

Oklahoma Freight Transportation Plan Update 2023-2030

Freight Advisory Committee
Meeting #1 Summary



OKLAHOMA
Transportation

1.0 Introduction

This document provides a summary of the first meeting of the Freight Advisory Committee (FAC) for the Oklahoma Freight Transportation Plan Update (2023-2030) (the Plan). This summary provides information on meeting format and content and documents input and feedback received from the FAC. Information was presented on the goals of the Plan, existing freight conditions, and truck parking. Feedback from the FAC will be incorporated into the discussion of these items in the Plan and will guide the development of freight trends and issues.

2.0 FAC Membership and Notification

The FAC is a group of major stakeholders that have been chosen by ODOT to represent freight stakeholders in various sectors. In consideration of new requirements of the IIJA, the Freight Advisory Committee (FAC) was reestablished from its initial formation in 2016, and its membership expanded. Appendix A provides the complete list of FAC members. All of these members were notified of the first FAC meeting via email.

3.0 Meeting Format and Attendance

The first FAC meeting was held virtually via Teams on June 28, 2022 from 1:30 to 3:00 PM. Fourteen (14) members of the FAC attended the meeting and were supported by representatives from ODOT's Strategic Asset and Performance Management (SAPM) Division and the consultant team. Appendix B indicates which FAC members attended the meeting. After a welcome from Sarah McElroy, Project Manager for ODOT, the consultant team then presented the meeting material. The material consisted of a presentation and a series of live survey questions via Mentimeter, an on-line survey tool that provides real time results. The FAC was also asked for feedback at various points during the presentation.

4.0 Meeting Content and Feedback

The meeting presentation covered the Plan purpose and goals, existing freight conditions, and truck parking. A copy of the presentation is provided in Appendix C and the complete Mentimeter results are presented in Appendix D. Comments from the FAC members are summarized by each major topic below.

Plan Schedule, Purpose and Goals: The presentation described the schedule for the Plan update, the existing Plan goals, and highlighted new goals added as a result of the Investment in Infrastructure and Jobs Act (IIJA). Using Mentimeter, the FAC was asked to rank the Plan goals in order of importance. The results indicate that Safe and Secure Travel is the FAC's first priority, followed by Infrastructure Preservation, Efficient Intermodal System, Economic Vitality, Mobility, Environmental Responsibility, and Fiscal Responsibility. No additional comments on the goals were provided. One comment from FHWA suggested that the proposed Plan timeline may not leave enough time for FHWA review of the Plan. ODOT clarified that the FHWA review would be done prior to ODOT Commission approval.

Existing Freight Conditions: The presentation described the existing freight tonnage and values of the different commodities by the various modes. The highway routes used by truck freight were shown, and special considerations such as military installations, overweight/oversize vehicles, at-grade railroad crossings, and waterway maintenance were discussed. Using Mentimeter, the FAC members were asked which mode they considered to be the most important. Trucking was ranked the highest, followed closely by rail. Intermodal service was third, followed by air, pipeline, and water. The members were then asked about the biggest challenges for freight in Oklahoma. Responses included:

- Increasing congestion on highways and in metro areas
- Need for funding
- Rising costs of fuel
- Rising costs of goods and materials
- Staffing issues/driver shortages
- Truck rest areas/parking
- Air quality issues – if congestion continues and accidents continue air quality will be affected. Would be nice to see electrical hookups at truck stops rather than trucks needing to idle.
- Preparing for connected vehicles
- System maintenance
- High and wide loads
- Hazmat transportation in populated areas

Discussion of these responses revealed additional issues including:

- Long trains block vehicle traffic at at-grade intersections (e.g. 76th Street N. in Owasso)
- Highway ramps that do not provide enough merging/weaving distance for trucks – Oklahoma should identify and prioritize these areas
- There is lots of discussion of intermodal needs around Tulsa – including Port of Catoosa, BNSF, and near the airport
- State Rail Plan also documents rail and intermodal concerns.
- Driver shortages

Truck Parking: The presentation described the results of the truck parking assessment, including parking locations, stop times, and differences between long haul and regional carriers. While the results did not indicate a current truck parking shortage, additional study is being performed to identify where truck drivers are parking in undesignated locations which can indicate capacity issues and cause safety problems. A truck driver survey is underway. Feedback from the FAC members included the following:

- Data should be interpreted with caution – mandatory breaks can occur anytime in a 24 hour period. Once we get behind with parking it is difficult to catch up. Drivers do not have sufficient time within their designated hours of service to have to search for parking. Sometimes this leads to parking in undesignated areas (i.e. roadway shoulder).
- Discussion of speed limits increasing on interstates and turnpikes – is increasing the speed differential between cars and trucks causing increased collisions? (ODOT to look into this).

Using Mentimeter, the FAC was asked what the top three truck parking issues are in Oklahoma. Results were as follows:

1. Lack of amenities
2. General lack of parking
3. Limited parking in specific areas and Parking safety issues.

According to the group, amenities include restrooms, food service, showers, and safe/secure areas. Drivers will often bypass stops offering only fuel for those offering other amenities. Women drivers in particular desire

a safe, clean environment. It is important that drivers have information about available parking and amenities (i.e. through phone apps). Major truck stops will provide this but often smaller providers do not.

The next Mentimeter question asked about strategies for addressing truck parking needs. The top three responses were:

1. Expand public parking
2. Encourage private investment in truck stops
3. Incentivize businesses to allow parking

In a follow up discussion, it was mentioned that State has closed rest areas on interstates and this has shifted responsibility to private truck stops. The state could consider leasing this area to concessions. These assets should be put to use. As an industry we need to make sure sufficient parking is available so drivers don't exceed hours of service. Rest stops on the outskirts of metro areas are convenient for drivers to plan to avoid peak hour congestion. Other truck parking issues mentioned include:

- The Turner Turnpike was mentioned as an area where undesignated parking is an issue.
- US-69 near McAlester/Atoka – high freight volumes – consider a freight corridor around the towns.
- US-412 now has interstate designation – there will be challenges east of Tulsa especially around Siloam Springs.

Wrap Up and Next Steps: The presentation described the next steps for the Plan, with the next FAC meeting anticipated in September 2022. Final comments/questions from the FAC included:

- Any discussion of large truck stops like Bu-gee's coming to Oklahoma? (ODOT not aware of any)
- Need to have conversation about turnpike expansion as relief for safety and congestion on I-35. Need to look towards the future in terms of truck volume growth, congestion, and safety.

Freight Advisory Committee Members

Entity Name	Representative	Address	City	State	Zip	Notes	Email	
Association of Central OK Government (ACOG)	John Sharp	4205 N Lincoln Blvd	Oklahoma City	OK	73105	Deputy Director	JMSHARP@ACOGOK.ORG	(405)234-2264
BNSF Railway	Paul Cristina	2650 Lou Menk Drive, Fort Worth, TX 76131 ofc: (817) 352-6316 cell: (817) 304-7385	Fort Worth	TX	76131	Director of Public Projects	Paul.Cristina@BNSF.COM	(817)352-6316
Chesapeake Energy Corporation	Jake Kimery	P.O. Box 18496	OKC	OK	73154-0496	Director HSE	jake.kimery@chk.com	
Chickasaw Nation	Bo Ellis	520 E. Arlington	Ada	OK	74820	Director of Roads Program	bo_ellis@chickasaw.net	(580)436-7205
	Brad Williams	520 E. Arlington	Ada	OK	74820	Transportation Construction Manager	brad.williams@chickasaw.net	
Farmrail Corporation	Judy Petry	1601 West Gary Boulevard	Clinton	OK	73601-1750	President/General Manager	JUDYPETRY@FARMRAIL.COM	580-323-1234
FHWA - OK - Planning	Isaac Akem	5801 N Broadway Ext., Ste 300	OKC	OK	73118	Community Planner		405-254-3343
FHWA - OK - Safety	Huy Nguyen	5801 N Broadway Ext., Ste 300	OKC	OK	73118	Safety Engineer		405-254-3345
Indian Nations Council of Governments (INCOG)	Viplav Putta	2 West 2nd St, #800	Tulsa	OK	74103	Director of Transportation Planning & Programs	vputta@incog.org	918-579-9421
ODOT Tribal Liaison	Rhonda Fair	200 NE 21st St.	OKC	OK	73105	INTEROFFICE	rfair@odot.org	405-5213632
ODOT Asset & Performance Management	Matthew Swift	200 NE 21 st St.	OKC	OK	73105	INTEROFFICE	Mswift@ODOT.ORG	(405)521-2704
ODOT Legal	Mitch Surrect	200 NE 21st St.	OKC	OK	73105	INTEROFFICE	Msurrect@ODOT.ORG	(405)522-0290
ODOT Rail	Jared Schwennesen	200 NE 21st St.	OKC	OK	73105	INTEROFFICE	Jschwennesen@ODOT.ORG	(405)521-4302
ODOT Traffic Engineering	Lauren Parrish	200 NE 21st St.	OKC	OK	73105	INTEROFFICE	Lparrish@odot.org	(405)521-2861
ODOT Bridge	Justin Hernandez	200 NE 21st St.	OKC	OK	73105	INTEROFFICE	jhernandez@ODOT.ORG	(405)521-6492
Arkansas Waterways Commission	Cassandra Caldwell	1 Commerce Way, Suite 503	Little Rock	AR	72202	Director	Cassandra.Calwell@arkansas.gov	(501)682-2114
ODOT Waterways	Thaddaeus Babb	4002 N. Mingo Valley Expy	Tulsa		74116	Multimodal Freight Liasion; Waterways Program Manager	Tbabb@ODOT.ORG	(918)221-1280
US Army Engineer District, Tulsa	Rodney Beard	1645 So. 101st East Avenue	Tulsa	OK	74128	Navigation Project Manager	Rodney.K.Beard@usace.army.mil	(918)669-7366
	Kenneth Todd		Tulsa	OK		Navigation System Operations Manager	Kenneth.D.Todd@usace.army.mil	(918) 687-4501 x4
Oklahoma City Chamber of Commerce	Derek Sparks	123 Park Ave.	OKC	OK	73102	Government Relations	dsparks@okcchamber.com	(405)297-8933
Oklahoma Corporation Commission	Mark Willingham	P.O. Box 52000	OKC	OK	73152	Director of Transportation	TRAdminSupport@occ.ok.gov	(405)522-5292
Oklahoma Department of Agriculture	Jan Lee Rowlett	PO Box 528804	OKC	OK	73152	Deputy Commissioner	JanLee.Rowlett@AG.OK.GOV	(405)522-6105
Oklahoma Department of Agriculture	Blayne Arthur	900 N. Stiles Ave.	OKC	OK	73104	Secretary of Agriculture	BLAYNE.ARTHUR@AG.OK.GOV	
Oklahoma Department of Commerce	Jon Chiappe	900 N. Stiles Ave.	OKC	OK	73104	Director, Research & Economic Analysis	jon.chiappe@okcommerce.gov	(405)815-5210
Oklahoma Highway Patrol, CMV	Lt. Kirby Logan	200 NE 38TH TER	OKC	OK	73105	Oversees OHP Operations at all Ports of Entry		(405)521-6060
	Lt. Ron Jenkins	200 NE 38TH TER	OKC	OK	73105		ronald.jenkins@dps.ok.gov	(405)521-6063
	Lt. Preston Lay	200 NE 38TH TER	OKC	OK	73105	DPS Supervisor	preston.lay@dps.ok.gov	
DPS, Over size Over Weight Permitting	Carolyn Owings	200 NE 38TH TER	OKC	OK	73105	Size & Weights Director	carolyn.owings@dps.ok.gov	
Oklahoma Railroad Association	Lori Peterson	PO BOX 722134	Norman	OK	73070	Executive Director and General Counsel	lpeterson@okrailroad.com	(405)850-6657
Oklahoma Trucking Association	Jim Newport	3909 N Lindsay Ave	OKC	OK	73105	Executive, Lobbying, Official Spokesman	jimnewport@oktrucking.org	(405)525-9488 Ext. 3
Oklahoma Turnpike Authority	Joe Echelle	PO Box 11357; 3500 N. MLKing Avenue	OKC	OK	73111	Assistant Executive Director - Maintenance, Engineering and Construction	Jechelle@pikepass.com	(405)425-3600
Port 33 (Oakley's)	Josh Taylor	328 N 321st East Ave	Catoosa	OK	74015	Port Manager	jtaylor@bruceoakley.com	(918) 912-3003
Port of Muskogee	Kimbra Scott	5201 Three Forks Road - Three Forks Harbor	Ft. Gibson	OK	74434	Port Director	kimbra@muskogeeport.com	(918)682-7886
US Army Corps of Engineers	Shane Charlson	1645 South 101st East Avenue	Tulsa	OK	74128	Regulatory Transportation Program Manager	Shane.Charlson@us.army.mil	(918)669-7395
Tinker Air Force Base	Stephanie Wilson	7535 5th Street Building 400	Tinker AFB	OK	73145	72nd Air Base Wing Civil Engineering Directorate deputy		(405)734-9451
Tulsa International Airport	Mike Kerr	7777 East Apache St	Tulsa	OK	74115	Engineering Graphics Coordinator	MikeKerr@tulsairports.com	(918)838-5000
Tulsa Ports (Port of Catoosa, Port of Inola)	David Yarbrough	5350 Cimarron Rd	Catoosa	OK	74015	Port Director	david@tulsaports.com	(918)266-2291
	Daniel Grisham	5350 Cimarron Rd	Catoosa	OK	74015	Deputy Director	daniel@tulsaports.com	(918)934-3050

Freight Advisory Committee Members			
Entity Name	Representative	FAC Meeting #1 6/28/2022	FAC Meeting #2
Association of Central OK Government (ACOG)	John Sharp	Y	
	Lauren Wood	Y	
	Jennifer Sebesta	Y	
BNSF Railway	Paul Cristina		
Chesapeake Energy Corporation	Jake Kimery		
Chickasaw Nation	Bo Ellis		
	Brad Williams		
Choctaw Nation	Wayne Wylie		
	Paul Deffenbaugh		
Consolidated Grain & Barge	Ryan Emery		
Devon Energy	Ethan Nall		
Ditch Witch	Rodney McCaul		
Dolese	Kermit Frank		
CoMark Equity Alliance	Troy Rigel		
Farmrail Corporation	Judy Petry		
Federal Motor Carrier Safety Administration (FMCSA)	Larry Ramsey		
FedEx	Jason Arnove		
FHWA - OK - Performance	Vacant		
FHWA - OK - Planning	Isaac Akem	Y	
FHWA - OK - Safety	Huy Nguyen		
FHWA - OK - Program Support	Carl Selby	Y	
Indian Nations Council of Governments (INCOG)	Viplav Putta	Y	
McAlester Army Ammunition Plant	Andrew Scherman		
McCorkle Truck Lines	David McCorkle		
ODOT Tribal Liaison	Rhonda Fair	Y	
ODOT Asset & Performance Management	Laura Chaney	Y	
ODOT Legal	Mitch Surret		
ODOT Rail	Jared Schwennessen		
ODOT Traffic Engineering	Lauren Parrish	Y	
ODOT Bridge	Justin Hernandez		
Arkansas Waterways Commission	Cassandra Caldwell		
ODOT Waterways	Thaddaeus Babb	Y	
US Army Engineer District, Tulsa	Rodney Beard		
Oklahoma Aggregates Association (OKAA)	Devery Youngblood		
Oklahoma City Chamber of Commerce	Derek Sparks	Y	
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		
	Lt. Ron Jenkins		
	Lt. Preston Lay		
DPS, Over size Over Weight Permitting	Carolyn Owings		
Oklahoma Railroad Association	Lori Peterson	Y	
Oklahoma Trucking Association	Jim Newport	Y	
Oklahoma Turnpike Authority	Joe Echelle		
Port of Catoosa - Tulsa	David Yarbrough	Y	
	Daniel Grisham	Y	
Port of Muskogee	Scott Robinson		
Seaboard Foods	Darrin Karley		
US Army Corps of Engineers	Marcus Ware		
Tinker Air Force Base	Stephanie Wilson		
Tulsa International Airport	Mike Kerr		
Union Pacific	Ben Jones		
UPS, Operations Mgr	Rich Kincade		
UPS, Operations Mgr	Rich Kincade		
Walmart 277-Market Office	Kyle Weaver		

WELCOME



OKLAHOMA
Transportation

Oklahoma Freight Plan Freight Advisory Committee

Tuesday, June 28, 2022, from 2:00 to 3:30 PM

Agenda

- Introductions
- Project Purpose
- Project Timeline
- National Freight Goals
- Project Vision Statement and Goals
- Existing Conditions
- Truck Parking
- Wrap Up





Website: www.odot.org/2023-2030FreightPlan

Project Purpose

To provide a **safe, reliable, and productive** freight transportation system that will support the growing economy and population in the state.

Project Purpose

The plan will satisfy federal requirements and will have the following outcomes.

-  Increase attention and focus on freight needs and opportunities.
-  Improve coordination of freight planning across multiple modes.
-  Provide guidance for other state and regional/metropolitan freight planning efforts.
-  Obtain input from the public and private stakeholders regarding state freight planning.

Timeline



National Freight Program Goals

- Invest in infrastructure and operational improvements that strengthen **economic competitiveness**, **reduce congestion**, **reduce the costs** of freight transportation, improve **reliability**, and increase **productivity**
- Improve **safety**, **security**, **efficiency**, and **resilience** – urban and rural
- Improve network **state of good repair**

National Freight Program Goals

- Use **innovation** and **advanced technology** to improve safety, efficiency, and reliability
- Improve **economic efficiency** and **productivity** of networks
- Improve state **flexibility** to support multi-state planning and address highway freight connectivity
- Reduce **environmental impacts**

Guiding Vision



Oklahoma will continue to provide for the safe, reliable, and productive performance of our multimodal freight system as a mainstay of our economy, ensuring it is resilient to interruption and sustainable for the future.

Goals

Safe and Secure Travel

- Improve the safety and efficiency of freight movement and its interaction with other vehicles.
- Ensure the ability of urban and rural highways to safely accommodate growth in freight traffic.

Infrastructure Preservation

- Meet freight transportation needs by maintaining the Oklahoma State Highway System in a state of good repair.
- Support the preservation of Oklahoma multimodal freight networks through appropriate policies and initiatives.

Goals



U.S. 69 in Bryan County

Economic Vitality

- Promote competitive access to domestic and international markets for Oklahoma's industries.
- Direct freight-related transportation investments to support the state's economy.

Mobility: Choice, Connectivity and Accessibility

- Foster a diverse portfolio of modal choices for Oklahoma's freight shippers and receivers in urban and rural areas.
- Support end-to-end operations of industry supply chains in Oklahoma markets for Oklahoma's industries.



Environmental Responsibility

- Support the growth of Oklahoma clean energy by promoting clean fuel use by freight providers.
- Avoid, minimize, or mitigate adverse environmental impacts related to freight transportation.



Consider the impacts of freight movement on underserved and historically disadvantaged communities.

Efficient Intermodal System Management and Operation

- Ensure the competitive performance of the Oklahoma freight system.
- Safeguard industry supply chains by improving resiliency of the freight transportation system to withstand disruptions.



Promote use of innovation and advanced technology to enhance system performance.

Goals

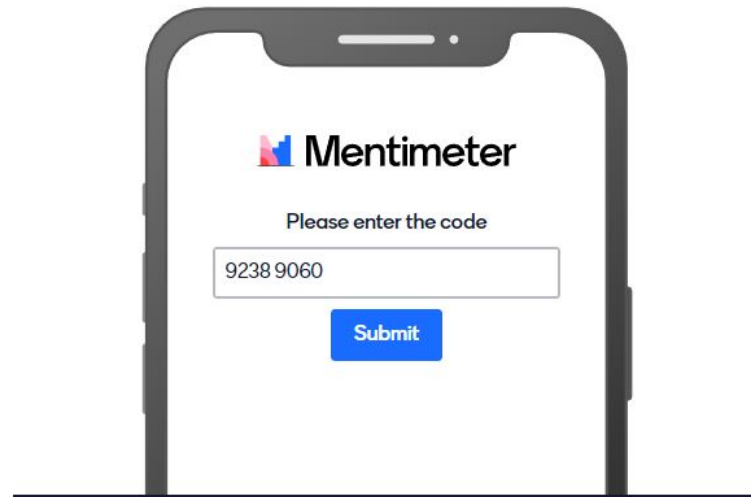
Fiscal Responsibility

- Capitalize on federal funding and finance programs to aid investment in the freight transportation system.
- Coordinate freight corridor development programs with neighboring states

Menti Questions

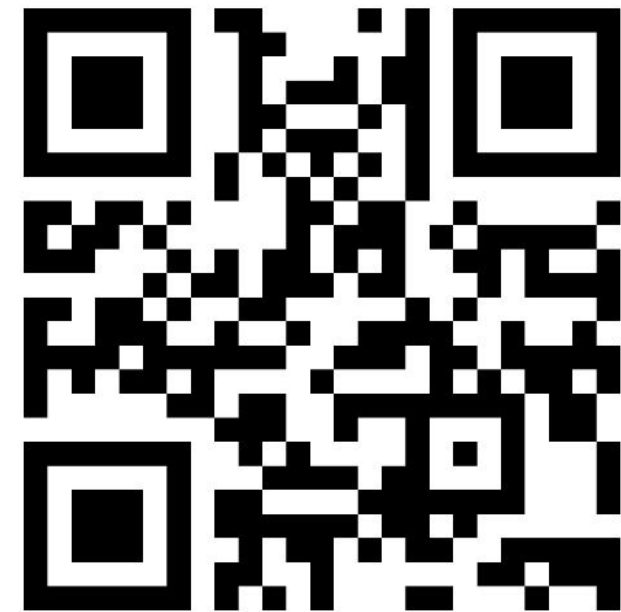
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Rank the Freight Plan goals in order of importance

- 1st | Economic Vitality
- 2nd | Infrastructure Preservation
- 3rd | Safe and Secure Travel
- 4th | Fiscal Responsibility
- 5th | Environmental Responsibility
- 6th | Efficient Intermodal System
- 7th | Mobility

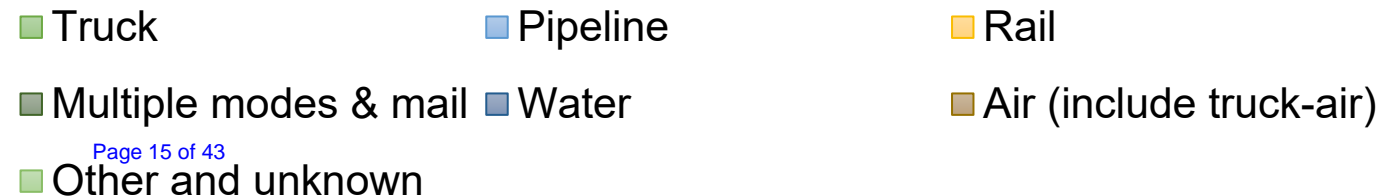
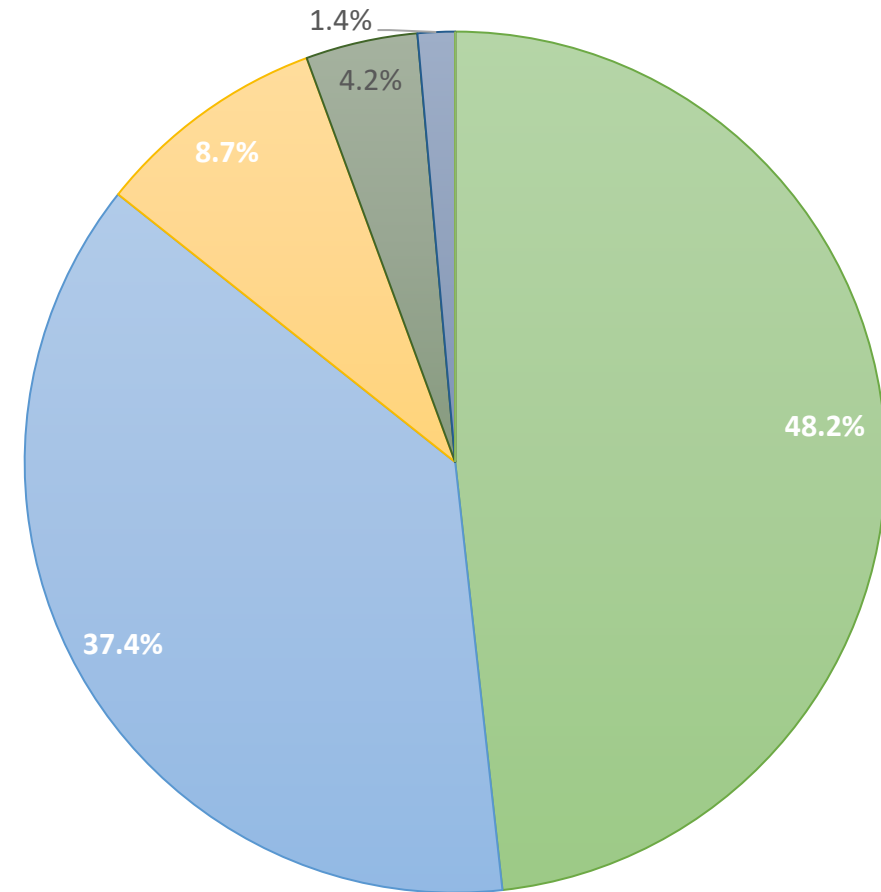


Existing Conditions - Freight Tonnage Statistics

Oklahoma-based freight tons by mode

- Trucking and pipelines carry **86%** of freight tonnage
- Without pipelines, trucking is 77% and rail 14%

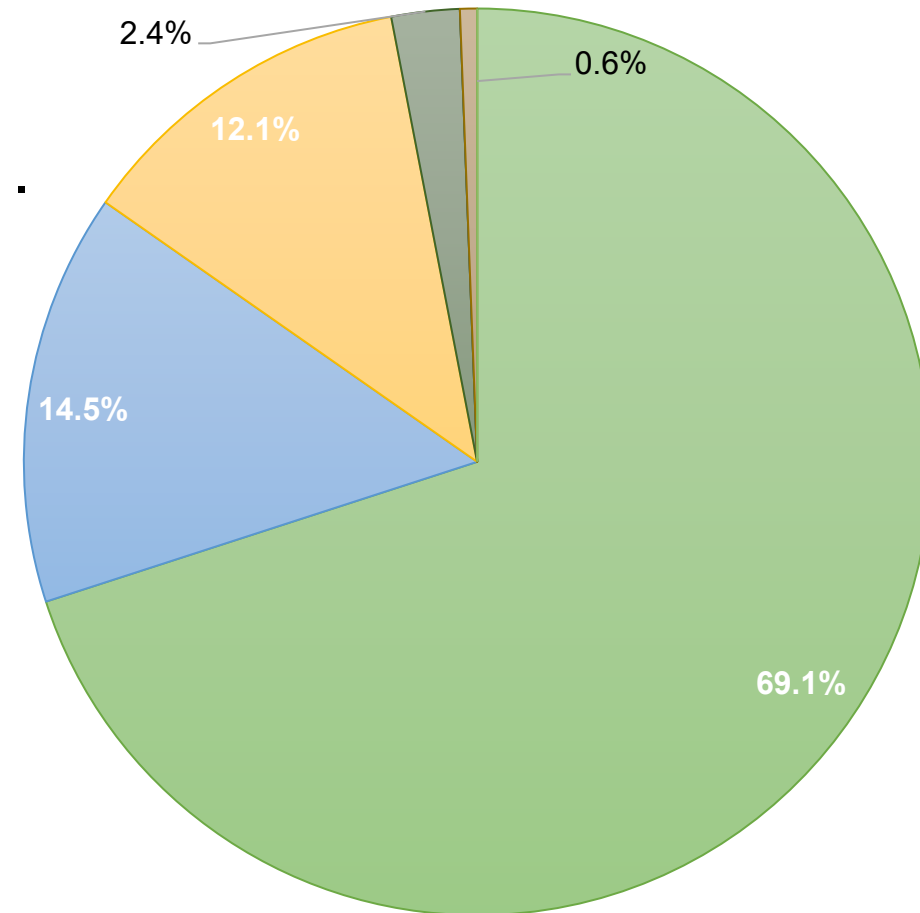
2017 Data



Existing Conditions - Freight Tonnage Statistics

Oklahoma-based freight value by mode

- **81%** of freight value is carried by trucking and multiple modes
- Without pipelines, trucking and multiple modes carry **95%**



Truck
Rail
Other and unknown

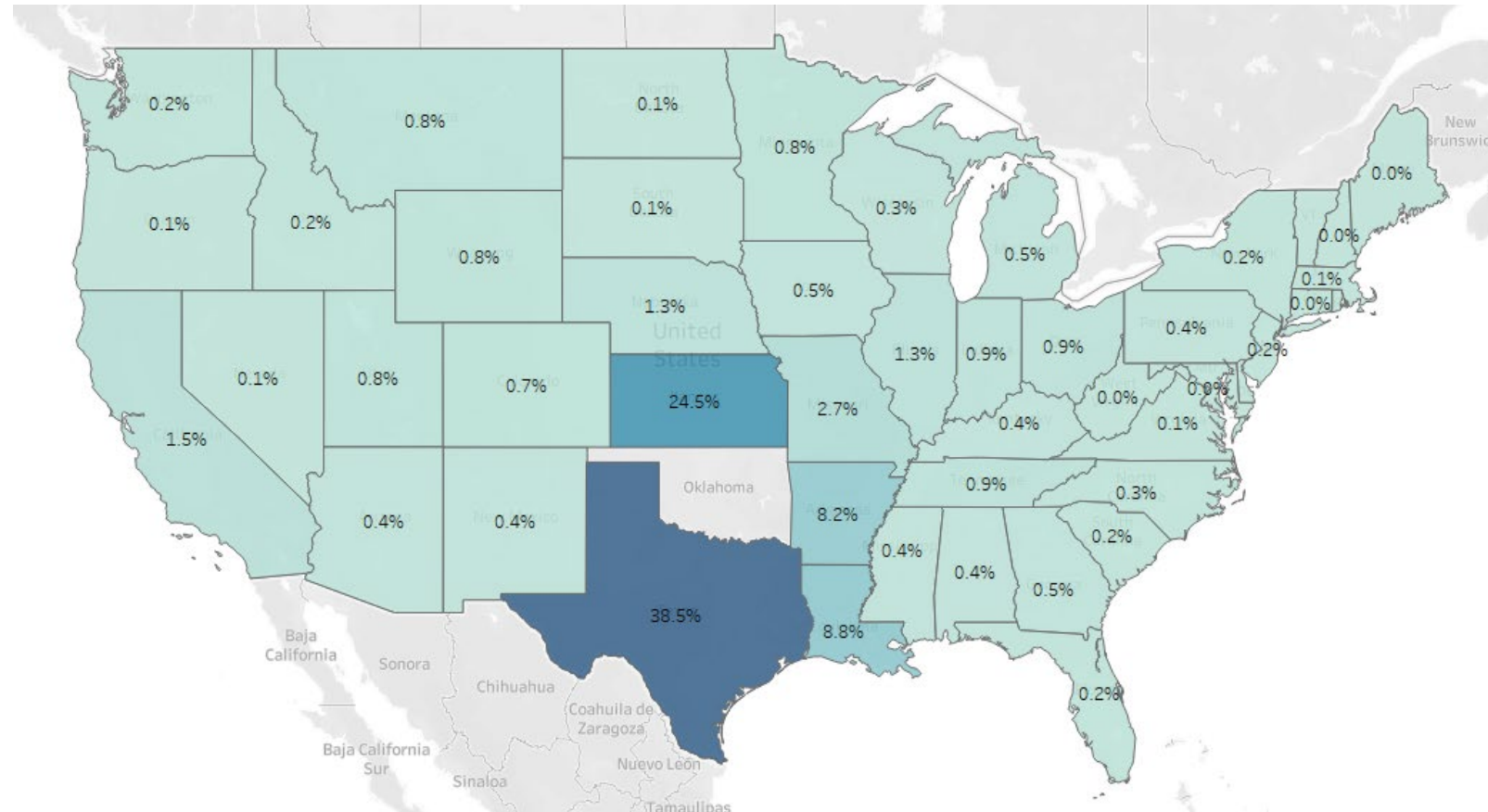
Pipeline
Air (include truck-air)

Multiple modes & mail
Water

Existing Conditions - Freight Tonnage Statistics

Destinations for Outbound Oklahoma Freight Tonnage

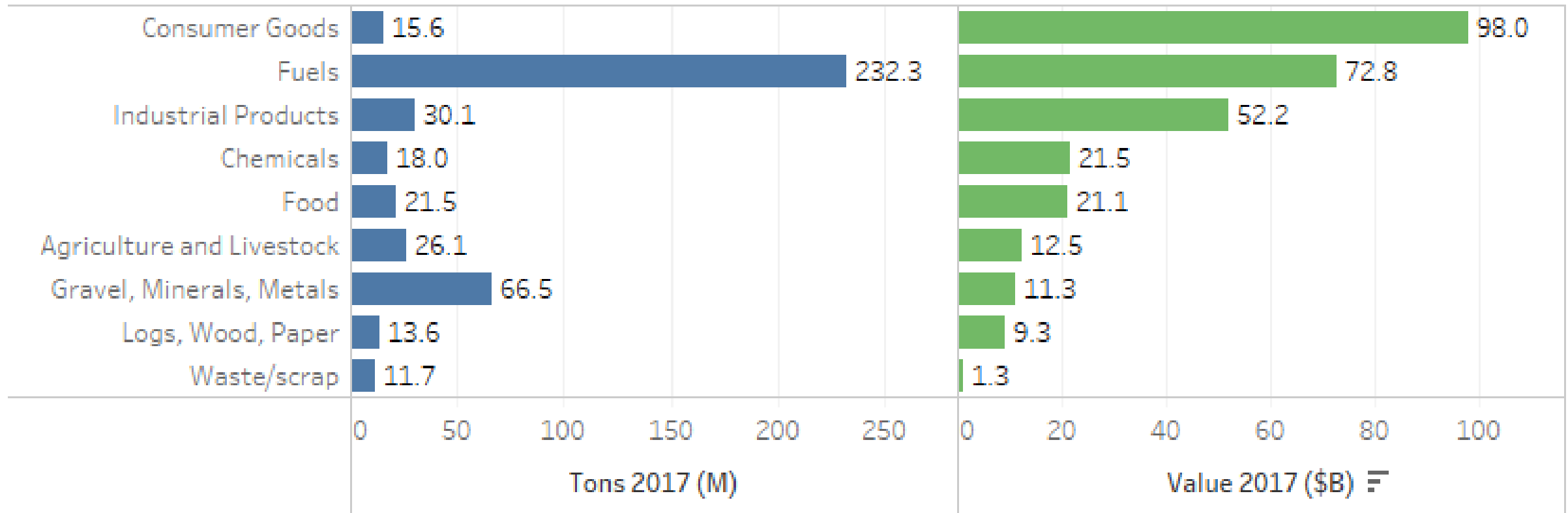
- The Oklahoma outbound market is **largely regional**
- Major destinations include **Texas** (38.5%), **Kansas** (24.5%), **Louisiana** (8.8%), **Arkansas** (8.2%), and **Missouri** (2.7%)



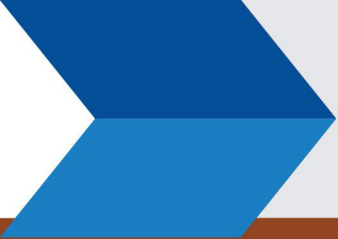
2017 Data

Existing Conditions - Oklahoma Supply Chain Group Commodities

Appendix C
Meeting Presentation



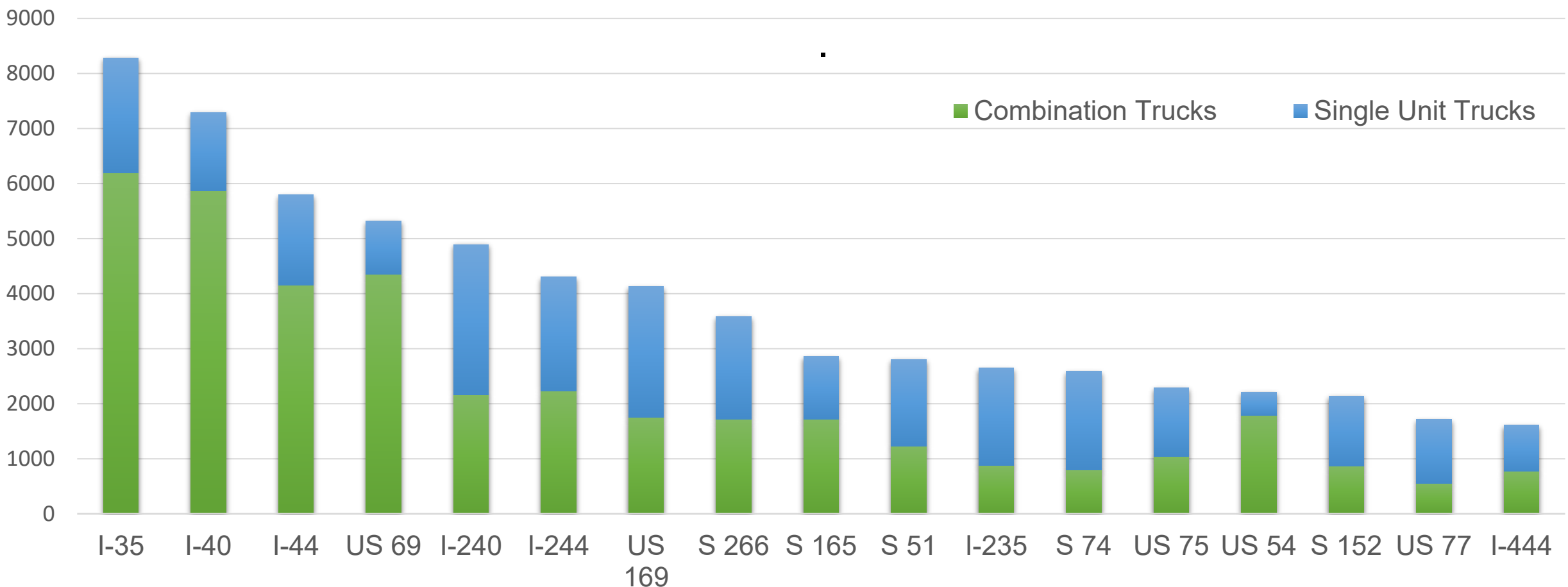
2017 Data



Existing Conditions - Oklahoma Highway Truck Traffic

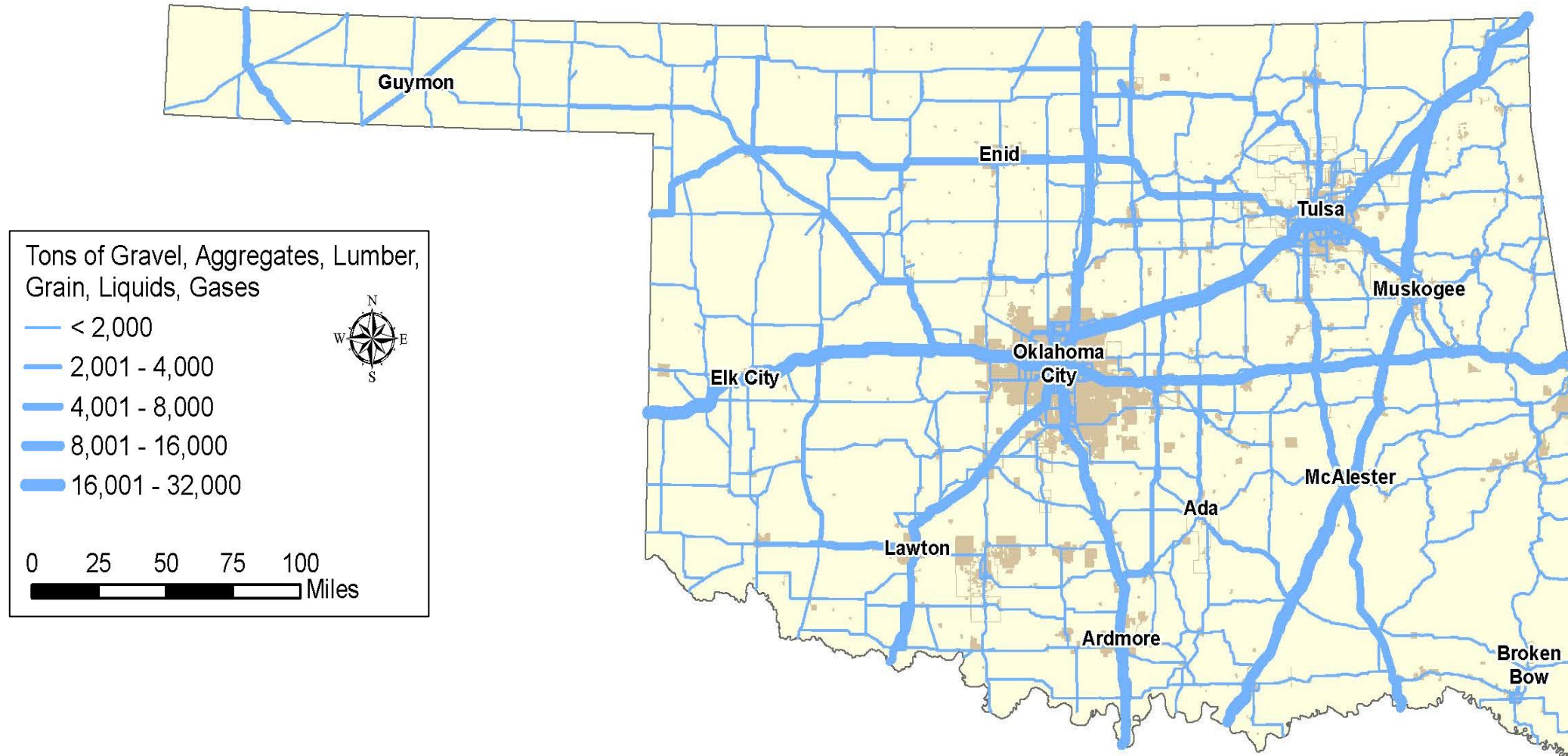
Appendix C
Meeting Presentation

Average Daily Truck Volumes on Oklahoma Highways



Existing Conditions – Heavy Commodity Truck Flows

Appendix C
Meeting Presentation



Existing Conditions – Truck Operations



Oversize truck on S.H. 266

Preliminary Concerns and Needs

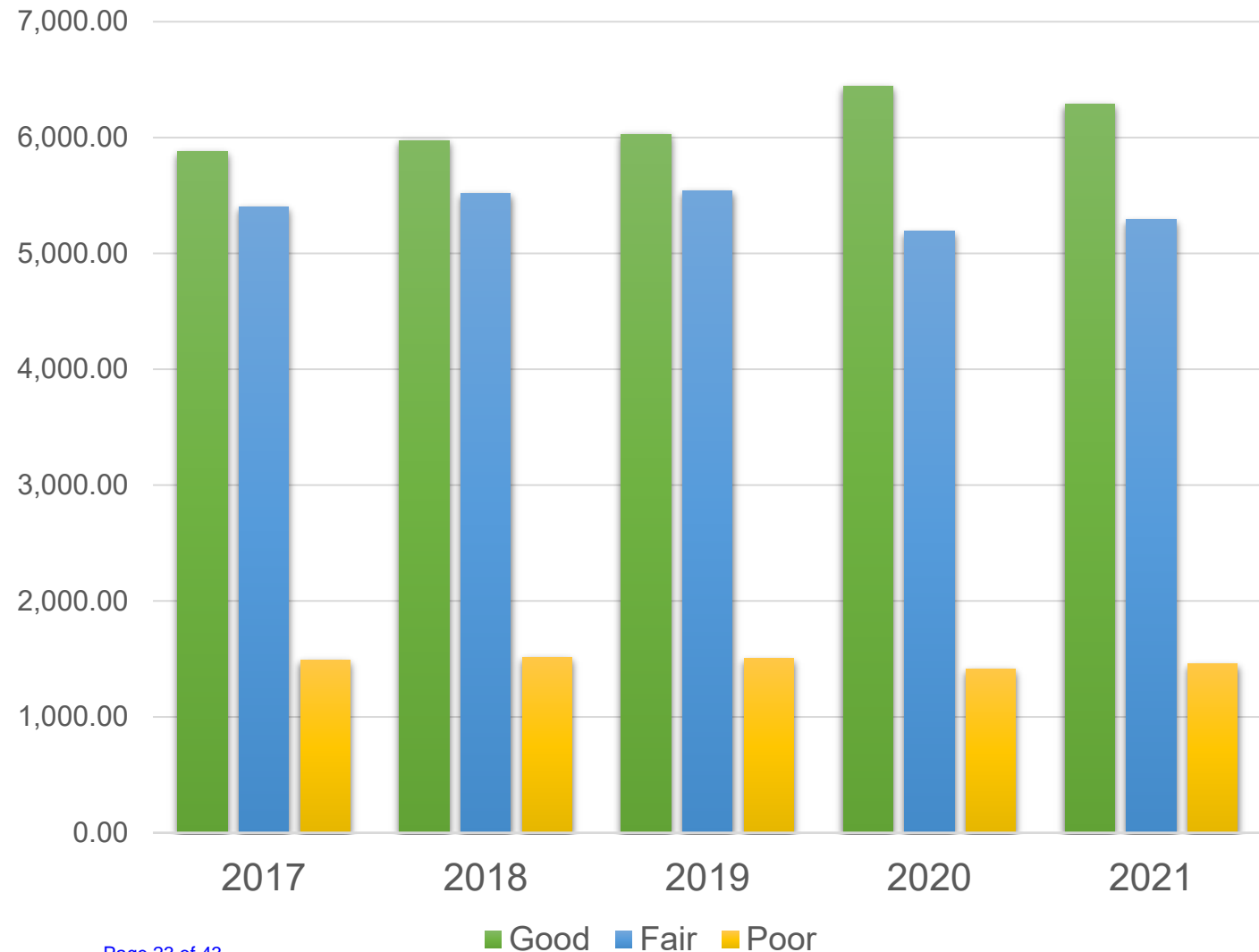
- Six military installations rely on freight system and rapid deployment would strain system.
- Due to increasing Oversize/Overweight Cargo, agriculture, steel, and logging industries have asked for higher weight limits.

Existing Conditions – Truck Operations

- Agriculture is major industry and farm equipment with different axle ratios travels local roads and can require out of direction travel on weight limited bridges.
- Increasing transport of hazardous materials, due to growth in chemical and petroleum products
- Reliability is more important to freight planning than speed.
 - *Truck bottlenecks will be identified later in planning process.*

Existing Conditions - Pavement Condition

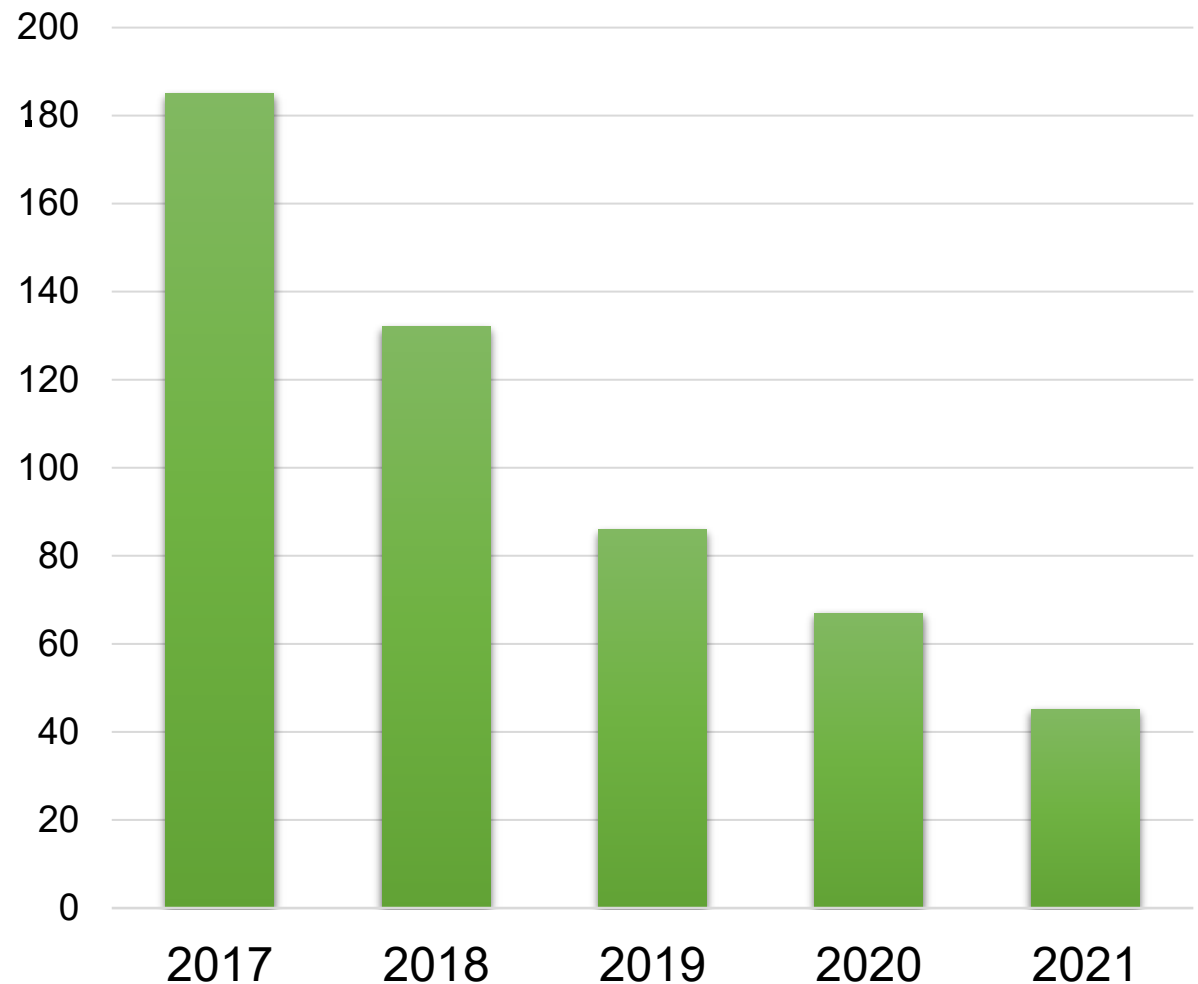
- Reducing poor-quality pavement is important for freight.
- In 2021, **89%** of Oklahoma roadway miles were rated in good or fair condition.
- Between 2017 and 2021, the amount of roadway miles in **good and fair condition increased** while the amount in poor condition decreased.



Existing Conditions – Structurally Deficient Bridges

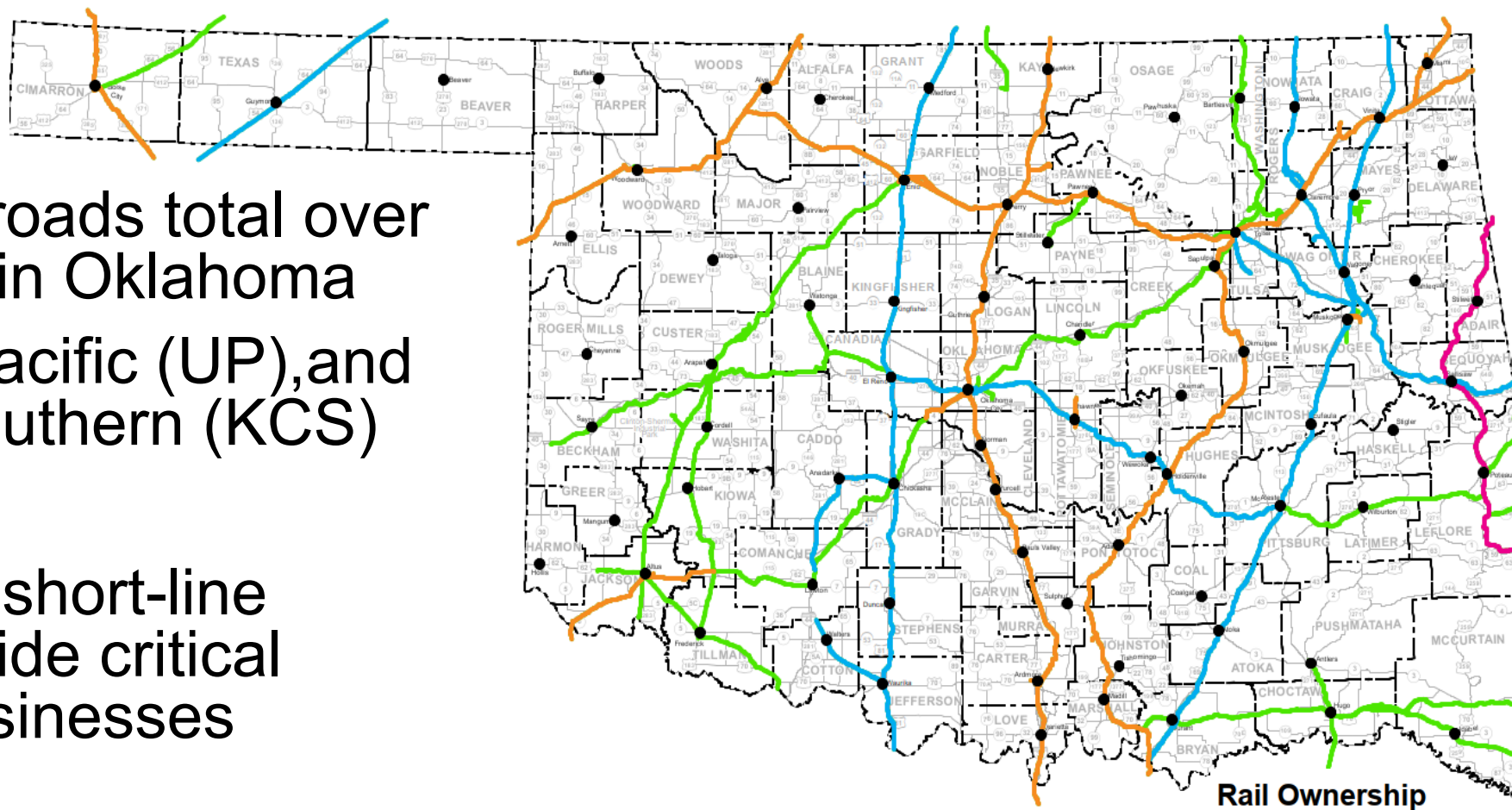
Appendix C
Meeting Presentation

- Weight-restricted bridges cause out-of-direction travel and impact freight efficiency.
- Oklahoma DOT has an aggressive **bridge repair program**
- The number of structurally deficient bridges **dropped** from 185 in 2017 to 45 in 2021.



Existing Conditions - Oklahoma Rail Network

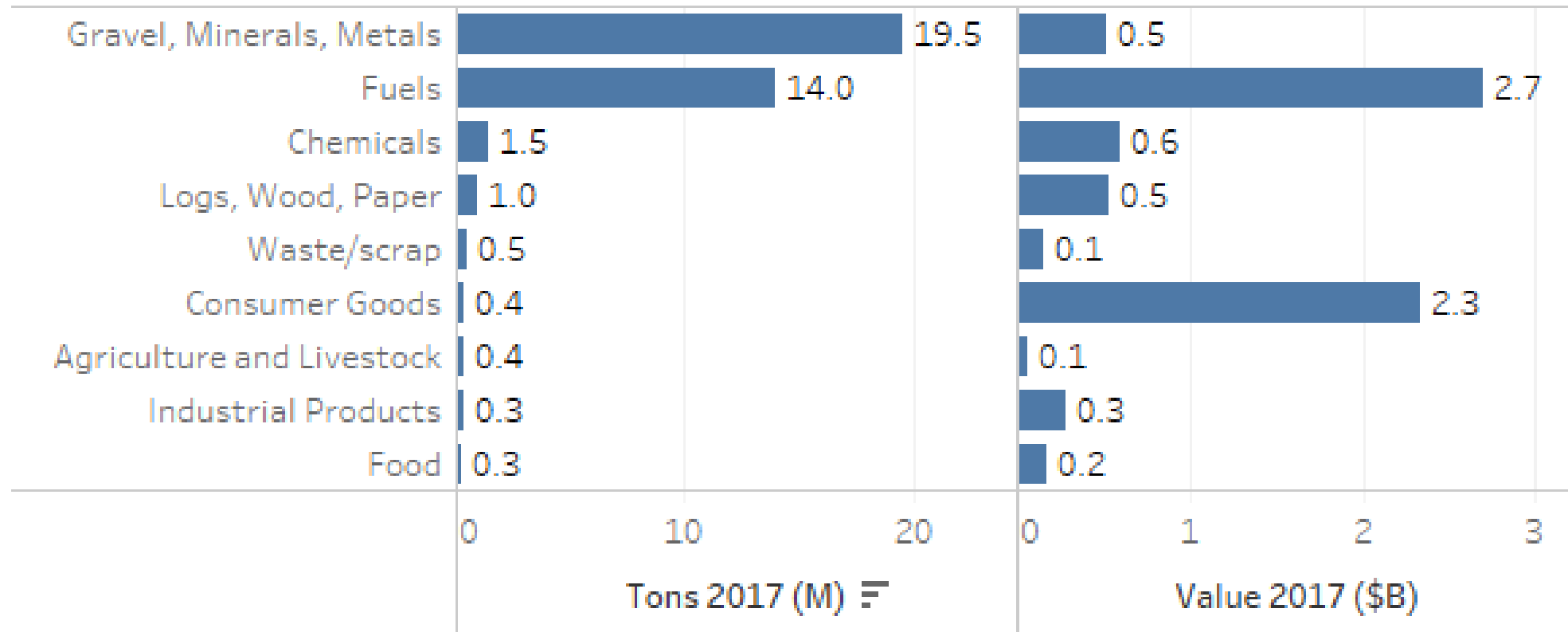
- Three Class 1 railroads total over 2,000 route-miles in Oklahoma
 - BNSF, Union Pacific (UP), and Kansas City Southern (KCS)
- Oklahoma has 18 short-line railroads that provide critical connections to businesses



Source: Oklahoma DOT, 2017-2021

Existing Conditions - Top Oklahoma-based Commodity Groups by Rail

Appendix C
Meeting Presentation



Existing Conditions - Freight Railroad

Preliminary Concerns and Needs

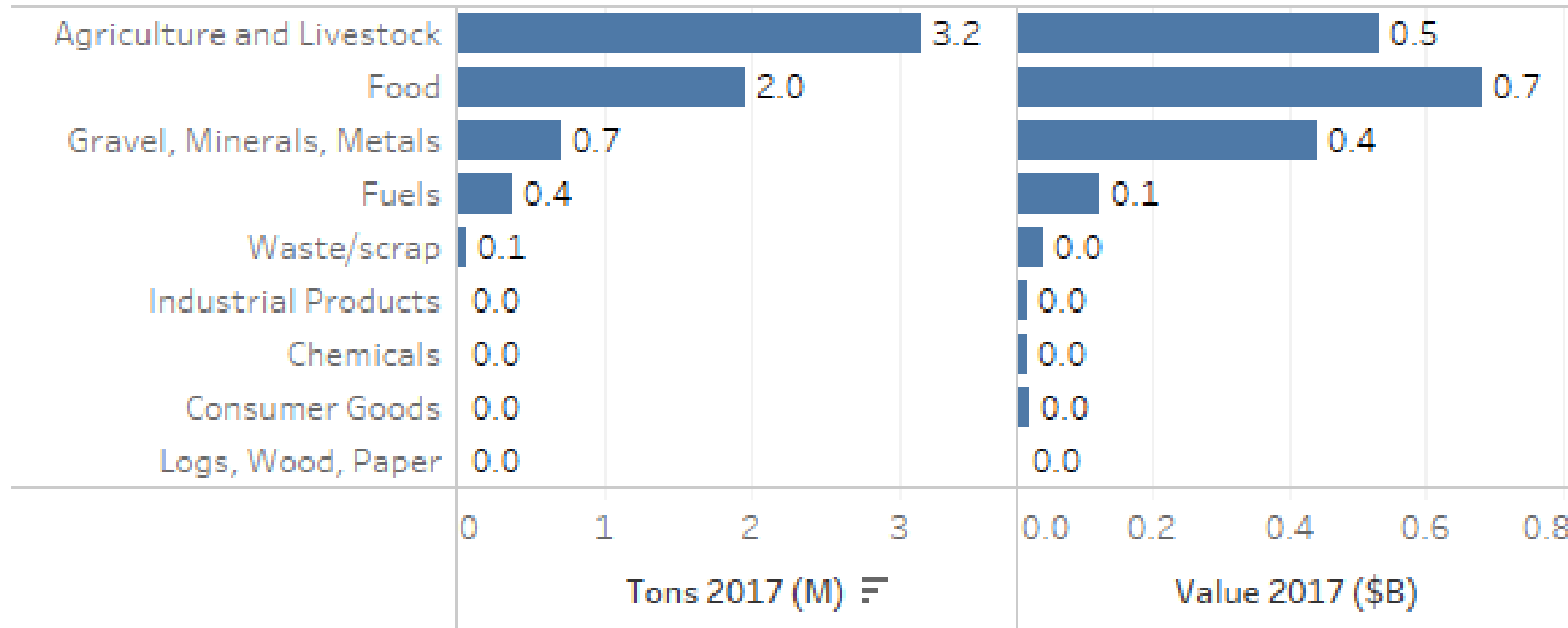
- Support short-line rail
- Rail-served industrial parks
- Highway-rail grade crossing improvements
- Elimination of bottlenecks and other impedances



BNSF Cherokee Yard in Tulsa

Existing Conditions - Top Oklahoma-Based Commodity Groups by Water

Appendix C
Meeting Presentation



- McClellan-Kerr Arkansas River Navigation System connects Oklahoma to the lower Mississippi River, Great Lakes, and ocean
- Over 6.3 million tons carried by water
- Served by Tulsa Ports (Catoosa and Inola), Port of Muskogee, and Oakley's Port 33

Existing Conditions - Waterways

Preliminary Concerns and Needs

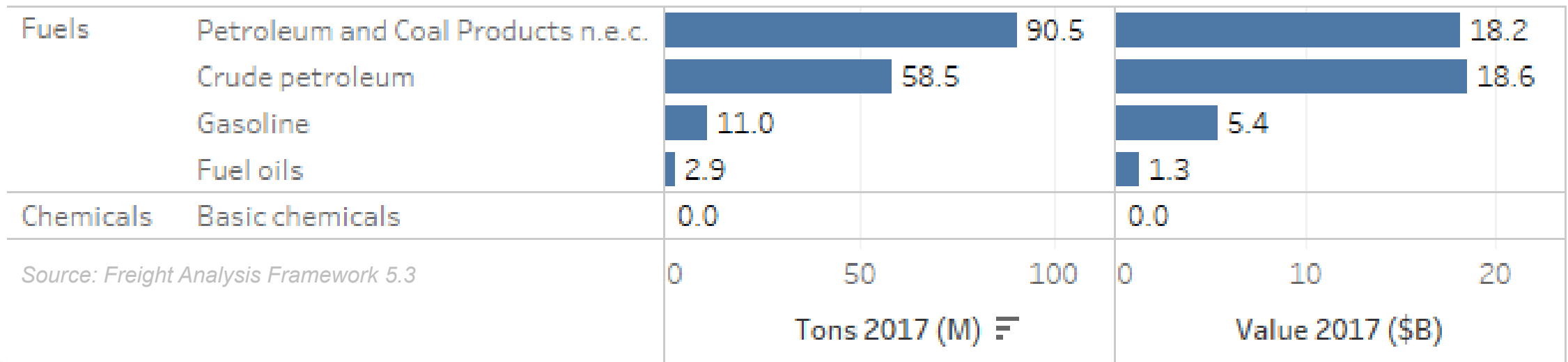
- MKARNS Maintenance Backlog
- MKARNS Deepening
- Modal Linkages and Landside Access
 - Port of Catoosa – OSOW
 - Muskogee – unit trains
 - Port 33 – connector road between original facility and Port 33 South



Tulsa Port of Catoosa

Existing Conditions - Air Cargo and Pipeline

- Access to reliable air cargo service is important to many businesses with high value or urgent products, including medical instruments and advanced manufacturing.
- Oklahoma has four primary commercial airports with Tulsa and Will Rogers World carrying the bulk of the air cargo.
- As one of the nation's largest producer of natural gas and crude oil, as well as petroleum refineries, the pipeline system is an essential part of Oklahoma's freight system.



Existing Conditions - Multimodal

Preliminary Concerns and Needs

- OK relies on nearby states for intermodal terminal service.
- OK has over 40 transload terminals for truck-rail transfer for products such as aggregates, agricultural products, bulk and dimensional products.
- There are 101 grain elevators in 29 counties in OK, primarily for wheat.



Funding is needed to maintain and improve the all modes in the state transportation system.

Revenue growth is minimal, and costs are escalating.

Grade the importance of each mode



What are the biggest challenges for freight in Oklahoma?



Truck Parking

- Assessment required by FHWA
- Truck drivers have many reasons to park, including required rest breaks and staging.
- With increases in truck traffic and reductions in public rest areas, truck parking is a top concern of truck drivers nationally.
- Inadequate truck parking in has led to safety concerns.

Reasons for Parking/Parking Location	Rest Area or Truck Stop	Shipper or Receiver Establishments	Multimodal Facilities	Undesignated Locations	Truck Terminals
Loading or unloading		X	X		
30-minute required rest break	X	X	X	X	
Overnight required rest break	X			X	
Staging	X			X	
Overnight Storage				X	X
Waiting for next load	X			X	X
Emergency	X	X	X	X	X

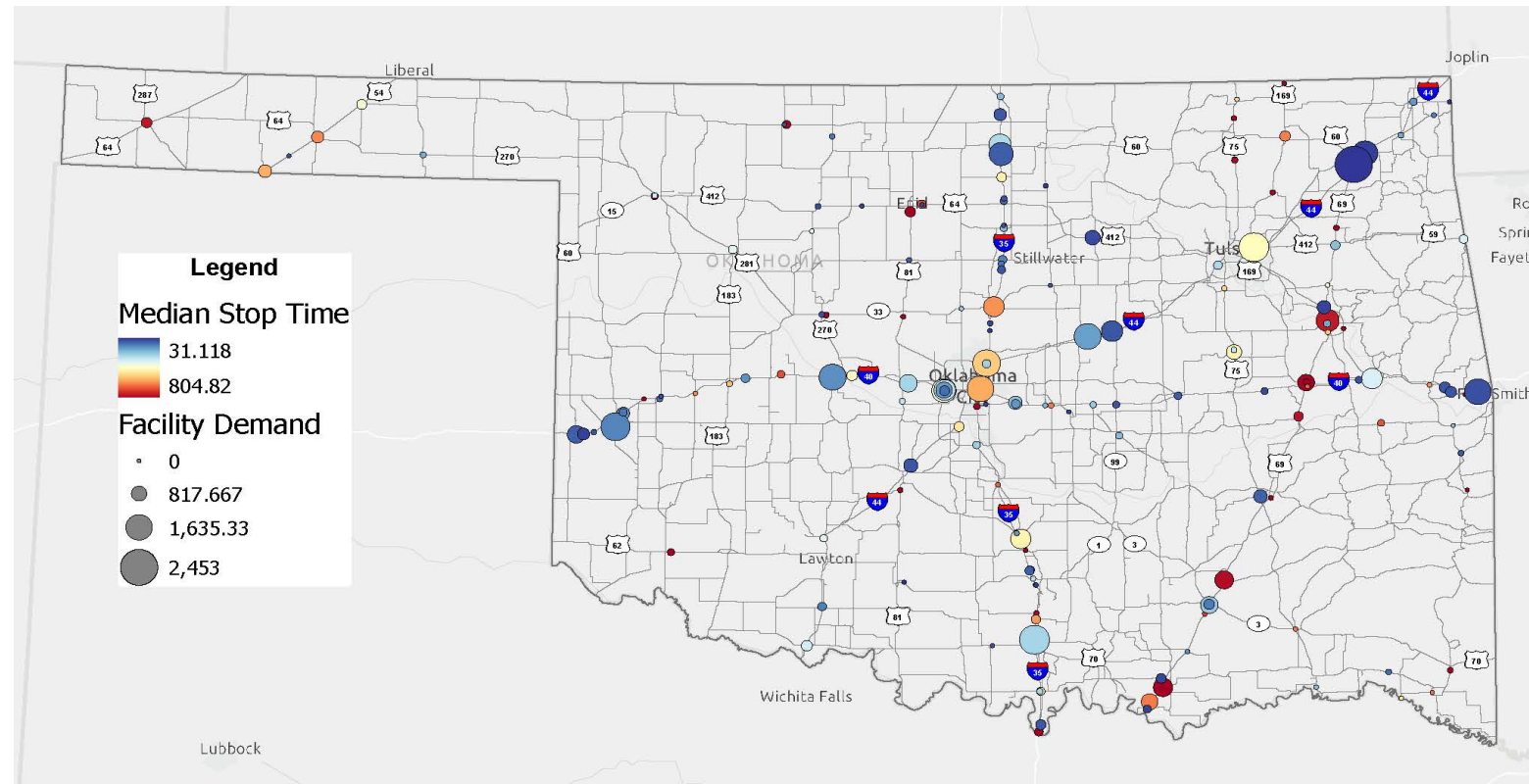
Source: Guerrero, S.E. et al (2022) Modeling Truck Parking Demand at Commercial and Industrial Establishments, Transportation Research Record, in-press.

Truck Parking - Preliminary Parking Patterns

Appendix C
Mapping Presentation

- Facilities with longer stop times used for **overnight rests** or storage
- Many large trucks stops on **rural interstates have shorter stop times**, likely due to refueling during the day
- Large facilities in **urban areas have longer stop times** due to a combination of stopping overnight or staging during the day

Median Stop Time



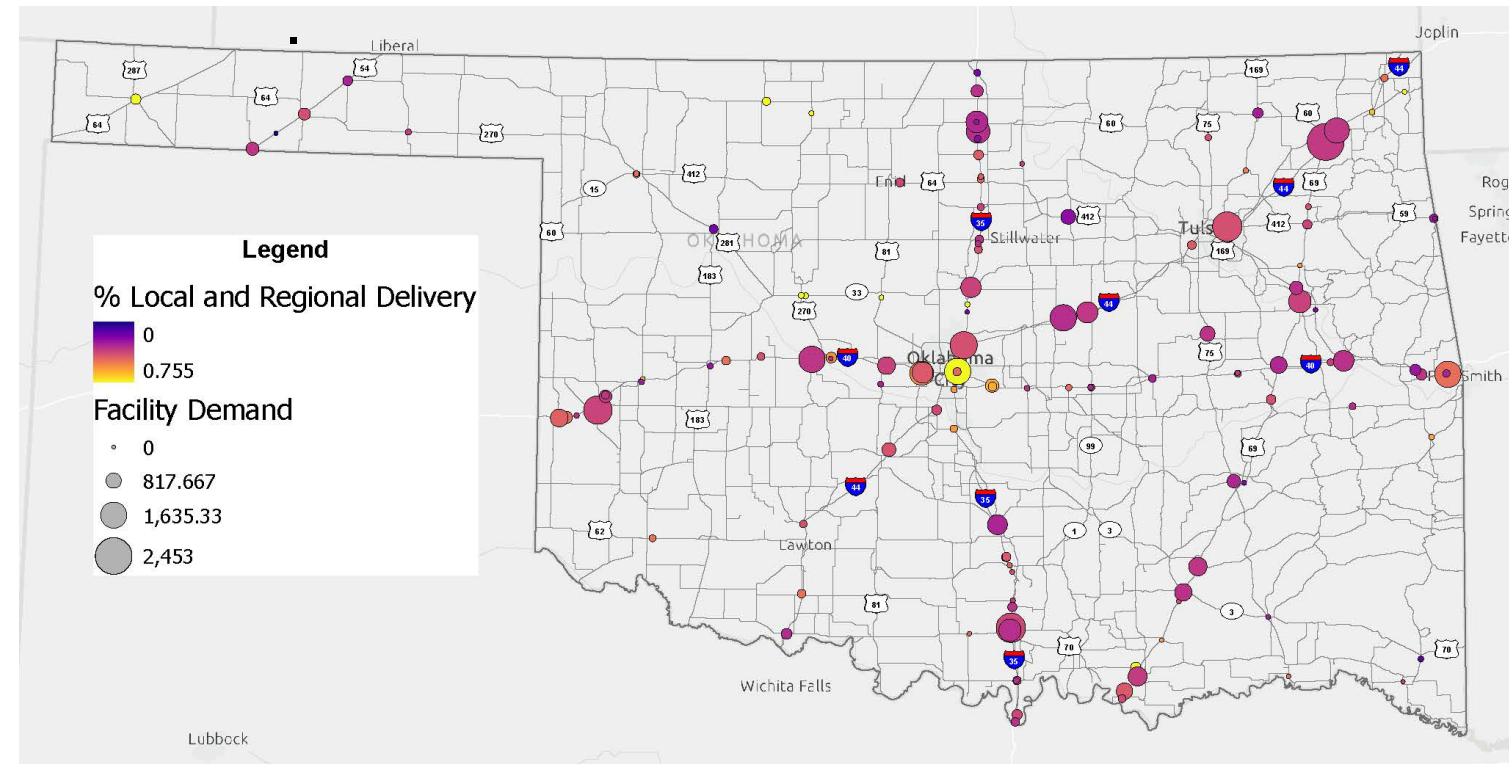
Source: Geotab Data, February, April, and October 2021.

Truck Parking – Preliminary Parking Patterns

Appendix C
Mapping Presentation

- Parking needs of local and regional trucking differ from long haul.
- Local and regional firms typically have a home-base for overnight parking.
- Local and regional delivery trucking is most common in urban areas.

Percent Local and Regional Delivery



Source: Geotab Data, February, April, and October 2021.

Appendix C
Meeting Presentation

- ## Percent Availability



Truck Parking - Assessment

- Purpose is to identify location specific capacity issues, safety concerns, or other deficiencies, such as lack of amenities.
- Currently,
 - Examining undesignated parking
 - Conducting truck driver survey
- Assessment is ongoing



YOU CAN HELP

Help us distribute the
current truck driver survey!

Truck Parking - Assessment

Preliminary Concerns and Needs

- Undesignated parking on interstate corridor and urban areas, may require enforcement and development of smaller lots in certain areas
- Additional investments needed to accommodate future growth
- Lack of information about parking availability
- Solutions require coordination with neighboring states

What are the Top 3 truck parking issues in Oklahoma?



What are the Top 3 strategies to address truck parking needs in Oklahoma?



Wrap Up

- Chapters regarding future freight trends, needs, and investments to be developed over summer
- Next FAC meeting in September in advance of public review document

Wrap Up

Questions? Comments?

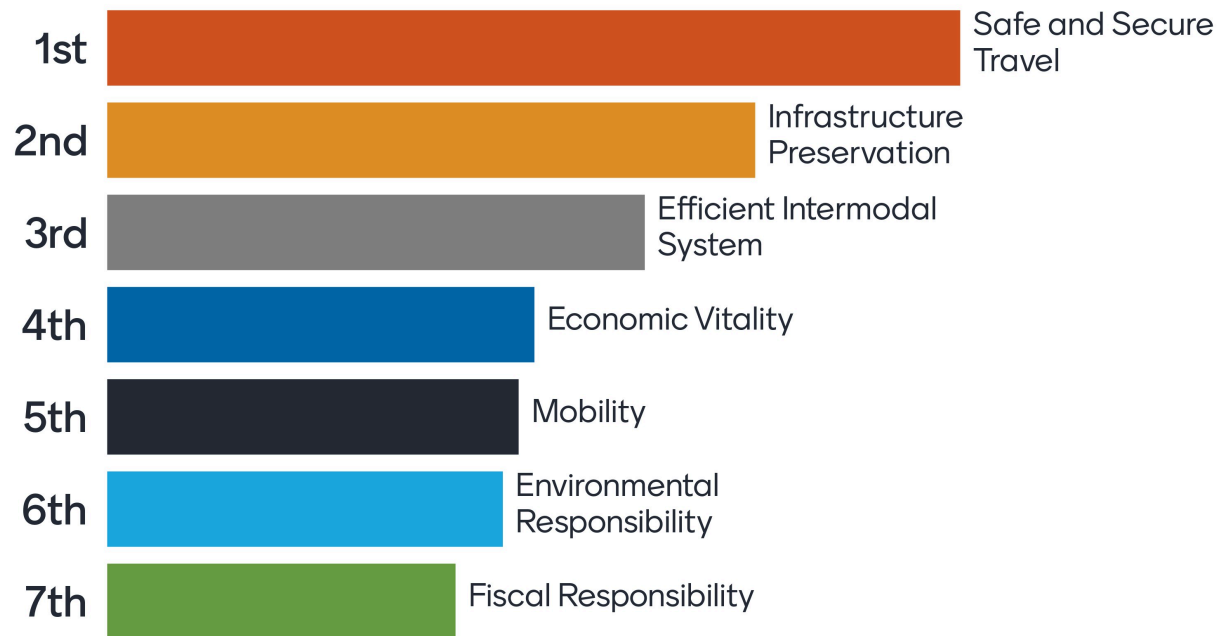
Reach us at freightplanok@odot.org

Keep up-to-date online at

www.odot.org/2023-2030FreightPlan

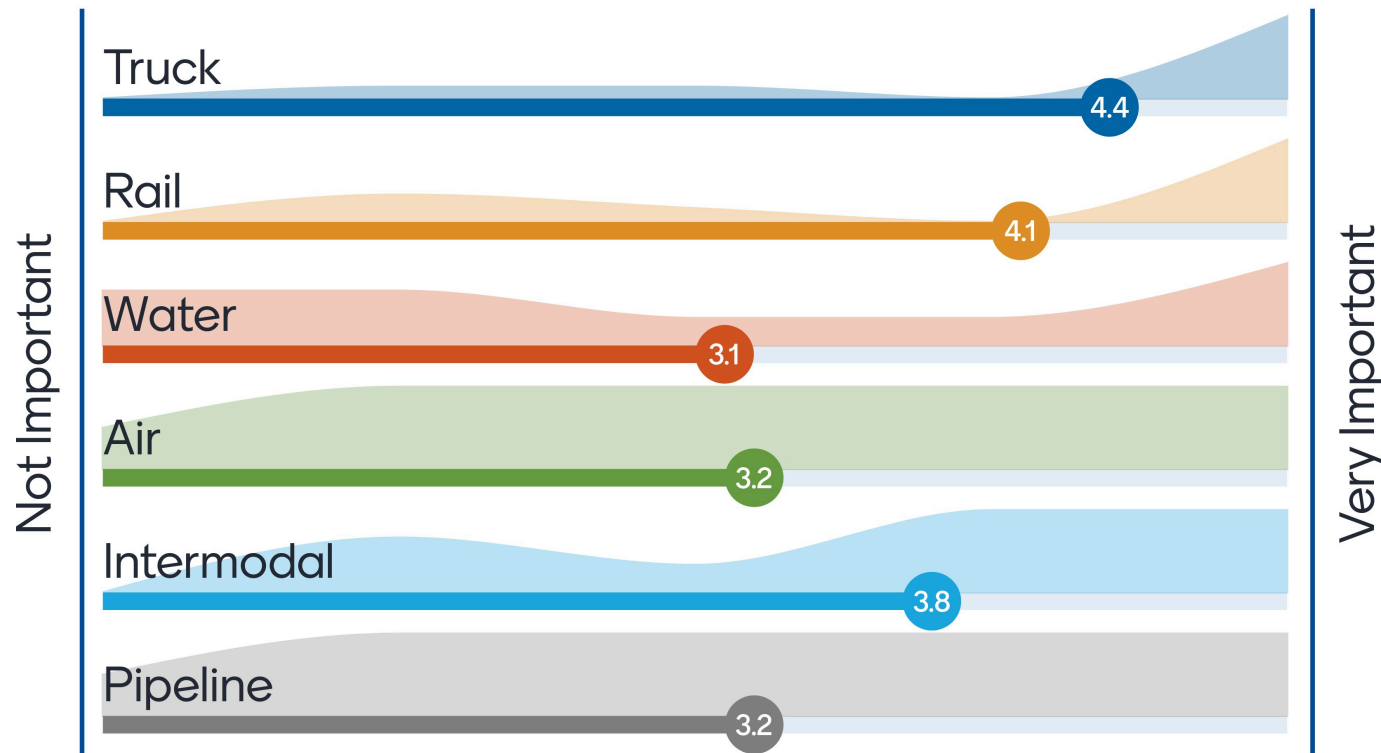


Rank the Freight Plan goals in order of importance





Grade the importance of each mode





What are the biggest challenges for freight in Oklahoma?

Metro traffic congestion

Freight AQ issues

Rising cost of goods and materials

High and wide loads. Hazmat transportation around densely populated areas. Under designed ramps/interchanges. Connected Vehicle.

The need for funding on projects not just related to roads and bridges.

Preparing for Connected Vehicles

Increase in highway congestion

Funding

System maintenance



What are the biggest challenges for freight in Oklahoma?

Truck Rest Areas

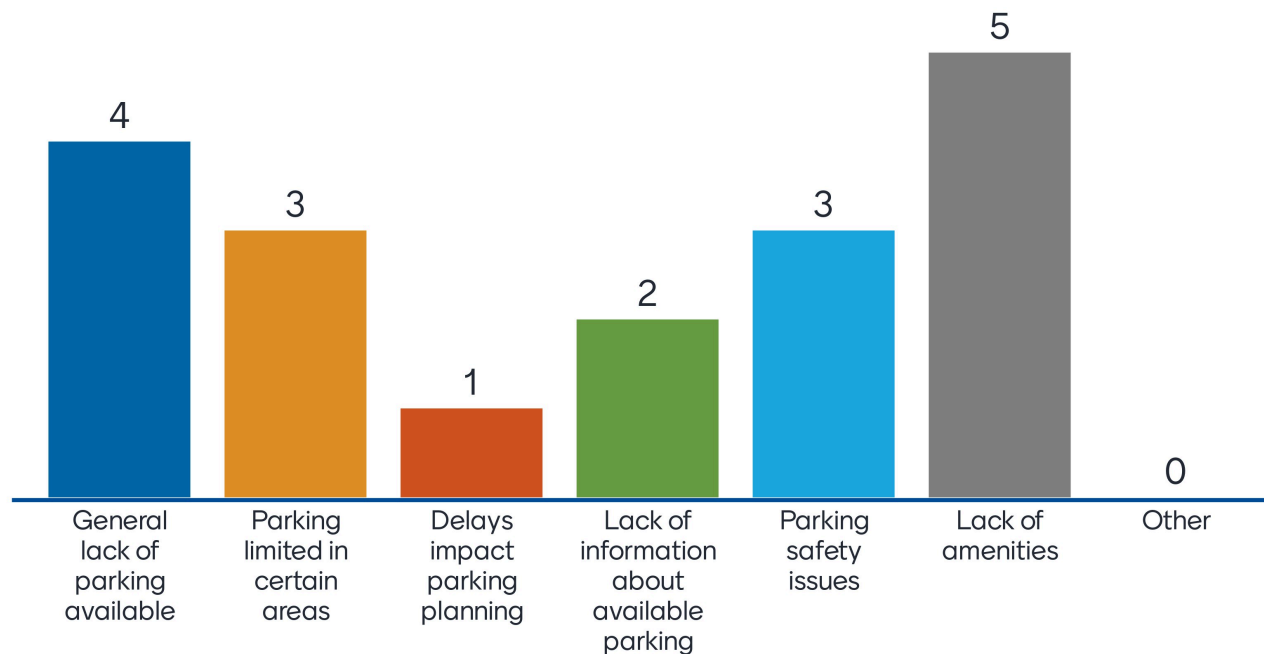
Staffing issues

Fuel costs, shortage of drivers for truck freight, permitting/inspections





What are the Top 3 truck parking issues in Oklahoma?





What are the Top 3 strategies to address truck parking needs in Oklahoma?

