

Meeting Title: Freight Advisory Committee - Meeting 1

Project: ODOT Statewide Freight Plan Update

Date: January 29, 2026

Overview

ODOT hosted the first Freight Advisory Committee meeting to launch the 2027 Statewide Freight Plan Update. The meeting focused on orienting members to the freight plan purpose, federal requirements, schedule and engagement approach, while gathering early stakeholder input on Oklahoma's freight strengths, challenges, priorities and emerging trends. The session emphasized interactive discussion and use of Mentimeter to capture both quantitative and qualitative feedback from public and private sector participants. The summary presentation and Mentimeter results are included in the end of this document.

Decisions Made

- The Freight Advisory Committee will serve as a key validation body throughout plan development, providing industry-grounded feedback alongside data analysis.
- Stakeholder engagement will rely on a mix of Mentimeter polling, open discussion and follow-up surveys to ensure broad participation.
- Freight plan goals will be built on the 2050 Long Range Transportation Plan goals, with flexibility to refine or add freight-specific priorities and objectives based on committee input.
- Two statewide surveys will be deployed, including a general freight survey and a truck parking survey, to supplement committee feedback.

Discussion Notes

Freight Plan Purpose and Process

- The freight plan update is federally required and updated every four years but is also an opportunity to go beyond minimum requirements to address Oklahoma-specific freight needs.
- The plan will integrate technical data analysis alongside real-world industry experience provided by committee members.

Freight Network Strengths and Weaknesses

- Participants highlighted Oklahoma's central location and multimodal system as a competitive advantage.
- Key concerns included congestion, bottlenecks, infrastructure condition and operational reliability in high-volume corridors.

Performance and Priorities

- Reliability and on-time performance were identified as critical measures of freight success from an industry perspective.
- Committee members noted the importance of aligning public-sector performance metrics with private-sector operational realities.

Commodities and Emerging Trends

- The discussion emphasized validating commodity flow data against industry experience to ensure accuracy.
- Members were encouraged to identify emerging industries, commodities or logistics trends that may not be fully captured in existing datasets.

Future Challenges and Opportunities

- Participants discussed the potential impacts of automation, alternative fuels, supply chain disruptions and policy changes on freight movement.
- Committee members stressed the need for forward-thinking recommendations in the final plan.

Next Steps / Upcoming Deadlines

- Continue technical data analysis and validation using committee feedback.
- Hold a second Freight Advisory Committee meeting in the spring to review data analysis findings and emerging trends.
- Return to the committee later in the year with draft recommendations for review and refinement.

List of Attendees

Name	Organization
Freight Advisory Committee Members	
Jennifer Sebesta	ACOG
John Sharp	ACOG
Dan Luttrell	Ardmore Municipal Airport

Debra Porter	Fort Sill
Viplav Reddy	FHWA - OK - Planning
Thomas Dow	INCOG
Jeffrey A Mulder	Oklahoma City Department of Airports
Mark Willingham	Oklahoma Corporation Commission
Jan Lee Rowlett	Oklahoma Department of Agriculture
Jason Giebler	ODOT, Bridge Division
Thaddaeus Babb	ODOT, Multi-Modal & Planning
Jared Schwennesen	ODOT, Multi-Modal & Planning
Matt Ingham	ODOT, Over Size Over Weight Permitting
Kendal Theisen	ODOT, Traffic Division
Dalton Miller	State Chamber of Commerce
Stephanie Wilson	Tinker Air Force Base
Daniel Grisham	Tulsa Ports
Dennis Smith	Vance Air Force Base
Stakeholders	
Cindy Bateman - Fort Sill Engineering	Fort Sill
Lindsay Mayberry	Fort Sill

Kevin Vanover	Mid American Industrial Park
14055826956	N/A
Ray	N/A
Bryce Boyer	Oklahoma Department of Agriculture
Laura Chaney	ODOT, Multi-Modal & Planning
Sarah McElroy	ODOT, Multi-Modal & Planning
Devon Westbrook	ODOT, Multi-Modal & Planning
James Farris	ODOT, Traffic Division
Cody Hamblin	ODOT, Traffic Division
Bud Ground	Oklahoma Petroleum Alliance
Steve Rhodes	Tinker Air Force Base
Consultant Team	
Brian Comer	HNTB
Laura Davis	HNTB
Jeremy Upchurch	HNTB
Derek Duty	Jones PR
Suzanne Singleterry	Jones PR



Freight Advisory Council Meeting

- January 29th, 2026
- 2027 Oklahoma Freight Plan Update

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Introductions and Opening Remarks



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Agenda



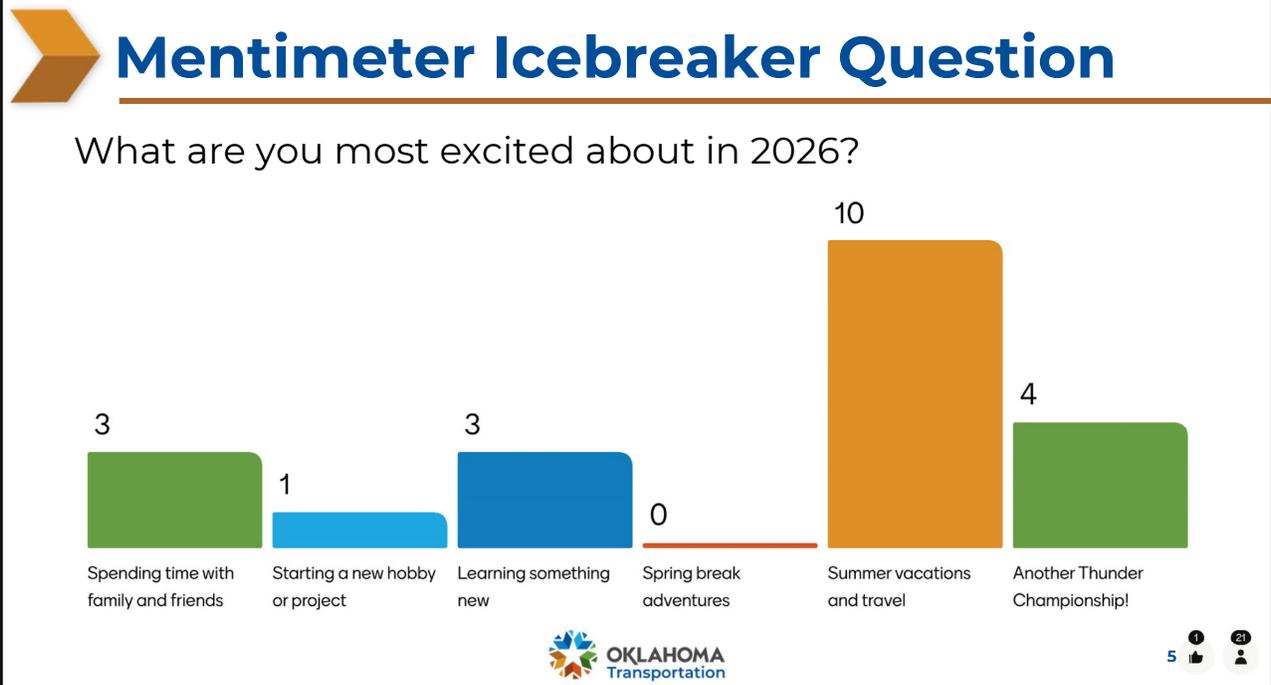
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Mentimeter Instructions

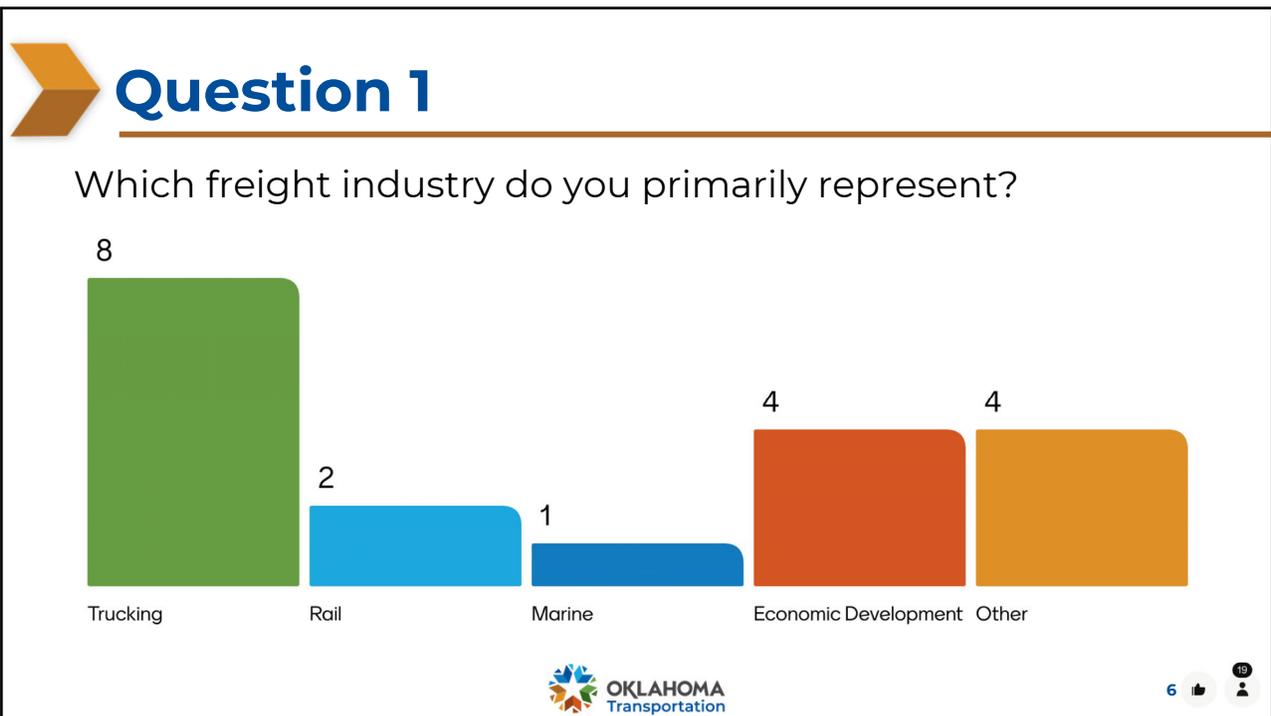
- Take out your cell phone
- Go to Mentimeter.com or scan the QR code
- Enter this code: **6923 1424**



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Why is a freight plan update needed?

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State Freight Plan Overview

-  Federally required every four years per guidance in the Bipartisan Infrastructure Law
-  Supports National Highway Freight Program (NHFP)
-  Guides state freight policy, programs, and economic investments
-  Identifies multimodal strategies to address freight transportation needs

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Federal State Freight Plan Requirements



ODOT also addresses the unique needs from stakeholders and industries that may not be fully captured in the federal requirements listed above.

Summarized from 49 USC 70202



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Freight Planning in Oklahoma



2017

2023

2025

2027



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Freight Plan Process

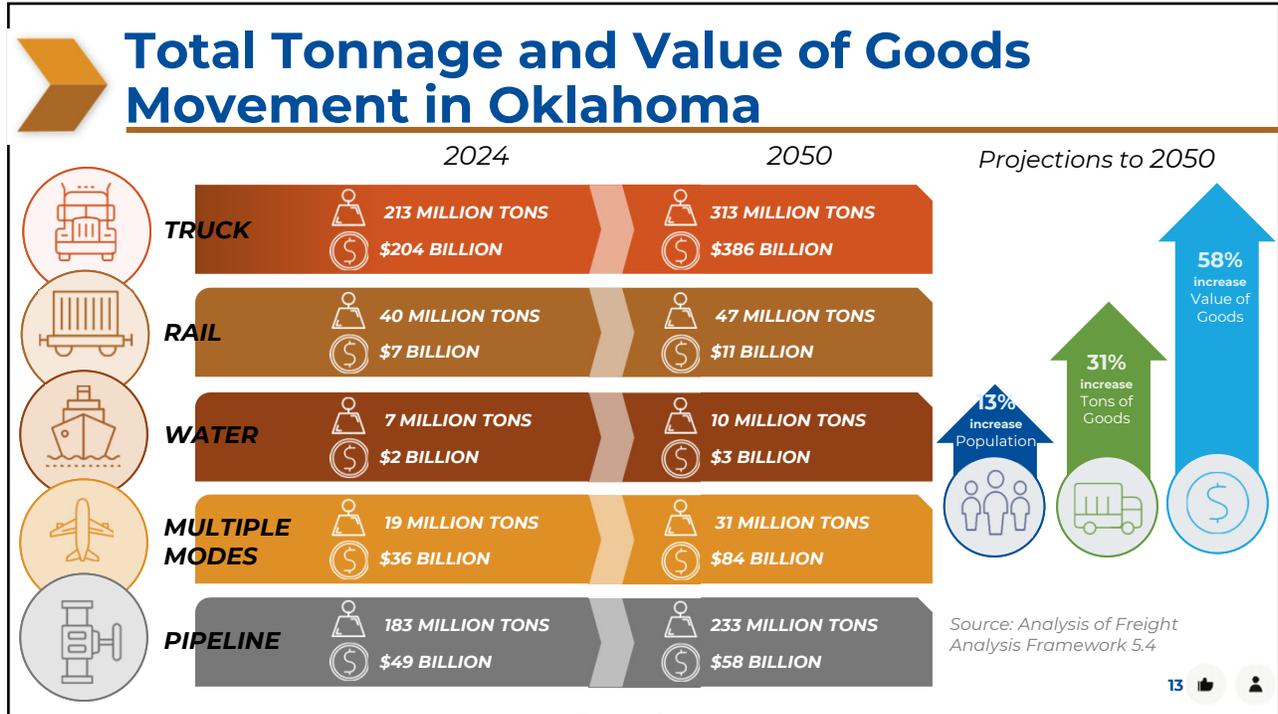


Stakeholder Engagement

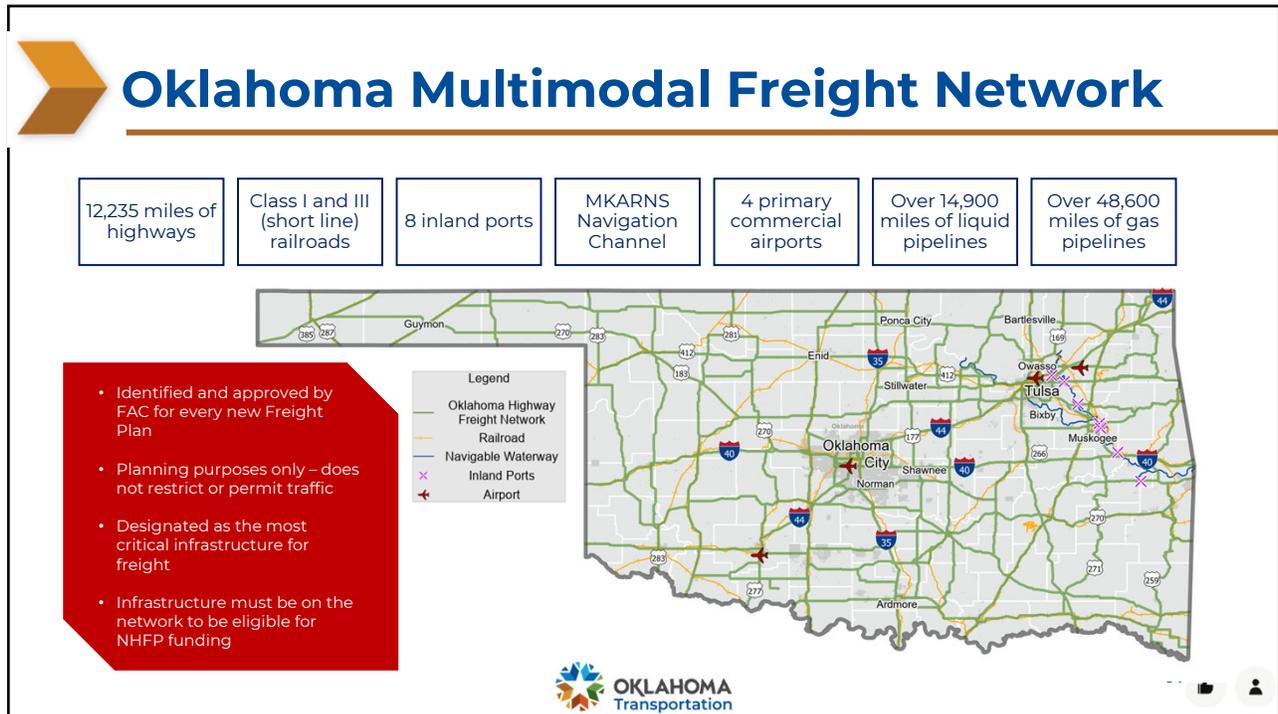
- Freight Advisory Committee Meetings
- ODOT Leadership Briefings
- Stakeholder Interviews
- Surveys



Freight Plan Overview



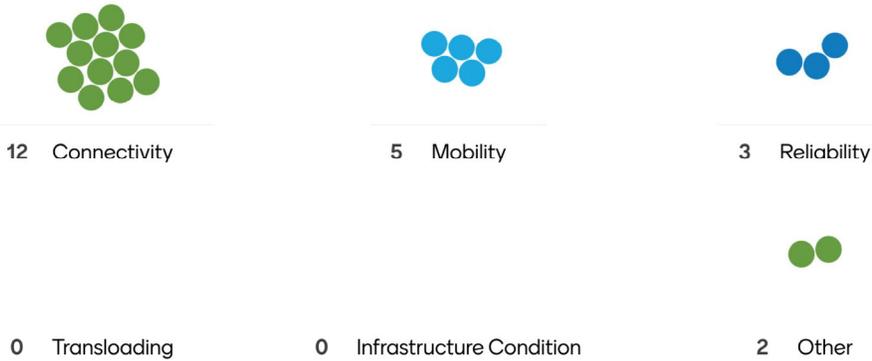
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Question 2

What are strengths of OK's current freight network?



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Question 3

What are the weaknesses of OK's current freight network?

Infrastructure Condition	Lack of funding for critical maintenance	Alternate routes More rail/freight options Incident Managemet	Infrastructure Condition Capacity - heavy traffic congestion	Safe Parking infrastructure
Large scale manufacturing that would support more freight - no auto manufacturing in the State	Too many toll roads	Major Rail to Highway Intermodal Facilities are hundred of miles away. Example BNSF in KC and Fort Worth.	Major Freight Corridors (Ex US-69) going through small towns.	



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Question 4

What is required for world class freight mobility?

- Interconnectivity and adequate capacity
- "Reliability" regardless of weather.
- Reliability
- Increased focus on intermodal hubs/connectivity between modes, investment in existing infrastructure and build out of new facilities
- Emergency response after a disaster like train derailment
- Technology is increasingly more important every year.
- Zero Crashes.
- Interstate or major highway facility access
- Integrated multi-modal infrastructure. Resiliency and safety.
- Consistent application of speed limits/night-time speeds, Driver Education/training-related laws.



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2050 LRTP Goal Areas

* Updated Goals from 2023 Plan

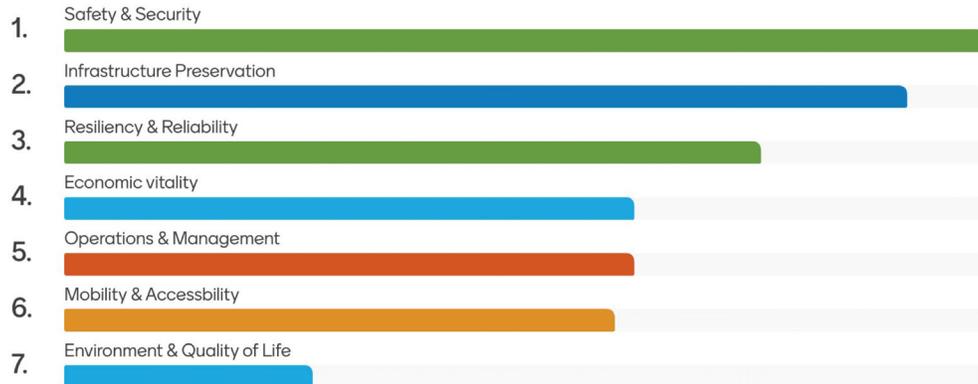
- Safety & Security*
- Economic Vitality
- Infrastructure Preservation
- Operations & Management*
- Mobility & Accessibility*
- Resiliency & Reliability*
- Environment & Quality of Life*



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Question 5

Rank the Goal Areas from most to least important.



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Question 6

Are there any categories you would like to see added?

communication
partnership

- Safety & Security*
- Economic Vitality
- Infrastructure Preservation
- Operations & Management*
- Mobility & Accessibility*
- Resiliency & Reliability*
- Environment & Quality of Life*



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Question 7

How does your organization measure freight mobility performance?

- Safety, annual tonnage, maintenance, reliability, resiliency.
- Rail freight has the potential to block arterial roadways and some state highways. This becomes a problem when trains are parked on the line for extended periods of time.
- Air cargo annual lbs/tonnage



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Major Commodities

Highway

- Fuels
- Gravel, Minerals, Metals
- Industrial Products

Pipeline

- Petroleum and Coal
- Crude Petroleum
- Gasoline

Rail

- Gravel, Minerals, Metals
- Fuels
- Chemicals

Multiple Modes

- Gravel, Minerals, Metals
- Chemicals
- Logs, Woods, Paper

Marine

- Agriculture & Livestock
- Food
- Gravel, Minerals, Metals

Discussion



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Emerging Trends

2023 Freight Plan

- ✓ Connected and Autonomous Vehicles
- ✓ Alternative Fuels
- ✓ Business and Consumer Practices



What's Next?

- Trade Policies
- Manufacturing and Automation
- Supply Chain Visibility
- Geopolitical Tensions

Discussion



Question 8

What key trends are likely to have the greatest impact on freight flows?



Question 9

What else should the freight plan consider?

Interactions with existing and proposed passenger rail

AI signalization

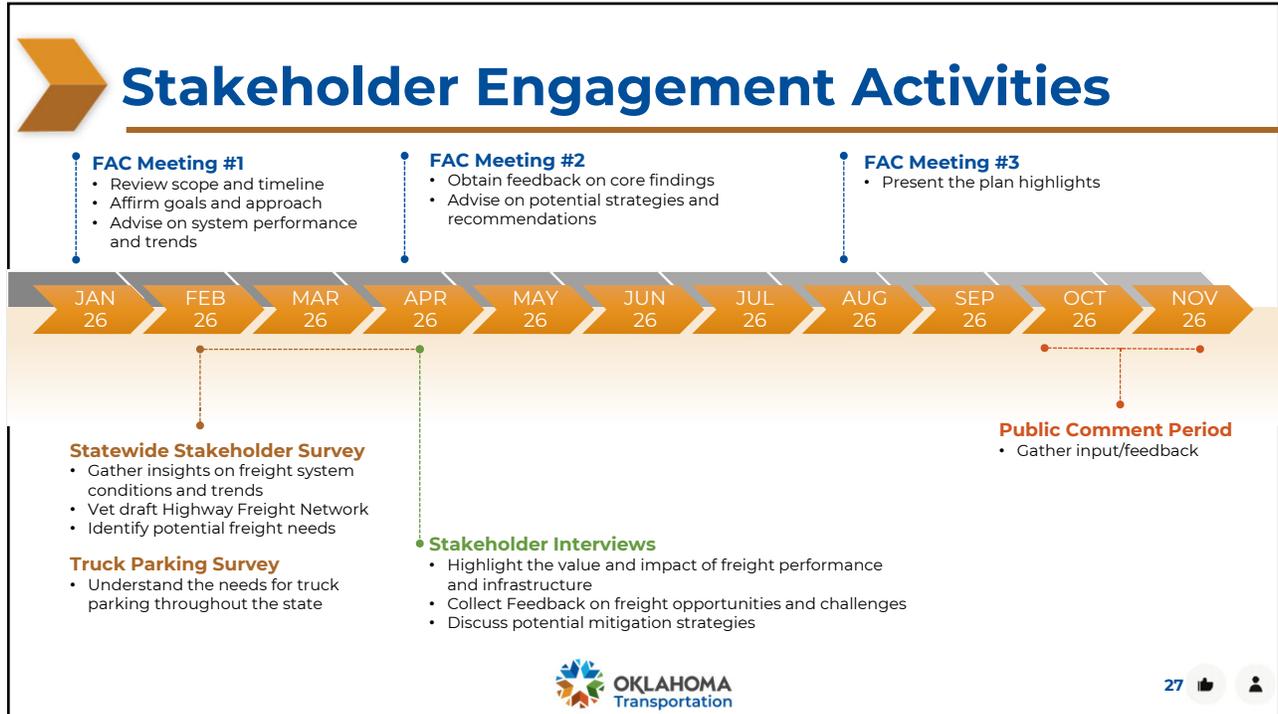
Workforce development

Community right to know (haz mat)

quiet zones in cities

A large blue rectangular graphic with a stylized orange and brown arrow pointing right. The text "Stakeholder Engagement" is written in white on the right side of the arrow.

Stakeholder Engagement



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Public Surveys

- Our Freight and Truck Parking surveys are now open until February 27, 2026.
 - Available in English & Spanish.
 - Help spread the word!

Freight Survey - English



Freight Survey - Spanish



OKLAHOMA Transportation

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Public Surveys

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Truck Parking Survey - English



Truck Parking Survey - Spanish



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Project Schedule

Oklahoma Freight Plan Schedule						
Activity	2025	2026			2027	
	Fall	Winter	Spring	Summer	Fall	Winter
Existing and Future Conditions	[Bar]					
Engagement	[Bar with icons: ♦, ★, ♦, ♦, ●]					
Needs Assessment			[Bar]			
Recommendations				[Bar]		
Draft Freight Plan					[Bar]	
Final Freight Plan						[Bar]

- ◆ Freight Advisory Committee
- ★ Public Survey
- Public Comment Period



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Deliverable Highlights

Task 1: Project Management

Task 2: Stakeholder Engagement

Task 3: 2027 State Freight Plan

- Outreach Strategy, Efforts, and Findings
- FAC Meetings
- ODOT Briefings
- One-on-One Stakeholder Interviews
- Statewide Stakeholder Survey (web-based)
- Truck Parking Survey (web-based)



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Deliverable Highlights

Task 1: Project Management

Task 2: Stakeholder Engagement

Task 3: 2027 State Freight Plan

- Data Collection (material and data review and requirements)
- Multimodal Freight Network Identification & Analysis
- Oklahoma Freight Movement & Commodity Trends
- Oklahoma Freight Economic Impact
- Updated Freight Plan Vision, Goals, Objectives, and Performance Measures
- Multimodal Needs & Opportunities
- Multimodal Freight Strategies & Recommendations
- Final Report, Executive Summary, and Presentation



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Questions?

[Freight Plan Website](#)



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