

Appendix E

Intermodal Policy Framework

Policy Framework

I Highway-Commercial Vehicle Operations

Highway-Commercial Vehicle Operations Policy #1: Restore Bridge Conditions to Levels that Sustain the Flow of Goods in Critical Truck Corridors

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
H1-S-1: Repair & upgrade obsolete and deficient bridges in critical truck corridors and connections to major multimodal freight facilities	H1-L-1: Repair & upgrade load posted bridges on Truck Priority Corridors and connections to major multimodal freight facilities, as part of a larger Bridge Capital Improvement Program (BCIP)	<ul style="list-style-type: none"> ▪ Achievement of economic and safety benefits ▪ Reduction in diseconomies and enhancement of Oklahoma’s competitive position 	<ul style="list-style-type: none"> ▪ Promote new bridge funding initiatives, such as dedicated fuel tax surcharges for maintenance, rehabilitation, and construction of bridges.
	H1-L-2: Implement a comprehensive Bridge Capital Improvement Program (BCIP) for Truck Priority Corridors and connections to major multimodal freight facilities		
Planning & Operational Strategies			
H1-POS-1: Identify Truck Priority Corridors for bridge improvements as part of a larger Bridge Capital Improvement Program (BCIP) – based on Return on Investment Criteria and jobs-based criteria		<ul style="list-style-type: none"> ▪ Improved economics and efficiency of truck operations, and reduced shipper costs for instate freight producers and recipients 	
H1-POS-2: Enhance trucker information systems for bridge conditions			
Regulatory Strategies			
H1-RS-1: Enhance enforcement of load posted bridges to minimize structural degradation and minimize safety concerns		<ul style="list-style-type: none"> ▪ Achievement of economic and safety benefits ▪ Less structural wear and tear and reduced ODOT bridge maintenance and rehabilitation costs, especially emergency repair 	<ul style="list-style-type: none"> ▪ Coordinate with Oklahoma state and local law enforcement agencies

Highway-Commercial Vehicle Operations Policy # 2: Upgrade Intermodal Connectors and Maximize the Efficiency of Operations on the Existing Highway System

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
H2-S-1: Upgrade critical intermodal connectors as part of the larger highway program	H2-L-1: Continue to upgrade intermodal connectors to ports, rail intermodal facilities, air cargo facilities, and major warehousing and distribution centers	<ul style="list-style-type: none"> Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients Expanded activity and employment at existing multimodal freight facilities 	<ul style="list-style-type: none"> Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects
H2-S-2: Improve & develop ITS Systems (inc. on-highway variable message signs/special radio frequencies)	H2-L-2: Further improve & develop ITS Systems (inc. on-highway VMS/special radio frequency and on-line web sites with real time information)	<ul style="list-style-type: none"> Improved economics and efficiency of truck operations, and reduced shipper costs for instate freight producers and recipients 	<ul style="list-style-type: none"> Seek public-private partnerships in development of improved radio transmissions for ITS – evaluate potential for joint commercial and ITS transmission
	H2-L-3: Increase selected lane widths on Truck Priority Corridors, as identified in the Statewide Freight Plan	<ul style="list-style-type: none"> Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients Improved safety and fewer motor vehicle collisions for the general motoring public 	<ul style="list-style-type: none"> Pursue potential for obtaining funding from US House of Representatives-backed pilot program to construct dedicated truck lanes. Seek earmark under this program.
Planning & Operational Strategies			
H2-POS-1: Conduct studies of important highway freight corridors, such as I-35, US 69, I-44, US 54 and US 75, to identify improvements to facilitate goods movement		<ul style="list-style-type: none"> Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients 	
H2-POS-2: Prepare CVO element within the context of a Statewide Freight Plan – plan to include identification of Truck Priority Corridors of significant value	H2-POL-1: Implement ongoing freight planning process, including CVO element		
H2-POS-3: Identify trucking industry representatives to serve on a temporary freight advisory committee in connection with a Statewide Freight Plan	H2-POL-2: Create on-going Oklahoma Freight Advisory Council, including trucking industry representatives		
Regulatory Strategies			
H2-RS-1: Continue to support the OCC in implementing the “One Stop Trucking Shop” to expedite regulatory processing (licensing, registration, IFTA)		<ul style="list-style-type: none"> Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients Reduced trucking fee evasion 	<ul style="list-style-type: none"> Continue coordination with OCC to implement “One Stop Trucking Shop” regulatory refinement program

Highway-Commercial Vehicle Operations Policy # 3: Enhance Highway Access and Connectivity to Serve Key Economic Sectors/Clusters

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	H3-L-1: Enhance east-west highway connectivity to the major I-35 corridor for areas such as Durant (e.g., I-70).	<ul style="list-style-type: none"> Support for the stone, aggregate, cement, and other related mining industries in southern Oklahoma 	<ul style="list-style-type: none"> Fast track projects of major economic importance
	H3-L-2: Enhance highway connectivity serving major agricultural production areas, such as the Panhandle and Northeastern Oklahoma, on the basis of special regional studies	<ul style="list-style-type: none"> Support for value added agricultural, livestock, and poultry production industries in the Panhandle 	<ul style="list-style-type: none"> Fast track projects of major economic importance
Planning & Operational Strategies			
H3-POS-1: Initiate special transportation-economic development studies for the Northwest and Southeast Oklahoma regions		<ul style="list-style-type: none"> Improved understanding of the relationship between transportation and economic development Better focus of ODOT resources in areas where the economic return is greatest 	<ul style="list-style-type: none"> Solicit local and regional interest in such studies, and seek local and regional funding contributions for studies
H3-POS-2: Initiate special transportation-economic development studies for expanded development of the “southern tier” region as support/distribution component of bi-state economy			
Regulatory Strategies			
H3-RS-1: Streamline permitting process for transport of oversized and overweight loads		<ul style="list-style-type: none"> Improved productivity and efficiency of economic sectors requiring delivery of oversized loads, such as in-field oil and natural gas industries 	<ul style="list-style-type: none"> Continue coordination with OCC to implement “One Stop Trucking Shop” regulatory refinement program

Highway-Commercial Vehicle Operations Policy # 4: Enhance Highway Access and Connectivity to Serve Existing and to Promote Development of New Intermodal and Logistics Centers

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	H4-L-1: Improve highway capacity and connectivity to existing rail, water, and air multimodal freight facilities of significant economic value	<ul style="list-style-type: none"> ▪ Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients ▪ Expanded activity and employment at existing multimodal freight facilities ▪ Diversion of some freight from truck to rail, reducing wear and tear on the highway system 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects
	H4-L-2: Support development of new multimodal freight rail or air cargo facilities of significant economic value with improved or new highway connections	<ul style="list-style-type: none"> ▪ Improved economics and efficiency of truck operations and reduced shipper costs for instate freight producers and recipients ▪ New employment opportunities for local workers ▪ Improved distribution of economic activity, including new employment opportunities in rural areas ▪ Diversion of some freight from truck to rail, reducing wear and tear on the highway system 	<ul style="list-style-type: none"> ▪ Fast track those actions that would generate the greatest economic benefit ▪ Fund some access improvements to prospective sites prior to development, to help stimulate private sector developer interest ▪ Identify potential for use of private activity revenue bonds to finance multimodal freight hub connections
Planning & Operational Strategies			
H4-POS-1: Evaluate highway capacity and connectivity requirements for intermodal connectors of significant economic value, including geometry improvements for efficient truck operations			<ul style="list-style-type: none"> ▪ RFP for engineering evaluation of Intermodal Connector needs
Regulatory Strategies			

II. Freight Rail

Freight Rail Policy #1: Support the Improved Efficiency of the Freight Rail System

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
F1-S-1: Maintain existing State-owned railroad properties in order to maintain/increase current service levels	F1-L-1: Fund upgrades to state-owned rail track and structures to allow 286,000 lb rail cars, to support mainline train traffic loads	<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear and tear on the highway system & reducing air quality impacts from highway vehicle usage ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries in Oklahoma – support rural economies 	<ul style="list-style-type: none"> ▪ Continue to pursue funding assistance programs such as the Short Line Railroad Loan and grant program in neighboring Kansas ▪ Assist short line railroads in obtaining tax benefits under new federal tax legislation for short line improvements (Short Line and Regional Railroad Tax Credits)
	F1-L-2: Conduct other infrastructure improvements to state owned rail properties to increase efficiency	<ul style="list-style-type: none"> ▪ Improved economies and efficiency of freight rail operations and reduced shipper costs for instate freight producers and recipients 	<ul style="list-style-type: none"> ▪ Pursue funding assistance programs such as the Short Line Railroad Loan and grant program in neighboring Kansas ▪ Assist short line railroads in obtaining tax benefits under new federal tax legislation for short line improvements (Short Line and Regional Railroad Tax Credits)
Operational & Planning Strategies			
F1-POS-1: Identify and prioritize state-owned rail track and structures most in need of upgrade to 286,000 lb. rail car standard		<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear/tear on highway system & reducing air quality impacts from highway vehicle usage. ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries in Oklahoma – support for rural economies 	
F1-POS-2: Update Oklahoma State Rail Plan (last updated in 1992)	F1-POL-1: Implement ongoing freight planning process, including rail freight element		
F1-POS-3: Prepare rail freight element within context of a Statewide Freight Plan (updated Oklahoma State Rail Plan placed on the same planning cycle as Statewide Freight Plan)	F1-POL-2: Create on-going Oklahoma Freight Advisory Council, including freight rail industry representatives and major user groups		
F1-POS-4: Identify freight rail industry and user group representatives to serve on a temporary freight advisory committee in connection with Statewide Freight Plan			
Regulatory Strategies			

Freight Rail Policy #2: Enhance Freight Rail Service Connectivity to Serve Selected Economic Sectors/Clusters

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	F2-L-1: Encourage and promote development of Transload and/or major intermodal freight rail facilities	<ul style="list-style-type: none"> ▪ Improved economies and efficiency of freight rail operations and reduced shipper costs for instate freight producers and recipients ▪ New employment opportunities for local workers ▪ Improved distribution of economic activity, including new employment opportunities in rural areas ▪ Diversion of some freight from truck to rail, reducing wear and tear on the highway system 	<ul style="list-style-type: none"> ▪ Identify locations that would maximize potential for developer interest, including locations where more than one Class I Railroad service is available ▪ Identify potential for site “swaps” with existing Class I RRs (e.g., BNSF) to move urban intermodal facilities to perimeter areas, where road congestion can be minimized ▪ Partner with ODOC and location consultants ▪ Coordinate with FTZ designations
	F2-L-2: Support short line railroad improvements, rehabilitations and upgrades, including selective upgrades to 286,000 lb. railcar standard	<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear and tear on the highway system & reducing air quality impacts from highway vehicle usage ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries in Oklahoma – support for rural economies 	<ul style="list-style-type: none"> ▪ Continue to pursue funding assistance programs such as the Short Line Railroad Loan and grant program in neighboring Kansas ▪ Assist short line railroads in obtaining tax benefits under new federal tax legislation for short line railroad improvements (Short Line and Regional Railroad Tax Credits)
Operational & Planning Strategies			
F2-POS-1: Identify manufacturers, warehousing and distribution firms, and/or commercial facilities developers with potential interest in developing Transload or multimodal freight facilities – e.g., auto industry		<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear and tear on the highway system & reducing air quality impacts from highway vehicle usage ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries – support for rural economies 	<ul style="list-style-type: none"> ▪ Partner with ODOC
Regulatory Strategies			

Freight Rail Policy #3: Improve Connectivity to Serve Existing and to Support Development of New Multi-Modal Freight and Logistics Centers

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
F3-S-1: Identify key rail intermodal connectors and facilitate rehabilitation and improvements as needed	F3-L-1: Encourage and promote development of Transload and/or major intermodal facilities	<ul style="list-style-type: none"> ▪ Improved economies and efficiency of freight rail operations and reduced shipper costs for instate freight producers and recipients ▪ New employment opportunities for local workers ▪ Improved distribution of economic activity, including new employment opportunities in rural areas ▪ Diversion of some freight from truck to rail, reducing wear and tear on the highway system 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects
	F3-L-2: Preserve right-of-way for construction of sidings, yards, and connectors to multimodal freight facilities and logistics centers	<ul style="list-style-type: none"> ▪ Support for development of rail-served businesses within the state 	
	F3-L-3: Support short line railroad improvements, rehabilitations and upgrades, including selective upgrades to 286,000 lb. railcar standard	<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear and tear on the highway system & reducing air quality impacts from highway vehicle usage ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries – support for rural economies 	<ul style="list-style-type: none"> ▪ Continue to pursue funding assistance programs such as the Short Line Railroad Loan and grant program in neighboring Kansas. ▪ Assist short line railroads in obtaining tax benefits under new federal tax legislation for short line railroad improvements (Short Line and Regional Railroad Tax Credits)
Operational & Planning Strategies			
F3-POS-1: Facilitate the development of Public/Private and Private/Private (Railroad/Shipper) Partnerships			<ul style="list-style-type: none"> ▪ Encourage public/private partnerships
Regulatory Strategies			

Freight Rail Policy #4: Continue Cooperation and Coordination with Operating Railroads Regarding Safety at Rail/Highway Crossings

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
F4-S-1: Expend all Federal and State Highway/Railroad Grade Crossing and Protection Program funds on priority crossings	F4-L-1: Implement Railroad Grade Separation Plan/Grade Crossing Closures Plan	<ul style="list-style-type: none"> ▪ Major safety benefits – reduced accidents and resulting reductions in death, injury, health care costs, time lost from work, etc. ▪ Train speeds can be better maintained, resulting in more efficient train operations 	<ul style="list-style-type: none"> ▪ Explore new sources of funding for grade separation ▪ Identify opportunities where railroad funds may be pooled with state funds
Operational & Planning Strategies			
F4-POS-1: Prioritize crossings for elimination, consolidation	F4-POL-1: Participate with governmental and private partners on programs such as Operation Lifesaver		<ul style="list-style-type: none"> ▪ Enlist cooperation of state and local police, OK Dept. of Emergency Management, and other safety related departments
F4-POS-2: Prioritize list of grade crossings meeting warrants for grade separation			<ul style="list-style-type: none"> ▪ Prioritize based on factors such as train frequency, traffic volume, impacts on the community, lack of nearby alternative routes to avoid train blockages, safety and public service impacts and project costs
F4-POS-3: Promote Highway/Railroad Crossing safety through ODOT educational/promotional programs			<ul style="list-style-type: none"> ▪ Enlist cooperation of state and local police, OK Dept. of Emergency Management, and other safety-related departments
Regulatory Strategies			

Freight Rail Policy #5: Evaluate the Rail Network for Potential State Acquisition of Lines Subject to Abandonment

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	F5-L-1: Fund State acquisition of railroad properties to continue justifiable railroad operations	<ul style="list-style-type: none"> ▪ Maintenance of rail mode share, reducing wear and tear on the highway system & reducing air quality impacts from highway vehicle usage ▪ Support for rail dependent industries, including rural industries ▪ Support for agricultural production and mining industries in Oklahoma – support for rural economies 	<ul style="list-style-type: none"> ▪ Seek funding from State Legislature for loan program to allow locales to acquire essential rail lines scheduled for abandonment
Operational & Planning Strategies			
F5-POS-1: Update Oklahoma State Rail Plan (last updated in 1992)			
F5-POS-2: Monitor Class I Railroads' ongoing rationalization of their networks and establish criteria for possible future State acquisitions		<ul style="list-style-type: none"> • Preservation of access to markets and supplies for Oklahoma agriculture and industries 	
Regulatory Strategies			

III. Waterways

Waterways Policy #1: Encourage Increased Federal Funding for Waterway Facility Maintenance & Improvement to Maintain Reliability and Increase Efficiency

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
Operational & Planning Strategies			
W1-POS-1: Work with Oklahoma Congressional delegation to pursue increased Federal funding	W1-POL-1: Seek long term multi state agreements to pursue federal and other funding sources for facility maintenance and improvement	<ul style="list-style-type: none"> ▪ Maintenance of the waterway’s mode share, reducing wear and tear on the highway system ▪ Support for waterway-dependent industries, including grain production, petroleum fuels, metals and machinery, and industries requiring movement of oversized components ▪ Support for agricultural production and mining industries in Oklahoma – support for rural economies ▪ Lower waterway transport costs ▪ Enhanced prospects for inland container transport 	<ul style="list-style-type: none"> ▪ Coordinate efforts with other waterway states and with industry associations such as Arkansas Basin Development Association, Arkansas Waterways Commission, American Waterways Operators and Inland River Ports & Terminals
W1-POS-2: Encourage multi-state planning studies to identify benefits of enhanced waterway facility maintenance and improvement, including increasing channel depths to at least 10’		<ul style="list-style-type: none"> ▪ Maintenance of the waterway’s mode share, reducing wear and tear on the highway system ▪ Support for waterway-dependent industries, including grain production, petroleum fuels, metals and machinery, and industries requiring movement of oversized components ▪ Support for agricultural production and mining industries in Oklahoma – support for rural economies ▪ Lower waterway transport costs ▪ Enhanced prospects for inland container transport 	<ul style="list-style-type: none"> ▪ Coordinate efforts with other waterway states and with industry associations such as Arkansas Basin Development Association, Arkansas Waterways Commission, American Waterways Operators and Inland River Ports & Terminals
Regulatory Strategies			

Waterways Policy #2: Enhance Highway and Rail Connections to Ports to Support Current and Future Demand

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	W2-L-1: Implement Port/Waterway element of the Statewide Freight Plan, including highway connections to ports	<ul style="list-style-type: none"> Improved economy and efficiency of waterway operations and reduced shipper costs for instate freight producers and recipients 	<ul style="list-style-type: none"> Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects
	W2-L-2: Implement Capital Improvement Program for highway connectors for oversized loads	<ul style="list-style-type: none"> Improved productivity and efficiency of economic sectors requiring delivery of oversized loads, such as in-field oil and natural gas industries 	<ul style="list-style-type: none"> Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects
Operational & Planning Strategies			
W2-POS-1: Prepare Port/Waterway element within the context of a Statewide Freight Plan, focusing on highway to port connectivity	W2-POL-1: Implement ongoing freight planning process, including Port/Waterway element		<ul style="list-style-type: none"> Include stakeholders, such as Arkansas Basin Development Association, Arkansas Waterways Commission, American Waterways Operators and Inland River Ports & Terminals
W2-POS-2: Identify private port and port user representatives to serve on a temporary freight advisory committee in connection with Statewide Freight Plan	W2-POL-2: Create on-going Oklahoma Freight Advisory Council, including port and port user representatives		<ul style="list-style-type: none"> Include stakeholders, such as Arkansas Basin Development Association, Arkansas Waterways Commission, American Waterways Operators and Inland River Ports & Terminals
W2-POS-3: Develop Capital Improvement Program for highway connectors for oversized loads			
Regulatory Strategies			

Waterways Policy #3: Through Selected Transportation Investments, Support Location of Industries that Can Maximize the Transportation Efficiencies of the Waterway System

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
W3-S-1: ODOT to consider transport of highway construction materials and components (e.g., cement, guard rail) via waterway, for highway work proximate to the waterway system	W3-L-1: Program and make transportation improvements in and around ports/waterway system that would encourage location of industrial or warehousing and distribution concerns	<ul style="list-style-type: none"> ▪ Reduced shipper costs for instate users of waterway system ▪ Reduced ODOT highway maintenance costs ▪ Increased employment in manufacturing and warehousing and distribution industries, increasing employment in areas adjacent to the waterway 	<ul style="list-style-type: none"> ▪ ODOT engineering to evaluate the potential cost savings
	W3-L-2: Improve port roadway connections to encourage existing industries to consider shifting freight off roadways and onto waterways through facilitation of container-on-barge services	<ul style="list-style-type: none"> ▪ Reduced shipper costs for instate users of waterway system ▪ Reduced truck-related highway congestion and reduced ODOT maintenance costs 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects ▪ Seek partnerships with private sector, inc. major user groups at both ports, and with the railroads
	W3-L-3: Assist short line railroads to maintain and improve existing connections to the Ports of Catoosa and Muskogee, to facilitate future container-on-barge service	<ul style="list-style-type: none"> ▪ Reduced shipper costs for instate freight producers and recipients ▪ Reduced truck-related highway congestion and reduced ODOT maintenance costs 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects ▪ Seek partnerships with private sector, inc. major user groups at both ports, and with the railroads ▪ Identify potential for use of private activity revenue bonds to finance multimodal freight hub connections
Operational & Planning Strategies			
W3-POS-1: Identify transportation improvements in and around ports/waterway system that would encourage location of industrial or warehousing and distribution concerns			
Regulatory Strategies			

IV. Air Cargo

Air Cargo Policy #1: Support Potential Market Driven Expansion of Air Cargo Operations at Will Rogers World and/or Tulsa International Airports

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	A1-L-1: Program and implement selected highway access improvements to support development of market driven expansions of air cargo operations at WR or Tulsa IA	<ul style="list-style-type: none"> ▪ Improved economies and efficiency of truck operations serving the air cargo elements of the airports ▪ Expanded activity and employment at the air cargo facilities at WR and Tulsa IA 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects ▪ Partner with major air cargo operators to help fund some access improvements
Operational & Planning Strategies			
Regulatory Strategies			

Air Cargo Policy #2: Support Development of Potential New Air Cargo Hub Facilities through Selected Highway Access Improvements

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	A2-L-1: Program and implement selected highway access improvements to support development of potential new or expanded air cargo hub facilities	<ul style="list-style-type: none"> ▪ Use of state funds to leverage development of a private air cargo hub ▪ Major new employment opportunities for local workers, including major expansion of warehousing and distribution, trucking, and other support functions ▪ Improved statewide distribution of economic activity, including possible new employment opportunities in rural areas 	<ul style="list-style-type: none"> ▪ Maximize use of federal funding under Freight Intermodal Connector program in transportation reauthorization legislation, including earmarks in the legislation for High Priority Projects ▪ Work with the US DOD for military air cargo hub or expansion proposals
Operational & Planning Strategies			
A2-POS-1: Prepare Air Cargo element within the context of development of Statewide Freight Plan, focusing on highway to air terminal connectivity and identification of potential new air cargo hub facility locations	A2-POL-1: Implement ongoing freight planning process, including air cargo access element		
A2-POS-2: Identify air cargo suppliers and users to serve on a temporary freight advisory committee in connection with Statewide Freight Plan. Include military representatives (e.g., from Tinker, Altus, Ft. Stills)	A2-POL-2: Create on-going Oklahoma Freight Advisory Council, including air cargo suppliers and users' representatives, and military representatives		
Regulatory Strategies			

V. Public Transportation

Public Transportation Policy #1: Continue to Support Statewide Marketing to Maintain Heartland Flyer Ridership Increases

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
Operational & Planning Strategies			
P1-POS-1: Expand ongoing marketing/awareness campaign working with Amtrak and state tourism officials	P1-POL-1: Continue to expand ongoing marketing/awareness campaign working with Amtrak and state tourism officials	<ul style="list-style-type: none"> Maintenance of livability and expansion of access for residents and businesses. 	<ul style="list-style-type: none"> Continue partnership with Amtrak on marketing activities
P1-POS-2: Survey current ridership every 2-3 years to create demographic and trip purpose profiles	P1-POL-2: Continue to survey current ridership every 2-3 years to create demographic and trip purpose profiles		<ul style="list-style-type: none"> Form partnership for funding of surveys through a University (OU/OSU) research center
P1-POS-3: Coordinate & fund marketing/survey efforts with Amtrak and the State of Texas			<ul style="list-style-type: none"> Expand relationship with TxDOT and jointly fund marketing activities
P1-POS-4: Obtain an agreement with BNSF for increased priority operation for Amtrak			<ul style="list-style-type: none"> Continue partnership with the BNSF and seek state or federal funds for priority measures
Regulatory Strategies			

Public Transportation Policy #2: Encourage Selected Expansions of Amtrak Service to Support Economic Activity in Oklahoma

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
P2-S-1: Add an additional north-south train per day	P2-L-1: Extend Heartland Flyer service north to Newton, Kansas	<ul style="list-style-type: none"> Maintenance of livability and expansion of access for residents and businesses 	<ul style="list-style-type: none"> Expand partnership with KDOT & TxDOT to jointly fund the extension
P2-S-2: Add a stop serving the Winstar Casino south of Marietta	P2-L-2: Add a Heartland Flyer branch to Tulsa		<ul style="list-style-type: none"> Work with Winstar Casino to jointly fund a new stop
	P2-L-3: Provide a separate single track for the Heartland Flyer through Oklahoma		<ul style="list-style-type: none"> Prepare expansion justification plan and convince Oklahoma congressional delegation to develop Oklahoma Amtrak funding
Operational & Planning Strategies			
P2-POS-1: Update the needs assessment for intercity rail for Oklahoma			
Regulatory Strategies			

Public Transportation Policy #3: Enhance the Connectivity of Public Transportation Modes and Services

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
P3-S-1: Interconnect rural transit systems with intercity bus stops/terminals and Heartland Flyer stops	P3-L-1: Continue to interconnect rural transit systems with intercity bus stops/terminals and Heartland Flyer stops	<ul style="list-style-type: none"> Sustainability of rural economy, including ease of access to urban areas and intrastate/interstate transportation systems 	<ul style="list-style-type: none"> Work with Greyhound, Jefferson and TNM & O to define more intermodal locations
P3-S-2: Coordinate with urban public transit systems to define & implement formal park and ride lot locations adjacent to ODOT right-of-way where ridership warrants	P3-L-2: Continue to coordinate with urban public transit systems to define & implement formal park and ride lot locations adjacent to ODOT right-of-way where ridership warrants	<ul style="list-style-type: none"> Encouragement for multiple modes of transportation access to urban areas Reduction of highway congestion through encouragement of higher-occupancy modes 	<ul style="list-style-type: none"> Have ODOT conduct a park and ride feasibility study in conjunction with COTPA and Tulsa Transit
Operational & Planning Strategies			
Regulatory Strategies			

Public Transportation Policy #4: Support Multiple Modes of Transportation to Employment Opportunities, particularly for Transit Dependent and Zero Car Households

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
	P4-L-1: Coordinate with ODOC, transit providers and the private sector to provide new transit service or enhancement of existing service to employers of 1,000 or more where warranted	<ul style="list-style-type: none"> Access to job opportunities through provision of multiple modes of transportation Retention and expansion of businesses through enhancement of employee access 	<ul style="list-style-type: none"> Establish a statewide working group to assess transit needs of large employers
Operational & Planning Strategies			
P4-POS-1: Support Access to Job initiatives proposed by urban transit providers			<ul style="list-style-type: none"> Work with the Kibois Community Action Foundation, COTPA, Tulsa Transit & LATS
P4-POS-2: Coordinate with ODOC and transit providers to identify transportation needs for employers of 1,000 or more (at a single location)			<ul style="list-style-type: none"> Establish a statewide working group to assess transit needs of large employers
Regulatory Strategies			

Public Transportation Policy #5: Continue to Aggressively Pursue FTA and Other Discretionary Funds for Public Transportation

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
P5-S-1: Prepare a statewide program of FTA-eligible capital projects and operating needs every 3-5 years	P5-L-1: Continue to prepare a statewide program of FTA-eligible capital projects and operating needs every 3-5 years	<ul style="list-style-type: none"> Expanded financial capacity for transportation improvements through maximizing use of federal transit revenue sources 	<ul style="list-style-type: none"> Meet regularly with FTA regional office staff and Washington staff to communicate needs
P5-S-2: Identify non-federal match for FTA eligible projects	P5-L-2: Continue to identify non-federal match for FTA eligible projects		<ul style="list-style-type: none"> Continue working with State Legislature for public match and ODOC for private match
P5-S-3: Identify other federal agency transportation funding sources, and program projects accordingly	P5-L-3: Continue to identify other federal agency transportation funding sources, and program projects accordingly		<ul style="list-style-type: none"> Investigate the potential of the USDOT United We Ride initiatives
Operational & Planning Strategies			
P5-POS-1: Encourage continued cooperation among ODOT and the urban transit systems and appear as one voice to the Oklahoma legislative delegation on all FTA funding requests			<ul style="list-style-type: none"> Actively work with Oklahoma congressional delegation to maximize federal funds for Oklahoma
Regulatory Strategies			

Public Transportation Policy #6: Safeguard Existing Rural Transportation Services and Support New Services through Creative Partnerships

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term	Long Term		
	P6-L-1: Implement additional services as funds become available	<ul style="list-style-type: none"> Sustainability of rural economy and livability of rural communities through provision of mobility alternatives 	<ul style="list-style-type: none"> Work with Oklahoma congressional delegation to obtain increased 5309 and 5311 rural transit funding
Operational & Planning Strategies			
P6-POS-1: With the existing rural systems as a benchmark, establish other opportunities statewide for future consideration			
P6-POS-2: Investigate potential for agreements between ODOT and other social service providers plus large employers			<ul style="list-style-type: none"> Work with FTA and the United We Ride program and establish a demonstration project
Regulatory Strategies			

Public Transportation Policy #7: Support Improved and Additional Transit Connections Among the Major Downtown Areas And to/from Important Modal Centers

Capital Improvements		Economic Development Objective	Implementation Strategy
Short Term Actions	Long Term Actions		
P7-S-1: Support COTPA efforts to provide direct bus service from downtown to Will Rogers airport		<ul style="list-style-type: none"> Support for measures to sustain the economic viability of urban centers through improved transportation connections 	
P7-S-2: Support increasing schedule coordination between the Oklahoma City CBD transit center, the Amtrak station and intercity bus service			
P7-S-3: Continue examination of intercity rail between Oklahoma City and Tulsa			
P7-S-4: Continue to support development of the Oklahoma portion of the designated high speed rail corridor			<ul style="list-style-type: none"> Coordinate activities with other states along the designated corridor Seek earmarks in next year's FRA budget for an initial feasibility study of high-speed service on the Oklahoma portion of the corridor Seek support from Oklahoma's Congressional delegation for FRA budget funding of the initial feasibility study
Operational & Planning Strategies			
Regulatory Strategies			