OPEN HOUSE MEETING
SUMMARY REPORT

Meeting Held:
June 29, 2017

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

Oklahoma Freight Transportation Plan

Prepared for:

OKLAHOMA DEPARTMENT OF TRANSPORTATION
JULY 2017
TABLE OF CONTENTS

1.0 PUBLIC OPEN HOUSE OVERVIEW .................................................................................. 1
  1.1 Meeting Date and Time ......................................................................................... 1
  1.2 Meeting Location .................................................................................................. 1
  1.3 Public Notices ...................................................................................................... 1
  1.4 Meeting Attendance ............................................................................................. 1
  1.5 Welcome/Purpose of the Meeting ........................................................................ 2
  1.6 Project Background .............................................................................................. 2
  1.7 Project Description .............................................................................................. 2
  1.8 Freight Plan Progress ........................................................................................... 2

2.0 SUMMARY OF COMMENTS ....................................................................................... 3
  2.1 Question and Answer Session ............................................................................. 3
  2.2 Stakeholder Feedback ......................................................................................... 3
  2.3 Meeting Conclusion ............................................................................................. 4

APPENDICES

Appendix A: Press Release .......................................................................................... 5
Appendix B: Agenda ..................................................................................................... 6
Appendix C: Blank Survey Form ................................................................................. 7
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
Thursday, June 29, 2017
10:00 a.m. to 12:00 p.m.

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

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 on June 21, 2017 in the Woodward News entitled “ODOT Sets Open House Meetings on Freight Plan.”

1.4 MEETING ATTENDANCE

<table>
<thead>
<tr>
<th>ATTENDEES</th>
<th>ENTITY/AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heather Sheppard</td>
<td>Clinton, OK - Farmrail System, Inc.</td>
</tr>
<tr>
<td>Brent Almquist</td>
<td>Clinton, OK - ODOT Division 5</td>
</tr>
<tr>
<td>Shawn Davis</td>
<td>Clinton, OK - ODOT Division 5</td>
</tr>
<tr>
<td>Roger Schultz</td>
<td>Clinton, OK - ODOT Division 5</td>
</tr>
<tr>
<td>Will Snipes</td>
<td>Clinton, OK - ODOT Division 5</td>
</tr>
<tr>
<td>Jim Mason</td>
<td>Elk City, OK - City of Elk City</td>
</tr>
<tr>
<td>Basil Westherly</td>
<td>Elk City, OK - Currell’s Do It Center</td>
</tr>
<tr>
<td>John Rosacker</td>
<td>Oklahoma City, OK – ODOT Rail Division</td>
</tr>
<tr>
<td>Roger Fleming</td>
<td>Weatherford, OK - City of Weatherford</td>
</tr>
<tr>
<td>Robert Rivera</td>
<td>Weatherford, OK - City of Weatherford</td>
</tr>
<tr>
<td>Kirby Smith</td>
<td>Yukon, OK - Congressman Frank Lucas’s office</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FREIGHT PLAN CONSULTANTS</th>
<th>COMPANY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joe Bryan</td>
<td>Boston, MA – WSP</td>
</tr>
<tr>
<td>Sebastian Guerrero</td>
<td>Boston, MA – WSP</td>
</tr>
<tr>
<td>Alan Meyers</td>
<td>Boston, MA – WSP</td>
</tr>
<tr>
<td>Susan Atherton</td>
<td>Little Rock, AR – Freight Insights</td>
</tr>
<tr>
<td>Kristi Pempin</td>
<td>Oklahoma City, OK – MacArthur Assoc. Consultants/Redbud Marketing</td>
</tr>
</tbody>
</table>
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 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.

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
2.1 QUESTION AND ANSWER SESSION
Questions (Q), Answers (A), and Comments (C)

(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.

(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.

(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.

2.2 STAKEHOLDER FEEDBACK
MAPS and GRAPHIC BOARDS – Weatherford

Locations to review further:

<table>
<thead>
<tr>
<th>ID</th>
<th>General Location</th>
<th>TMC</th>
<th>Comment</th>
<th>Comment Source</th>
<th>Consultant Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>RR Xing near Thomas and SH 47 in Custer Co. -- West of Watonga and north of Weatherford</td>
<td>NA</td>
<td>Rail crossing needs attention. Sand facility at Thomas</td>
<td>Weatherford meeting</td>
<td>Rail crossing to be reviewed – in concert with ODOT Rail Plan</td>
</tr>
</tbody>
</table>
Comments that validated our results:

<table>
<thead>
<tr>
<th>ID</th>
<th>General Location</th>
<th>TMC</th>
<th>Comment</th>
<th>Comment Source</th>
<th>Consultant Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Woodward, intersection of US 412 and US 270</td>
<td>111P06609, 111N06610</td>
<td>US 270 and through Woodward carries a lot of truck traffic</td>
<td>Weatherford meeting</td>
<td>3,270 trucks per day</td>
</tr>
<tr>
<td>7</td>
<td>US 270 (aka US 281, SH 3) Dewey County</td>
<td>various</td>
<td>High truck corridor</td>
<td>Weatherford meeting</td>
<td>600 to 700 trucks per day. Lower than other bottleneck locations.</td>
</tr>
<tr>
<td>8</td>
<td>I-40 in western Oklahoma</td>
<td>various</td>
<td>High truck volumes, but very little delay</td>
<td>Weatherford meeting</td>
<td>3,000 to 4,500 trucks per day. Not much delay.</td>
</tr>
</tbody>
</table>

2.3 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/](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 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)
   - [ ] Interested in freight rail
   - [ ] Concerned about highway/rail crossing and other freight safety issues
   - [ ] Interested in highway freight
   - [ ] Interested in ports and waterway freight
   - [ ] Other: (please specify)

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)
   - [ ] Oversize/Overweight truckloads (eg. manufactured homes, wind turbines)
   - [ ] 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
   - [ ] Intermodal
   - [ ] Unit Train
   - [ ] Other: (please specify)

4. Do you or your business currently use waterway service? (check all that apply)
   - [ ] Inbound freight
   - [ ] Outbound freight
   - [ ] Other: (please specify)

**Safety and Condition**

Rank the items below in order of importance from 1 (MOST) to 10 (LEAST) important.

1. ODOT should prioritize greenway maintenance on the Trans Highway System.
2. ODOT needs to keep up the pace of adding shoulders to rural highways.
3. ODOT needs to continue its efforts to promote rail-rail meetings throughout the state.
4. ODOT needs to maintain its commitment to reducing the number of structurally deficient bridges.
5. ODOT and its agency partners should work with neighboring states on compatible oversize/overweight permitting.
6. 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.
7. 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 10 (LEAST) important.

1. ODOT should work with neighboring states on a truck parking information system.
2. ODOT should collaborate with the private sector to promote sufficient truck parking in relation to major freight routes and activity centers.
3. ODOT should focus its efforts on expanding truck parking availability at next steps.

**Intermediate Freight**

Rank the items below in order of importance from 1 (MOST) to 10 (LEAST) important.

1. ODOT needs to evaluate its role in establishing intermediate freight facilities in the state.
2. Ports and railways need connections to highways and railroads.
3. 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 10 (LEAST) important.

1. ODOT should work with neighboring states on multimodal corridor of strategic economic and security importance.
2. ODOT should provide more information to communicate with the industry and the general public on pertinent freight topics and issues.
3. ODOT needs to support greater use of technologies to improve the safety and efficiency of operations along corridors with high freight volumes.
4. ODOT should continue to seek ways to expedite project approval processes to be more responsive to freight transportation needs.

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

Name (optional): __________________________ City of Residence: __________________________

County of Residence: __________________________ Workplace City/County: __________________________

**Survey deadline:** July 13, 2017

Visit our website at [www.odot.okeeffeplan.com](http://www.odot.okeeffeplan.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: DAPR - Room 3-A4 210 S.W. 21st Street Oklahoma City, OK 73105
- Return by fax to: 405-424-6969

---

July 2017 | Page 7