

1.0 MEETING SUMMARY – TECHNICAL ADVISORY COMMITTEE JUNE 4, 2009

1.1 Meeting Synopsis

A summary of the meeting is provided below from highlights of the power point presentation.

I. Introductions and Welcome – Linda Koenig, ODOT Long Range Plan Project Manager began the meeting and introduced Ginger McGovern, ODOT Planning & Research Engineer who welcomed everyone. After brief introductions from all in attendance, Ginger described the role of the Committee and the meeting purpose to be one of information sharing and the gathering of key input. It was stated that what the committee knows about transportation issues will be of great help in conducting the long range plan update. Ginger concluded by reviewing the agenda topics for the meeting.

II. Long Range Plan Process – Tom Ryden, Consultant Team Project Manager continued by describing the basic format the Plan will take, the Plan connection to current Federal regulations and SAFETEA-LU; the goal of the Plan; the project schedule; and the essential elements of the State transportation system to be covered by the Plan.

III. Types of Transportation – Modal Perspectives for People and Projects – Consultant Team members Becky Blatnica and Ira Hirschman provided an overview of the primary modes for personal travel and goods movement respectively. Key supply statistics and usage changes over the last 5 years were provided where available. It was particularly noted that highway usage has been declining recently and transit usage is increasing. Regarding goods movement, it was discussed that recent economic trends indicate a slow down in activity both statewide and nationally. It was noted that how this will impact assumptions out to 2035 and must be carefully considered. Tom Ryden next discussed the distribution of 2009 state level transportation expenditures by mode and the fact that Oklahoma offers a wide variety of mode options with two thirds of the expenditures applied to roads and bridges.

IV. Summary of Interviews/Surveys – Tom Ryden and Becky Blatnica of the Consultant team reviewed the results of the Advisory Committee interviews. The review was in four parts:

1. System overview,
2. Transportation system objectives,
3. Funding and
4. Transportation system challenges.

Results were tallied by individual committee and combined where questions were asked of multiple committees. The results reflected 80 interviews completed in time for the meeting. From a **system overview** perspective, the interview comments received reflected both positive comments and room for improvement. Regarding

system objectives, connectivity issues were noted and specific strategies to improve safety, air quality and energy were noted as those that seemed the most favorable. Preferences were given regarding possible new **funding** sources and specific priorities for use of those funds.

A number of transportation **system challenges** were summarized for person movement and goods movement based on individual comments obtained from each interview. Common themes regarding challenges included:

1. Insufficient capacity on highways and bridges,
2. Funding concerns and
3. Desire for more modal choices.

V. Transportation Issues and Concerns – Committee Members – Linda Koenig next posed two questions to the Committee:

1. What issues should the Plan address going forward for person/passenger movement in 2035?
2. What issues should the Plan address for goods movement in 2035?

(Section 1.2 contains a summary of the comments by topic area from the meeting)

VI. Policy Themes – Tom Ryden provided a summary of the emerging federal transportation policies that may impact the Long Range Plan. He reviewed both topics under consideration as part of SAFETEA-LU re-authorization as well as the potential for new federal legislation on climate change. Ginger McGovern next reviewed some policy themes that ODOT is suggesting be pursued as part of the Plan. Nine themes were discussed from which more specific actions will be defined as the Plan process evolves. These include: replacement of major structures such as bridges & interchanges; preserve the aging highway system; maximize efficiency of the existing system; maintain existing investments including major transportation corridors; improve transit and person transportation opportunities; emphasize safety of all modes; consider expanded options for goods movement; emphasize air quality and energy conservation; and explore new funding sources, concepts, and partners.

VII. Conclusions – Linda Koenig concluded the meeting by providing a quick overview of the themes from the discussion (also see section 1.2), and indicating that a summary of the meeting will be made available to the Committee members. She reminded everyone that they should visit the project website to follow the progress of the study and thanked everyone for their time and participation.

1.2 Comment Summary

For this portion of the meeting (agenda item V), Committee members were asked to offer their comments on two basic questions as noted below. The Committee was advised of the guideline that this was meant to be a brainstorming session with no ideas debated and with everyone being allowed to have a voice in the discussion.

1. What issues should the plan address going forward for person/passenger movement in 2035?

The committee offered comments on a variety of topics as follows

Improve the highway system

- OTA urban system, including interchanges, presents challenges
- Address interchanges and design in a new way (signalization is problematic)
- Need better highway exits and entrances with better signing
- Pay more attention to rural & county roads as the majority of the state is rural

Provide more alternatives and options for personal transportation

- Oklahoma is behind on transit systems – LRT is needed.
More highway and bridges is just more of the same. Current system is too auto-focused
- Road widening won't solve the problems
- Population growth in urban areas needs addressing and should include passenger rail options
- Network should serve the future (not the past) population. Right now a legacy network is in place

Recognize economic and financial issues

- Need a sustainable transportation network balanced against what we can afford; Balance between system we want to implement and what residents are willing to pay for
- City of OKC survey shows residents approve tax on water bill for transit – they think user fees are acceptable
- Funding is based on volume of gas sold - we are currently dependent on gas tax based on the volume sold. We need to change (e.g. to tax based on miles traveled) as more alternative fuel options occur and as vehicles become more efficient

Address energy and the environment

- Climate change / global warming
 - Water resources may affect population distribution and result in population migration toward areas with abundant water supplies.
- Keep in mind EPA – mobile sources initiatives
 - More fuel efficient vehicles
 - Cleaner vehicles
 - Ozone standard – more stringent
 - Roadside monitoring
 - Air quality site violation
 - Greenhouse gases
 - Make changes now – national direction will be established within next 12 months
- Look at alternative fuel vehicles
 - New standards in OKC and Tulsa
 - Non-attainment issues looming
 - Driven by economic issues
 - Permitting issues – delay with natural gas

- Examine the effects of non-attainment and what it would mean for the economy

Provide for the needs of the traveling public

- Need better connectivity to get people from one regional growth center to another
- Remember aging population and accessibility constraints and needs

2. What issues should the Plan address for Goods Movement in 2035?

The committee members noted goods movement issues as follows:

- Significant amount of goods are moved on rural roads
- Separation of goods movement and person movement should be considered
 - Dedicated truck lanes
 - Good/better signage

Note: Committee members asked that we verify the total number of daily airplane departures at Tulsa International Airport. The number presented (25) has been verified with the Airport Director and is consistent with what is reported on their website.