



**Oklahoma Freight Advisory Committee (FAC) Meeting #2**  
**January 25, 2017**  
**MEETING SUMMARY**

**Attendees**

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**MEETING CHAIR**

Dawn Sullivan  
Joe Bryan  
Linda Koenig

**ENTITY/AGENCY**

ODOT Director of Capital Programs  
WSP/Parsons Brinckerhoff (PB Project Manager)  
ODOT Planning & Policy Analyst (ODOT Project Manager)

**FAC Members or Alternates Present**

John Sharp  
Jennifer Sebesta  
Paul Cristina  
Paul Deffenbaugh (alternate)  
Troy Rigel  
Judy Petry  
Larry Ramsey  
Richard Jurey  
Isaac Akem  
Huy Nguyen  
Nimish Dharmadhikari (alternate)  
Andrew Scherman  
David McCorkle  
Matthew Swift  
Mitch Surrett  
Craig Moody  
DeDe Smith  
Patricia Franz  
Jim Reese  
Betty Thompson (alternate)  
Jon Chiappe  
Lori Peterson  
Jim Newport  
David Murdock  
Brad Banks (alternate)  
Scott Robinson  
Chris Williams (alternate)  
Joe Goodwin  
Brad Beam  
Mike Kerr (alternate)  
Brandon Morris

**ENTITY/AGENCY**

Ass'n of Central Okla. Governments (ACOG)  
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BNSF Railway  
Consolidated Grain & Barge  
Equity Marketing Alliance  
Farmrail System, Inc.  
Federal Motor Carrier Safety Administration (FMCSA)  
FHWA - OK – Performance Measures  
FHWA - OK - Planning  
FHWA - OK - Safety  
Indian Nations Council of Governments (INCOG)  
McAlester Army Ammunition Plant  
McCorkle Truck Lines  
ODOT Asset & Performance Management  
ODOT Legal  
ODOT Rail Programs  
ODOT Waterways  
Oklahoma Corporation Commission  
Oklahoma Dept. of Agriculture, Food & Forestry  
Oklahoma Dept. of Agriculture, Food & Forestry  
Oklahoma Department of Commerce  
Oklahoma Railroad Association  
Oklahoma Trucking Association  
Oklahoma Turnpike Authority  
Port of Catoosa - Tulsa  
Port of Muskogee  
Port of Muskogee  
Seaboard Foods  
Tinker Air Force Base  
Tulsa International Airport  
Union Pacific

### Guests

Carl Selby

FHWA – OK

### Freight Plan Consultant Team

Susan Atherton

Keith Angier

Joe Gurskis

Alan Meyers

Freight Insights

MacArthur Associated Consultants

WSP/PB

WSP/PB

### ODOT Staff

Sam Coldiron

Lisa Lam

Jeremy Planteen

Mike Johnson

Jaren Schwennesen

Justin Garrison

John Rosacker

ODOT- Strategic Asset & Performance Management

ODOT- Strategic Asset & Performance Management

ODOT- Strategic Asset & Performance Management

ODOT – Bridge

ODOT – Environmental Programs

ODOT Rail Programs

ODOT Rail Programs

### Invited Organizations Not Attending

Chesapeake Energy Corporation

Chickasaw Nation

Choctaw Nation

Devon Energy

Ditch Witch

Dolese

FedEx

Oklahoma Aggregates Association (OKAA)

Oklahoma City Chamber of Commerce

Oklahoma Grain & Feed Association

Oklahoma Highway Patrol, CMV

Oklahoma Office of Energy & Environment

ONE Gas

Pelco Structural, LLC

Spirit AeroSystems

Sunoco Logistics

Tulsa Chamber of Commerce

U.S. Army Corps of Engineers - Tulsa District

United Petroleum Transports, Inc.

UPS

Walmart

Webco Industries, Inc.

## **Welcome and Introductions**

Dawn Sullivan, ODOT Director of Capital Programs opened the meeting and welcomed the attendees. She emphasized the increasing importance of freight transportation referring to the recent Oklahoma Freight Roundtable. Freight is projected to grow and the state needs to prepare for that growth.

Linda Koenig, ODOT Planning & Policy Analyst and Project Manager for Oklahoma Freight Transportation Plan, facilitated a round of re-introductions with each attendee asked to identify a commodity and location of interest, either shipment origins or destinations. The identified commodities, arranged alphabetically, represent a cross section of the key freight-related sectors of the Oklahoma economy. The principal commodities identified were

- Agriculture
- Aircraft
- Cattle
- Cement
- Consumer goods (food and clothing)
- Corn
- Cotton
- Crude Oil
- Dairy
- Dry bulk products
- Energy products, including wind turbines
- Fertilizer
- Food
- Fracturing Sand (used by petroleum industry)
- Grain
- Hazardous materials
- Hazardous waste
- Identity preserved grains
- Lime
- Manufactured products
- Medical equipment
- Military-munitions and equipment parts
- Natural gas
- Paper
- Parcels and packaged freight
- Petroleum
- Pork
- Poultry
- Soybeans
- Steel
- Timber
- Warehouse & distribution goods

The geographic distribution of interest was widespread. While there was concentration in Oklahoma and neighboring states as well as other locations in the US, international locations such as Mexico, Canada, China, Europe and Turkey were also identified as locations of interest. In addition to the commodities, safe transportation of all goods was identified as an important broad area of focus.

## **Freight Advisory Committee Meeting #1 Summary**

Meeting summary was approved.

## **Presentations and Discussion (Presentation deck attached as reference)**

### **Goals for Freight Transportation in Oklahoma (Joe Bryan)**

Joe Bryan, the consultant project manager, initiated a discussion on the appropriate goals for freight transportation in Oklahoma. He began by reviewing the National Freight Goals from the FAST Act. He followed that with a presentation of the goals underlying the Oklahoma Long Range Transportation Plan and their review and priority preference by the FAC and other stakeholders. The goals were directed toward the following themes in the order below:

- Safety and Secure Travel
- Infrastructure Preservation
- Mobility: Choice, Connectivity and Accessibility
- Economic Vitality
- Environmental Responsibility
- Efficient Intermodal System Management and Operation

### Key points of discussion

- Safety: we have begun to see a proliferation of vehicle safety and anti-collision sensing devices that will reduce the number of accidents in the future and their severity. Besides the safety benefits, the goal is to move towards making the movement of freight more acceptable to communities
- Infrastructure reliability is important for interstates and major truck routes, as well as urban & rural roadways
- In order to strengthen mobility choice, rail network enhancements are needed, competitive access is essential, and expanded use of modes should be encouraged
- Economic vitality is important to maintain freight transportation options
- Efficient multimodal system management requires:
  - Oklahoma needs to be in a position to apply for available funding as it comes along – the freight plan will facilitate that
  - Coordination with neighboring states – freight does not recognize political boundaries
  - Improved system resiliency – prevent or mitigate infrastructure disturbances

The consensus of the Advisory Committee was that the freight transportation goals were relevant and should serve as the framework for determining freight needs and recommendations addressing those needs.

### **Freight Traffic Data Analysis (Alan Meyers)**

Alan provided an examination of freight traffic data. He described:

- The drivers of freight transportation
- Oklahoma's freight related economy
- Profile of freight movements
- Sources of data used in the analysis

### Key points of discussion

- Oklahoma's interstate corridors have significant truck flows; important to coordinate oversize/overweight vehicle routes with other states across those corridors
- With the increase in commercial motor vehicle traffic through the state, there is a need to address safe truck parking
- Oklahoma freight traffic is dominated by high value, pass-through movements – Oklahoma is bearing the infrastructure burden for freight coming from and going to other states
- Pass-through traffic will increase in share of total freight traffic
- Inbound and outbound freight are in balance
- Historically, Oklahoma's leading trade partners have been neighboring states, with the exception of Wyoming, the source for inbound coal
- With the substitution of other energy sources for coal, Wyoming will become a less significant trading partner
- Texas will increase both as a source of inbound freight and as a destination of outbound shipments; Kansas will also become increasingly important
- The traffic profile includes the domestic leg of international freight-the FAC would like a better understanding of the scale of international traffic
- There are various pieces to the agribusiness freight transportation system, including inbound feed and fertilizer and outbound animals and grains
- The future demand for identity-preserved grain needs to be explored further, as it could drive the need for an intermodal container transfer facility

## **Freight System Performance (Joe Bryan)**

Next on the agenda was a discussion of freight travel times and travel time reliability and its importance in freight transportation planning. The data are from the National Performance Measurement Research Data Set (NPMRDS) provided by FHWA. The Plan will generally refer to the data as National Travel Time data. The travel time and travel time reliability topics are significant indicators of freight system performance.

### Key points of discussion

#### ***Travel time Reliability***

- Travel time reliability is an important consideration: the lower the service reliability, the more “buffer time” that must be introduced into scheduling; this increases costs as additional equipment investment and labor is required
- Median truck travel speeds exceed 55 miles per hour through most of the state
- Deterioration of truck speed occurs principally in urban areas
- Looking at reliability using a Travel Time Reliability Index, it exhibited similar patterns
  - Travel on the interstates and principal highways in rural areas exhibited a high degree of reliability
  - Highways in urban areas had the lowest reliability
- The reliability of local feeder streets and roads is critical to the reliability of the end to end supply chain. When the local reliability deteriorates, the entire supply chain becomes less reliable
- Time of day is an important factor – peak hour truck traffic exacerbates the unreliability
- A question was posed about ways to assess reliability of the waterways. Brad Banks, Port of Catoosa, noted that there is an approximate \$150 million in backlog of maintenance on the MKARNS, and that there was a shutdown of MKARNS for several months in 2016. DeDe Smith, ODOT Waterways program manager, clarified that the closure was related to heavy rainfall and that the MKARNS has never experienced a catastrophic failure of the locks and dams causing the system to be shut down for an extended period of time. Also, she advised that the Army Corps of Engineers maintains a Lock Performance Monitoring System (LPMS). (The LPMS contains information on operations of all U.S. waterways where vessels travel over a Corps-owned or operated lock structure.)

#### ***System Condition***

- Adequate shoulders and roadways of sufficient width are a concern, as trucks leave the interstate and travel on smaller volume facilities

#### ***Advances in Technology Reliability***

- The introduction of electronic on board recording devices will require increased truck parking capacity as hours of service rules can be better enforced
- Connected autonomous vehicles, in one form or another, are imminent - plan needs to consider this trend and ramifications for Oklahoma highway network as well as for competitiveness of rail transportation. Oklahoma will need to consider this and work in collaboration with neighboring states on these types of issues. It was noted that a national program is already testing the use of automated vehicles in 10 states, and the time is ripe for additional pilot programs and research efforts.

#### ***Other Issues and Considerations***

- Rail: mandatory two person crews will have a significantly adverse effect on short line railroads increasing crew costs. The question was posed: if truck platoons are allowed with one driver for multiple vehicles, should not one person rail crews be allowed?
- Military needs redundancy and availability of all modes (air, rail, truck) to ensure reliability

- Oklahoma Department of Commerce staff noted the importance of infrastructure to recruit and retain business, including addressing needs for oversize-overweight vehicles and creating a transportation system that is competitive with other states.

## **Conclusion**

Linda Koenig thanked the attendees, advised that the next meeting was tentatively planned for June, and adjourned the meeting.

Submitted by:

Joe Gurskis, WSP | Parsons Brinckerhoff

02/08/2016