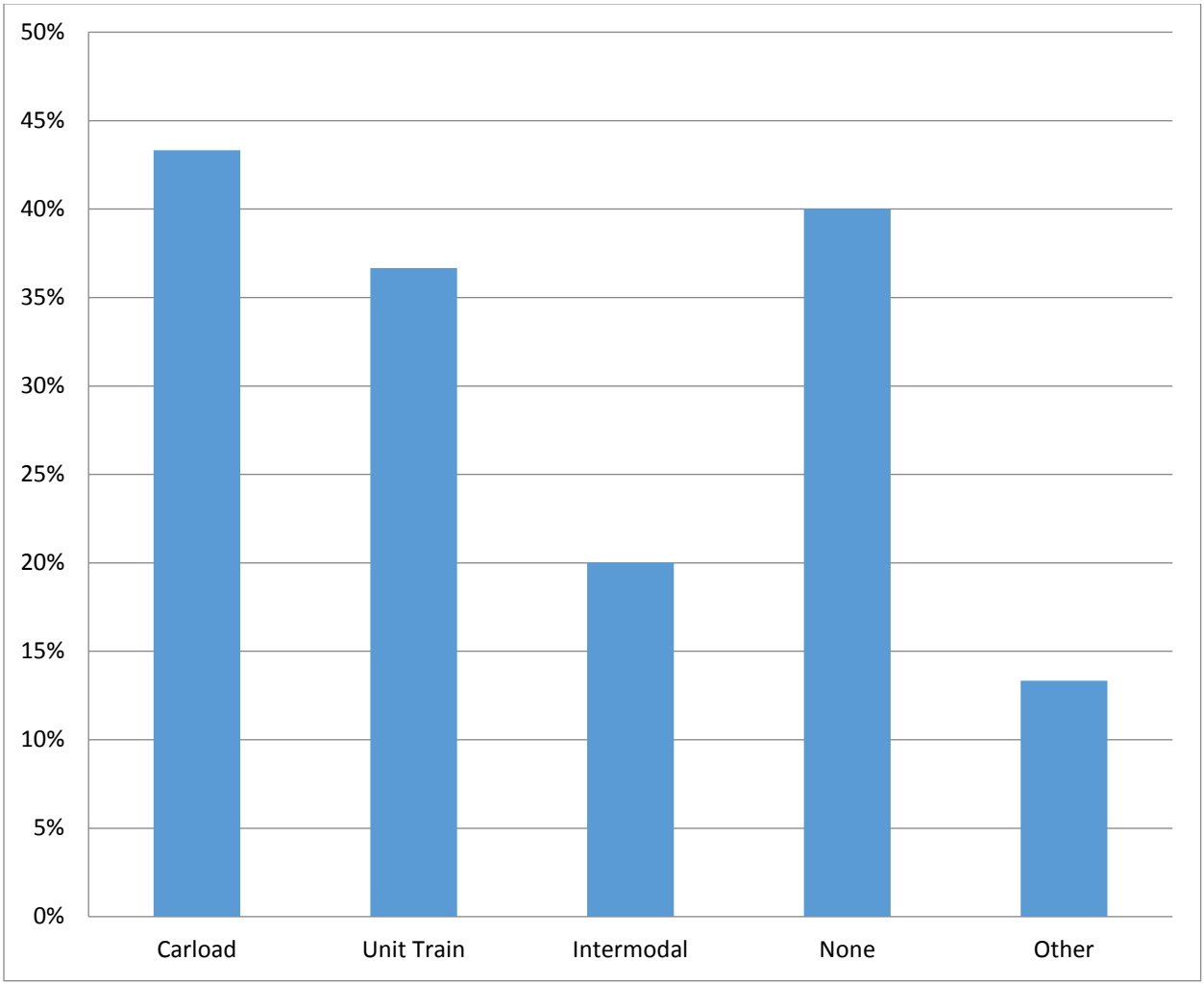
Figure 3-4: Responses to Survey Question #2



3.1.5 DO YOU OR YOUR BUSINESS CURRENTLY USE RAIL SERVICE?

There were a total of thirty responses to this question with respondents able to select multiple answers. As a result, carload (43%) and unit train (37%) both were highly ranked. Passenger rail and transloading were other rail services described as a part of "Other" services.

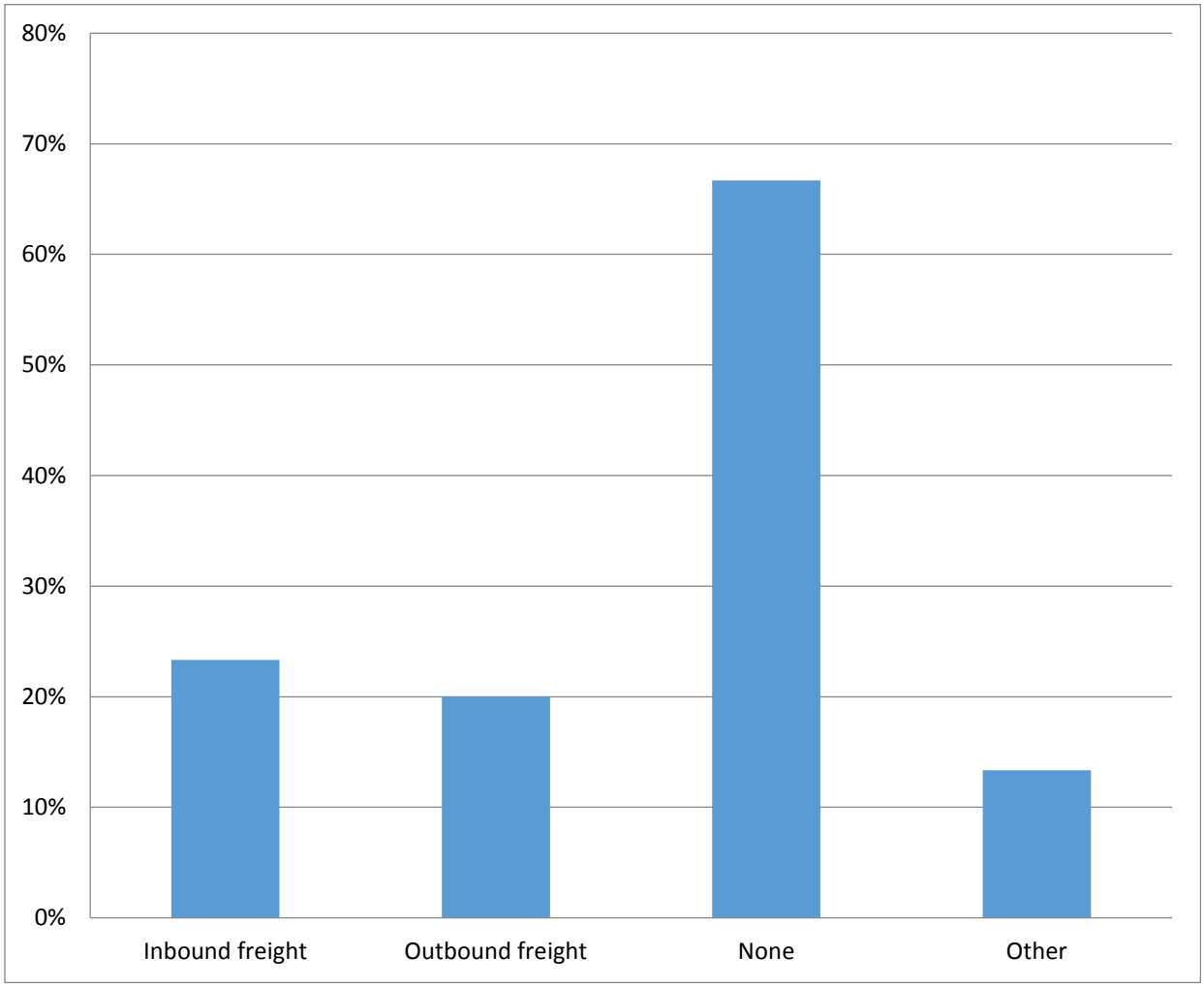
Figure 3-5: Responses to Survey Question #3



3.1.6 DO YOU OR YOUR BUSINESS CURRENTLY USE WATERWAY SERVICE?

While waterway service is limited in Oklahoma, it is important to note the role the ports play in freight. There were a total of thirty responses to this question with respondents able to select more than one answer. Results indicate waterway freight services are being used nearly equally for inbound freight (23%) and outbound freight (20%).

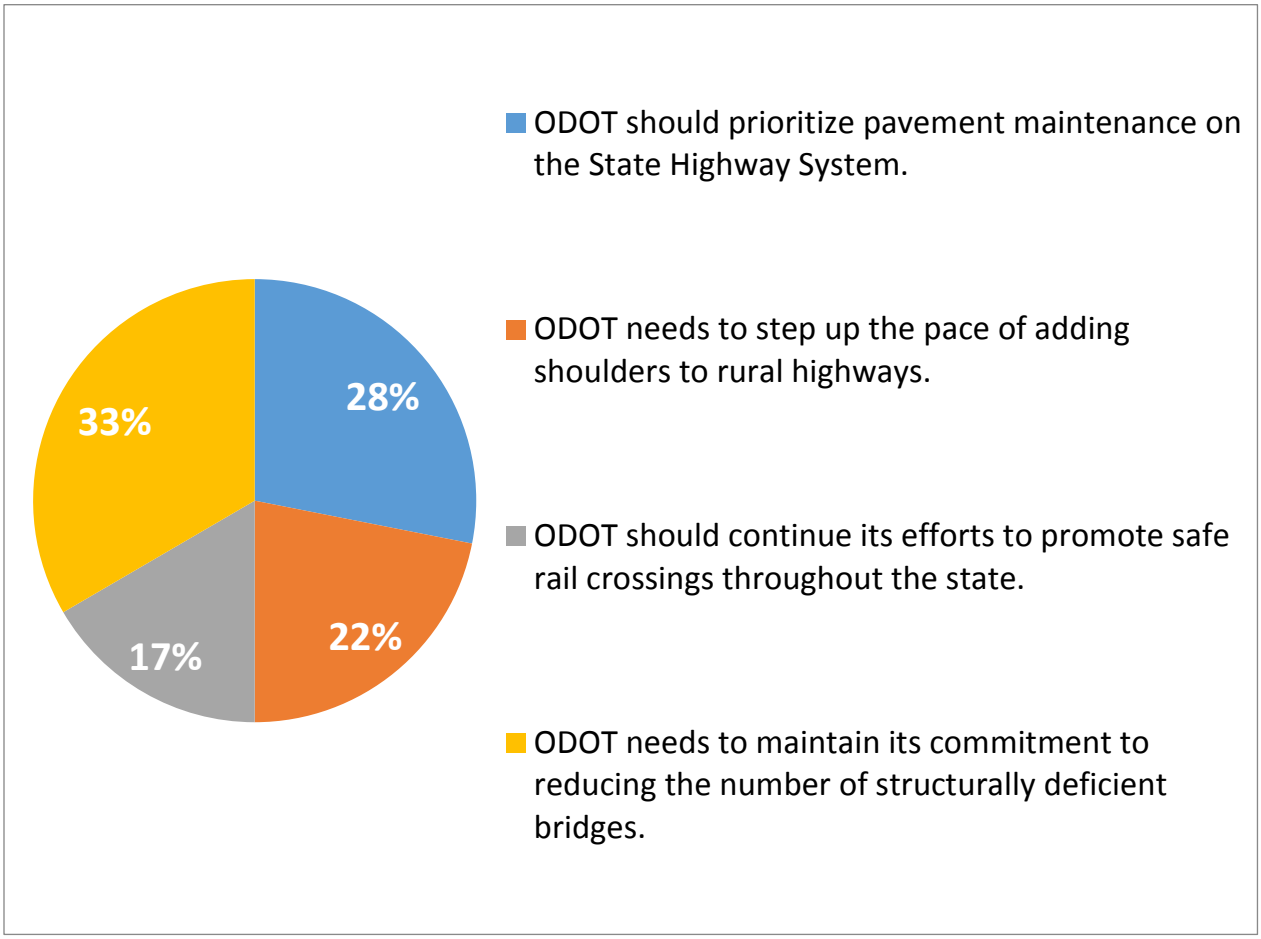
Figure 3-6: Responses to Survey Question #4



3.1.7 SAFETY AND CONDITION

The survey asked respondents to rank aspects of Safety and Condition from 1 to 4 in importance, with 1 being the most important to 4 the least important. There were 32 responses on this topic with the top concern (33%) being reduction of the number of structurally deficient bridges. However, closely related concerns were not far behind with pavement maintenance (28%) and adding shoulders to rural highways (22%).

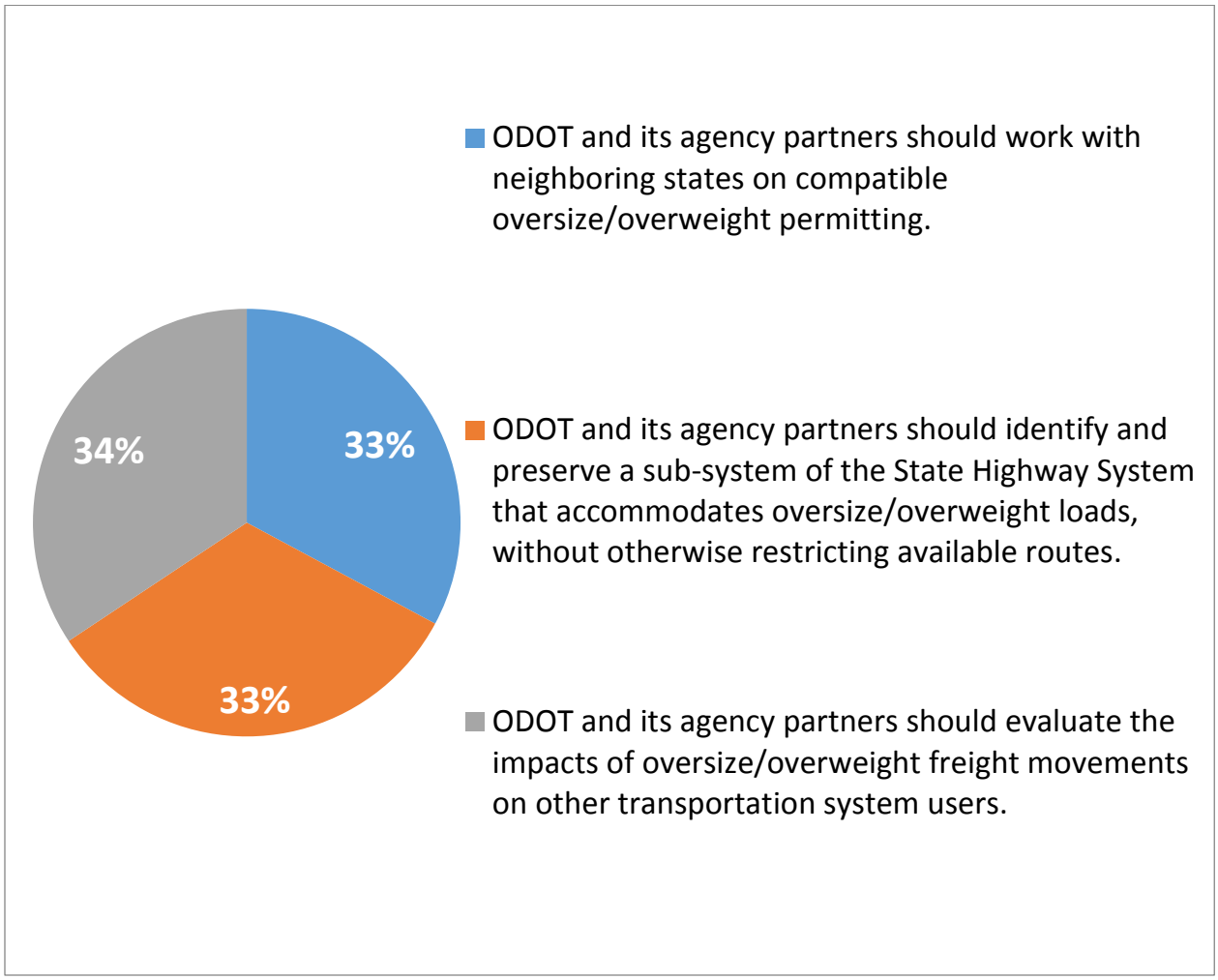
Figure 3-7: Responses to Survey Question #5



3.1.8 HIGHWAYS – OVERSIZE/OVERWEIGHT FREIGHT

The survey asked respondents to rank aspects of Oversize/Overweight freight matters from 1 to 3 in importance, with 1 being the most important to 3 the least important. There were 32 responses on this topic with an even spread between the importance of the three statements.

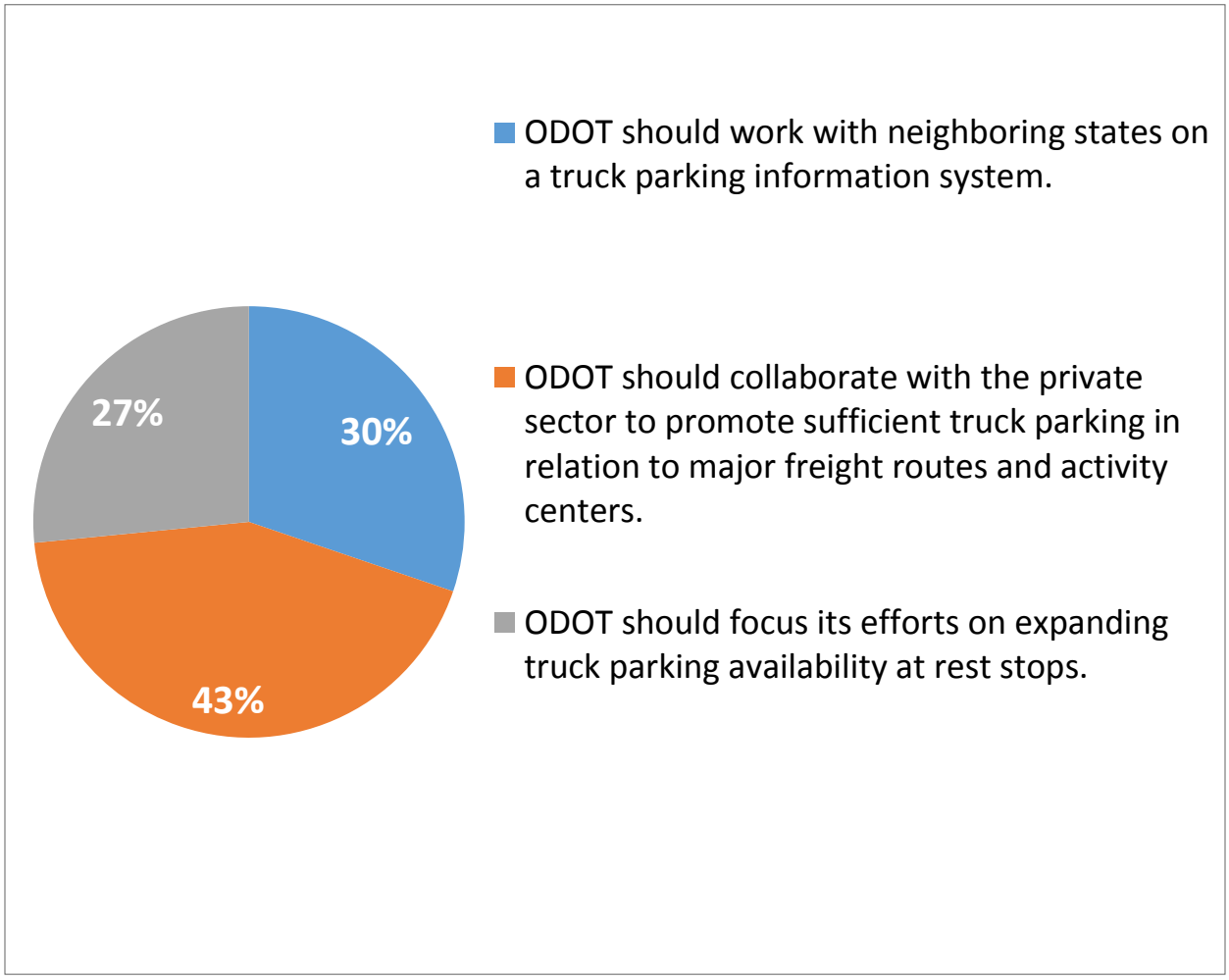
Figure 3-8: Responses to Survey Question #6



3.1.9 HIGHWAYS – TRUCK PARKING

The survey asked respondents to rank aspects related to Truck Parking from 1 to 3 in importance, with 1 being the most important to 3 the least important. There were 32 responses on this topic with private sector collaboration (43%) to promote sufficient truck parking being the most important. There was a fairly even split between working with neighboring states on truck parking information systems (30%) and ODOT expanding truck parking availability (27%).

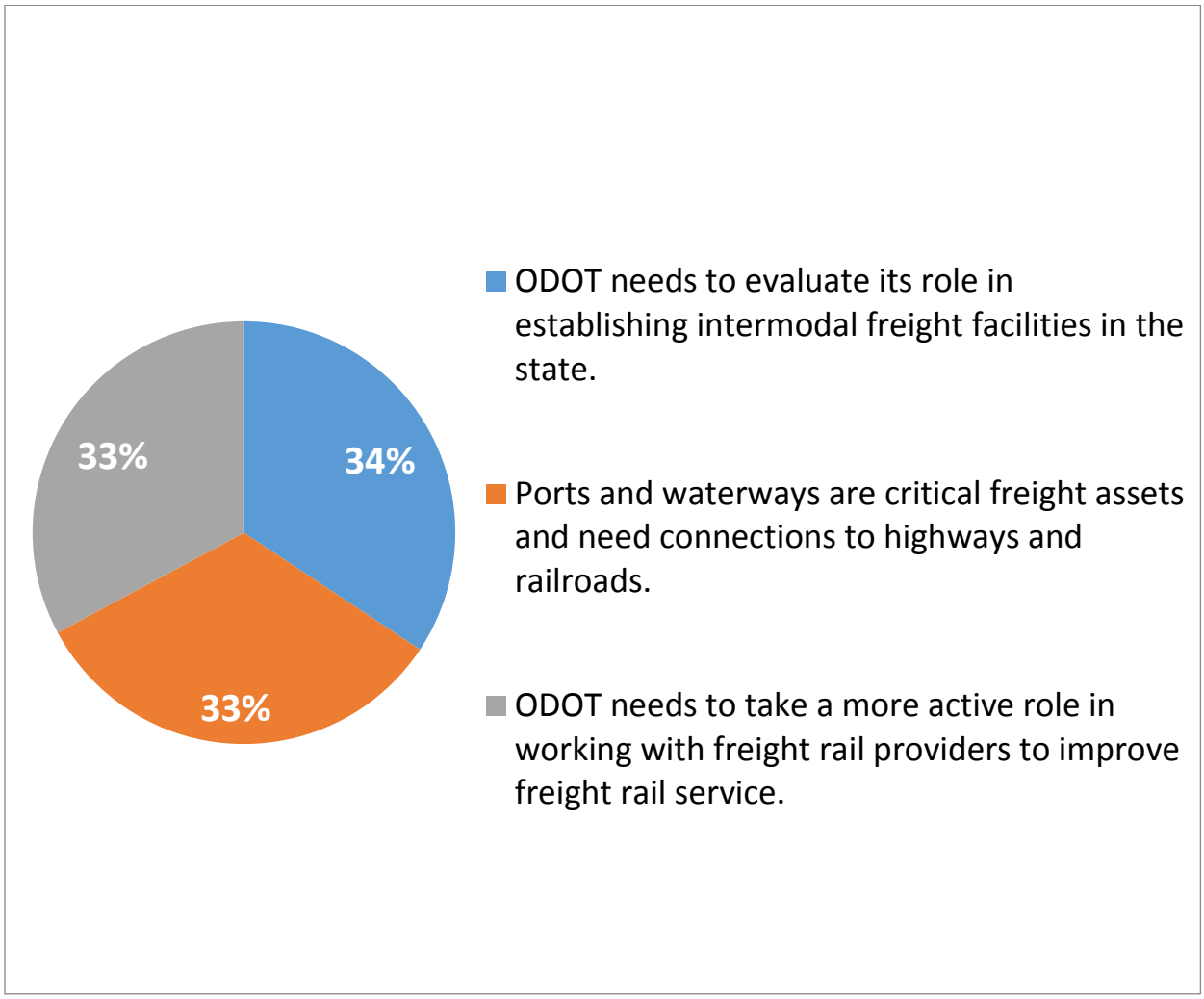
Figure 3-9: Responses to Survey Question #7



3.1.10 INTERMODAL FREIGHT

The survey asked respondents to rank topics related to Intermodal Freight from 1 to 3 in importance, with 1 being the most important to 3 the least important. There were 32 responses on this topic with an even spread between the importance of the three statements.

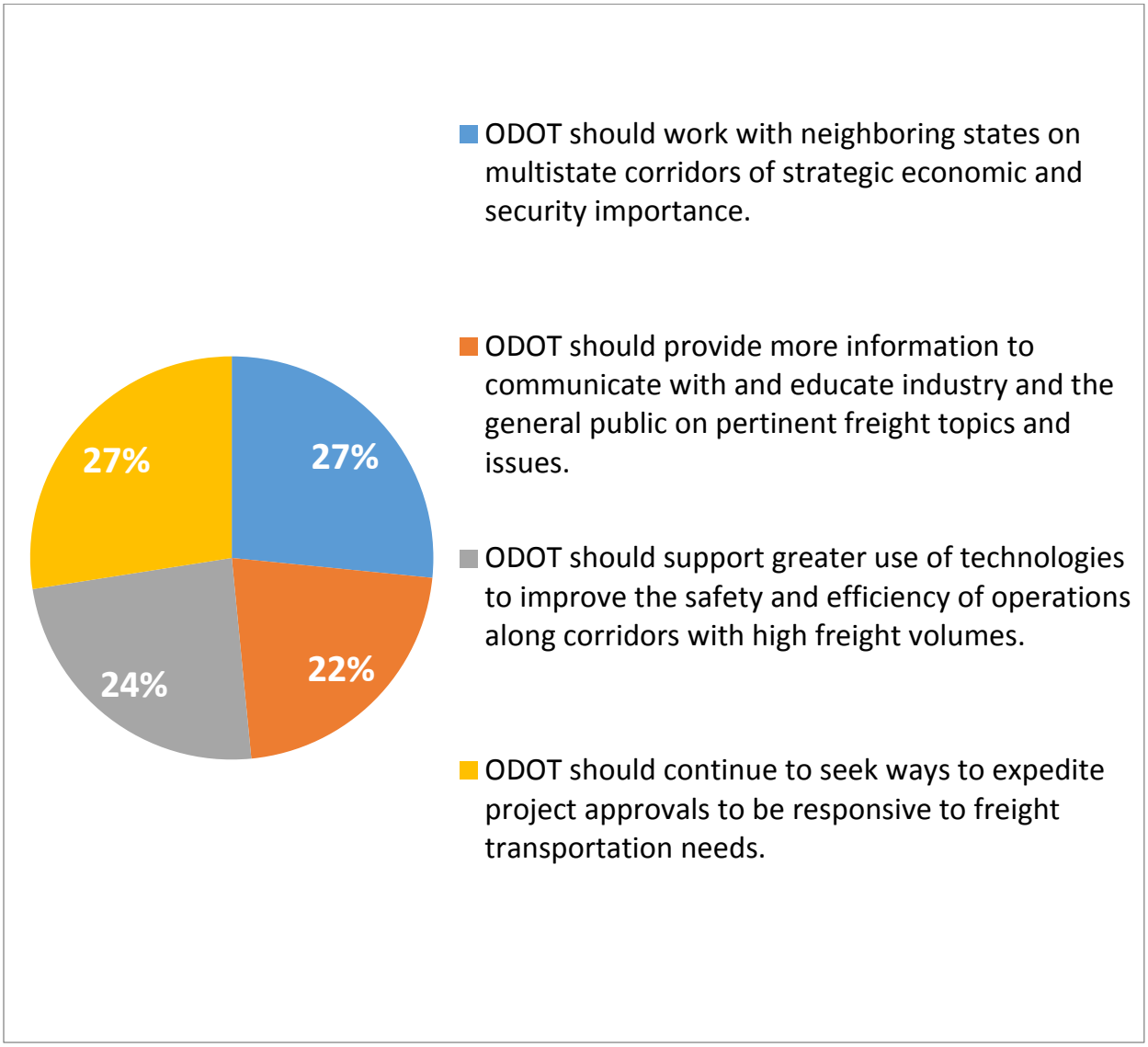
Figure 3-10: Responses to Survey Question #8



3.1.11 INFORMED AND EFFICIENT PROGRAM DELIVERY

The survey asked respondents to rank topics associated with Informed and Efficient Program Delivery from 1 to 4 in importance, with 1 being the most important to 4 the least important. There were 32 responses on this topic, with the two most important aspects being: communicating and educating industry and the public on freight topics and issues (27%), and working with neighboring states on multistate corridors of strategic economic and security importance (27%).

Figure 3-11: Responses to Survey Question #9



3.2 STAKEHOLDER INTERVIEWS

As part of the OFTP stakeholder involvement effort, a series of interviews were conducted with industry experts. The purpose of the interviews was to learn about freight issues from the perspective of industry stakeholders. Efforts were made to interview individuals from a variety of modes, industries, and geographic locations. The objective of the interview process was to get a sense of sense of the functions, needs, and level of the carrier's activity, and their view of local conditions.

Interviewees were advised that specific content would be held confidential, but general knowledge and trends would be analyzed and communicated in the Plan report. The interview topics covered:

- Company Operation:
  - Structure and range of operation
  - Size and scale
  - History
  - Current Environment
  - Demographic trends
  - Future plans and growth
- Traffic Volume:
  - Inbound tonnage and/or loads, typical payload
  - Outbound tonnage
  - Origins and Destinations
  - Time Frame
  - Hours of operation
  - Time of day, Day or week patterns
  - Seasonality and reasons for peak/off-peak operations
- Service Profile:
  - Types of customers served
  - Customer requirements – performance, technology, equipment
  - Effects of service failure
- Operating Conditions – Facilities:
  - Access and parking
  - Loading, unloading and transloading
- Geographic Operating Conditions:
  - Routes, Disruption, Congestion, Bottlenecks

Interviews were performed by staff from the Oklahoma Department of Transportation (ODOT), WSP, Freight Insights LLC (FI), and HDR Inc. A summary of interview highlights is shown in the following table.

Table 3-1: Interview Summary Table

No.	Date	Performed by	Organization	Attending	Topics
1	1/17/2017	Alan Meyers (WSP), Dede Smith (ODOT)	Port 33	Steve Taylor, Port Director	Interview at Port 33 regarding: infrastructure, operations, and commodities; water and land infrastructure; challenges and opportunities
2	1/17/2017	Alan Meyers (WSP), Dede Smith (ODOT)	Port of Muskogee	Scott Robinson, Port Director	Interview at Port of Muskogee regarding: infrastructure, operations, and commodities; water and land infrastructure; challenges and opportunities
3	1/17/2017	Alan Meyers (WSP), Dede Smith (ODOT)	Port of Catoosa	Brad Banks, Manager of Operations	Interview at Port of Catoosa regarding: infrastructure, operations, and commodities; water and land infrastructure; challenges and opportunities
4	1/18/2017	Alan Meyers (WSP)	Port of Catoosa and Grand Gateway RTPO	Brad Banks, Manager of Operations Debra McGlasson, RTPO Director	Interview at Port of Catoosa regarding: oversize/overdimensional cargo issues and challenges; goals of the State Freight Plan; freight project financing and competitive grants
5	1/18/2017	Alan Meyers (WSP)	Heater Specialists LLC (HSI), Catoosa	Alan Jackson, President David Yarborough, Deputy Director, Port of Catoosa Debra McGlasson, RTPO Director Brad Banks, Manager of Operations, Port of Catoosa	Interview at Heater Specialists regarding: business overview (products and markets); importance of oversize/overdimensional cargo in their business; value of oversize/overdimensional cargo to the state economy; importance of accommodating oversize/overdimensional cargo via port facilities and truck corridors

Table 3-1: Interview Summary Table (continued)

No.	Date	Performed by	Organization	Attending	Topics
6	2/9/2017	Joe Bryan (WSP), Susan Atherton (FI)	Mid-America Industrial Park, Pryor	Larry Williams, John Schaffitzel	Organization as a public trust, infrastructure, current tenants and marketing, work force development and STEM Lab sponsorship
7	2/9/2017	Joe Bryan (WSP), Susan Atherton (FI)	U.S. Army Ammunitions Plant, McAlester	Andrew Scherman	Mission and capabilities of the site, mobilization requirements in volume and time, dependence on local infrastructure; the base depends on both truck and rail for inbound materials and munitions for storage and for rapid outbound in the event of deployment. Both modes are mission critical.
8	3/1/2017	Joe Bryan (WSP), Susan Atherton (FI)	FedEx Freight, OKC	Winford Navreth	Reviewed size and range of operations, alternative fuel use, technology applications in terminal operations, challenges and opportunities
9	3/1/2017	Joe Bryan (WSP), Susan Atherton (FI)	Braum's Private Fleet, WHB Transportation, Tuttle	Scott Depee	Discussed size and operations, challenges of rural and urban community delivery, service demands related to volume and products
10	3/1/2017	Joe Bryan (WSP), Susan Atherton (FI)	Shawnee Mills, Shawnee	Jimmy Opela	Manufacturing in rural area with national distribution, transportation challenges and opportunities in a "backhaul" market. Shawnee Mills is a truck only facility. A rail spur exists but is not used at this time. Because OK is a backhaul market the truck rates are low.
11	4/5/2017	Susan Atherton (FI)	Consolidated Grain & Barge, Tulsa	Paul Deffenbaugh	Bulk grain handling via water, truck and rail, purchasers of rural bulk transportation, challenges with using individual and small trucking operators in the grain market.

Table 3-1: Interview Summary Table (continued)

No.	Date	Performed by	Organization	Attending	Topics
12	4/10/2017	Lisa Lam (ODOT)	Sentinel Transportation, Hennessey, Lindsay and Ponca City	Charles Millsap	Petroleum hauler and terminal operator, subsidiary of Phillips 66, in OK operations are primarily crude in short haul operations with stringent hiring requirements.
13	4/13/2017	Lisa Lam (ODOT)	United Petroleum Transport, OKC	Tim Gallagher, Mike Steward	Transports refined petroleum and chemical products by truck; Developing a focus on clean energy products; Leveraging technology in operations.
14	4/27/2017	Susan Atherton (FI)	Tinker Air Force Base, OKC, OK	Brad Beam	Military installation with primary mission to maintain and repair all DOD aircraft of a certain size, particularly bombers and fueling planes; Inbound parts are critical and include some OSOW shipments. The primary means of shipping is by truck. There is rail access but limited use. The base has its own pipeline terminus for fuel.
15	5/12/2017	Susan Atherton (FI)	Walmart: Moore, OK by Phone	Jarred Crabtree	Large number of retail and grocery stores and distribution facilities serving a wide region, move to internet shopping and grocery pickup is changing regional operations.
16	6/20/2017	Susan Atherton (FI)	Northwest Crane Service, OKC, OK by Phone	Ashley Bonner	Heavy haul and super loads increasing in volume, requiring contact with multiple agencies and communities in operations. Superload operations require information and integration with utilities and local authorities as well as State officials.

Table 3-1: Interview Summary Table (continued)

No.	Date	Performed by	Organization	Attending	Topics
17	6/21/2017	Susan Atherton (FI)	Perkins STC, Rowlett, Texas by Phone	Ray Morgan	Extreme dimension and super heavy shipments, serving OK ports for project cargo, focused on oil and gas and the growing wind industry. The integration of port operations with Superload capabilities is advantageous to the OK economy.
18	6/2017	HDR	Class III Rail Shipper	Confidential	Manufacturer receiving rail shipments; rail volumes trending downward due to service inconsistency; pessimistic long-term outlook. No plans to utilize state programs for improvement projects.
19	7/2017	HDR	Class I Rail Shipper	Confidential	Grain shipper; presently satisfied with rail service and has optimistic long-term outlook. No plans to utilize state programs for improvement projects.
20	7/2017	HDR	Class I Rail Shipper	Confidential	Grain shipper; presently neutral on quality of rail service but has optimistic long-term outlook. No plans to utilize state programs for improvement projects.

3.3 MULTI-STATE COLLABORATION

Freight flows do not respect state boundaries. As part of the guidance for developing State Freight Plans, FHWA encourages dialogue and coordination between neighboring states. Oklahoma is bordered chiefly by three states: Kansas to the north, Arkansas to the east, and Texas to the south and west.

ODOT regular communicates with the neighboring state DOTs, and more intense communication occurred during the development of the OFTP. Of particular concern to the interstate dialogue were issues where water, rail, or highway freight corridors affected multiple states.

The following tables summarize events where communication between Oklahoma and other states was structured to, and focused on, the OFTP specifically. This is not a list of all communications with neighbor states in relation to freight projects or freight transportation planning more generally.

Table 3-2: Multi-State Collaboration with Kansas

Topic/Mode	Corridor/ Location	Date/Type of Communication	Participants	Summary
Multistate Corridor Planning: Highways	I-35, US 54, US 69 corridors	Kansas Freight Plan Freight Advisory Committee meeting, May 2016	ODOT, KDOT, Kansas Freight Advisory Committee	Discussed FAST Act and Freight Plan requirements, multimodal freight network, freight issues and trends cargo and freight and importance of integrating freight planning into Plan process
	I-35, I-40, US 69, US 75, US 81, US 287 "Ports to Plains"	KDOT coordinated multi state call with Colorado, Missouri, Nebraska, and Oklahoma; May 17, 2017	Representatives from: CDOT, MODOT, Nebraska DOT, ODOT	Freight routes important to each state, rural freight corridors and connectivity between states, truck parking, OS/OW vehicles, truck platoons, Connected and Automated Vehicles. Benefits of cross border harmonization
Multistate Corridor Planning: Railroads	BNSF, UP, shortline access to Oklahoma ports	Kansas Freight Plan Freight Advisory Committee meeting, May 2016	ODOT, KDOT, Kansas Freight Advisory Committee	Discussion of freight corridors for State Freight Plan; Agreement on Class One railroads named by US DOT for Draft Multimodal Freight Network
	BNSF, UP, KCS, and shortline railroads	KDOT coordinated multi state call with Colorado, Missouri, Nebraska, and Oklahoma; May 17, 2017	Representatives from: CDOT, MODOT, Nebraska DOT, ODOT	Freight routes important to each state, support for rural shortline railroads and intermodal facilities
Summary:	Kansas and Oklahoma DOTs have a close working relationship which is anchored in joint efforts for freight transportation planning. Ongoing examples include coordination in regard to I-35, US 54 highways; UP, BNSF, and SKOL Railroad improvements. The States have also discussed issues including transload facilities, Truck Parking Information Management Systems, challenges of documenting and accommodating routes for OSOW vehicles, etc.			

Table 3-3: Multi-State Collaboration with Texas

Topic/Mode	Corridor/ Location	Date/Type of Communication	Participants	Summary
Multistate Corridor Planning: Highways	I-35	Feb. 8, 2017 Multi-State Freight Call	ODOT, TxDOT, FHWA Headqtrs, and several other State DOTs	Discussed FAST Act and Freight Plan requirements and importance of integrating freight planning into Plan process; Discussed CRFC and CUFC; Vital common highway for Oklahoma and Texas: I-35
	I-35, US 69/75, US 54	Aug 11, 2017 TxDOT, ODOT Conference Call	TxDOT, ODOT	Discussed process in both states for prioritizing projects and methodology for identifying CRFCs; Discussed importance and mutual need for support on I-35 and US 69/75. Major construction efforts planned for I-35 - including (2019) work from Gainesville TX/SH 82 south to FM3002.
Multistate Corridor Planning: Railroads	BNSF - Red Rock line parallel to I-35; and Creek Line in eastern Okla, Tulsa to Dallas	Apr. 26, 2107 TxDOT, ODOT, BNSF Conf. Call	BNSF, TxDOT, ODOT	Discussion of operation of Tower 55 in Ft. Worth, and BNSF corridors (Red Rock sub, parallel to I-35 - from Central Kay Co. in Oklahoma to Ft. Worth TX; and Creek sub, from Tulsa to Dallas TX) in Oklahoma and Texas. BNSF has seen improvements on the Red Rock line and would like to study possible improvements on the Creek Sub. BNSF discussed long wait times in DFW area, and impacts to passengers and freight. DOTs requested info on investments that BNSF planned for both states between 2018-2022; information pending.
	BNSF, UP, KCS, Class III: TOE and KRR	Aug. 11, 2017 TxDOT, ODOT Conference Call	TxDOT, ODOT	Discussion of Class I and III railroads important to both states. Class Three rail corridors important to the states of Oklahoma and Texas include but are not limited to WT&J and KRR railroads. Agreement that Creek Subdivision seems most important priority for BNSF; very little communication from UP or KCS; TxDOT plans to list rail projects in Freight Plan including grade separations, studies, at grade crossing projects, improvement of line capacity to be able to handle 286K etc.; OK DOT uncertain about rail projects to be included in Freight Plan
Summary:	TxDOT and ODOT have a close working relationship with history of mutual support for freight projects such as the 2010 TIGER Tower 55 project in Ft. Worth TX, the 2016 US 69 access controlled highway in Bryan County OK, and cooperation on bridge and highway projects along the Oklahoma Texas border. AS a part of the freight plan development process, the two states have continued cooperation in relation to highway and rail planning efforts.			

Table 3-4: Multi-State Collaboration with Arkansas

Topic/Mode	Corridor/ Location	Date/Type of Communication	Participants	Summary
Multistate Corridor Planning: Highways	I-40	July 28, 2016 Strong Ports Workshop	ODOT, ARDOT, Arkansas Waterways Commission, INCOG (Tulsa) MPO, Metro Plan (Little Rock) MPO, Frontier (Fort Smith) MPO	Discussed FAST Act and Freight Plan requirements and importance of integrating freight planning into Plan process
	I-40	Feb 23 2017 email	ARDOT, ODOT	Arkansas Department of Transportation Department (ARDOT) was awarded Strategic Highway Research Program 2 (SHRP2) grant to improve the planning process. Initial effort to focus on collaborative process for I-40 corridor planning.
	I-40	Feb 24 2017 conference call meeting	ARDOT, ODOT	Discussion of I-40 Corridor and Plan Works tool
	I-40	April 17 2017 meeting at Fayetteville, AR Planning Conference	ARDOT, ODOT	Discussed Case studies, identified stakeholders
	I-40	July 31 2017 phone call	ARDOT, ODOT	Review of I-40 freight data
	I-40, US 412, US 59	July 12 2017 Email	ARDOT, ODOT	Discussion of highway freight corridors for State Freight Plan; Agreement on I-40 as identified for NHFN; Other corridors important to the states include but are not limited to US 412, and US 59.
	I-40	August 2 2017 Meeting	ARDOT, ODOT	Discussed information needed for I-40 characteristics report. Factors include items such as mileage, safety, industry, vehicle miles of travel, existing and planned technology in corridor.
Multistate Corridor Planning: Waterways	MKARNS	July 28, 2016 Strong Ports Workshop	ODOT, ARDOT, Arkansas Waterways Commission, INCOG (Tulsa MPO), Metro Plan (Little Rock) MPO, Frontier (Ft. Smith) MPO	Discussed FAST Act and Freight Plan requirements and importance of integrating freight planning in to Plan process
	MKARNS	July 12 2017 Email	ARDOT, ODOT	MKARNS (M-40 marine highway), recognized by USDOT in Draft Multimodal Freight Network, is important freight corridor for Arkansas and Oklahoma

Table 3-4: Multi-State Collaboration with Arkansas (continued)

Topic/Mode	Corridor/ Location	Date/Type of Communication	Participants	Summary
Multistate Corridor Planning: Railroads	Class I: BNSF, KCS, UPRR	July 12 2017 Email		Discussion of freight corridors for State Freight Plan; Agreement on Class One railroads named by US DOT for Draft Multimodal Freight Network
	Class III: TOE and KRR	July 12 2017 Email		Discussion of Class III railroads important for freight in State Freight Plan; Class Three rail corridors important to the states of Oklahoma and Arkansas include but are not limited to TOE and KRR railroads
Summary:	Arkansas and Oklahoma DOTs have a close working relationship which is anchored in joint efforts for transportation planning. Ongoing examples include coordination on the Bi-State MPO in Ft. Smith Arkansas, MKARNS waterway planning, and the I-40 corridor coalition efforts between Oklahoma, Tennessee and Arkansas.			

3.4 PUBLIC MEETINGS

As part of the Oklahoma Department of Transportation's (ODOT) efforts to keep the public informed and involved in the decision-making process, three public open house/community meetings were held in Moore, Tulsa, and Weatherford. The following sections describe each meeting, summarize the information presented and comments received, report ODOT responses to comments.

3.4.1 PUBLIC OPEN HOUSE #1 – MOORE

Meeting Date & Time

Tuesday, July 27, 2017
4:30 p.m. to 6:30 p.m.

Meeting Location

Moore Public Library
225 South Howard Avenue
Moore, OK 73160

Public Notices

The Oklahoma Freight Transportation Plan was advised of the Open Houses/Community Meetings in a website post on June 12, 2017. ODOT issued a press release and general media announcement on June 9, 2017. (Refer to **Attachment A**.) An article was published about the Open House in the *Stillwater News Press* on June 21, 2017, entitled "Our View: Shipping and Receiving in OK".

Meeting Attendance

Table 3-5: Attendees at the Moore Open House

ATTENDEES	ENTITY/AGENCY
Kevin Bloss, Ron Brown	Ada, OK – ODOT Division 3
Jay Earp, Tracy Terrill	Duncan, OK – ODOT Division 7
Kevin Keller	Kansas City, MO – HDR
David Sheely	Norman, OK
John Sharp	Oklahoma City, OK – ACOG
Shannon Sheffert	Oklahoma City, OK – ODOT Local Govt. Division
Lisa Salim	Oklahoma City, OK – ODOT Media & Public Relations
John Rosacker	Oklahoma City, OK – ODOT Rail Division
FREIGHT PLAN CONSULTANTS	**COMPANY**
Alan Meyers	Herndon, VA – WSP
Joe Bryan	Boston, MA – WSP
Sebastian Guerrero	Washington, DC – WSP
Susan Atherton	Little Rock, AR – Freight Insights
Kristi Pempin	Oklahoma City, OK – MacArthur Assoc. Consultants/Redbud Marketing
FREIGHT PLAN ODOT TEAM	**ENTITY/AGENCY**
Dawn Sullivan	ODOT – Dir. Capital Programs
Dustin Thoendel, Linda Koenig, Lisa Lam, Randy Lee, Sam Coldiron	ODOT – Strategic Asset & Performance Management Division

Welcome/Purpose of the Meeting

At the public open house meeting, attendees were asked to sign their name to a sign-in sheet. An agenda was available to everyone, which described the logistics of the meeting (**Attachment B**). Linda Koenig opened the meeting and thanked the City of Moore and the Moore Library for hosting the meeting. She explained that the purpose of the meeting was to gain public input for the Oklahoma Freight Transportation Plan, a five-year plan considering various freight modes including rail, highway, and waterway, and to identify significant freight transportation projects in the State of Oklahoma. The Oklahoma Freight Transportation Plan effort began in November 2016 and is slated for completion by December 2017. The Plan term is 2018 through 2022. Ms. Koenig introduced the Freight Plan consultants and project manager Joe Bryan.

Project Background

Joe Bryan explained that the FAST Act establishes $6.2 billion in set-aside National Highway Freight Program (NHFP) funding for freight projects nationally over five years. At least 90% of these funds are scheduled to be spent on the National Highway Freight Network (NHFN). Up to 10% may be spent on non-NHFN infrastructure. To obtain funding, State investments of NHFP funds must be specified in an approved Freight Plan. The Oklahoma Freight Plan will provide the means for Oklahoma to receive NHFP funds, identify other beneficial projects and actions that could be implemented, connect planning across multiple transportation modes and regions, and develop a comprehensive freight story.

Project Description

Mr. Bryan said that the Oklahoma Freight Transportation Plan fulfills a requirement for all states from the federal Fixing America's Surface Transportation (FAST) Act signed in December 2015. It is a statewide, multimodal process including research study and input from stakeholders throughout Oklahoma.

Meeting Format

A presentation was provided by the project team. Highlights of the presentation covered the following topics:

- Overview of the Freight Plan
- Why does freight matter?
- Federal freight plan requirements and Oklahoma Freight Plan goals
- Profile of freight traffic; highway, rail, waterway
- Rural and urban freight corridors
- Freight Bottlenecks

Personnel from ODOT and the consulting team were available to answer questions and take comments from the public. (Refer to "Summary of Comments" below.) Attendees were encouraged to complete the survey and note additional comments related to the study on the provided Survey Form (see **Figure 3-1)**. Attendees were also informed of an online version of the survey located on the project website: https://www.surveymonkey.com/r/NDFNGYW.

Summary of Verbal Comments & Responses

Questions (Q), Answers (A), and Comments (C)

(Q) Can you clarify the definitions of delay and reliability?

(A) (Consultant) Delay is a planning measure for talking about recurring congestion. For businesses, delay time relates to labor costs, fuel costs, impact on driver hours of service, and other day to day costs related to delay. Reliability is related to how bad conditions can be on the highway system. Reliability is a measure of unpredictable or non-recurring congestion. For businesses, reliability affects supply chain activities, getting from truck to train, or truck to restaurant delivery dock. Reliability is a very important measure used by business to forecast on time deliveries. The consultant advised that shippers value reliability, and that in planning for on-time delivery, they take into consideration what they believe will be the worst possible conditions.

(Q) Where does the travel time data come from?

(A) (Consultant) We used 2016 National Performance Management Research Data (travel time data) provided by FHWA in cooperation with the American Trucking Research Institute (ATRI). It is GPS data.

(C) I am surprised that there isn't a bottleneck between the west edge of Pottawatomie County and Shawnee. There are a lot of commuters to Tinker AFB and Oklahoma City, and a lot of truck traffic.

(A) (Consultant) The data show that there is a lot of traffic and some congestion – but very little in the way of truck bottlenecks.

(C) John Sharp of the Association of Central Oklahoma Governments (ACOG) commented on ODOT's identification of bottlenecks utilizing travel time data. He said ACOG recently completed a congestion analysis and used the data to recommend location of critical urban freight corridors. One example of a congested location in the OKC metro area is on Sunnylane just north of I-40 in Del City, OK. This area is heavily traveled by petroleum tankers. It is currently in bad condition, but typically doesn't receive much attention. However, because gasoline transport is important and because the data showed some congestion in that area, it became a topic for the ACOG analysis. ACOG's results are similar to the ODOT Freight Study results. One difference with the ACOG study is that, ACOG did not split out freight vs. personal vehicle travel, as they were looking to identify all routes with congestion issues. This congestion analysis also looked at urban corridors impacting economic development including Reno and Council Road in Oklahoma City, S. 19th Street in Moore, and I-35 through Norman.

(Q) US-81 has a lot of oversize/overweight truck traffic. Did you look at that highway?

(A) (Consultant) Yes, there are routes or restrictions on where oversize/overweight trucks can go.

(Q) Did you look at US-77?

(A) (Consultant) We did look at congestion of US-77 within Oklahoma City. When it gets outside of Oklahoma City it runs parallel with I-35 and so we did not look at this section.

Stakeholder Feedback

Stakeholder feedback from the Moore Open House is summarized in the following table.

Table 3-6: Stakeholder Feedback from the Moore Open House

Locations to look into:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
1	I-240 between I-44 and I-35, SW OKC	111P05174 111N05173	Expected to see a bottleneck at this location	Moore Meeting	High truck volume, but relatively low delay and unreliability
2	South of I-40 in OKC, I-44 at Oklahoma River	Several	Surprised that this was not a congestion location	Moore Meeting	High truck volume, but relatively low delay and unreliability
3	South of OKC, US-177 (near I-40) at Shawnee	Various	"There are a lot of trucks on US-177, did you look at this?"	Moore Meeting	US-177 is not a road we analyzed. Not NHS.
Comments that validated our results:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
1	I-35 in south Oklahoma and north Cleveland County	Various	Yes, this is a very congested area, particularly a peak hour	Moore Meeting	Agree, high truck volumes
2	I-40 west of OKC	Various	High truck volumes	Moore Meeting	Agree
3	I-40 and I-44 ("K") interchange In SW Okla. County		One of the highest volume locations in the state	Moore Meeting	Agree, high traffic and truck volumes

Meeting Conclusions

The meeting concluded at approximately 6:30 p.m. Linda Koenig thanked visitors for attending and encouraged them to stay posted on the Plan's progress by visiting the website: http://www.okstatefreightplan.com/.

3.4.2 PUBLIC OPEN HOUSE #2 – TULSA

Meeting Date & Time

Wednesday, June 28, 2017
11:00 a.m. to 1:00 p.m.

Meeting Location

Tulsa Hardesty Library
8316 E. 93rd Street
Tulsa, OK 74133

Public Notices

The Oklahoma Freight Transportation Plan was advised of the Open Houses/Community Meetings in a website post on June 12, 2017. ODOT issued a press release and general media announcement on June 9, 2017. (Refer to **Attachment A**.) An article was published about the Open House in the *Stillwater News Press* on June 21, 2017, entitled "Our View: Shipping and Receiving in OK".

Meeting Attendance

Table 3-7: Attendees at the Tulsa Open House

ATTENDEES	ENTITY/AGENCY
Jacob Peery	Ardmore, OK – ODOT, E.I.T.
Rick Macone	Glenpool, OK – City of Glenpool
John Rosacker	Oklahoma City, OK – ODOT Rail Division
Rob Endicott	Tahlequah, OK – Cherokee Nation
Mark Zishka	Tulsa, OK – ODOT, Division 8
Kenna Mitchell	Tulsa, OK – ODOT, Media & Public Relations
Rich Brierre, Pauline Baeza, Patricia Dinoa, Kathleen Butler, Nimish Dharmadhikari, Ty Simmons, Jennifer Haddaway	Tulsa, OK – INCOG
FREIGHT PLAN CONSULTANTS	**ENTITY/AGENCY**
Joe Bryan	Boston, MA – WSP
Sebastian Guerrero	Washington, DC – WSP
Alan Meyers	Herndon, VA – WSP
Susan Atherton	Little Rock, AR – Freight Insights
Kristi Pempin	Oklahoma City, OK – MacArthur Assoc. Consultants/Redbud Marketing
FREIGHT PLAN ODOT TEAM	**ENTITY/AGENCY**
Linda Koenig, Randy Lee, Dustin Thoendel, Lisa Lam	ODOT – Strategic Asset & Performance Management Division

Welcome/Purpose of the Meeting

At the public open house meeting, attendees were asked to sign their name to a sign-in sheet. An agenda was available to everyone, which described the logistics of the meeting (**Attachment B**). Linda Koenig opened the meeting by thanking INCOG and the Tulsa Library for hosting the meeting. She explained that the purpose of the meeting was to gain public input for the Oklahoma Freight Transportation Plan, a five-year plan considering various freight modes including rail, highway, and waterway, and to identify significant freight transportation projects in the State of Oklahoma. The Oklahoma Freight Transportation Plan effort began in November 2016 and is slated for completion by December 2017. The Plan term is 2018 through 2022. Ms. Koenig introduced the Freight Plan consultants and Project Manager, Joe Bryan of WSP.

Project Background

Joe Bryan explained that the FAST Act establishes $6.2 billion in set-aside National Highway Freight Program (NHFP) funding for freight projects nationally over five years. At least 90% of these funds are scheduled to be spent on the National Highway Freight Network (NHFN). Up to 10% may be spent on non-NHFN infrastructure. To obtain funding, State investments of NHFP funds must be specified in an approved Freight Plan. The Oklahoma Freight Plan will provide the means for Oklahoma to receive NHFP funds, identify other beneficial projects and actions that could be implemented, connect planning across multiple transportation modes and regions, and develop a comprehensive freight story.

Project Description

Mr. Bryan said that the Oklahoma Freight Transportation Plan fulfills a requirement for all states from the federal Fixing America's Surface Transportation (FAST) Act signed in December 2015. It is a statewide, multimodal process including research study and input from stakeholders throughout Oklahoma.

Freight Plan Progress

A presentation was provided by the project team. Highlights of the presentation covered the following topics:

- Overview of the Freight Plan
- Why does freight matter?
- Federal freight plan requirements and Oklahoma Freight Plan goals
- Profile of freight traffic; highway, rail, waterway
- Rural and urban freight corridors
- Freight Bottlenecks

Personnel from ODOT and the consulting team were available to answer questions and take comments from the public. (Refer to "Summary of Comments" below.) Attendees were encouraged to complete the survey and note additional comments related to the study on the provided Survey Form (see **Figure 3-1**). Attendees were also informed of an online version of the survey located on the project website: https://www.surveymonkey.com/r/NDFNGYW.

Summary of Verbal Comments

Questions (Q), Answers (A), and Comments (C)

*(*C) You show a congested area at the southeast end of the Inner Dispersal Loop IDL – where US 64 intersects with US I-44. I sit in that traffic every day.

(A) (Consultant) What do you think is causing that issue?

(C) The traffic light.

(C) I have two sons that are truck drivers and they say some of the trucks have speed governors at 62 mph and 63 mph, and that causes congestion because they can't pass very readily. This causes them to have two trucks side-by-side trying to get down the road. They aren't doing it deliberately to back-up traffic but it does happen.

(A) (Consultant) In this analysis, that wouldn't show up as far as the trucks in general. As a part of the plan we did look at places with a high amount of truck traffic. We also saw places with some delay and combined that with information where there are locations with a lot of trip generators. When you combine this information, you can see where the truck traffic is affecting the area negatively and operations on those roads. But this analysis did not consider speed governors. Speed governors are set at the state level.

(C) You mentioned the shipping of wheat in Oklahoma. Are they using trucks? Are they using containers?

(A) (Consultant) You can load wheat onto a typical truck, and you can transload it onto rail as long as you keep the contents separate. Shippers typically transfer from rail to barge with containers. But there are some issues with that in Oklahoma, because we don't have a lot of containers here. The reason is because we don't have large scale delivery rail yards and intermodal centers. If Oklahoma is using containers they are coming from places like Dallas or Kansas City. There are also some issues with balancing incoming and outgoing containers.

(Q) Do you see any increase in development of intermodal or transload facilities?

(A) (ODOT Rail Division) Kansas DOT Wichita has done several studies over the past 30 years, and one of the conclusions was that there were containers coming in but not as many going out. Kansas also relies on Intermodal Facilities (that handle containers) in Dallas/Ft. Worth or Kansas City. There are 6 facilities in Kansas City and 6 in Dallas/Ft. Worth. A lot of the trucks you continue to see up-and-down the highway going to one of those facilities. Having said that, the industry seems to be interested in more dispersed methods of shipping and goods transfer as well. Maybe we will see a transload facility in Oklahoma in the next ten years.

(C) Mark Zishka, ODOT Division 8 Construction Engineer, commented on some projects planned in the Tulsa area to alleviate bottlenecks. ODOT is looking at trying to do some upgrades on US 75/I-44 interchange. That is where there is a lot of congestion. There are a lot of different projects in Div. 8, US 69 is a priority because the truck weights and volumes are affecting the pavement. We have projects planned to replace a lot of that pavement. The south leg of the IDL is tentatively scheduled for pavement reconstruction in late 2017. We would like to reconstruct I-44 from the river all the way out to I-244 as far as getting that reconstructed. There is a lot to be down. $102 million dollars is not a

lot of money compared to the needs. We could spend that on one project. The key thing is generating funds.

Stakeholder Feedback

Stakeholder feedback from the Tulsa Open House is summarized in the following table.

Table 3-8: Stakeholder Feedback from the Tulsa Open House

Locations to look into:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
1	Gilcrease Expwy. North Tulsa	111P05103	Three separate comments requested this location to be checked	Map notes; Tulsa Mtg.	Relatively high truck volumes, main weave section. Keep.
2	Gilcrease Expwy. NE Tulsa	111N05095	Three separate comments requested this location to be checked	Map notes; Tulsa Mtg.	Relatively high truck volumes, main weave section. Keep.
3	South of Tulsa I-44 and I-244; south & west of Tulsa CBD	111P04982 111P04983	Check congestion	Map Notes; Tulsa Mtg. - location of a FASTLANE app	Very high truck AADT, 5000+, however reliability and delay is minimal here
4	IDL Tulsa	Multiple	There has been construction/will be construction on these roads. Might be a false positive. In 2016 there were bridges constructed/improved on IDL.	Map Notes Tulsa Mtg.	Construction database will be cross-referenced
8	South of Tulsa, I-44 and US-75	Various	"I44 and US-75 backs up a lot"	Tulsa Mtg.	Truck counts are 2000 AADT on US-75 and I-44 carries much higher at 5000 AADT, however there does not appear to be considerable delay

Table 3-8: Stakeholder Feedback from the Tulsa Open House (continued)

Comments that validated analysis results:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
1	Tulsa's "Golden Triangle" in SE Tulsa, I-44 and US-64/SH51/ Broken Arrow Expwy and US169)	111P05078 111N05219 111P05223 111P05219 111P05075	Big problem. Multiple people corroborated this.	Map notes Tulsa Mtg.	Agree, high truck volumes and multiple weave sections from ramps
2	Tulsa, US-64 and US-75 interchange (also called Inner Dispersal Loop or IDL)	111P05085	This interchange is problematic	Tulsa Mtg.	Agree
3	Tulsa, US-64 and I-44 ("Golden Triangle")	111P05078	Agree this interchange is problematic	Tulsa Mtg.	Agree
4	Tulsa, US-169 and US-64/SH51/ Broken Arrow Expwy ("Golden Triangle")	111N05219	Agree this interchange is problematic. "Temporal issue vs. structural issue"	Tulsa Mtg.	Agree. We consider "temporal issues" as bottlenecks
5	Glenpool, US-75	111P08745	Glenpool is a traffic light issue	Tulsa Mtg.	Agree. Truck volume at 2000+ AADT at traffic light

Meeting Conclusion

The meeting concluded at approximately 1:00 p.m. Linda Koenig thanked visitors for attending and encouraged them to stay posted on the Plan's progress by visiting the website: http://www.okstatefreightplan.com/.

3.4.3 PUBLIC OPEN HOUSE #3 - WEATHERFORD

Meeting Date & Time

Thursday, June 29, 2017
10:00 a.m. to 12:00 p.m.

Meeting Location

Weatherford City Hall
522 W. Rainey Avenue, Wilkinson Room
Weatherford, OK 73096

Public Notices

The Oklahoma Freight Transportation Plan was advised of the Open Houses/Community Meetings in a website post on June 12, 2017. ODOT issued a press release and general media announcement on June 9, 2017. (Refer to **Attachment A**.) An article was published about the Open House on June 21, 2017 in the *Woodward News* entitled "ODOT Sets Open House Meetings on Freight Plan."

Meeting Attendance

Table 3-9: Attendees at the Weatherford Open House

ATTENDEES	ENTITY/AGENCY
Heather Sheppard	Clinton, OK - Farmrail System, Inc.
Brent Almquist, Shawn Davis , Roger	Clinton, OK - ODOT Division 5
Jim Mason	Elk City, OK - City of Elk City
Basil Weatherly	Elk City, OK - Currell's Do It Center
John Rosacker	Oklahoma City, OK – ODOT Rail Division
FREIGHT PLAN CONSULTANTS	**ENTITY/AGENCY**
Joe Bryan	Boston, MA – WSP
Sebastian Guerrero	Washington, DC – WSP
Alan Meyers	Herndon, VA – WSP
Susan Atherton	Little Rock, AR – Freight Insights
Kristi Pempin	Oklahoma City, OK – MacArthur Assoc. Consultants/Redbud Marketing
FREIGHT PLAN ODOT TEAM	**ENTITY/AGENCY**
Linda Koenig, Randy Lee, Dustin Thoendel, Lisa Lam, Nathan Smith	ODOT – Strategic Asset & Performance Management Division

Welcome/Purpose of the Meeting

At the public open house meeting, attendees were asked to sign their name to a sign-in sheet. An agenda was available to everyone, which described the logistics of the meeting (**Attachment B**). Linda Koenig opened the meeting and thanked the City of Weatherford for hosting the meeting. She explained that the purpose of the meeting was to gain public input for the Oklahoma Freight Transportation Plan, a five-year plan considering various freight modes including rail, highway, and waterway, and to identify significant freight transportation projects in the State of Oklahoma. The Oklahoma Freight Transportation Plan effort began in November

2016 and is slated for completion by December 2017. The Plan term is 2018 through 2022. Ms. Koenig introduced the Freight Plan consultants and Project Manager, Joe Bryan of WSP.

Project Background

Joe Bryan explained that the FAST Act establishes $6.2 billion in set-aside National Highway Freight Program (NHFP) funding for freight projects nationally over five years. At least 90% of these funds are scheduled to be spent on the National Highway Freight Network (NHFN). Up to 10% may be spent on non-NHFN infrastructure. To obtain funding, State investments of NHFP funds must be specified in an approved Freight Plan. The Oklahoma Freight Plan will provide the means for Oklahoma to receive NHFP funds, identify other beneficial projects and actions that could be implemented, connect planning across multiple transportation modes and regions, and develop a comprehensive freight story.

Project Description

Mr. Bryan said that the Oklahoma Freight Transportation Plan fulfills a requirement for all states from the federal Fixing America's Surface Transportation (FAST) Act signed in December 2015. It is a statewide, multimodal process including research study and input from stakeholders throughout Oklahoma.

Freight Plan Progress

A presentation was provided by the project team. Highlights of the presentation covered the following topics:

- Overview of the Freight Plan
- Why does freight matter?
- Federal freight plan requirements and Oklahoma Freight Plan goals
- Profile of freight traffic; highway, rail, waterway
- Rural and urban freight corridors
- Freight Bottlenecks

Personnel from ODOT and the consulting team were available to answer questions and take comments from the public. (Refer to "Summary of Comments" below.) Attendees were encouraged to complete the survey and note additional comments related to the study on the provided Survey Form (see **Figure 3-1**). Attendees were also informed of an online version of the survey located on the project website: https://www.surveymonkey.com/r/NDFNGYW .

Summary of Comments

Questions (Q), Comments (C), and Answers (A)

(Q) Does this take into account our southwest Oklahoma transportation districts and efforts regarding bottlenecks?

(A) (ODOT Staff) Yes, prior to this meeting we had a meeting with our Freight Advisory Committee and we also met with all the planning districts and developed a map of locations where people perceived bottlenecks or other problems. Some of the locations identified as problems did not show up as we went with the most severe problems. Our analysis considered all locations mentioned and then sifted up to the top 5% to show the most severe problems.

(Q) In looking at the urban areas, everyone knows by looking at the maps, Oklahoma is a crossroads. Now, how do we divert some of the truck traffic out of the urban areas and the bottleneck areas into more of the rural roadways where we could use some of the traffic? ODOT has been doing a lot of construction work in eastern Oklahoma, but not so much in western Oklahoma because we don't have a lot of population out here. We need to shift some of that truck traffic to other locations. Let's create a rural truck route that helps pull some of that [traffic] away into the urban areas.

(A) (ODOT Staff) I think we will begin to see some of that in our next step. We are talking about bottlenecks, and yes there are more in the urban areas. The next step will be to look at solutions including projects in the Eight Year Construction Work Plan. Just because there is a problem in a specific location area does not mean that the solution is at that location. It is just a problem and we have to figure out how to alleviate it – and sometimes that means looking at options in other locations. Right now, we are still talking about where we see problems. As we move through the process we will talk more about where we have proposed solutions or targeted projects.

(C) There is an awful lot of oil field traffic in our area (Beckham and Custer County in western Oklahoma) and we don't see any bottlenecks showing up there.

(A) (ODOT staff) Let's look at this it. The first maps shows highway locations where people perceive congestion. Just because there is not a red spot on the map does not mean that there is not a problem.

In some cases, there is a black mark over the red and that is where the stakeholder input matched with the data analysis and confirmed there was a high degree of truck delay.

(A) (Consultant) When looking at the data regarding bottlenecks we are concentrating on the top 5%. There may be some locations that are an issue, but fall out of that range.

Stakeholder Feedback

Stakeholder feedback from the Weatherford Open House is summarized in the following table.

Table 3-10: Stakeholder Feedback from the Weatherford Open House

Locations to review further:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
10	RR Xing near Thomas and SH 47 in Custer Co. --West of Watonga and north of Weatherford	NA	Rail crossing needs attention. Sand facility at Thomas	Weatherford meeting	Rail crossing to be reviewed – in concert with ODOT Rail Plan
Comments that validated our results:					
ID	**General Location**	**TMC**	**Comment**	**Comment Source**	**Consultant Response**
6	Woodward, intersection of US 412 and US 270	111P06609, 111N06610	US 270 and through Woodward carries a lot of truck traffic	Weatherford meeting	3,270 trucks per day
7	US 270 (aka US 281, SH 3) Dewey County	various	High truck corridor	Weatherford meeting	600 to 700 trucks per day. Lower than other bottleneck locations.
8	I-40 in western Oklahoma	various	High truck volumes, but very little delay	Weatherford meeting	3,000 to 4,500 trucks per day. Not much delay.

Meeting Conclusion

The meeting concluded at approximately 11:55 a.m. Linda Koenig thanked visitors for attending and encouraged them to stay posted on the Plan's progress by visiting the website: http://www.okstatefreightplan.com/

ATTACHMENT A OPEN HOUSE PRESS RELEASE

Open Houses Scheduled to develop Oklahoma's 2018-2022 Statewide Freight Plan

Oklahoma's transportation network provides numerous options to move goods from Point A to Point B by land, water or air. As the Oklahoma Department of Transportation looks ahead to future infrastructure needs, it is seeking input from the public and private sectors on how best to shape these systems.

The department will have three open houses in Moore, Tulsa and Weatherford at the end of the month to hear ideas that could help develop the 2018–2022 State Freight Plan. This five-year plan will identify needs for freight movement and trends, which will help develop partnerships and target economic growth across all modes of transportation.

The public is invited to come hear a brief presentation at the start of each open house, after which time participants will be able to review information and ask questions. For those unable to attend, details and comment forms will be made available online June 30 at www.odot.org/publicmeetings. Comments will be accepted through July 13.

Freight Plan Open Houses

- Tuesday, June 27
  4:30 – 6:30 p.m.
  Moore Public Library
  225 N. Broadway, Moore
- Wednesday, June 28
  11 a.m. – 1 p.m.
  Tulsa Hardesty Library
  8316 E. 93rd St., Tulsa
- Thursday, June 29
  10 a.m. – Noon
  Weatherford City Hall, Wilkinson Room
  522 W. Rainey Ave., Weatherford

The Oklahoma Freight Transportation Plan is slated for completion by December 2017. For more information on plan development, visit www.okstatefreightplan.com.

To request an accommodation, please contact the ODOT ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions, email ODOT-ada-titlevi@odot.org.

ATTACHMENT B OPEN HOUSE AGENDA

Welcome – Linda Koenig, OK DOT

Overview of the Oklahoma Freight Plan – Joe Bryan, WSP

This segment begins with why freight is important to Oklahoma and to you. Oklahoma is required by federal law (the "FAST Act") to prepare a freight plan, so the rest of this segment covers what we are doing in the plan and how freight functions in our state. Topics include:

- Federal requirements and Oklahoma goals
- Profile of freight traffic
- Rural and urban corridors

Discussion of Oklahoma Freight Bottlenecks – Sebastian Guerrero, WSP

Bottlenecks are places where freight backs up due to congestion or other causes. This is inefficient and costly—just like rush hour can be for you—and improving them is a key way ODOT will spend funds for freight. This segment identifies Oklahoma's bottlenecks using a data-driven approach, compares results to what stakeholders have said, and ends with a breakout discussion. Topics include:

- What bottlenecks are and how we identified them
- Findings from data, and how they compare to findings from stakeholders
- Breakout discussion and your input on the findings

Survey of Oklahoma Freight Issues – Joe Bryan, WSP

This segment requests further input from you on a number of concerns, including safety and various forms of freight activity. We will review:

- The survey itself
- How it to complete it
- How you will learn about survey and Freight Plan results:
- Website: http://www.okstatefreightplan.com/

Final Words and Adjournment – Linda Koenig, ODOT

ATTACHMENT C FREIGHT ADVISORY COMMITTEE

FAC MEMBERS	ENTITY/AGENCY
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Paul Cristina	BNSF Railway
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Brad Williams	Chickasaw Nations
Ryan Emery	Consolidated Grain and Barge
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Troy Rigel	Equity Marketing Alliance
Judy Petry	Farmrail System, Inc.
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Larry Ramsey	Federal Motor Carrier Safety Administration
Richard Jurey	FHWA – OK – Performance Management
Isaac Akem	FHWA - OK - Planning
Huy Nguyen	FHWA - OK - Safety
Viplav Putta	Indian Nations Council of Governments
Andrew Scherman	McAlester Army Ammunitions Plant
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Mitch Surrett	ODOT Legal
Matt Swift	ODOT Strategic Asset & Performance Management
Craig Moody	ODOT Rail
David Glabas	ODOT Traffic Engineering
Deidre Smith	ODOT Waterways
Jim Rodriguez	Oklahoma Aggregates Association
Lynne Jones	Oklahoma Corporation Commission
Jim Reese	Oklahoma Department of Agriculture
Jon Chiappe	Oklahoma Department of Commerce
Lt. Kirby Logan	Oklahoma Highway Patrol
Lori Peterson	Oklahoma Railroad Association
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Derek Sparks	Oklahoma City Chamber of Commerce
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