

3 Outreach

Outreach to industry stakeholders and to the public has played a significant role in developing this OFTP. Multiple channels were used to gather information. Each method was important for gathering information from different perspectives and supporting the research and informing this Plan.

[We] need to have [a] conversation with [an] eye to the future [in the face of] increased demand for goods, more trucks, more congestion, and more risk of safety concerns.

-Jim Newport, Oklahoma Trucking Association

3.1 WEBSITE

A website was created to facilitate outreach and gather input from stakeholders and the public (<https://okstatefreight.transportationplanroom.com/>). The website provided background information on the Plan Update, a fact sheet, a timeline for the OFTP update, a section on the goals of the plan update, a public survey, a truck driver survey, an interactive map, a section on the FAC, and a general comment form. Included in the project website was a fact sheet, shown in Figure 3-1, which provides a general project overview, an Interim National Multimodal Freight Network (NMFN) Map, the project purpose, and information on population growth in Oklahoma. Also included on the website was a project timeline, shown in Figure 3-2, which displayed anticipated project milestone dates. Updates were made to the website as the plan progressed and information became available.

The website was the primary tool for disseminating information about the OFTP update and for gathering public input. The website address was provided to the FAC members who were encouraged to distribute it to their freight partners. ODOT also published the website on its social media accounts, encouraging the public to visit the site and leave feedback. No in-person public meetings were held.

Figure 3-1. Fact Sheet Provided in Outreach Website



Project Fact Sheet

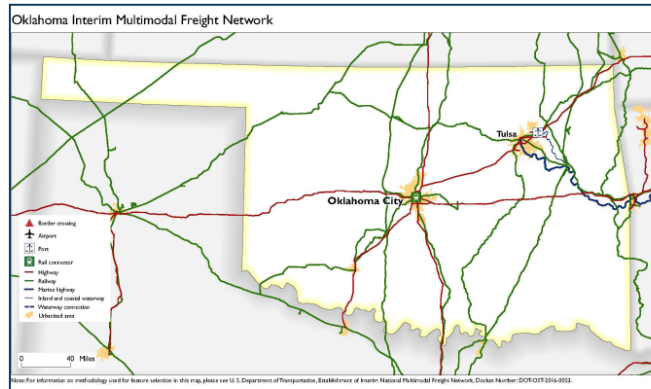
The Oklahoma Department of Transportation (ODOT) is proposing to update the 2018-2022 Oklahoma Freight Transportation Plan (OFTP). The existing OFTP was developed in 2017 and described freight trends, needs, and issues across the state of Oklahoma. The OFTP identified critical rural and urban freight corridors, and included policies, strategies, and performance measures to guide investment.

The 2023-2030 OFTP will include updated information on statewide population growth, economic trends, and infrastructure needs as they relate to freight. New sources of data will be employed and will inform the analysis of freight trends.

This plan will engage three main groups:

- The Freight Advisory Committee (FAC)
- Key private-sector freight stakeholders
- The general public

ODOT's mission is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma.



PROJECT PURPOSE

The purpose of the project is to reassess Oklahoma's freight needs and identify any necessary changes to the 2018-2022 Oklahoma Freight Transportation Plan.

POPULATION GROWTH

Oklahoma's population in 2019 was 3.96 million¹ and is expected to

EXCEED

4.7 million residents in 2045²

Source: ¹ 2019 ACS 1-year estimates, U.S. Census Bureau
² Oklahoma Long Range Transportation Plan 2020-2045



Population growth is expected to be strong in Oklahoma City and Tulsa, the state's two large metro areas.

Figure 3-2 below displays the project timeline featured on the project website.

Figure 3-2. Project Timeline Featured in Outreach Website

Timeline



3.2 SURVEYS

The website provided access to two surveys developed for this OFTP. The survey results helped to gauge interest in different modes of freight transportation. A general survey was developed for the public that asked high-level questions about freight priorities statewide. This survey consisted of six questions related to challenges facing Oklahoma's freight system, mode importance, freight bottlenecks, and rural vs. urban freight issues. Forty-three (43) responses were received. The Public Survey Summary technical report will be available on the Plan website <http://www.odot.org/2023-2030FreightPlan>.

A separate industry-focused survey was developed to evaluate truck parking supply and demand. This survey was conducted using the MetroQuest platform to collect feedback on truck parking issues and recommendations to address current and future truck parking needs. Ninety-eight (98) responses to the truck parking survey were received. The Truck Parking Survey Summary technical report will be available on the Plan website <http://www.odot.org/2023-2030FreightPlan>. Figure 3-3 below shows the Truck Parking Survey incorporated for public comment on the website.

Figure 3-3. Truck Parking Survey Included in the Outreach Website

3.3 FREIGHT ADVISORY COMMITTEE

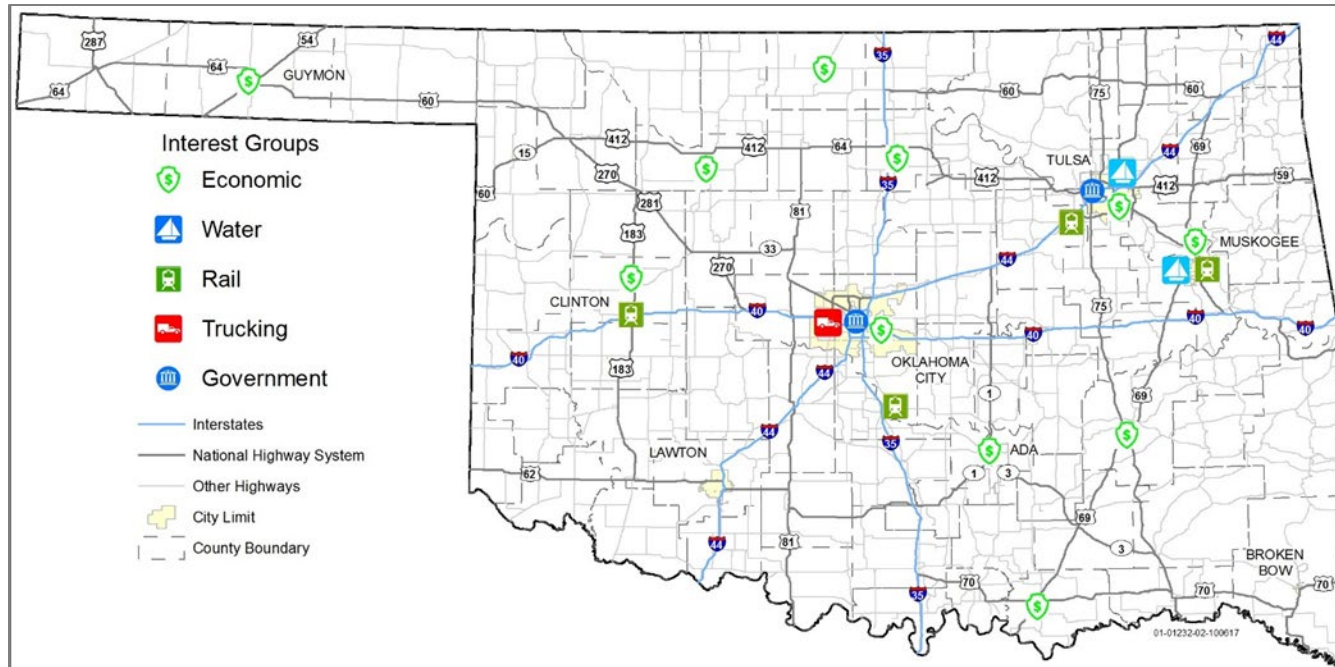
The FAC from the 2018-2022 Freight Plan was reconvened to assist with the 2023-2030 Plan Update. ODOT updated the membership of the FAC to reflect current staff and several new members to better represent e-commerce interests. The FAC was created to assist in the OFTP process by helping to prioritize goals and identify concerns around particular operational issues such as bottlenecks. The FAC was important to sharing information related to industry, regulatory, and public trends and priorities; identifying issues and concerns; and providing input on proposed strategies and projects.

Members of the FAC included representatives from industries critical to the state's economy, representatives of transportation service providers, and multimodal facilities such as ports shown in Table 3-1. Safety enforcement, planning organizations, tribal governments, and other state and federal agencies were also included. Two FAC meetings were held, one in June 2022 and one in October 2022.

Table 3-1. Freight Advisory Committee Members

Entity Name	Representative
Association of Central OK Governments	John Sharp
BNSF Railway	Paul Cristina
Chesapeake Energy Corporation	Jake Kimery
Chickasaw Nation	Bo Ellis
Chickasaw Nation	Brad Williams
Farmrail Corporation	Judy Petry
FHWA - OK - Planning	Isaac Akem
FHWA - OK - Safety	Huy Nguyen
Indian Nations Council of Governments	Viplav Putta
ODOT Tribal Liaison	Rhonda Fair
ODOT Asset & Performance Management	Matthew Swift
ODOT Legal	Mitch Surret
ODOT Rail	Jared Schwennessen
ODOT Traffic Engineering	Lauren Parrish
ODOT Bridge	Justin Hernandez
Arkansas Waterways Commission	Cassandra Caldwell
ODOT Waterways	Thaddaeus Babb
US Army Corps of Engineers, Tulsa District	Rodney Beard
US Army Corps of Engineers, Tulsa District	Kenneth Todd
Oklahoma City Chamber of Commerce	Derek Sparks
Oklahoma Corporation Commission	Mark Willingham
Oklahoma Department of Agriculture	Jan Lee Rowlett
Oklahoma Department of Agriculture	Blayne Arthur
Oklahoma Department of Commerce	Jon Chiappe
Oklahoma Highway Patrol, CMV	Lt. Kirby Logan
Oklahoma Highway Patrol, CMV	Lt. Ron Jenkins
Oklahoma Highway Patrol, CMV	Lt. Preston Lay
DPS, Over Size Over Weight Permitting	Carolyn Owings
Oklahoma Railroad Association	Lori Peterson
Oklahoma Trucking Association	Jim Newport
Oklahoma Turnpike Authority	Joe Echelle
Tulsa Ports (Port of Catoosa, Port of Inola)	David Yarbrough
Tulsa Ports (Port of Catoosa, Port of Inola)	Daniel Grisham
Port of Muskogee	Kimbra Scott
Port 33 (Oakley's)	Josh Taylor
US Army Corps of Engineers	Shane Charlson
Tinker Air Force Base	Stephanie Wilson
Tulsa International Airport	Mike Kerr

Figure 3-4. Headquarters of Major Business Locations of Freight Advisory Committee Members



3.4 INTERVIEWS

Telephone interviews were completed with freight industry professionals. The interviews were used to learn about freight issues from the perspective of industry stakeholders. Participating companies were grouped into two categories: logistics service providers and shippers. The logistics service providers represented three types of service: ports and industrial park, bulk trucking, and heavy haul trucking. Two military establishments were also included. The selection of candidates was designed to provide a distribution across commodity groups, transportation modes, and geographic urban and rural locations. The Interview Summary Report will be available on the Plan website <http://www.odot.org/2023-2030FreightPlan>.

Participants outlined their operations, facilities, locations, geographic reach, markets, and types of goods transported. They discussed their use of multiple modes of transportation if applicable to their activity. Their specific performance goals and metrics were discussed, as well as what constraints are placed on this performance by the state of the transportation system and other conditions. Interviews also covered e-commerce, technology, trends and risks, and recommendations. Together these interviews provided a day-to-day outlook on Oklahoma's freight transportation system from the perspective of major users.

3.5 PUBLIC MEETINGS

While no in-person public meetings were held, the project website provided information on various topics related to the Plan update and offered several opportunities for the public to provide input. The draft OFTP Update document was also made available to the public for a two-week review prior to final ODOT and FHWA approval.

3.6 COORDINATION WITH OTHER STATES

Oklahoma is bordered by Kansas, Missouri, and Colorado to the north, Arkansas to the east, New Mexico to the west, and Texas to both the south and west. ODOT regularly communicates with the neighboring state departments of transportation and Arkansas Waterways Commission under the Arkansas Department of Commerce. The topics of interest across state lines concerned areas where water, rail, or highway freight corridors affected multiple states and where the states share the economic impact of freight transport.