



# **OKLAHOMA** **Transportation**

## **2020 – 2045** **Oklahoma Long Range Transportation Plan**

### **Chapter 4: Public and Stakeholder Engagement**

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Prepared by



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## 1. INTRODUCTION

ODOT recognizes the importance of understanding public beliefs, attitudes, and behaviors as they relate to Oklahoma’s future multimodal transportation system. Thus, a vital part of the 2045 LRTP was public involvement and stakeholder outreach. Throughout the development of the 2045 LRTP, there were several opportunities for stakeholders to provide feedback on milestones. ODOT recognizes that public and stakeholder input is critical in order to understand the transportation priorities and needs of Oklahoma and to develop policy and strategies to guide future investment decisions.

Input was collected in several ways including two online surveys, a series of four Advisory Committee meetings.

## 2. PUBLIC INVOLVEMENT PLAN

The purpose of the 2045 LRTP Public Involvement Plan (PIP) was to outline methods and tactics for encouraging a diverse group of interested parties to participate in the development of the 2045 LRTP. The PIP was created at the beginning of the 2045 LRTP process and is consistent with ODOT’s Public Participation Plan (PPP), which meets the federal requirements for statewide planning as outlined in MAP-21 and the FAST Act.

MAP-21 requires formal documentation of the public involvement process used for statewide planning, and the FAST Act requires continuous involvement opportunities and new considerations for coordinating with additional stakeholders. The PIP is the formal documentation required by federal law, and it provides procedures that are inclusive, timely, and complete.

*“Oklahomans are paying attention to transportation.*

*We appreciate the time that people took to provide us with more input than we have ever received during the development of a Long Range Transportation Plan.*

*We believe that this input will help us better tailor the plan to address what is important to Oklahomans.”*

Dawn Sullivan, ODOT Deputy Director

## **3. COMMUNICATION METHODS AND TOOLS**

### **3.1. STAKEHOLDER DATABASE**

The initial public engagement activity was to identify and compile a diverse list of stakeholders that included names, mailing, and email addresses of the following:

- Advisory Committee members
- MPO staff
- RPOs
- Urban and rural transit providers
- Tribal representatives
- Transportation mode representatives (e.g., rail, bicycle/pedestrian, waterway)
- Chamber of commerce staff
- Federal, state, and local elected officials
- City and county clerks
- Librarians
- Interested members of the general public
- ODOT staff

The database was routinely updated. As of March 2020, 2,582 contacts were included in the database.

### **3.2. PLANNING PARTNERS**

The following statewide, regional, and metropolitan planning organizations were consulted with and participated in the development of the 2045 LRTP.

- Association of Central Oklahoma Governments (ACOG)
- Association of South Central Oklahoma Governments (ASCOG)
- Central Oklahoma Economic Development District (COEDD)
- Eastern Oklahoma Development District (EODD)
- Grand Gateway Economic Development Association (GGEDA)
- Indian Nations Council of Governments (INCOG)
- Kiamichi Economic Development District of Oklahoma (KEDDO)



- Northern Oklahoma Development Authority (NODA)
- Oklahoma Economic Development Association (OEDA)
- Southern Oklahoma Development Association (SODA)
- Southwestern Oklahoma Development Authority (SWODA)
- Lawton Metropolitan Planning Organization (LMPO)
- Frontier Metropolitan Planning Organization (FRONTIER)

### 3.3. MEDIA RELEASES AND EMAIL BLASTS

ODOT issued media releases, posted on social media, attended stakeholder meetings, and used ‘email blasts’ to encourage diverse participation in the development of the 2045 LRTP.

### 3.4. ADVISORY COMMITTEE MEETINGS

ODOT hosted three Advisory Committee meetings. Detailed notes from each meeting are available at <https://www.oklongrangeplan.org/resources>. Committee members included stakeholders from across Oklahoma that represented different modes of transportation, planning partners, tribal interests’ partners, businesses, highway patrol, and ODOT staff. **Table 1-1** shows a list of the members of the Advisory Committee.

**Table 3-1. 2045 LRTP Advisory Committee Member Entities**

Advisory Committee Members
Company/Organization
Association of Central Oklahoma Governments
Chesapeake Energy
Devon Energy
Equity Marketing Alliance
Farmrail
Fed Ex
Federal Highway Administration
Federal Motor Carriers Safety Administration
Indian Nations Council of Governments
Oklahoma Department of Environmental Quality (ODEQ)
Oklahoma Department of Commerce
Oklahoma Highway Patrol



Oklahoma Railroad Association
Oklahoma Trucking Association
OKC Chamber of Commerce
Tulsa Chamber of Commerce
Port of Muskogee
Tinker Air Force Base
UPS
Walmart
Seminole Nation Planner
Cherokee Nation Transportation Director
Cherokee Nation Planner
Greyhound Bus Lines
Tulsa Airport
Amtrak
Heartland Flyer/Passenger Rail
Bike Oklahoma
Amer Auto Association
Amazon
Rural Transit Provider / Oklahoma Transit Association
New View Oklahoma
Uber
Webco Industries
Rural TPO - Northern Oklahoma Development Authority - Enid
Southwestern Oklahoma Development Authority - Elk City
Lawton Ft. Sill
EMBARK - OKC Transit
Tulsa Transit
Alt Fuels - Electric/CNG/INCOG
ODOT Capital Programs
OU Technology Professor
Oklahoma Historical Preservation Office

### 3.4.1. MEETING #1

The first Advisory Committee meeting was held on June 25, 2019. The purpose of the meeting was to inform stakeholders about the purpose of the 2045 LRTP, explain the Advisory Committee’s role in developing the 2045 LRTP, collect input about transportation priorities that should be addressed in the 2045 LRTP, review the 2040 LRTP goals, and discuss new 2045 LRTP goal areas.

**Figure 3-1. Advisory Committee Meeting**



ODOT Deputy Director Dawn Sullivan shared that the 2045 LRTP was a tool that ODOT will use to work toward achieving Governor Stitt’s vision of Oklahoma becoming a top 10 state for transportation.

***Input from the Advisory Committee***

*What do you want from a future state transportation system?*

Some responses included:

- Safety improvements
- Maintenance of the current transportation system
- More transportation options, especially for rural areas
- Better connections for communities and businesses
- Increased use of electric vehicles (EVs) and connected and autonomous vehicle (CAV) technologies

*What do you believe are the most important issues facing Oklahoma today & in the next 10 years?*

Some responses for the two questions included:

- Consistent and reliable transportation funding



- Enhancing economic growth by improving infrastructure and access to jobs

*What was the greatest transportation need perceived today or in the future based on the organization they were representing or based on personal reflection/experience?*

Some responses included:

- Offer more modal options
- Increase safety
- Improve or reconstruct existing roadways and bridges
- Improve traffic flow and ease congestion
- Advance use of technological within transportation (i.e., EVs and CAVs)

#### *Updating Plan Goals*

The committee members generally agreed that the following goals areas used in the 2040 LRTP should be kept and modified:

- Safe and secure travel
- Infrastructure preservation
- Economic vitality

Some members suggested that the following should be removed, revised, and/or combined with the goals listed above:

- Mobility choice, connectivity, and accessibility
- Environmental responsibility
- Efficient multimodal system management and operation

### **3.4.2. MEETING #2**

The second Advisory Committee meeting was held on October 30, 2019. The purpose of this meeting was to review public input on transportation goals and priorities, introduce the 2045 LRTP goals, and discuss preliminary multimodal transportation needs.

The following 2045 goal areas were finalized based on input from the public, Advisory Committee, and ODOT leadership and staff:





### **2045 LRTP goals**

- Safety and security
- Infrastructure condition
- Mobility choice, connectivity, and accessibility
- Economic vitality
- Environmental responsibility
- Efficient intermodal system management and operation
- Fiscal responsibility

The input received from the Advisory Committee contributed to the development of the 2045 LRTP goals and objectives discussed in Chapter 2.

### **3.4.3. MEETING #3**

The third Advisory Committee meeting took place on January 29, 2020. The purpose of this meeting was to present the final 25-year multimodal transportation needs and 25-year federal, state, and local revenue forecasts. A breakout session was conducted to discuss how the following emerging trends impact the development of the 2045 LRTP policies and strategies:

- Connected and autonomous vehicles (CAV)
- Cybersecurity
- Electric vehicles (EV)
- Severe weather impacts
- Mobility as a Service (MaaS)
- Alternative freight movement and demand

#### ***Input from the Advisory Committee included:***

- Increase CAV education and address the perception of some Oklahomans that driverless vehicles were not safe and/or feasible on rural roads.
- Enhance partnerships to share and gather data with other state agencies, ride share companies, and/or other transportation service companies/providers.

**Figure 3-2. Advisory Committee Breakout Groups**





- Consider possible legislation about data collection and sharing as well as determining if the data belongs to the driver.
- Explore road use charges and implement registration surcharges for EVs.
- Construct facilities that could accommodate future needs such as sidewalks, ramps, and scooter and bike parking.
- Incorporate the use of truck platooning and dedicated truck lanes, use public private partnerships to increase truck parking, create tax incentives for gas stations to build larger truck parking areas, and improve the ability for drivers to log trips electronically.

The input received during the breakout session contributed to the update and development of new policies and strategies discussed in Chapter 9.

#### **3.4.4. MEETING #4**

The fourth Advisory Committee meeting took place on June 3, 2020. Due to the COVID-19 pandemic, the meeting was conducted virtually by using Go To Meeting. The purpose of this meeting was to present the draft 2045 LRTP to the Advisory Committee to get their input prior to the public comment period.

### **3.5. TRIBAL COORDINATION**

ODOT staff met with tribal leaders at the ODOT's Tribal Advisory Board. The purpose of the meeting was to provide an update on the 2045 LRTP and get input on the goals and objectives, and their transportation needs. The Tribal Advisory Board includes members from Chickasaw Nation, Choctaw Tribal Transit, Ponca Tribe, Osage Nation, Chickasaw Tribe, Cherokee Tribe, Citizen Potawatomi Nation, Comanche Nation, Cherokee Nation, Iowa Tribe, and Sac & Fox Nation.

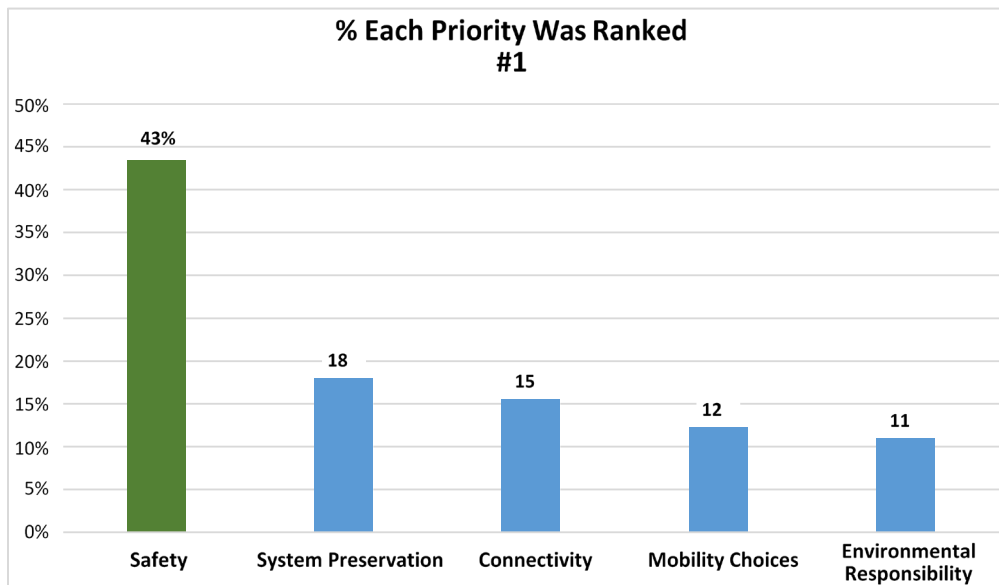
### 3.6. INPUT OPPORTUNITY #1 – SUMMER 2019

ODOT began the 2045 LRTP public outreach campaign in June 2019 using online tools to reach a diverse statewide audience. Marketing tools such as email blasts, news releases, and social media posts were used to direct audiences to an online engagement survey.

The online public survey was the primary tool utilized to engage the general public. It was developed and deployed to raise public awareness of the 2045 LRTP and, at the same time, solicit public opinions and information related to their transportation needs and priorities. The online engagement survey was available to all Oklahomans from June 12 to August 12, 2019 in English and Spanish, and with an option for the hearing impaired. More than 3,800 people from 75 of Oklahoma’s 77 counties provided input on their transportation needs and priorities.

As shown in **Figure 3-1**, by an overwhelming margin, 43 percent of respondents ranked safety as the highest priority followed system preservation (18%), connectivity (15%), mobility choice (12%), and environmental responsibility (11%).

**Figure 3-3. Transportation Priorities**





Additional input gathered from the public included the following:

**77%**

Strongly disagreed or disagreed on keeping transportation costs the same, even if that meant the condition of the system declines over time and no new facilities are built.

**83%**

Strongly agreed or agreed that improving traffic operations through additional investments in technology and innovations will maximize the efficiency of the system.

**84%**

Strongly agreed or agreed that it was important to improve existing highway pavement and bridge conditions even if they had to pay more.

**56%**

Strongly agreed or agreed that expanding or reconstructing the transportation system was important, even if it means paying more.

### 3.7. PROJECT WEBSITE

The 2045 LRTP website, [www.oklongrangeplan.org](http://www.oklongrangeplan.org), was developed as a resource where interested citizens and stakeholder could learn what a long range plan is, review the previous 2040 plan, sign up for updates, review Advisory Committee meeting notes, and review milestone documents. **Figure 3-1** is a screen shot of the 2045 LRTP website homepage.



**Figure 3-4. Plan Website - Homepage**

