

# **OPEN HOUSE MEETING SUMMARY REPORT**

Meeting Held:  
June 27, 2017  
**Moore Public Library**  
**225 South Howard Avenue**  
**Moore, OK 73160**

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 & TIME

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

### 1.2 MEETING LOCATION

Moore Public Library  
225 South Howard Avenue  
Moore, OK 73160

### 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

Kevin Bloss  
Ron Brown  
Jay Earp  
Tracy Terrill  
Kevin Keller  
David Sheely  
John Sharp  
Shannon Sheffert  
Lisa Salim  
John Rosacker

#### ENTITY/AGENCY

Ada, OK – ODOT Division 3  
Ada, OK – ODOT Division 3  
Duncan, OK – ODOT Division 7  
Duncan, OK – ODOT Division 7  
Kansas City, MO – HDR  
Norman, OK  
Oklahoma City, OK – ACOG  
Oklahoma City, OK – ODOT Local Govt. Division  
Oklahoma City, OK – ODOT Media & Public Relations  
Oklahoma City, OK – ODOT Rail Div.

#### FREIGHT PLAN CONSULTANTS

Alan Meyers  
Joe Bryan  
Sebastian Guerrero  
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**

Dawn Sullivan  
Dustin Thoendel  
Linda Koenig  
Lisa Lam  
Randy Lee  
Sam Coldiron

### **ENTITY/AGENCY**

ODOT – Dir. Capital Programs  
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 (**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.

### **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 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 (**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 VERBAL COMMENTS & RESPONSES AT THE MEETING

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 are 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 Sunnyslane 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. 19<sup>th</sup> 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.

## 2.1 STAKEHOLDER FEEDBACK

### MAPS AND GRAPHIC BOARDS, MOORE

#### 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<br>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 |

## 2.2 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/>

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**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 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](http://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. 93<sup>rd</sup> 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](http://www.okstatefreightplan.com)

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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](mailto: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  |            |
|---|------------|
| <b>1) How would you describe your interest in freight transportation in Oklahoma? (check all that apply)</b><br><input type="checkbox"/> Interested in freight rail <input type="checkbox"/> Concerned about highway/rail crossing and other freight safety issues<br><input type="checkbox"/> Interested in highway freight <input type="checkbox"/> Interested in ports and waterway freight<br><input type="checkbox"/> Other: (please specify)  |            |
| <b>2) Do you or your business currently use commercial motor vehicle or truck services (check all that apply)</b><br><input type="checkbox"/> Less than truckload (LTL) <input type="checkbox"/> Oversize/Overweight truckloads (eg. manufactured homes, wind turbine)<br><input type="checkbox"/> Full Truckload (TL) <input type="checkbox"/> Superize/Superload truckloads (eg. large capacity oil and gas equip.)<br><input type="checkbox"/> Other: (please specify) <input type="checkbox"/> None |            |
| <b>3) Do you or your business currently use rail service (check all that apply)</b><br><input type="checkbox"/> Carload <input type="checkbox"/> Intermodal<br><input type="checkbox"/> Unit Train <input type="checkbox"/> None<br><input type="checkbox"/> Other: (please specify)  |            |
| <b>4) Do you or your business currently use waterway service (check all that apply)</b><br><input type="checkbox"/> Inbound freight <input type="checkbox"/> None<br><input type="checkbox"/> Outbound freight<br><input type="checkbox"/> Other: (please specify)  |            |
| Safety and Condition  |            |
| Rank the items below in order of importance from 1 (MOST) to 4 (LEAST) important  |            |
| ODOT should prioritize pavement maintenance on the State Highway System.  | Rank (1-4) |
| 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  |            |
| ODOT and its agency partners should work with neighboring states on compatible oversize/overweight permitting.  | Rank (1-3) |
| 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  |            |
| ODOT should work with neighboring states on a truck parking information system.   | Rank (1-3) |
| 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  |            |
| ODOT needs to evaluate its role in establishing intermodal freight facilities in the state.   | Rank (1-3) |
| 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  |            |
| ODOT should work with neighboring states on multistate corridors of strategic economic and security importance.   | Rank (1-4) |
| 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](http://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: [ilsm@odot.org](mailto:ilsm@odot.org)  
 Return by fax to: 405-521-6917