



**2020 – 2045 Oklahoma Long Range Transportation Plan (LRTP)**

**Advisory Committee Meeting #2 Summary**

**October 30, 2019**

Oklahoma Department of Transportation (ODOT) staff hosted the second advisory committee meeting with the LRTP Advisory Committee on October 30, 2019 to discuss ODOT’s 2020-2045 Long Range Transportation Plan (LRTP).

**Attendees**

**Committee Attendees**

<b>Name</b>	<b>Entity</b>
John Sharp	ACOG
Adriane Jaynes	Alternate Fuels – Electric/CNG/INCOG
Anthony Carfang	Bike Oklahoma
Rob Endicott	Cherokee Nation Planner
Jake Kimery	Chesapeake Energy
Jason Ferbrache	EMBARK - OKC Transit
Kathy Banks Monroe	Lawton/Ft. Sill
Ernie Mbroh	ODOT Mobility and Public Transit Division
Jared Schwennesen	ODOT Rail
Thaddeus Babb	ODOT Waterways
Jon Chiappe	OK Department of Commerce
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.
Charla Sloan	Rural Transit Provider/OK Transit Association
Debra Glasgow	SWODA – Elk City
Mike Kerr	Tulsa Airport

**Guests**

<b>Name</b>	<b>Entity</b>
Brian Bigbie	INCOG
Julie Sanders	SWODA/SORTPO



Long Range Transportation Plan Consultant Team and Staff

<b>Name</b>	<b>Entity</b>
Jeff Carroll	High Street
Peter Hylton	High Street
David Streb	Poe & Associates
Craig Moody	Poe & Associates

ODOT Staff

<b>Name</b>	<b>ODOT Division</b>
Dawn Sullivan	Deputy Director
Rick Johnson	Director Capital Programs
Matthew Swift	Strategic Asset and Performance Management
Steve Jacobi	Bridge
Siv Sundaram	Environmental
Shelly Williams	Local Government Division
Marty Farris	Maintenance, Intelligent Transportation Systems
Alan Stevenson	Maintenance, Intelligent Transportation Systems
Cody Boyd	Media and Public Relations
John Heavrin	Office of Mobility & Public Transit
Ernie Mbroh	Office of Mobility & Public Transit
John Rosacker	Rail Programs
Lauren Ludwig	Roadway Design
Linda Koenig	Strategic Asset and Performance Management
Braden Cale	Strategic Asset and Performance Management
Liz Hodgson	Strategic Asset and Performance Management
Sam Coldiron	Strategic Asset and Performance Management
Bou Zerovalli	Strategic Asset and Performance Management
Matt Blakeslee	Strategic Asset and Performance Management
Laura Chaney	Strategic Asset and Performance Management
Sarah McElroy	Strategic Asset and Performance Management
Kris Gibson	Strategic Asset and Performance Management
Robert Rival	Strategic Asset and Performance Management
Adam Gentis	Strategic Asset and Performance Management



Invited Organizations Not Attending

Amazon	ODEQ
American Auto Association	OK Highway Patrol
Amtrak	Seminole Nation
Equity Marketing Alliance	Tulsa Chamber of Commerce
Fed. Motor Carriers Safety Assn	Tulsa Transit
FHWA - OK Division	UPS
Heartland Flyer/Passenger Rail	Walmart
New View Oklahoma	Webco Industries
Port of Muskogee	

**Appendix A** of this document includes the meeting agenda.

**Welcome and Introductions**

The purpose of the second advisory committee meeting was to review public comments from the on-line engagement survey, present the 2045 LRTP goals as approved by Senior Staff on October 28, 2019, present preliminary modal needs, and discuss the LRTP next steps.

Matt Swift, Strategic Asset & Performance Management Division Engineer, welcomed the members of the advisory committee and thanked Linda Koenig, ODOT subject matter experts, and the consultant team for all the hard work on developing the LRTP. Matt noted that Governor Stitt has a clear vision and that is to be a top 10 state in transportation. Thus, the LRTP is an avenue to help Oklahoma get from where it is now to where it needs to be over the next 25 years to become a top 10 state. The LRTP team visited with ODOT Executives earlier this week about draft LRTP goals and preliminary modal needs. The discussion today will focus on understanding objectives and performance measures, and identifying modal needs and related costs.

Linda Koenig, ODOT’s LRTP project manager, introduced herself; and advisory committee members and other meeting attendees introduced themselves. Linda then turned the meeting over to Jeff Carroll, the consultant project manager from High Street. Jeff thanked the subject matter experts and external partners for their assistance over the last couple of months in developing the LRTP. Jeff also reviewed the agenda and started the presentation.

**Public Engagement Summary**

Jeff provided a summary of the public engagement results from the MetroQuest survey that was conducted this summer. A total of 3,816 respondents from 75 of Oklahoma’s 77 counties participated in the survey, and were a large group and representative cross section of ages. Also, 90% of respondents drive alone in their vehicle as their primary mode of transportation. Over 40% said safety was their #1 priority followed by system preservation and connectivity. A resounding theme in the comments was the importance of maintaining the existing system, and respondents were less supportive of expanding the system. A total of 56% of the respondents strongly agreed or agreed that expanding or reconstructing the transportation system was important even if they have to pay more;



and 77% strongly disagreed or disagreed about keeping their transportation costs the same, even if that means the condition of the system declines over time and no new facilities are built. When asked about different preferences, 41% of respondents want to add more transit and bike/pedestrian options.

Jeff noted that the response from the survey helped shape the development of the draft 2045 LRTP goals and objectives.

### Draft Goals

Jeff noted that the 2040 LRTP goals were the foundation for developing the 2045 LRTP goals. The Plan development process included reviewing goals from a variety of plans including the Freight Plan; Rail Plan; Strategic Highway Safety Plan; and MPO, RPO, and Tribal plans. All of these plans have goals, which were reviewed during development of the 2045 LRTP goals. Proposed LRTP goals are consistent with national goals, but also acknowledge Oklahoma's unique cultural and historical resources. The preliminary goals were shared at the first Advisory Committee meeting; and members' comments and response were taken into consideration in the development of the proposed 2045 LRTP goals. Jeff advised that the proposed goals were heard and accepted by ODOT Senior Staff.

Jeff referred to the Sample Goals, Objectives, Performance Measure, and Strategies handout, which provides a definition and example for each one. This handout is included in **Appendix B**.

The following draft 2045 LRTP goals were presented to Senior Staff on Monday October 28<sup>th</sup>, and they agreed and approved them to move forward.

- **Safety and Security:** Ensure a safe and secure transportation system for all users.
- **Infrastructure Condition:** Preserve and maintain the condition of Oklahoma's multimodal transportation system in a state of good repair through risk-based, data-driven decision-making processes.
- **Mobility Choice, Connectivity and Accessibility:** Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices.
- **Economic Vitality:** Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.
- **Environmental Responsibility:** Minimize and mitigate transportation-related impacts to the natural and human environment.
- **Efficient Intermodal System Management and Operation:** Maximize system performance and operations.
- **Fiscal Responsibility:** Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.

The LRTP team is currently developing objectives and aligning performance measures to each of the goals, and it will present those at the next Advisory Committee meeting at the end of January. Jeff asked if anyone had any comments.



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- **Comment:** What goal would the performance measure “percent of person miles travelled” align with?  
**Response:** Linda noted that the goals, objectives and performance measures are samples from a “state anywhere USA”. However, if that measure was from Oklahoma, it would be aligned with the mobility choice - connectivity - accessibility goal, which is a broad view of looking at ways of moving people and goods.

### Modal Needs

Linda began by asking each participant, “What is the greatest transportation need perceived today or in the future based on the organization they are representing or based on personal reflection/experience?” The advisory committee members and other meeting attendees provided the following responses.

Responses are repeated in the list when provided by multiple participants.

- Lack of transportation understanding
- Safety
- Need to upgrade rural transit technology
- 2-lane rural roads without shoulders
- Need for more mode choices
- Funding and shifts in revenue streams
- Double tracking railroad
- How will truck traffic move?
- Safety
- Alternative fuels in transit
- Elevating public transit
- Truck growth
- Truck congestion and truck parking
- Passenger rail
- Grade separations for rail
- Safety and traffic flow
- Multiple mode trips
- Cultural awareness and marketing
- Accommodating bike and pedestrians travel
- Increase of truck traffic
- More modal options
- Travel time reliability
- Lack of education on funding
- Pavement preservation
- Greater awareness of waterways’ importance
- Partnerships to leverage modes/funding
- Tourism signage to promote Oklahoma sites
- Condition of US-64 across the state
- Rail access program to support economic development
- Preparing for automated and traditional vehicle mix
- Secondary economic corridor conditions and intermodal connections
- US 412 needs grade separations to improve emergency response time.
- Concern that bridges will not be able to accommodate truck platoons (connected trucks) due to weight limits
- Improving transload facilities between truck, rail, and water
- Residents’ slow to adopt new technologies, such as connected and autonomous vehicles (CAVs)
- Workforce issues related to rural residents’ transportation access to job centers
- Preparing for connected and automated vehicles
- High Occupancy Vehicle (HOV) lanes in urban areas



Linda introduced Peter Hylton from High Street, and Peter provided an overview of the methodology used to develop the various needs by category. Jeff noted that Senior Staff requested that the LRTP team review the needs to ensure the analysis reflects the system in a state of good repair, so the description and estimated cost of meeting needs may change after additional work is done.

**Highway Pavement Needs.** Peter noted that ODOT's pavement management simulation model was used for forecasting. In the model, optimal pavement treatments/improvements are suggested based on budget allocations; and performance curves are developed to predict funding needs to achieve performance targets. The focus is on the goal of increasing the "good" share of lane miles by 10 percentage points over four years. The 25 year pavement needs totaled an estimated \$13.8 billion.

**Question:** There are 30,000 miles on the system today, and a lot of transportation habits started a long time ago. Is there an effort to identify which roads don't need to be maintained and can revert to gravel?

- **Response:** Linda noted that this question is one that needs to be addressed at a higher level; however there is an effort to avoid adding miles to the state highway system. The question is a good one and is on the minds of Senior Staff.
- **Comment:** This issue needs to have good marketing and communication to explain to the public the Governor's goal of improving "good" pavement by 10%.
- **Bridge Needs.** Peter noted that the bridge needs are highest in the first few years, where the goal is to reduce the "poor" condition share to 1% (deck area) and 1% of bridges (68 bridges). The bridge model also shows "poor" share reducing through 2028. Peter said that in later years, "poor" share is maintained, and "Good" share declines slightly, though stays well above the 2020 baselines. The 25 year bridge needs total an estimated \$2.7 billion.
  - No questions.
- **Highway Capacity Needs.** Peter noted that the LRTP team is still in the process of identifying highway capacity needs, and they will be done in November. The 8 Year Construction Work Plan includes 206 miles of highway expansion projects, which total \$821 million, and these are the minimum expression of highway expansion needs at this time. Peter noted that there are several factors that will impact future highway expansion needs, such as Transportation System Management (TSMO), toll facilities, intelligent vehicles/system, transit, and rail and waterways.
  - No questions.
- **Interchange Needs.** Peter explained that interchange needs were identified based on the number of simple and complex interchanges that will need to be addressed over the next 25 years. Peter noted that a complex interchange is like the work currently being completed on I-235 and I-44 in OKC. Peter said that the ODOT subject matter expert concluded that 50 simple and 10 complex interchanges will require improvements over the next 25 years, which will cost an estimated \$4.6 billion.
  - **Question:** What is the main reason for updating the interchanges? Peter noted that it varies a lot but mostly it is a capacity and safety issue.



- **Comment:** A committee member said: Going back to cultural and marketing needs as mentioned at the beginning of this discussion, it is hard for me to see \$200 million to improve an interchange so people can go a little faster, while for cyclists the question is not “How fast do I get there?” as much as “Do I arrive alive?”
- **Highway Maintenance Needs.** Peter noted that the maintenance needs are broken down into routine, special, and other maintenance. The 25 year maintenance needs estimate is \$6.4 billion. Based on analysis by the Maintenance Division, the unmet maintenance needs relate to the special maintenance budget, such as opportunities for armor coats, 2” asphalt overlays, thin concrete overlays, etc., as well as increasing the vehicle budget. The fleet needs a cash injection as it currently cannot conform to ODOT standards for vehicle replacements, and there is a growing backlog.
- **Safety Needs.** Peter noted that the safety needs are based on unit cost estimates and quantities established by ODOT safety engineers, and are consistent with emphasis areas in the Strategic Highway Safety Plan (SHSP). The 25 year safety needs are estimated to cost \$9.3 billion, but Jeff noted that Senior Staff recommended that the safety needs include the 5,300 miles of rural two lane highways that need shoulder improvements. Based on this recommendation, the cost of meeting safety needs will increase.
  - No questions.
- **Intelligent Transportation System (ITS) Needs.** Peter noted that the ITS needs categories are consistent with Statewide ITS Implementation Plan; and in coordination with ODOT staff, additional categories such as incident management, Vehicle to Infrastructure (V2I), and Origin-Destination Data Collection, were developed. The 25 year ITS needs total an estimated \$66.9 million.
  - No questions.
- **Rest Area Needs.** Peter noted that ODOT does not plan to replace any existing rest areas; and the two rest areas that are currently open likely will be closed by 2024. Peter also noted that ODOT will not sell the land that currently accommodates rest areas. The 25 year rest area needs total an estimated \$10.5 million.
  - **Question:** There were several questions on why the rest areas were being closed. Linda noted that the 9 or 10 Welcome Centers, operated by the Department of Tourism, which will remain open. Matt Swift noted that ODOT has had contact with the Field Division Engineers, and that rest areas are dirty and unsafe. ODOT doesn’t want to maintain unsafe rest areas, it doesn’t have the resources necessary to maintain the rest areas, and they are being underutilized. ODOT has done multiple studies and is evaluating to see if repurposing the rest areas to provide truck parking would be beneficial. Linda also noted that there may be a way ODOT can partner with the private sector to provide information about truck parking availability rather than the physical location.
  - **Comment:** Rest areas are needed because truck drivers have to stop based on the new federal commercial driver rest and hours or service requirements. Having rest areas provides ample areas for truck drivers to plan their stops. It could be a profit center for ODOT. Matt noted that ODOT can’t collect money on a facility where federal dollars have been used for construction and



maintenance. Matt also stated that there is ample parking along the Interstate, and a recent study noted truck parking options are available about every half hour along the Interstate.

- **Comment:** The Interstate is not the only place where truckers drive. In north central and northwest OK, I-35 is on the far east side and there is a lot of truck movement in the Oklahoma panhandle.
- **Comment:** Trucks also need areas to plug into auxiliary power.
- **Port of Entry (POE) Needs.** Peter noted that there are four ports of entry (POE), and another three POEs are expected to be constructed by ODOT 2020-2025. (One additional Port of Entry near Miami in far northeast Oklahoma is planned for construction by the Oklahoma Turnpike Authority.) Peter also noted that there is a portable POE that can be moved to any area of the state to complete the same function as done at the permanent POEs. The needs were calculated by using construction costs based on recent new POE, and the LRTP team included annual maintenance costs to all facilities. The 25 year POE needs are estimated at \$64.07 million.
  - No questions.
- **Weigh Station Needs.** Peter noted that the weigh station needs include seven weigh stations expected to be updated between 2020 and 2045. The needs were calculated by using construction costs for planned updates, and then annual maintenance costs were applied to all facilities. The 25 year weigh station needs total an estimated \$37.5 million.
  - **Question:** Where are the weigh stations located?
  - **Response:** Generally weigh stations are internal to the state; and Ports of Entry are located immediately inside the border.
  - **Comment:** US-64 on the eastern side of Ft. Smith should be considered for a weigh station.
- **Bicycle and Pedestrian Needs.** Peter noted that the LRTP team first gathered each MPO's planned mileage for bike routes, bike lanes, and shared-use paths or trails from 2020 to 2045. From there, the team assigned a cost-per-mile based on costs documented in prior bike/ped plans or based on estimates by the MPO. After assigning a cost-per-mile to each facility type, the team calculated the estimated needs by facility type and added them together to find the estimated need per MPO. To estimate needs for Oklahoma's small towns and counties, the Transportation Alternatives Program (TAP) budget results were used. The amounts of federal dollars requested for the 2016 and 2019 TAP were averaged, and that amount was applied every other year from 2021 to 2045 and summed to estimate the need for all of Oklahoma's small towns and counties. Based on this review the 25 year, metropolitan and rural bicycle and pedestrian needs are estimated at \$1.8 billion.
  - **Question:** What is the design/purpose of the bike facilities? Linda noted that it is a mix. Some are routes to work, shared routes to school, and connections to major employment centers. The project has to serve a transportation function to qualify for TAP funding.
  - **Question:** How is this a need? Linda noted that the question of what is perceived as a need comes up regularly. Many of the projects have been intended or planned or a part of funding requests for many years. What we have included here is what communities told the team, and/or





what was included in the entity's bicycle and pedestrian plan. Local governments provide a great deal of the funding to construct bike and pedestrian facilities.

- **Comment:** We (as a state) need to do better job of educating the public about bike and ped facilities. We also need to make sure the facilities are appropriate. If we don't think a mom and two kids would ride the bike route, it probably isn't a good choice.
- **Comment:** If we had multi-use paths off of every arterial, there are a lot of people that would use them and that would reduce congestion on major arterials. We also need to triple or quadruple the spending on bike and pedestrian facilities.
- **Comment:** To make transit work for more people, we need to provide bike and pedestrian facilities to make the connection convenient.
- **Access to Aviation Needs.** Peter noted that the LRTP team identified access to aviation needs by identifying projects in the 8 Year CWP within a 5mile radius of airports to determine needs. The analysis included three major airports: Will Rogers World Airport, Oklahoma City; Tulsa International Airport, Tulsa; and Lawton-Ft. Still Airport, Lawton. The access to aviation needs total an estimated \$222.5 million, and it is assumed that these needs are already included in other needs categories such as safety, bridge, capacity, etc.
  - Linda noted that if the LRTP team under- or over-stated any of these needs, let us know as we are still working on the needs.

Peter introduced Craig Moody from Poe & Associates and noted that Craig will discuss needs for public transportation, passenger rail, freight rail, and ports and waterways.

- **Public Transportation Needs.** Craig noted that the public transportation needs include assessing rural, urban, and Tribal transit services. Craig said that ODOT is beginning the Oklahoma Public Transit Policy Plan, and this effort will provide in-depth details and future transit recommendations. The 2045 LRTP effort will focus on capital needs/cost to replace vehicles, and this needs number has not been completed yet. Craig also noted that public transportation costs are shared with other partners and are not the sole responsibility of ODOT.
- **Passenger Rail Needs.** Craig noted that the passenger rail needs include dual daytime service from OKC to Fort Worth; additional service including track and crossing improvements north to Newton, KS; additional station and stop in Thackerville, OK (12% ridership increase is projected); and train engine and railcar equipment updates. The 25 year passenger rail needs are estimated to total \$1.4 billion, and the costs will be shared with other partners and agencies.
- **Freight Rail Needs.** Craig noted that there are three Class I and 18 Class III or short line railroads serving Oklahoma, and approximately 3,650 public at-grade railroad crossings. The needs include Class I and Class III rail lines' storage facilities adequate for 110+ cars (unit trains). The types of improvement needed include: public at-grade crossing, lights, gates, and surface improvements; Class III 286,000 pound track and structures; Class I capacity improvements such as siding expansion, double tracking, and grade separations. The 25 year freight needs total and estimated \$1.1 billion; and the costs are the responsibility of public and private entities.

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- **Ports and Waterways.** Craig noted that the needs include critical backlog of maintenance projects on the McClellan-Kerr Arkansas River Navigation System (MKARNS) and deepening the channel and addressing channel overflows. The 25 year needs, for Oklahoma and Arkansas, are estimated at \$537.9 million and are the responsibility of the U.S. Army Corps of Engineers.
  - **Comment:** Thaddeus Babb, ODOT Waterways Program staff, said that 2019 floods caused a great deal of damage to the MKARNS, and the system was closed for 4 months. He said he would like to meet with Craig Moody to ensure the needs inventory was complete.

### Next Steps

Jeff noted that the next steps will include finalizing goals, objectives, and performance measures, finalizing modal needs and cost estimates; developing the 25 year baseline revenue forecasts; and developing three alternative future scenarios. Jeff said that the next Advisory Committee meeting would be the last week of January, and additional information will be emailed to the committee as soon as plans and dates are finalized.

Jeff thanked everyone for participating in the meeting and highlighted that their input is critical to the development of the 2045 LRTP. Linda echoed those comments and noted that if anyone had any further questions they should stay after the meeting, and the LRTP team would be happy to answer them after the meeting or in follow-up communication.

Meeting adjourned.



## APPENDIX A

### Advisory Committee Meeting Agenda and Presentation

Agenda		
1:30 PM	Welcome Opening Remarks from ODOT	Matt Swift, PE Strategic Asset & Perf. Mgt. Division Engineer
1:35 PM	Introductions June 2019 Advisory Committee Meeting Summary (Attachment #A)	Linda Koenig ODOT Project Manager
1:45 PM	Public and Stakeholder Comments Overview (Attachment #B)	Jeff Carroll High Street Project Manager
2:00 PM	Draft Goals Discussion (Attachment #C)	Jeff Carroll
2:30 PM	Draft Modal Needs Highway/Pavement Bridge Highway Expansion Interchanges Safety Intelligent Transportation Systems (ITS) Maintenance and Rest Areas Weigh Stations/Ports of Entry Bicycle and Pedestrian Access to Major Airports Public Transportation Passenger Rail Freight Rail Ports and Waterways	Peter Hylton, Ph.D. High Street John Bowman, PE Craig Moody Poe & Associates
3:15 PM	Next Steps and Questions Concluding Remarks	Linda Koenig Jeff Carroll
3:30 PM	Adjourn – Thank You!	



## APPENDIX B – Goal, Objectives, Performance Measures, and Strategies Examples

Oklahoma Department of Transportation (ODOT) is working closely with the Long Range Transportation Plan (LRTP) consultant team to develop draft goals and objectives for the 2020-2045 LRTP. Draft goals have been developed through an approach that includes the following:

- Use of the 2015-2040 ODOT LRTP goals, goal descriptions and objectives as a starting point for the strategic direction of the 2020-2045 LRTP;
- Review of the ODOT “Family of Plans” which includes but is not limited to:
  - The Strategic Highway Safety Plan (SHSP)
  - The ODOT Freight Transportation Plan
  - MPO, County and Regional Transportation Plans
  - Transit Asset Management Plans
- ODOT LRTP Kickoff Meeting Summary;
- ODOT LRTP MetroQuest Public Survey results;
- ODOT LRTP Facebook and Twitter public comments;
- ODOT LRTP Leadership Meeting summary;
- ODOT LRTP Advisory Committee Meeting #1 summary;
- ODOT LRTP staff and leadership comments on draft goals;
- Various state LRTPs, and
- Federal planning factors and national goals.

The consultant team, in coordination with ODOT LRTP staff, developed the following draft goals through the review of the documents previously mentioned as well as through discussion and comments from ODOT staff and leadership. The following table also includes comparison to the 2015-2040 LRTP goals and descriptions of how the goals address various aspects of the reviewed material mentioned previously. Changes from the 2015-2040 goal area are shown in **red** and suggested deletions are shown as strikethroughs.

The following definitions were used to guide development of goals and objectives:

**GOAL:** is a broad statement that is usually qualitative or descriptive. A goal addresses one or more required federal planning factors.

**OBJECTIVE:** is an intermediate step toward a goal. Objectives are focused on a specific action and can be somewhat measurable (e.g. “increase”, “improve”, etc.)