



2020 – 2045 Oklahoma Long Range Transportation Plan (LRTP)

Advisory Committee Meeting #1 Summary

June 25, 2019

Oklahoma Department of Transportation (ODOT) staff hosted the first advisory committee meeting with the LRTP Advisory Committee on June 25, 2019 to discuss ODOT's 2020-2045 Long Range Transportation Plan (LRTP).

Attendees

Committee Attendees

Name	Entity
John Sharp	ACOG
Adriane Jaynes	Alt Fuels - Electric/CNG
Leslie Gamble	American Automobile Assn of Okla.
Steve Day	Bike Oklahoma
Rob Endicott	Cherokee Nation Planner
Jake Kimery	Chesapeake Energy
Jason Ferbrache	EMBARK - OKC Transit
Troy Rigel	Equity Marketing Alliance
Judy Petry	Farmrail
Viplav Putta	INCOG
Kathy Banks Monroe	Lawton/Ft. Sill
Cheryl Bradley	Ok Dept. of Env. Quality
Jared Schwennesen	ODOT Rail
Thaddeus Babb	ODOT Waterways
Jon Chiappe	OK Dept. of Commerce
Capt. David Moffitt	OK Highway Patrol
Lori Peterson	OK Railroad Association
Jim Newport	OK Trucking Association
Derek Sparks	OKC Chamber of Commerce
Sridhar Radhakrishnan	OU Technology Professor
Vicki Eggers	Rural Trans Plng Org - North Okla. Dev't Ass'n.
Mike Kerr	Tulsa Airport
Jared Crabtree	Walmart
Dana Weber	Webco Industries



Guests

Name	Entity
Lt. Darrin Rose	Ok Highway Patrol
Hannah King	OKC Chamber of Commerce

Long Range Transportation Plan Consultant Team and Staff

Name	Entity
Jeff Carroll	High Street Consulting
David Streb	Poe & Associates
Craig Moody	Poe & Associates
John Bowman	Poe & Associates
Larry Chan	High Street Consulting
Chelsey Smith	Burns & McDonnell

ODOT Staff

Name	ODOT Division
Dawn Sullivan	Deputy Director
Linda Koenig	ODOT Strategic Asset and Performance Management
Laura Chaney	ODOT Strategic Asset and Performance Management
Sarah McElroy	ODOT Strategic Asset and Performance Management
Siv Sundaram	Environmental Services
Mitch Surret	General Council
Shelly Williams	Local Gov't Division
Taylor Henderson	Maintenance Division
Angel Gonzalez	Pavement Management
Rick Johnson	Project Management
John Rosacker	Rail Programs
Matthew Swift	Strategic Asset and Performance Management
Sam Coldiron	Strategic Asset and Performance Management
Adam Gentis	Strategic Asset and Performance Management
Robert Rival	Strategic Asset and Performance Management
Kris Gibson	Strategic Asset and Performance Management
Rhonda Fair	Tribal Liaison



Invited Organizations Not Attending

Amazon
Amtrak
Assn of County Commissioners of Okla.
Devon Energy
Fed Ex
Fed. Motor Carriers Safety Assn
FHWA - Ok Division
Greyhound Bus Lines
Heartland Flyer/Passenger Rail
New View Oklahoma
Port of Muskogee
Rural Transit/Ok Transit Assn
Seminole Nation
Tinker AFB
Tulsa Chamber of Commerce
Tulsa Transit
UBER
UPS

Appendix A of this document includes the meeting agenda.

Welcome and Introductions

The purpose of the first advisory committee meeting was to inform stakeholders about the purpose of the LRTP, the Advisory Committee role in developing the LRTP, collecting input about transportation priorities that should be addressed in the LRTP, and reviewing the 2040 LRTP and discussing potential new 2045 goal areas.

Dawn Sullivan, who will soon transition from her role as ODOT's Director of Capital Programs to Deputy Director, welcomed the group, and noted that the LRTP was required by the federal government and would address federal requirements, but is also a tool that ODOT will use to work toward achieving Governor Stitt's vision of Oklahoma becoming a top 10 state for transportation. Dawn said that the advisory committee would discuss what kind of system Oklahoma should have in the future and what kind of a system the state could afford. Ms. Sullivan reminded the group that the LRTP was a policy document and that transportation is a mechanism to improve quality of life and economic vitality in the state.

Linda Koenig, ODOT's LRTP project manager, presented a memo (see **Appendix B**) regarding LRTP requirements and the role of the advisory committee.



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Linda also led introductions and asked participants to identify one thing that they would want from a future state transportation system. Responses included the following:

- More transportation options
- Autonomous/connected/electric/shared vehicles
- Include Intelligent Transportation System (ITS) components as a part of construction/reconstruction projects
- Inland waterway system needs to be better managed by hydrologist/experts
- Continue development of electric vehicle (EV) infrastructure
- Highways would be resurfaced before they turn into trails
- Modal integration
- Timely repairs to highways/shoulders
- Clear and consistent signage
- Less congestion
- 286k capacity for all short line railroads
- Highway and railroad traffic should work together
- More autonomous vehicles
- Cut vehicular deaths in half by 2045 and no bike/ped fatalities
- Accommodate bikes and pedestrians on streets
- More rural two lane highways with shoulders
- Everybody knows about Oklahoma waterways
- Vision 0 (fatalities)
- More public transit users
- Oklahoma is top 10 in roads and bridges
- Seamless transition in/out of Oklahoma on highways
- Efficient transportation system to get Oklahoma products to market
- No potholes
- Connection for the Heartland Flyer from Oklahoma City to Newton, Kansas and other places throughout the country
- Elimination of distracted driving &/or more autonomous vehicles to aid with safety
- Rural roadway improvements including adding shoulders to two lane roads
- Dedicated truck lanes
- More parking for commercial vehicles

Project Overview

The project team including Jeff Carroll, project manager from High Street Consulting Group; Larry Chan also from High Street; and John Bowman of Poe & Associates presented an overview of the project including:

- Project Scope and Schedule which includes four Advisory Committee meetings, with the next meeting scheduled for Fall 2019
- Existing and Future Social, Economic, Environmental, Safety and Technology Trends - Chan
- Existing Transportation System Conditions and Performance - Bowman

Larry Chan shared the following:

Population is expected to grow 19% in Oklahoma between 2018 - 2045; by comparison US population is expected to grow 25%. He also provided information on employment projections. Mr. Chan said freight tonnage in Oklahoma is expected to increase in the next quarter center, with the most remarkable increases in the area of e-commerce sales. Mr. Chan provided a statewide overview of motor vehicle fatalities over the past decade, noting a downward trend. Mr. Chan spoke to the issue of alternative fueled vehicles, indicating Oklahoma is a leading state in compressed natural gas vehicles. Emerging and future technology to be thinking about includes connected and autonomous vehicles and mobility as a service (e.g. Lyft or Uber).



John Bowman's comments are summarized below:

In 2004, the State Highway System included 1168 structurally deficient (SD) bridges. Following a sustained effort to address this issue, in 2018, the State Highway System included 132 SD bridges. There are nearly 113,000 miles of public roads in Oklahoma. The State of Oklahoma is responsible for 12,250 miles, approximately 1/10 of the total public road miles —and these miles carry nearly 67% of the total traffic. Using FHWA definitions, the pavement quality on the State Highway System is rated 6% poor; 65% fair; and 29% good. Mr. Bowman noted that there are over 4,200 miles of state highways that are two lane facilities with no shoulders and this presents a safety concern. Mr. Bowman notes that freight is carried in Oklahoma on highways, freight rail, and through ports and waterways.

Mr. Bowman said that the active transportation system in Oklahoma included bicycle and pedestrian routes, frequently developed independently by local governments or by local governments in partnership with ODOT. Mr. Bowman said that there are 20 urban, 5 rural, and 10 tribal public transit operators in the state, that work in coordination with ODOT. He said that public transit would be covered at a high level in the LRTP; and that a more in depth public transit & mobility study, would commence soon. Another passenger transit service coordinated through ODOT Rail Programs Division is the Amtrak Heartland Flyer, which has been in operation for 20 years with services from OKC to Ft. Worth, TX. Finally, Mr. Bowman noted that the transportation system and services are affected by extreme weather impacts such as floods, drought, and earthquakes; as we plan for the future, we need to think about a resilient and sustainable system.

Visioning Exercise

During the visioning exercise, Jeff asked the attendees to respond to the following question:

“What do you believe are the most important transportation issues facing Oklahoma Today?”

The responses included:

- Size and weight restrictions
- Trip travel time reliability
- Get ahead of & accommodate future demand
- Land use/truck parking
- Integration of modes/comprehensive planning
- System resiliency, especially as it relates to natural disasters
- A consistent method for funding the transportation system
- Need for more shoulders on rural roadways
- Increased maintenance including repairing potholes and resurfacing
- Increased need for public transit
- Rural/tribal public transit needed to access health care & other services
- Access to jobs
- Bike and pedestrian safety
- Improvements to highway interchanges
- Mud to concrete - rural to city roadway connection improvements
- Need to address a lack of transit; improve understanding with education
- Transportation for aging populations
- Integrate park and ride options
- Roadways will need to accommodate for extra rides caused by shared ride companies
- More public transit connections to airports
- Air quality attainment
- Right-sizing infrastructure, including roads and parking lots/facilities
- Rural school bus routes
- Rural farm to market or activity center routes
- More mobility options
- SAFE interaction between various vehicles, modes, technologies



Attendees were also asked “What do you believe is the most important transportation issue facing Oklahoma in the next 10 years?” Responses included:

- A need to keep leaders focused on transportation and trends
- Accommodating economic and population growth & future demand on the transportation system
- A consistent method for funding the transportation system
- Need for better infrastructure to spur/enhance economic growth
- Roads for trucks that bypass major city centers
- Planning for autonomous freight vehicles
- Creation of reliever/secondary routes to address overloaded freight corridors
- Linking water/rail/transit/highways
- Improving rural public transit systems
- More connections and access to jobs and job centers specifically from rural areas
- Working toward a cultural shift for people to use more group transportation/transit options
- Competitively pricing public transit
- Developing state policies concerning distracted driving
- Need reliable access to markets
- Growth in alternative-fueled vehicles
- Connection for the Heartland Flyer from Oklahoma City to Newton, Kansas and other places throughout the country
- Funding/revenue
- Improve/upgrade highway interchanges

Public and Stakeholder Engagement







Chelsey Smith of Burns & McDonnell outlined LRTP public and stakeholder engagement activities, such as the four advisory committee meetings, website, press releases and social media. Ms. Smith and Mr. Carroll provided a demonstration of the MetroQuest tool being used to gather input. ODOT asked all committee members to provide input using MetroQuest and to help get the word out about the tool to help ODOT to solicit more input from Oklahomans. The survey is available until August 12, and can be accessed by visiting the plan’s website at www.oklongrangeplan.org.

Goals Exercise

Advisory Committee members then participated in a goal area exercise. The following are the 2015-2040 LRTP goals that were developed following a thorough review of the 2010-2035 LRTP goals, ODOT strategic and modal plans, MPO LRTPs, and national goals established in Federal legislation.

GOALS

The 2015-2040 LRTP goals were developed following a thorough review of the 2010-2035 LRTP goals, ODOT strategic and modal plans, MPO LRTPs, and the Federal transportation law MAP-21. The 2015-2040 LRTP goals are:

	<p>■ Safe and Secure Travel Infrastructure safety and security for system users.</p>		<p>■ Economic Vitality Provide an efficient and effective multimodal transportation system strengthen communities and support economic development.</p>
	<p>■ Infrastructure Preservation Preserve and maintain Oklahoma's multimodal transportation system in a state of good repair.</p>		<p>■ Environmental Responsibility Minimize environmental impacts.</p>
	<p>■ Mobility Choice, Connectivity and Accessibility Easy movement of people and goods, connectivity of regions and activity centers, access to different modes of transportation.</p>		<p>■ Efficient Multimodal System Management and Operation Maximize system performance and operation.</p>

Committee members were asked to fill in a worksheet to 1) prioritize goal areas and to 2) place goal areas into the following categories:

- Goal areas to keep 'as is'
- Goal areas to keep and adapt
- Goal areas to remove
- New goal areas to add

The committee noted that the following goals areas should be kept 'as is' (listed in priority by number of responses)

- Safe and secure travel
- Infrastructure preservation
- Mobility choice, connectivity, and accessibility
- Economic vitality
- Environmental responsibility
- Efficient multimodal system management and operation



Committee members suggested that the following goal areas should be kept and adapted/modified/revised:

- Economic vitality
 - Needs to include keeping infrastructure economically competitive with the surrounding region
 - Needs to include marketing, education as to how these systems work and their impact
- Mobility choice, connectivity, and accessibility
 - Needs a serious long range plan and maybe an independent authority like OTA so we can have dedicated funding
 - Include first mile/last mile improvement
 - Add rural to this goal
 - Make sure to include improving rural mobility options. Remove “urban” mobility options
 - Goals should more specifically state “public transportation” and “preparing for autonomous vehicles and electric vehicles”
- Infrastructure preservation
 - As we preserve the system we must adapt to the future
 - Infrastructure preservation goal should include improving infrastructure
- Efficient multimodal system management and operation
 - Include managing heavy and oversized vehicles
- Environmental responsibility
 - Include disaster preparedness here, or under safe and secure travel
 - Yes, but not at the expense of progress
- Safe and secure travel
 - Separate safety goal as separate from security goal
- Combine efficient multimodal system management & operation with economic vitality goal
- Combine efficient multimodal system management & operation with mobility choice, connectivity, and accessibility

Some committee members suggested that the following goal areas should be considered for removal:

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

The committee suggested that the following new goal areas be considered for addition:

- Partnership & public/private investment
- Secure revenue streams going forward
- Efficient, effective public transportation in larger cities, and between rural areas with a separate authority like OTA to fund, manage, and operate
- No new roads
- Low maintenance/low impact transportation
- Low cost commute options-more shuttles, bus etc.
- Rural infrastructure
- Improvement, safety and economic vitality
- Automated vehicles
- System resilience to climate/weather effects
- Connected & Autonomous Vehicles (CAV) and emerging technology
- Develop alternative resources for environmental sustainability with electric vehicle charging infrastructure
- Rural roads



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- Intermodal system
- Linkage/connectivity between rural areas and activity centers
- Infrastructure enhancements. Move beyond preservation and toward enhancements and big bold projects
- Support new and innovative multimodal systems
- Golf cart community linkage/connectivity to rural areas from activity centers
- Keep public informed on “state of good repair” for each mode each year = legislative education
- Link with status on performance measures/targets
- Add funding source: vehicle miles usage tax



APPENDIX A

Advisory Committee Meeting Agenda and Presentation

Agenda		
1:30 PM	<p>Welcome</p> <p>Opening Remarks from ODOT</p>	<p>Dawn Sullivan Director of Capital Programs</p> <p>Matt Swift Strategic Asset & Perf. Mgt. Division Engineer</p>
1:35 PM	<p>Introductions</p> <p>Roles & Responsibilities</p>	<p>Linda Koenig ODOT Project Manager</p>
1:45 PM	<p>Project Overview</p> <p>Project Scope and Schedule</p> <p>Existing and Future Social, Economic, Environmental, Safety & Technology Trends</p> <p>Existing Transportation System Conditions & Performance</p>	<p>Jeff Carroll High Street Project Manager</p> <p>Larry Chan High Street</p> <p>John Bowman Poe & Associates</p>
2:00 PM	<p>Visioning Exercise</p> <ol style="list-style-type: none"> 1. What do you believe are the most important transportation issues facing Oklahoma TODAY? 2. What do you believe are the most transportation important issues facing Oklahoma in the next 10 YEARS? <p>Kickoff Meeting Recap</p>	<p>Jeff Carroll</p>
2:40 PM	<p>Break</p>	
2:50 PM	<p>Other Early Tasks</p> <p>Public and Stakeholder Involvement</p> <p>MetroQuest Demonstration</p> <p>2045 Goals Exercise</p>	<p>Chelsey Smith, Burns & McDonnell</p> <p>Jeff Carroll</p>
3:20 PM	<p>Questions</p>	<p>Linda Koenig</p> <p>Jeff Carroll</p>
3:25 PM	<p>Next Steps</p> <p>Concluding Remarks</p>	<p>Jeff Carroll</p>
3:30 PM	<p>Adjourn – Thank You!</p>	



APPENDIX B – Advisory Committee Memo



Date: June 11, 2019
To: 2020-2045 Oklahoma Long Range Transportation Plan (LRTP) Advisory Committee
From: Linda Koenig, ODOT,
Subject: LRTP Requirements and Advisory Committee Role

INFORMATION:

In December 2015, the Fixing America's Surface Transportation Act, or "FAST Act" was signed into law. This national transportation legislation made several changes to Federal-funded transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. In relation to State Long Range Transportation Plan¹ requirements, new terms included the following:

- Provide early public involvement opportunities and new consideration for additional stakeholders such as representatives of public ports, intercity bus operators, and private transportation service providers.
- Incorporate planning factors associated with enhancing travel and tourism, improving resiliency and reliability of the transportation system, and reducing/mitigating storm water impacts on the surface transportation system.

Previous requirements were also included:

- Address at a minimum, a 20-year forecast period at the time of adoption that provides for a multimodal transportation system for the State
- Analyze the existing transportation system including capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the system
- Reference or summarize applicable short range planning studies; strategic planning and/or policy studies; transportation need studies; management system reports; emergency relief and disaster preparedness plans; and related policies, goals, and objectives
- Integrate the priorities, goals, countermeasures, strategies, or projects contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP).
- Include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security plans, as appropriate.
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
- Include a report describing performance measures and targets, and evaluating the condition and performance of the transportation system with respect to the performance targets.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER



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- Develop the long range statewide transportation plan in cooperation with the affected metropolitan planning organizations (MPOs), and nonmetropolitan local officials with transportation responsibilities
- Consultation with State, Tribal, and local governments and agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.
- Develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.
- Include a discussion of potential environmental mitigation activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long range statewide transportation plan.

The LRTP Advisory Committee is one tool to be used in the public involvement process for the Plan. ODOT requests assistance from the Advisory Committee in the following ways:

- Advise the State on transportation-related priorities, issues, projects, and funding needs;
- Serve as a forum for discussion of State transportation decisions affecting mobility for people and goods;
- Communicate and coordinate transportation priorities with other organizations;
- Promote the sharing of information between the private and public sectors on transportation issues; and
- Participate in the development of the LRTP.

ACTION REQUESTED: None. For information only.

ⁱ A complete copy of the FHWA 23 CFR Parts 450 and 771 Final Rule for Statewide Transportation Planning is available here: <https://www.federalregister.gov/documents/2016/05/27/federal-highway-administration>.