

OPEN HOUSE MEETING SUMMARY REPORT

Meeting Held:
June 28, 2017
Tulsa Hardesty Library
8316 E. 93rd Street
Tulsa, OK 74133

Oklahoma Freight Transportation Plan

Prepared for:



Prepared for:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
JULY 2017

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1.0 PUBLIC OPEN HOUSE OVERVIEW

As part of the Oklahoma Department of Transportation's (ODOT) efforts to keep the public informed and involved in the decision-making process, a public open house/community meeting was held. The following is a summary of the information provided and the comments received. ODOT responses to comments are presented in this document.

1.1 MEETING DATE and TIME

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

1.2 MEETING LOCATION

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

1.3 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 **Appendix 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".

1.4 MEETING ATTENDANCE

ATTENDEES

Jacob Peery
Rick Macone
John Rosacker
Rob Endicott
Mark Zishka
Kenna Mitchell
Rich Brierre
Pauline Baeza
Patricia Dinoa
Kathleen Butler
Nimish Dharmadhikari
Ty Simmons
Jennifer Haddaway

ENTITY/AGENCY

Ardmore, OK – ODOT, E.I.T.
Glenpool, OK – City of Glenpool
Oklahoma City, OK – ODOT Rail Division
Tahlequah, OK – Cherokee Nation
Tulsa, OK – ODOT, Division 8
Tulsa, OK – ODOT, Media & Public Relations
Tulsa, OK – INCOG
Tulsa, OK – INCOG
Tulsa, OK – INCOG
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Tulsa, OK – INCOG

FREIGHT PLAN CONSULTANTS

Joe Bryan
Sebastian Guerrero
Alan Meyers
Susan Atherton
Kristi Pempin

COMPANY

Boston, MA – WSP
Boston, MA – WSP
Boston, MA – WSP
Little Rock, AR – Freight Insights
Oklahoma City, OK – MacArthur Assoc.
Consultants/Redbud Marketing

FREIGHT PLAN ODOT TEAM

Linda Koenig
Randy Lee
Dustin Thoendel
Lisa Lam

ENTITY/AGENCY

ODOT – Strategic Asset & Perf. Management
ODOT – Strategic Asset & Perf. Management
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1.5 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 (**Appendix 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.

1.6 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.

1.7 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.

1.8 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 (**Appendix C**). Attendees were also informed of an online version of the survey located on the project website: <https://www.surveymonkey.com/r/NDFNGYW>

2.0 SUMMARY OF COMMENTS

Meeting attendees were invited to ask questions or make comments about the presentation, or about the maps and boards depicting the Freight Plan work to date.

2.1 QUESTION AND ANSWER SESSION

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 effecting 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 done. Actually, \$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.

2.1 STAKEHOLDER FEEDBACK

MAPS AND GRAPHIC BOARDS, TULSA

Locations to look into:

ID	General Location	TMC	Comment	Comment Source	Consultant Response
1	Gilcrease Exy. 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 Exy. 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. - <i>location of a FASTLANE app</i>	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

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 Expy 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 Expy ("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

2.3 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/>

APPENDIX A: 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 Transportation 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.

APPENDIX B: AGENDA

AGENDA

Oklahoma Freight Transportation Plan

Community Meetings

4:30 to 6:30 p.m. June 27, 2017 - Moore

11 a.m. to 1 p.m. June 28, 2017 - Tulsa

10 a.m. to Noon June 29, 2017 - Weatherford

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

APPENDIX C: SURVEY FORM



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) <input type="checkbox"/> Interested in freight rail <input type="checkbox"/> Interested in highway freight <input type="checkbox"/> Other: (please specify) <input type="checkbox"/> Concerned about highway/rail crossing and other freight safety issues <input type="checkbox"/> Interested in ports and waterway freight	
2) Do you or your business currently use commercial motor vehicle or truck services (check all that apply) <input type="checkbox"/> Less than truckload (LTL) <input type="checkbox"/> Full Truckload (TL) <input type="checkbox"/> Other: (please specify) <input type="checkbox"/> Oversize/Overweight truckloads (eg. manufactured homes, wind turbine) <input type="checkbox"/> Superize/Superload truckloads (eg. large capacity oil and gas equip.) <input type="checkbox"/> None	
3) Do you or your business currently use rail service (check all that apply) <input type="checkbox"/> Carload <input type="checkbox"/> Unit Train <input type="checkbox"/> Other: (please specify) <input type="checkbox"/> Intermodal <input type="checkbox"/> None	
4) Do you or your business currently use waterway service (check all that apply) <input type="checkbox"/> Inbound freight <input type="checkbox"/> Outbound freight <input type="checkbox"/> Other: (please specify) <input type="checkbox"/> None	
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.	
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.	
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.	
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.	
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: ilam@odot.org
 Return by fax to: 405-521-6917