

**2020 – 2045 Oklahoma Long Range Transportation Plan (LRTP)
 Advisory Committee Meeting #4 Summary
 June 3, 2020**

Oklahoma Department of Transportation (ODOT) staff hosted the fourth advisory committee meeting with the LRTP Advisory Committee on June 3, 2020 to discuss ODOT’s 2020-2045 Long Range Transportation Plan (LRTP). Due to COVID-19 pandemic, the meeting was conducted using Go To Meeting.

Advisory Committee Attendees

Name	Entity
John Sharp	ACOG
Adriane Jaynes	Alt Fuels - Electric/CNG/INCOG
Leslie Gamble	American Automobile Association (AAA)
Marc Magliari	Amtrak
Tony Carfang	Bike Oklahoma
Rob Endicott	Cherokee Nation Planner
Jason Ferbrache	EMBARK – OKC Transit
Troy Rigel	Equity Marketing Alliance
Larry Ramsey	Federal Motor Carrier Safety Administration (FMCSA)
Jared Schwennesen	ODOT Capital Programs
Thaddaeus Babb	ODOT Waterways
Jim Newport	OK Trucking Association
Derek Sparks	OKC Chamber of Commerce
Vickie Eggers	Rural TPO – NODA – Enid
Charla Sloan	Rural Transit Provider/OK Transit Association
Denea Burgess	Seminole Nation Planner
Ted Rieck	Tulsa Transit

Guests

Name	Entity
Hannah Nolen	ACOG
Hayden Harrison	ACOG
Jennifer Sebesta	ACOG
Garrett Willis	INCOG
Joe Gallagher	INCOG
Kenneth White	Tulsa Airport Authority
Conner Carroll	Tulsa Regional Chamber
Isaac Akem	FHWA

Long Range Transportation Plan Consultant Team and Staff

Name	Entity
Jeff Carroll	High Street
Peter Hylton	High Street
David Streb	Poe & Associates
John Bowman	Poe & Associates
Craig Moody	Poe & Associates

ODOT Staff

Name	ODOT Division
Dawn Sullivan	Deputy Director
Chelley Hilmes	Comptroller
Rick Johnson	Capital Programs
Steve Jacobi	Bridge
Siv Sundaram	Environmental Programs Division Manager
Mitch Surrect	Legal
Marty Farris	Maintenance, Intelligent Transportation Systems
Cody Boyd	Media and Public Relations
John Heavrin	Office of Mobility & Public Transit
Matt Ingham	Ports of Entry Project Administrator
Daniel Nguyen	Project Management
John Rosacker	Rail Programs
Adam Gentis	Strategic Asset and Performance Management
Angel Gonzalez	Strategic Asset and Performance Management
Jeremy Planteen	Strategic Asset and Performance Management
Kris Gibson	Strategic Asset and Performance Management
Laura Chaney	Strategic Asset and Performance Management
Matthew Swift	Strategic Asset and Performance Management
Sam Coldiron	Strategic Asset and Performance Management
Sarah McElroy	Strategic Asset and Performance Management
Shelby Templin	Strategic Asset and Performance Management
Edward Dhrberg	Traffic Engineering
Ernie Mbroh	Transit Programs Division Manager
Rhonda Fair	Tribal Liaison

Invited Organizations Not Attending

Amazon	Heartland Flyer	OK Historical Preservation Office	Uber
Chesapeake Energy	Lawton Ft. Sill	OK Railroad Association	UPS
Devon Energy	New View Oklahoma	University of Oklahoma	Walmart
Farmrail	ODEQ	Port of Muskogee	Webco Industries
Fed Ex	OK Department of Commerce	SWODA – Elk City	
Greyhound Bus Lines	OK Highway Patrol	Tinker Air Force Base	

Appendix A of this document includes the meeting agenda.

Welcome and Introductions

Matthew Swift (ODOT) welcomed the advisory committee members and other attendees to the fourth and final 2045 long range transportation plan (LRTP) advisory committee meeting. Since the last advisory committee meeting, the LRTP project manager, Linda Koenig (ODOT), has retired, and Sarah McElroy (ODOT) has assumed the role of LRTP project manager. ODOT has also completed the system performance report, which aligns federal performances with updated LRTP goals, completed the 25-year federal/state/local revenue review, and updated multimodal policies and strategies.

Sarah McElroy thanked the committee members for participating and explained her work on the 2045 LRTP development before Linda's retirement, and her work as Statewide Transportation Improvement Program (STIP) coordinator. She invited the attendees to contact her with any comments or questions.

Jeff Carroll (High Street) thanked the committee members for their flexibility with the meeting's virtual format, which was required due to the COVID-19 pandemic. He asked the attendees to write their name and organization in the chat box as a record of attendance, and asked first-time attendees to please note that as well. Jeff reviewed the agenda, which is in **Appendix A**.

The team developing the 2045 LRTP met with ODOT senior staff on May 21 to present the 2045 LRTP executive summary. The public review of the executive summary is between June 2 to June 23. Jeff invited the committee members to consider giving feedback on the executive summary via the short survey that accompanies it online at (www.oklongrangeplan.org). The team developing the 2045 LRTP is also finalizing the chapters of the complete LRTP document. This complete document will be available for review between June 29 and July 29 on the LRTP website. In August, the team will share the final LRTP with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Jeff Carroll invited the participants to write questions in the chat box at any time during the meeting and began the presentation. The following subsections explain the presentation topics and related questions or discussion.

2045 LRTP

The 2045 LRTP is a policy document that guides future investments, and it is updated approximately every five years. Jeff reviewed some of the team's work in developing the LRTP, which includes the following topics.

- Updating the LRTP vision, goals, and objectives
- Aligning LRTP goals with federal performance measures
- Describing the existing multimodal transportation system
- Examining demographic, socioeconomic, and emerging technology trends
- Identifying 25-year multimodal transportation system needs
- Projecting 25-year federal, state, and local revenues
- Updating the multimodal policies and strategies – Many policies and strategies are informed by the breakout group discussion that occurred at the third advisory committee meeting. These are included in the complete LRTP document, which will be released on June 29th.

2045 LRTP Vision

The final vision is to “Provide a connected, multimodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing for safe and efficient movement of people and goods.” The advisory committee worked on the vision at its first meeting. ODOT’s senior staff has approved this vision.

Family of Plans

The 2045 LRTP supports and is supported by other plans, which include state plans, metropolitan planning organization (MPO) plans, tribal transportation plans, and regional plans. Each of these informed the strategic direction of the LRTP. Additionally, other ODOT plans such as its Transportation Asset Management Plan (TAMP) informed the policies and strategies in the LRTP. There is a document reviewing the family of plans report [available](#) on the website.

2045 LRTP Goals

There are seven 2045 LRTP goals, which align to national goals (from MAP-21 and the FAST Act), federal planning factors, and Oklahomans’ values and preferences that were received via the online engagement survey and through the advisory committee. Objectives are related to each of the goals.

- Safety and security
- Infrastructure preservation
- Mobility and accessibility
- Economic vitality
- Environmental responsibility
- Efficient intermodal system management and operation
- Fiscal responsibility

Demographics

The demographic analysis includes projections through 2045 based on trends and observed data through 2018. Oklahoma, Cleveland, and Tulsa Counties are expected to host a large share of population growth. COVID-19 could affect some of the trends documented in the demographic analysis, including where people decide to live.

Aging population will affect travel behavior. As of 2018, 630,400 Oklahomans are 65 or older, and this number is expected to grow to 755,200 by 2045. The population of Oklahomans who are 65 or older will increase in most of the state by 15% or more, and in some parts of the state by more than 24%.

Question: Since Lt. Gov. Pinnell has been heavily emphasizing boosting tourism in Oklahoma, how is the transportation plan helping to ensure tourism is supported too?

Response: That’s a great question. We will look back at the policies and strategies to make sure there is a strong linkage with the tourism-related objective in the plan since the Lt. Governor has made tourism an emphasis area.

Bridge and Pavement Conditions

ODOT has made great progress on bridge condition over the past decade by decreasing the number of structurally deficient bridges in Oklahoma. ODOT’s goal is for there to be less than 1% of state bridges classified as structurally deficient.

Pavement condition on the state highway system has seen small fluctuations between 2012 and 2019, although overall pavement condition has not changed dramatically. Pavement preservation is one of the focuses of the *2020-2027 Construction Work Plan*, which includes 1,800 miles of pavement preservation work on the state highway system.

Commute Type

This slide shows commute mode shares. Data that becomes available over the next few years may show the extent to which COVID-19 is affecting commuting.

Public and Stakeholder Input

Jeff thanked the committee for its role in developing the 2045 LRTP. Public and stakeholder input shape the 2045 LRTP. 3,800 people participated in the online engagement survey, including many advisory committee members, and this online tool has really widened the number of people that the team can hear from compared with traditional public meetings. The team is hoping to have a similarly large response to the surveys going on this month and next month. Additionally, ODOT coordinated with tribes, issued press releases, and sent 'email blasts' related to the plan development.

Among the interesting findings from the public engagement process is a preference among the 3,800 respondents to the online survey to fund transportation adequately to maintain its condition, improve traffic operations, expand or reconstruct the system, and improve system efficiency.

2045 Revenue Forecast

The team projected revenue through 2045 with federal and state funds. The team projected \$34.9 billion (current-year dollars) in state and federal funding available to address the needs. Accounting for about 2% inflation, this comes to \$26.3 billion 2019 dollars, which is about 25% reduction compared with the total in current-year dollars. Additionally, gas tax revenue may decline due to fuel efficiency improvements and electric vehicle (EV) adoption. Today, about 99% of VMT generates fuel tax revenues, and this share is expected to fall to 78% by 2045 due to higher fuel efficiency for vehicles and the use of more EVs. The full LRTP presents some options for addressing revenue decreases.

Question: Is there a data point about percentage of electric vehicle (EV) adoption projected in the out years?

Response: Today EV adoption in Oklahoma is less than 1%. It was projected that 21.2% of registered vehicles in Oklahoma will be EVs in 2045. The exact wording in the revenue forecasting technical memo is as follows: "By 2045, it is projected that 26.0 percent of new vehicles will be EVs. Combined with other assumptions about growth in total vehicle registrations and the rate at which vehicles are retired from the fleet, it is projected that 21.2 percent of registered vehicles in Oklahoma will be EVs by 2045."

Question: Can you explain the average vehicle mpg?

Response: The average fuel efficiency for vehicles in Oklahoma today is 17.4 mpg. As older cars are replaced by more fuel-efficient newer cars, this will change to an average fuel efficiency of 25 mpg by 2045.

ODOT 25-year Highway System Needs

All needs presented here are in 2019 dollars to be consistent with the revenue that was presented in 2019 dollars.

Estimated needs for the state highway system through 2045 total \$33.4 billion, and there is a funding gap of \$7.1 billion.

Partner-Sponsored 25-Year Needs and Funding Gap

Partner-sponsored transportation programs include active transportation, ports and waterways, freight rail, passenger rail, and public transportation. Estimated needs through 2045 total \$6.9 billion, and there is a funding gap of \$2.2 billion.

Question: Where did the public transit numbers come from? There was a funding needs study done in 2018.

Response: The team worked with the ODOT public transit office and the comptroller's office to put together the transit funding. The LRTP includes a '50,000-foot view' with knowledge that a more detailed plan is coming later. The plan mostly includes capital (E.g., bus and van replacement), so the team did look at the National Transit Database (NTD) and other plans published by the transit agencies.

Question: In 2018, North Dakota State University and the Oklahoma University School of Business prepared a funding and needs gap analysis including both capital and operating. Is it possible to consider these numbers?

Response: The team used that study as the foundation for the transit estimates. The final LRTP numbers don't match exactly, but are based on that study. Additionally, the team has worked closely with Shelby Templin (ODOT) to make sure that the LRTP and the Oklahoma Public Transit Policy Plan coincide and have the same information. Please follow up with the team if there is something else to consider.

Question: Does the passenger rail cost assume any network expansion or frequency increases?

Response: A stop at Thackerville was included in the needs. Right now, negotiations for property acquisition are the sticking point for implementation. Dual service is a need, as is service from Oklahoma City, OK to Newton, KS.

Question: Any other expansions (to the north)? Still no plans for Tulsa? No other Tulsa connections, north or south?

Response: Passenger rail out of Tulsa is not shown as a need. Based on conversations with senior staff and the direction of rail, the connection to Tulsa is not a viable option at the moment. No passenger rail connections north or south of Tulsa are included in the needs.

Policies and Strategies

Policies and strategies were the main focus on the January 2020 advisory committee meeting. The team updated the policies and strategies based on the feedback from the advisory committee at that meeting. Those policies and strategies are divided among the following topics: highways and bridges, freight rail, passenger rail, public transportation, multimodal transportation, active transportation, and ports and waterways. These policies and strategies will be in the draft LRTP that will be released on June 29.

Next Steps

If you go to www.oklongrangeplan.org, you can examine the executive summary PDF and participate in the online survey through June 23rd (available in English and Spanish).

Once the team receives comments, it will make any necessary revisions, and then release the 2045 LRTP on June 29th for the public comment period through July 29th. After making final revisions, the team will submit the 2045 LRTP to the FHWA and FTA in August for final review.

Question: How will we be able to access the LRTP on-line survey that was opened yesterday?

Response: It is available at www.oklongrangeplan.org.

Question: I know that ODOT is not allowed to lobby for policy changes, but would there be marketing dollars to provide facts about fuel taxes, or facts about road maintenance costs, and vehicle miles traveled (VMT), helping the general public make the connection to tax and land use policy changes, hopefully leading to state and federal policies that would close the financial gaps?

Response: The 2045 LRTP shows three potential revenue sources that could be used. The plan shows what their impact would be, so the plan has information that helps inform ODOT and the legislature about what the effects of certain policy changes would be. Additionally, executives at ODOT are in tune with legislature.

Question: Will one of you be able to present a draft to our policy board?

Response: Yes, Jeff would be happy to present to the policy board. Please just send an email to him and/or Sarah McElroy to arrange.

APPENDIX A

Advisory Committee Meeting Agenda

- Introductions
- 2045 LRTP Overview
 - Vision and Goals
 - Demographics
 - Bridge and Pavement Conditions
 - Commute Type
 - Public and Stakeholder Input
 - 2045 Revenue Forecast
 - ODOT 25-Year State Highway System
 - Partner- Sponsored 25-Year Needs and Funding Gap
 - Policies and Strategies
- Next Steps
 - Virtual Advisory Committee on June 3
 - LRTP On-line Survey - June 2 to June 23
 - Public Comment Period - June 29 to July 29
 - FHWA approval in August
- Questions and Comments