

PUBLIC PARTICIPATION PLAN

INTRODUCTION

The purpose of the Public Participation Plan (PPP) is to outline methods for encouraging the involvement of citizens, affected organizations and other interested parties in the development of the Oklahoma Department of Transportation's (ODOT) long-range *Oklahoma Statewide Intermodal Transportation Plan* (Statewide Plan); the *Oklahoma Statewide Transportation Improvement Program* (STIP); and the ongoing transportation planning process. Methods for encouraging involvement include providing access to plans, programs and their supporting materials, and opportunities to comment as the plan and program develops. The implementation of public participation activities is designed to meet the requirements under federal regulation 23 CFR 450.210 and the provisions of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users* (SAFETEA-LU) that was signed into law on August 10, 2005.

The objective of this planning process is to:

- Establish a cooperative, continuous and comprehensive framework for making transportation investment decisions throughout the State.
- Achieve a more balanced transportation system.
- Optimize the present system's operation.
- Recognize key linkages among transportation modes, economic development, land use and planned growth.

The *Intermodal Surface Transportation Efficiency Act* (ISTEA) of 1991 placed added emphasis on the importance of public involvement throughout the transportation planning process. ISTEA's successor legislation, *The Transportation Equity Act for the 21st Century* (TEA-21) went a step further by encouraging a more proactive citizen participation process that mandates public access to information, timely public notice and early and continuing public involvement opportunities in developing plans. As part of efforts to accommodate ISTEA, TEA-21 and the most recent federal transportation legislation, SAFETEA-LU, ODOT proposes to implement approaches and elements to encourage public participation in the planning process.

STATEWIDE INTERMODAL TRANSPORTATION PLAN

When ISTEA was signed into law in 1991, there were provisions in the law that required each state to prepare a long range statewide transportation plan, with a minimum 20-year forecast period, that provides for the development and implementation of the multimodal transportation system for the State. The long range plan required transportation agencies to consider and include, as applicable, elements and connections among public transportation, non-motorized modes, rail, commercial

motor vehicle, waterway and aviation facilities with an emphasis on early and continuous public involvement. These provisions were reemphasized and in some cases strengthened by successor legislation, TEA-21 signed into law in 1998, and the current transportation legislation passed by Congress, SAFETEA-LU, that was signed into law by the President of the United States in 2005.

The *Statewide Intermodal Transportation Plan for the State of Oklahoma* is a policy document that serves as a blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail, highways, commercial freight facilities, transit and surface access to ports and airports. It also provides a basis for defining the funding program that implements the plan and is required to be updated on a five-year cycle.

The first Statewide Plan was prepared in 1995 and provided a vision of the statewide transportation system through the year 2020. The plan was updated in 2000, *Statewide Intermodal Transportation Plan for the State of Oklahoma 2000 to 2025*, and again in 2005, *Statewide Intermodal Transportation Plan for the State of Oklahoma 2005 to 2030* to ensure that the Department complies with new Federal requirements and incorporate comments and concerns of citizens, local governments and transportation agencies regarding the state's transportation system. The Statewide Plan will be updated in 2010, *Statewide Intermodal Transportation Plan for the State of Oklahoma 2010 to 2035*, to continue and build upon the efforts of previous plans to help improve the state's transportation system.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The *Oklahoma Statewide Transportation Improvement Program* (STIP) is a fiscally constrained program (fiscally constrained by year), updated on an annual basis, which identifies and prioritizes regionally significant transportation projects based upon extensive statewide planning. These projects are to be implemented during the next four years.

The purpose of the STIP is to serve as a short range planning tool that identifies future transportation needs and assures that federal funds are spent on projects consistent with approved long range plans. Federal transportation law requires that projects be listed on the STIP in order to be eligible to receive federal funding. All proposed federally funded projects must be included in the STIP in order to receive authorization of funds by both the Federal Highway Administration and Federal Transit Administration.

PUBLIC INVOLVEMENT GUIDELINES AND ELEMENTS

It has long been a challenge to engage the public in the planning process, providing the means for people to have direct and meaningful impact with regard to the decision making process. The following guidelines have been developed with the purpose of helping facilitate the public participation process and reflecting federal requirements designed to meet these goals:

- Build awareness among the general public and decision makers utilizing innovative methods and combinations of different public involvement techniques.

- Establish opportunities for early and continuing public involvement and provide adequate notice.
- Provide the public with timely information and reasonable access to technical and policy information utilized in the development of plans and programs.
- Provide the public a reasonable opportunity to comment on the proposed plan or program by utilizing methods, aside from traditional public meetings, such as direct mailings and web-based outreach strategies.
- Ensure the process complies with the requirements to identify the needs of the traditionally under served—low income, minorities, the elderly and people with disabilities by utilizing methods aside from traditional public meetings, such as direct mailings and web-based outreach strategies.
- Show consideration to comments received from public participants and respond to public input received during the planning and program development process.
- Ensure periodic review of the process.

To insure that the public is made a full partner in the planning process, ODOT has developed a proactive Public Participation Plan that:

- Provides the public with complete information on a timely basis.
- Gives the public input in key decisions.
- Contains early and ongoing opportunities for public involvement.

Beginning May 15, 2007, ODOT is making the Public Participation Plan available for a 45 day review period. Public comment and input is requested. Once comments are received, ODOT will review them, finalize the plan and make it available to the public. Copies of the Public Participation Plan are available from:

Oklahoma Department of Transportation
 Planning & Research Division
 Planning & Program Coordination Branch - Attention Mr. Joe Khatib
 200 NE 21st Street
 Oklahoma City, Oklahoma 73105-3204
 Phone (405) 522-1410 Fax (405) 521-6917
 E-Mail Address: jkhatib@odot.org

Comments regarding the public participation plan may also be mailed to this address, faxed to the listed number or sent via e-mail to the listed e-mail address.

ODOT's public participation plan will include but is not limited to:

- Newsletter/Mailings
- Media Releases
- Visualization Presentations/Techniques
- Local Community Involvement Meetings
- Internet Access

Newsletter/Mailings

ODOT may use a periodic newsletter to distribute information on the Department's transportation planning process, specifically focusing on the next Statewide Plan update. Mailings may also be used to provide information on upcoming meetings regarding the planning process.

Utilizing databases developed by the public involvement team, a number of organizations will be contacted to ensure compilation of a comprehensive database that will be used for public outreach. Among the organizations to be contacted are:

- Statewide News Media
- Oklahoma Municipal League (Local officials)
- Tribal Governments
- Metropolitan Planning Organizations
- Association of County Commissioners
- Transportation Trade Associations
- Environmental Agencies and Groups
- Representatives of users of pedestrian walkways, bicycle transportation facilities, low income and minority groups, the elderly and people with disabilities.

Media Releases

ODOT will prepare media releases, brochures, and/or other publications explaining aspects of the statewide transportation planning process, specifically focusing on activities for the next update of the Statewide Plan and the STIP. Media releases will be distributed to statewide media outlets, including minority newspapers, and to Native American tribal governments.

Visualization Presentations/Techniques

ODOT will use a variety of visualization techniques to aid in the dissemination of information to the public. Techniques may include static maps, Powerpoint presentations, GIS presentations, computer modeling, charts, tables and other visual media, and enhanced video techniques to help the public develop an understanding of the process and information being presented.

Local Community Involvement Meetings

ODOT will reach out to local community groups and identified stakeholders to schedule local meetings. The first round of meetings will review the most recent Statewide Plan, *Moving Oklahoma to 2030 - The Statewide Intermodal Transportation Plan 2005 -2030*, findings and policies and request input on progress to date, new directions or any comments the public wishes to be considered. The second round of meetings will provide feedback on the initial input as well as preliminary recommendation for the 2010-2035 Statewide Intermodal Transportation Plan. In addition, ODOT will strive to hold public meetings at times and locations convenient to the general public, including citizens that are physically disabled who need wheelchair accessibility and/or a sign language interpreter.

Internet Access

ODOT's website, at www.okladot.state.ok.us will include all published materials and utilize visual information to support all materials related to the development of the 2010-2035 Statewide Intermodal Transportation Plan, the Statewide Transportation Improvement Program, and other public involvement efforts of the Statewide planning process. Examples of such information include data and maps on the Statewide Transportation system; Data on the most recent Statewide Plan (2005 -2030); Summaries of current public input; Other avenues for public comments; and findings and recommendations for the new updated Statewide Plan (2010- 2035). In addition, the text will either be hyperlinked or available to download through Adobe PDF format.

COORDINATION WITH STAKE HOLDERS

In response to the need to reach all transportation users and providers, as well as support social, economic, environmental and energy goals, ODOT has developed several mechanisms for coordinating the updated Statewide Plan and the STIP with a number of stakeholders. These mechanisms are described below.

Coordination with Metropolitan Planning Organizations (MPO's)

An MPO is the body responsible for comprehensive transportation planning in urban areas having an urbanized population over 50,000. Oklahoma has three MPO's - one in Oklahoma City, Tulsa and Lawton. ODOT coordinates extensively with these groups and ensures that all aspects of their planning and programming initiatives are consistent with the updated Statewide Plan and STIP.

Oklahoma City Metropolitan Planning Organization

The Metropolitan Planning Organization for the Oklahoma City area is the Association of Central Oklahoma Governments (ACOG), whose study area for the Oklahoma City Area Regional Transportation Study (OCARTS) includes (See Figure 1):

- The southwest portion of Logan County and the City of Guthrie.
- All of Oklahoma County, including Oklahoma City and its suburbs.
- All of Cleveland County including Norman, Moore, Purcell and Noble.
- The northeast portion of Grady County Including Tuttle.
- The northwest portion of McClain County including Newcastle, Blanchard and Goldsby.
- The eastern portion of Canadian County including Mustang, Yukon and Piedmont.

Tulsa Metropolitan Planning Organization

The Metropolitan Planning Organization for the Tulsa area is the Indian Nation Council of Governments (INCOG), whose study area includes (See Figure 2):

- All of Tulsa County, including the City of Tulsa and its suburbs.
- The eastern portion of Creek County, including Sapulpa and Keifer.
- The southeastern portion of Osage County, including Skiatook and Sand Springs
- The southwestern portion of Rogers County including Catoosa, Claremore and Verdigris.
- The northeastern portion of Wagoner County, including Cowesta

Lawton Metropolitan Planning Organization

The Metropolitan Planning Organization for the Lawton area is the Lawton Metropolitan Planning Organization (LMPO) whose study area includes (See Figure 3):

- The City of Lawton
- Portions of Comanche County

Coordination with Federal Agencies

ODOT will coordinate the development and update of the Statewide Plan with a number of federal

Oklahoma City-Area Regional Transportation Study (OCARTS) Geography

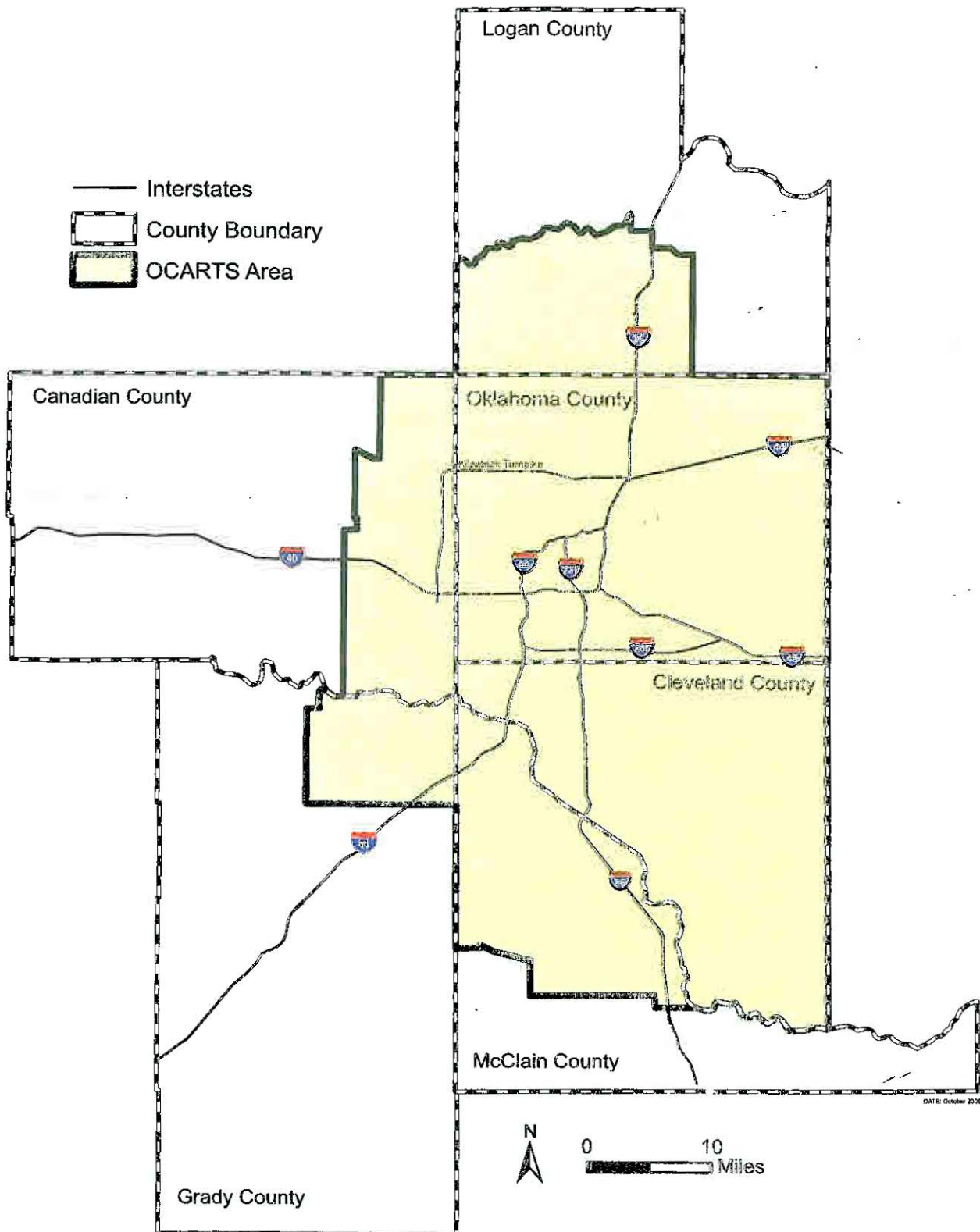


FIGURE 1

(Courtesy - Association of Central Oklahoma Governments)

Tulsa Transportation Management Area

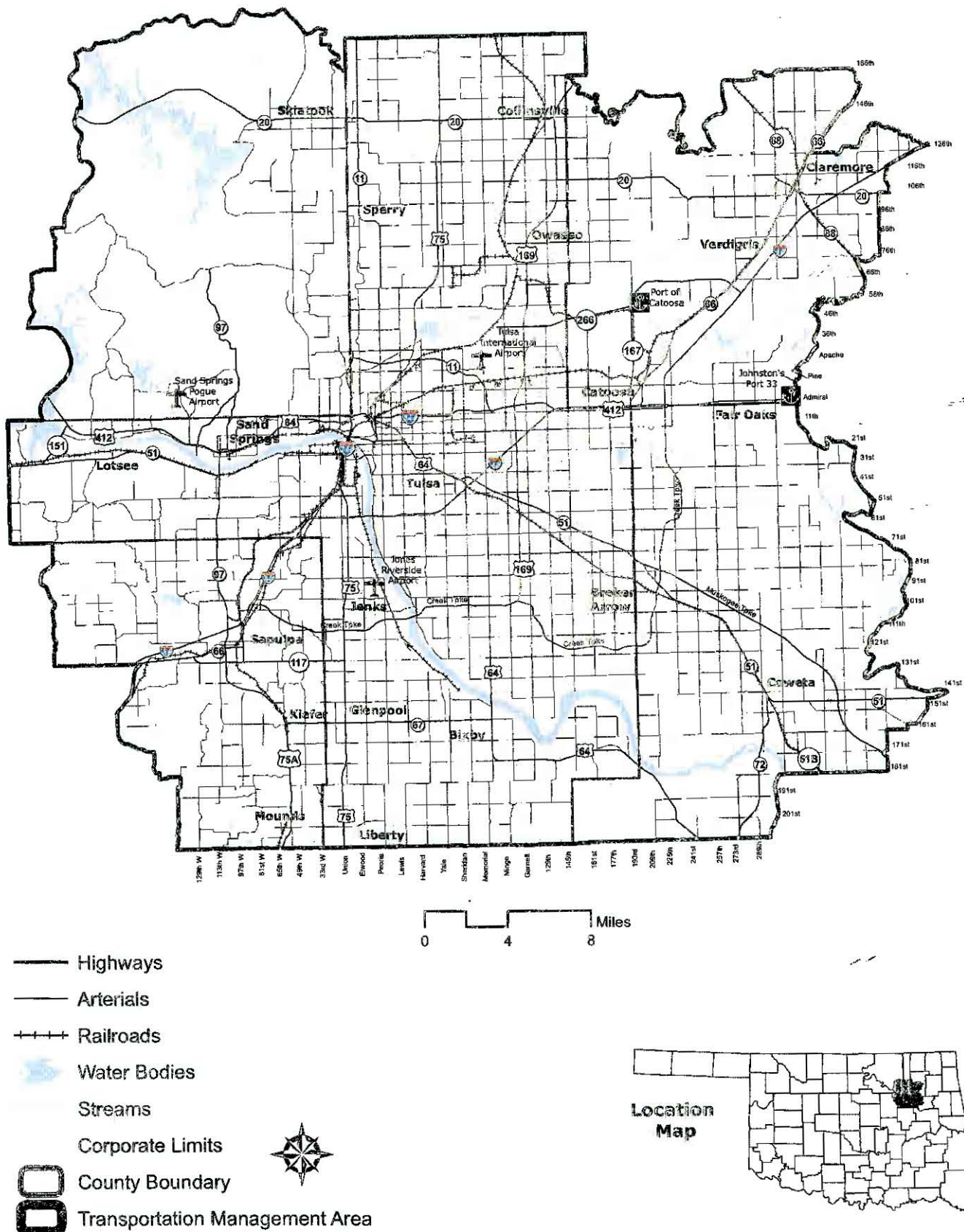


FIGURE 2

(Courtesy - Indian Nation Council of Governments)

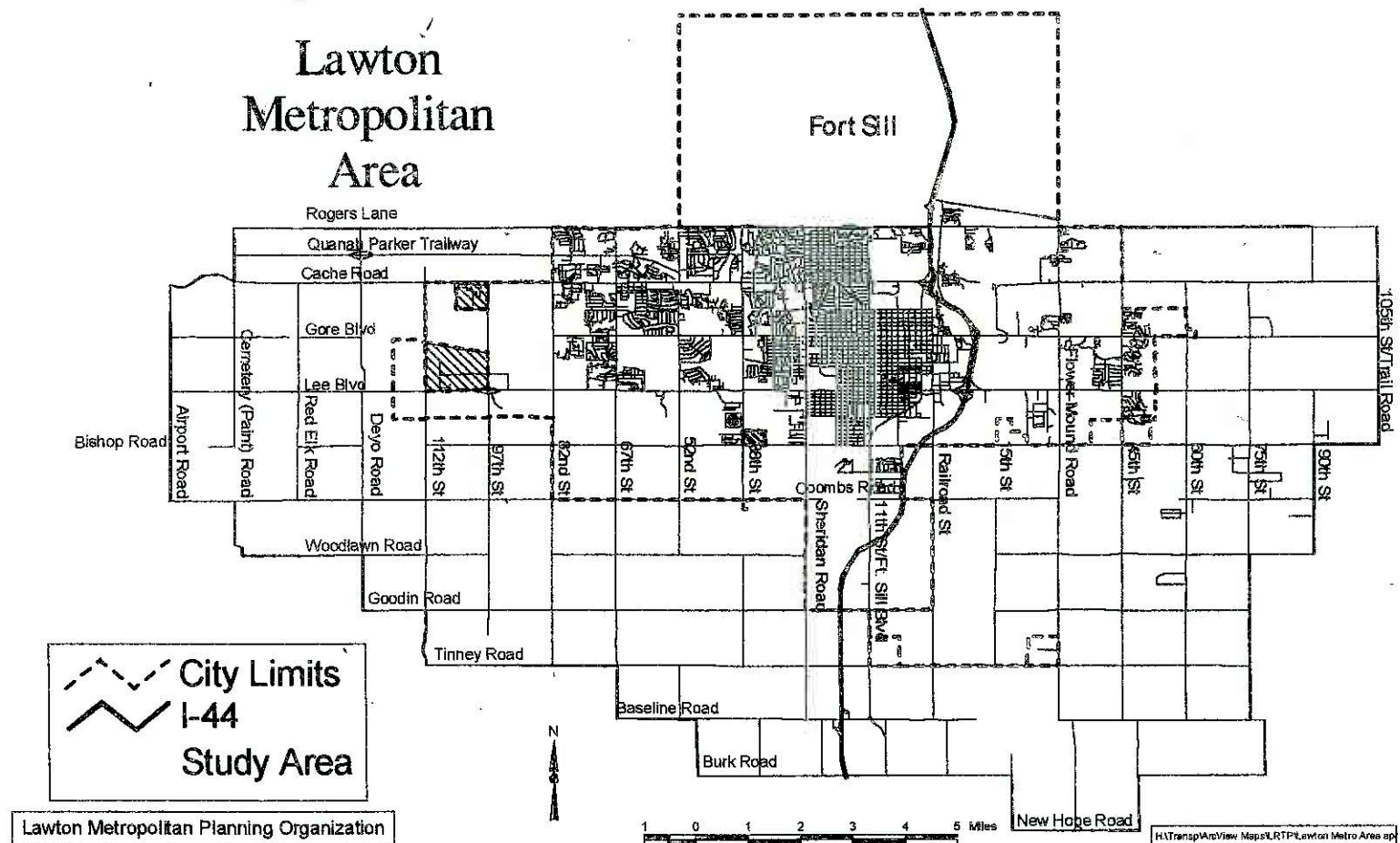


FIGURE 3

(Courtesy - Lawton Metropolitan Planning Organization)

agencies through direct solicitation requests and requests for involvement in meetings. These federal agencies include:

- U. S. Military Installations: These vary in size in the State of Oklahoma from Tinker Air Force Base, located in the Oklahoma City metropolitan area to the McAlester Army Depot, located in Pittsburg County in southeastern Oklahoma. The base commanders or their representatives will be contacted to inform them of scheduled public involvement activities and seek their participation.
- Bureau of Indian Affairs: The BIA will be contacted in regard to tribal transportation issues.
- Environmental Resource Agencies such as the United States Fish and Wildlife Service, Natural Resource Conservation Service, Bureau of Land Management and the Environmental Protection Agency.
- Transportation Agencies such as the Federal Highway Administration, Federal Transit Administration and the Federal Aviation Administration.
- National Parks: The National Park Service will be contacted in regard to issues pertaining to land use, recreation areas and scenic sites.
- United States Army Corps of Engineers: The Corps will be contacted for input with regard to water resource planning.

Coordination with State Agencies

ODOT will coordinate the development and update of Statewide Plan with a number of state agencies through direct solicitation requests and requests for involvement in meetings. These agencies include:

- Oklahoma Department of Commerce
- Oklahoma Department of Agriculture
- Oklahoma Department of Human Services
- Oklahoma Water Resources Board
- Oklahoma Department of Tourism
- Oklahoma Department of Wildlife Conservation
- Oklahoma Department of Environmental Quality
- Oklahoma State Historical Society

Oklahoma Association of Regional Councils

The State of Oklahoma has 11 substate districts serving as regional planning agencies. These districts provide coordination with rural areas. Coordination efforts for the Statewide Plan will be conducted through direct solicitation requests and requests for involvement in meetings.

Local Coordination

ODOT will coordinate the development and update of Statewide Plan with a number of local agencies and entities through direct solicitation requests and requests for involvement in meetings. These various local entities include:

- Elected Officials: State, City and County officials will be notified of public involvement activities in their area. Their assistance will be sought in publicizing the activities, providing input and encouraging community input.
- Economic Development Organizations: Economic development is handled at the local level by a variety of agencies. In some instances, it is the city that handles this function, while in other cases the responsibility falls to the Chamber of Commerce or other identified agency. ODOT will make every effort to coordinate with local economic development programs for updating the Statewide Plan.
- Transit Operators: There are four transit systems operating in Oklahoma classified as urban transit operations. These operators are the Central Oklahoma Transit and Parking Authority (COTPA), which encompasses the Oklahoma City area; Cleveland Area Rapid Transit, which encompasses the Norman area; Metropolitan Tulsa Transit Authority (MTTA), which encompasses the Tulsa area; and the Lawton Area Transit System (LATS) which encompasses the Lawton area. There are currently 19 rural transit systems in operation across the State of Oklahoma as of FY 2006.
- Representatives of users of pedestrian walkways and bicycle transportation facilities will be contacted and encouraged to participate during the update of the Statewide Plan.
- Representatives of the traditionally under served-low income, minorities, people with disabilities and the elderly will be contacted and encouraged to participate during the update of the Statewide Plan.

Coordination with Tribal Governments

There are 39 federally recognized Indian Tribes in the State of Oklahoma that are partners with ODOT, FHWA, BIA and the MPO's in the transportation planning and decision-making process. Coordination efforts for the Statewide Plan will be conducted through direct solicitation requests and requests for involvement in meetings.

SUMMARY

With the updated public participation plan, the opportunity exists for the public to shape long-range transportation plans that will improve mobility, the quality of life and the environment. All citizens are encouraged to review the draft Public Participation Plan and provide ODOT with comments and attend the myriad of activities that will occur within the near future to help move the future of transportation in Oklahoma forward.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Dr. Robert L. Brooks
State Archaeologist
Oklahoma Archaeological Survey
111 East Chesapeake, Building 134
Norman, Oklahoma 73019-0575

Dear Dr. Brooks,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Statewide Intermodal Transportation Plan is the document that serves as the blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail highways, commercial freight facilities and transit along with port and air transportation modes. In addition, continued coordination between the Department and the Oklahoma Archaeological Survey will occur on all future individual projects and programs.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Dawn R. Sullivan", is written over the typed name.

Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

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ODOT

MAY 23 2007

PLANNING & RESEARCH
DIVISION

May 18, 2007

Dawn R. Sullivan
Planning & Research Division Engineer
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105-3204

Re: *Draft Public Participation Plan for State Intermodal Transportation Plan
(Statewide Plan) and the Statewide Transportation Improvement Program
(STIP).*

Dear Ms. Sullivan:

The Archeological Survey functions as the prehistoric expertise for the State Historic Preservation Office's review program under the National Historic Preservation Act. Thus, we will have the opportunity to comment on the various projects and programs within the State wide Plan on an individual basis. However, we do appreciate the opportunity to view the proposed plan for public participation.

This comment has been issued in cooperation with the State Historic Preservation Office, Oklahoma Historical Society.

Sincerely,

Robert L. Brooks
State Archaeologist

Cc: SHPO



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Mr. Douglas W. Rex, Division Director
Transportation Planning & Data Services
Association of Central Oklahoma Governments
21 East Main Street, Suite 100
Oklahoma City, Oklahoma 73104-2405

Dear Mr. Rex,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. Your suggested revisions to the draft plan are being incorporated into the updated Public Participation Plan. We agree that meaningful and effective public participation is essential to the successful implementation of any planning program or project.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Dawn R. Sullivan".

Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



association of central oklahoma governments

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MAY 30 2007

PLANNING & RESEARCH
DIVISION

Chair Mark Sharpton
Logan County Commissioner

Vice-Chair Willa Johnson
Oklahoma City Councilmember

Secretary / Treasurer Kathy Walker
Nichols Hills Councilmember

Executive Director
Zach D. Taylor

May 25, 2007

Dawn R. Sullivan, P.E.
Planning and Research Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73104-2405

Dear Ms. Sullivan:

Thank you for the opportunity to comment on the Oklahoma Department of Transportation's Draft Public Participation Plan for the Statewide Intermodal Transportation Plan and the Statewide Transportation Improvement Program. As you know, meaningful and effective public participation is essential to the successful implementation of any public planning program or project. Without the involvement of the local citizenry, it is difficult to design a program that effectively meets the needs of the public. In addition, public involvement is helpful to gauge the effectiveness of an agency's planning activities.

In general, ACOG believes that the objectives, activities, the level of effort, and the timing of public participation must be individualized to address the unique characteristics and needs of an affected community, region, or state. For all transportation plans and projects, public participation plans should be developed and tailored to the complexities of the project.

ACOG has the following specific comments/suggestions to the *Draft Public Participation Plan*:

Page 2 (second line) - Sentence should read: The long range plan was ~~to~~ required to consider and include, as applicable, elements and connections between ...

Page 4 (last bullet) - ACOG encourages ODOT to include additional user groups such as the elderly, low income and minority representatives.

Page 5 (last line) - Sentence should read: An MPO is the body responsible for comprehensive transportation planning in ~~urban~~ areas having ~~a central city~~ an urbanized ~~with a~~ population over 50,000.

Page 6 - Revise bullet: ~~The northern portion~~ All of Cleveland County including Norman, Moore, Purcell and Noble.

Dawn R. Sullivan
May 25, 2007
Page 2

Page 6 – Revise bullet: The ~~northwest~~ northeast portion of Grady County ~~including~~ including Tuttle.

Page 6 – Revise bullet: The ~~northeast~~ northwest portion of McClain County including Newcastle, Blanchard and Goldsby.

Page 8 – Revise bullet: Representatives of the disabled and elderly will be contacted and encouraged to participate during the update of the Statewide Plan.

If you have any questions, or require clarification on a comment, please contact me at 405-234-2264.

Respectfully,

A handwritten signature in black ink, appearing to read 'DWR', is written over the printed name of Douglas W. Rex.

Douglas W. Rex, Division Director
Transportation Planning & Data Services



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Mr. Philip Keasling, Wildlife Biologist
Bureau of Land Management
221 North Service Road
Moore, Oklahoma 73160-4946

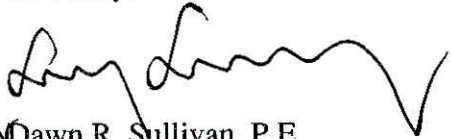
Dear Mr. Keasling,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Statewide Intermodal Transportation Plan is the document that serves as the blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail highways, commercial freight facilities and transit along with port and air transportation modes.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


for Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



Oklahoma Department of Transportation
Planning & Research Division
200 N. E. 21st Street
Oklahoma City, Oklahoma 73105

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JUN 01 2007

PLANNING & RESEARCH
DIVISION

Mt. Philip Keasling - Wildlife Biologist
Bureau of Land Management
221 North Service Road
Moore, Oklahoma 73160-4946



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\$ 00.26⁰⁰
MAY 23 2007
PITNEY BOWES

*PK- No Comment
5-25-07*

*LDN- No Comment
5-30-07*

By Karl News Date 5/30/07
Thank you for the opportunity to
comment.
No BLM interests will be affected by
this proposed action.
Bureau of Land Management
Oklahoma Field Office
221 N. Service Road
Moore, OK 73160

Bureau of Land Management
Oklahoma Field Office
221 N. Service Road
Moore, OK 73160
No BLM interests will be affected by
this proposed action.
Thank you for the opportunity to
comment.
By _____ Date _____

The Oklahoma Department of Transportation

Dear Fellow Oklahoman,

REQUEST FOR COMMENTS: Draft Public Participation Plan for Statewide Intermodal Transportation Plan (Statewide Plan) and the Statewide Transportation Improvement Program (STIP).

The Oklahoma Department of Transportation (ODOT) sent a copy of the draft public participation plan for the Statewide Intermodal Transportation Plan and the Statewide Transportation Improvement Program for comment and review on May 11, 2007.

Due to a problem with the link to the ODOT website, the pdf file could not be opened so we are providing the following address to access the Public Participation Plan at:

<http://www.okladot.state.ok.us/hqdiv/p-r-div/25yearplan/pdfs/public-part-plan.pdf>

or

<http://www.okladot.state.ok.us/hqdiv/p-r-div/stip/pdfs/public-part-plan.pdf>

If you need additional information please contact Mr. Joe Khatib at 405-522-1410 or Ms. Dawn Borelli at 405-521-6433 or by email to jkhatib@odot.org. Comments are due by June 30, 2007.

We apologize for any inconvenience this may have caused.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

The Honorable Wallace Collins
State Representative, District 45
Oklahoma House of Representatives
2300 North Lincoln Boulevard
Oklahoma City, Oklahoma 73105-4885

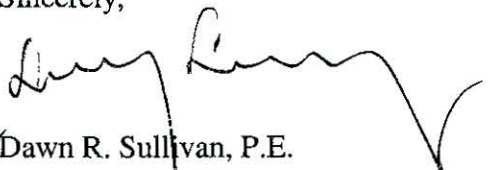
Dear Representative Collins,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Statewide Intermodal Transportation Plan is the document that serves as the blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail highways, commercial freight facilities and transit along with port and air transportation modes. Your letter has also been forwarded to Mr. John Bowman, I-40 Project Development Engineer, so that your comments regarding the I-40 Crosstown project can be addressed.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


for Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment

cc: I-40 Project Development Engineer
Larry Hopper, COTPA

WALLACE COLLINS
State Representative
House District 45

State Capitol Building
2300 N. Lincoln Boulevard
Room 500A
Oklahoma City, OK 73105-4885
(405) 557-7386



House of Representatives

STATE OF OKLAHOMA

MEMBER:
Assistant Democrat Floor Leader
Economic Development & Financial Services Committee
Industry & Labor Subcommittee
Public Health, Veterans Subcommittee

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JUN 12 2007

PLANNING & RESEARCH
DIVISION

June 5, 2007

Joe Khatib
Planning & Research Division @ ODOT
200 N.E. 21st Street
OKC, OK 73105

Dear Mr. Khatib,

I have had a phone conversation with Dawn Boreli regarding the Public Participation Plan for Statewide Intermodal Transportation Plan. She suggested that I write to you regarding the thoughts and ideas of my constituents, and myself.

Many of us in Norman and Cleveland County are very much in favor of a return of passenger rail service to Oklahoma. We also favor a mass transportation system for central Oklahoma. I am old enough to remember using the old "interurban" that ran from Norman through OKC, to Guthrie, also covering from El Reno to Shawnee. We need a "back to the future" plan to return us to that type of system again. With gasoline hovering at \$3.00 a gallon, and most likely to go higher, I think it is only prudent that Oklahoma lay the ground work for such a system, again.

As you may know, Oklahoma already owns about 900 miles of rail right-of-way, and it connects to the Union Station at S.W. 7th and Walker. I not only speak for myself, but many others, when I say we should preserve that rail bed at the Union Station. It will be a travesty to destroy that rail bed, to construct the 10 lane highway for the new cross-town route. Once that railroad right-of-way is lost, it will be gone forever! Dallas, Denver, and other major cities made that mistake, and now regret it.

Additionally, I worry that the original Environmental Impact Study was flawed. The original cost projection for the four miles of new road was supposed to be \$246 million, now the cost is pegged at \$557 million, but I think there are several mitigating circumstances. Only recently has it come to light that the water table

in the area is too high to allow the 10 lane road to be built 20-25 feet deep, as originally planned. I recently saw information that indicated that the ground would only be stable enough to dig six feet deep for the proposed road. As I understand the original intent, the below grade road was to give a clear unobstructed view of the Oklahoma River, as well as to help dampen the noise generated by a 10 lane highway carrying large trucks and all the commuter traffic. A subsurface road of only six feet will not accomplish either of these requirements. I can't help but wonder what other issues the original study failed to consider. Many people are predicting that the final cost of the new cross-town road will be at least \$1 billion, for only four miles of highway! And, this will not include the permanent loss of the potential passenger rail service the Union Station could provide.

I also have material put out by Mayors Mick Cornett and Kathy Taylor, agreeing on the need for passenger rail service for Oklahoma. However, it seems strange to me that there is also a recommendation to buy the old cotton seed gin on the south side of the present I-40, to build a new railroad station there. I believe that we already have a perfectly good station and yard located a mile west of there, the Union Station.

Myself and many others believe that our state should utilize the rail bed it already owns to connect Tulsa to OKC, through the Union Station, and eventually connect to Lawton, also. It would seem that this would help protect Oklahoma military bases from any future base closings that might be considered. The same would be true if the rail spur that runs from Shawnee, past Tinker Field into the Union Station were refurbished. If I remember correctly, that spur also could serve the Oklahoma City Stockyards as well as Will Rogers Airport.

I offered a Resolution through the House of Representative, HCR 1032, asking the Governor to declare a moratorium on the building of the new cross-town expressway, and to conduct a comprehensive study of the proposed route. I would hate to see Oklahoma City lose the rail bed at the Union Station, only to realize later that it was a mistake, one that could not be rectified later.

It is for these reasons and many more that I ask for consideration of my resolution, HCR 1032. My constituents and I believe that the future of Oklahoma depends on a correct decision being made now, on this vital project. Thank you for your consideration.

Sincerely,

Wallace Collins
Representative HD 45



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Mr. Edwin Kessler
1510 Rosemont Drive
Norman, Oklahoma 73072

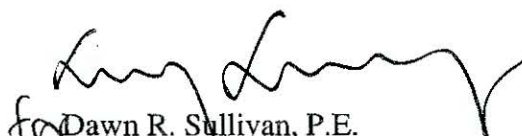
Dear Mr. Kessler,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. It is a challenge trying to satisfy the multitude of diverse interests involved in planning and project development for our transportation system. ODOT strives to continuously improve our public involvement process. Your letter has also been forwarded to Mr. John Bowman, I-40 Project Development Engineer, so that your comments regarding the I-40 Crosstown project can be addressed.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment

cc: I-40 Project Development Engineer

Edwin Kessler
1510 Rosemont Drive
Norman, Oklahoma 73072
Voice phone – 405-360-2194; Fax phone – 405-360-3246
E-mail – kess3@swbell.net

June 5, 2007

Dawn R. Sullivan, P.E.
Planning and Research Division Engineer
Oklahoma Dept. of Transportation
200 NE 21st Street
Oklahoma City, Oklahoma 73105

Dear Engineer,

This responds to your letter of May 11th, which seeks public comments on the draft Public Participation Plan for the Statewide Intermodal Transportation Plan and the Statewide Transportation Improvement Program.

By way of clarification and emphasis, my understanding is that you are seeking comments on the Public Participation Plan (PPP), i.e., the plan for engaging the public in discussion of transportation development in Oklahoma. The PPP is an eight-page document. Your letter of May 11th does not seek comments on transportation per se.

My comment, in part, is that the PPP seems to me to be a very inclusive plan. While I am not at all an authority on the various ways and means for soliciting public input, I can hardly imagine what might be omitted in the PPP as your office has presented it.

However, there is a vital dimension to this beyond the solicitation and receipt of public views. This dimension is the treatment of those views after they are received. This must pose a difficult problem, because some opinions are grossly uninformed or misdirected, and yet a concerned citizen who posts his opinions and concerns in good faith should not be ignored nor otherwise made to feel that he/she is of a lower class. And recognition of the resultant problem is not alone enough for achievement of a solution to it, though recognition of the problem is clearly the beginning of a solution. Another part is existence of funds and appropriately sensitive and knowledgeable staff to enable proper response to citizen input. And, of course, this represents an important political problem whose resolution lies with all of us.

The above having been written, I think that there is a critical unmet element of response to public input in the Oklahoma Dept. of Transportation. This amounts, in my opinion, to a dreadful deficiency that has undermined ODOT credibility and, indeed, has contributed to loss of credibility and effectiveness of our State government as a whole, if only because expenditures for transportation are a substantial part of our total State budget.

My point is that it is one thing to have a dialog wherein the different sides try to address others' statements with logical responses of their own, and it is another thing to have willful avoidance of address to issues presented by others and to have nonsensical dialogue. I think that the latter is manifest much too often in Oklahoma and the lack of thoughtful honest process is a serious impediment to a good quality of development in this State. I offer by way of example a few points of dispute in the process by which ODOT has been moving toward implementation of its proposal to replace existing rail facilities with a new highway, the Crosstown in Oklahoma City

Of course, this whole thing is problematic in the sense that the sides may simply disagree about what constitutes nonsense and what constitutes logic, and perhaps it is best to summarize by recognizing the large "political" component in all of this. And, too bad, I think that Oklahoma politics is not just politics, it is also ethics and morality, and among the scenes are some that are really awful

Whatever, the examples below, in my opinion, are important because the Crosstown Project as projected would be the most costly in State history and, clearly, if the plans are mistaken, the funds should be applied to other unmet needs.

First, there is a four page discussion and some additional pages with maps about the Crosstown project, prepared in 1999 by Garner Stoll, former Director of Planning in Oklahoma City and now in Austin, Texas. Stoll's discussion, which has been widely circulated and is well known to ODOT leadership, presents several disturbing statements. Among the more provocative is the claim that the Crosstown plan was decided upon in advance of study and that it is not the most economical plan, as then claimed, but the most costly. These and numerous other statements in the Stoll document have never been satisfactorily rebutted. Thus, I have never even seen an authoritative denial of the first point above, which seriously reflects on the integrity of our leadership.

Section 1204 of TEA-21, which was the primary funding authorization for Crosstown planning, calls for consideration of plan interactions with rail and other transportation options. However, the ranking matrix in the Environmental Impact Statement does not rank such interactions appropriately. If it had, the scores assigned to various alternatives would have swung away from the route chosen, a route that would enormously diminish prospects for future economical energy-efficient public transportation by rail throughout our State. (There is successor legislation to TEA-21, which I have not examined.)

When transportation officials were asked about alternatives to Union Station as a future transportation hub, there were references to the Santa Fe Depot, although there are no specific plans for that, and SFD is obviously unsuitable because it is in a somewhat congested area, is elevated, lacks space for parking, and east-west rail traffic would have to cross rail lines already heavily used for freight. There has been no logical response to such objections.

There is an oil mill along BNSF tracks east of Union Station, and its large purchase price was early given as a reason to relocate I-40 along the railroad tracks. Now its purchase and demolition are being mentioned as possible means toward relocation of the hub characteristic of Union Station!

Before the rail line through Union Station can be disrupted, approval must be obtained from the Surface Transportation Board (STB) in Washington, D.C. Appeals to the STB have been filed and an STB final decision has not yet been issued. Nevertheless, Oklahoma City has let a contract for several hundred thousand dollars with the URS Corporation of San Francisco to aid in planning development of the area between the current I-40 and the newly-named Oklahoma River on the assumption that the present Crosstown plan will go forward. Similarly, ODOT has entered contracts with BNSF involving the expenditure of about \$25 million of public funds, also apparently in anticipation of a ruling from the STB that is favorable to ODOT's announced purpose. I do not see these contracts in advance of the STB decision as indications of responsible government.

This could go on and on. Just two more comments on this subject. A "Core to Shore" committee has been established in relation to the URS contract cited above. At a recent meeting at the Cox Center, the existing I-40 was presented as a barrier to development while the proposed new highway was presented as a non-barrier. This defies common sense and reminds me of the story about the king with no clothes. The existing I-40 is elevated and there are numerous ways under it. The proposed new highway is planned with sound-suppressing walls that would obstruct both views and traffic, except where overpasses are provided. Furthermore, the existing I-40 could be redecked and otherwise improved for decades-long future service at perhaps 10% of the projected cost of implementation of present plans. If a definitive discussion of this issue has been presented by ODOT, I have yet to see it.

There is no indication that ODOT is considering impacts of decline of the liquid fuel resource, increasing costs, greenhouse warming, and physical growth, all related issues that are increasingly discussed elsewhere. If ODOT were doing its job properly, it would be anticipating related impacts, but its plans seem to reflect nothing more than extrapolation of past trends.

Finally, lack of credibility in ODOT is increasing because of its tremendous emphasis on highways while other cities and states of the United States are already way ahead of Oklahoma in implementation of public transportation services, and this subject has been greatly expanded elsewhere. Notice that one projected new highway overpass in Norman (Rock Creek Road) would cost about \$12 million, while we had to go to Texas for \$2 million for still inadequate support to the Heartland Flyer

Now, suppose that my arguments presented here and more extensively elsewhere are largely wrong. But, Why, then, if we opponents are wrong, have ODOT and other authorities so stoutly resisted the proposal that our Governor appoint an independent blue-ribbon panel to look at the Crosstown proposal, review its foundations, and report to our leadership and our people? Surely, before expending more than half a billion dollars for less than four miles of road, prudence suggests taking a good look before leaping. Note that many conditions have changed in the ten years since the present proposal was first brought forward.

Summarizing, this letter presents selections from one set of issues, and it presents my views. There are other issues in ODOT and in Oklahoma governance generally, many very serious, and they impact our Nation, too. We may have an eloquent plan for public participation in planning processes, but no meaning will attach to it without proper address to citizen input when that input is received, and in my view such proper address has been seriously lacking.

Thank you for consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Deon Foster". The signature is fluid and cursive, with a large, stylized initial "D" and "F".



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Mr. Gary Cox, Director
Tulsa Health Department
5051 South 129th East Avenue
Tulsa, Oklahoma 74134-7004

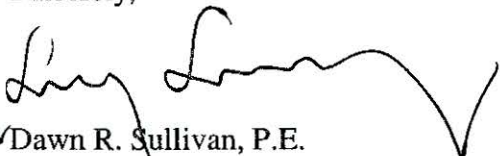
Dear Mr. Cox,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Statewide Intermodal Transportation Plan is the document that serves as the blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail highways, commercial freight facilities and transit along with port and air transportation modes.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


for Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment

THD
TULSA HEALTH
DEPARTMENT

RECEIVED

7/7/04

PLANNING & RECENT
DIVISION

Dawn R. Sullivan, P.E.
Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan

The Tulsa City-County Health Department is pleased that the Oklahoma Department of Transportation (ODOT) has made creating communities conducive to living active, healthy lifestyles a priority throughout the Statewide Transportation Improvement Program (STIP). Pedestrian and bicyclist friendly designs statewide will enable Oklahomans to achieve improved health status through regular and consistent exercise.

The Tulsa Health Department believes that a healthy community begins with people making healthy choices. Our vision is a community free from hazards, diseases, injuries, and barriers to vital health services that impede any of our citizens from reaching their full potential. The ability of our citizens to make healthy choices is inevitably contingent upon them being able to live an active lifestyle in communities that are safe and accessible, to walk, jog or bicycle.

We support and appreciate ODOT and the effort being made by the state to embrace healthy communities through the development of pedestrian and bicyclist friendly roads.

Nancy Keithline
Chair

W.H. Helmerich, IV, M.B.A.
Vice - Chair

Patrick Grogan, D.V.M.
Secretary

Beverly J. Mathis, D.O.

James O. Goodwin, J.D.

Gary Burnidge, D.D.S., M.S.

John L. Herndon

Geraldine Ellison, Ph.D.

Betty Boyd

Gary Cox, J.D.
Director

Sincerely,


Gary Cox
Director



OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

July 6, 2007

Mr. Chad Smith, Principal Chief
Cherokee Nation
P.O. Box 948
Tahlequah, Oklahoma 74465-0948

Attention Mr. Robert Endicott

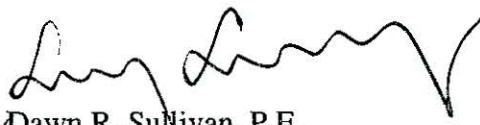
Dear Chief Smith,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. We will ensure that the tribal governments are identified as stakeholders in the Public Participation Plan and that the United States Department of the Interior, Bureau of Indian Affairs is included in the list of federal agencies.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



CHEROKEE NATION®

P.O. Box 948 • Tahlequah, OK 74465-0948 • (918) 453-5000

OKGJ

Chad "Comtassel" Smith
Principal Chief

JLOJ JLOJ

Joe Grayson, Jr.
Deputy Principal Chief

June 7, 2007

RECEIVED
ODOT

JUN 12 2007

PLANNING & RESEARCH
DIVISION

Dawn R. Sullivan, Division Engineer
Oklahoma Department of Transportation
Planning and Research Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

Cherokee Nation has received your request for comments on the Oklahoma Department of Transportation's (ODOT's) Public Participation Plan (PPP). Thank you for considering the Nation and please accept our comments as written below.

Upon review of your PPP, we were pleased to see that tribal governments were included in ODOT's newsletter/ mailing list regarding the statewide planning process, upcoming meetings, and other related subject matter. We are very appreciative of your notifications and the opportunity to participate.

In another area of the PPP, we noticed that tribal governments are not included in the list of identified stakeholders. While this may occur exactly the opposite in practice, we think your plan should specifically identify tribal governments as "stakeholders" thereby acknowledging our jurisdiction and historical significance within the State of Oklahoma. Tribal governments have a specific role to play because highway planning and construction ultimately affects our cultural resources and sovereign lands. Furthermore, we believe the list of Federal Agencies is incomplete as the United States Department of the Interior, Bureau of Indian Affairs, has a trust responsibility for Native Americans. If we can address these deficiencies and build upon our successes, our relationship will continue to flourish as we plan and build for the future.

If you have any questions, please contact Michael Lynn at (918) 453-5396, or Rob Endicott at (918) 447-9992.

Sincerely,

Chad Smith, Principal Chief



OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

July 6, 2007

Ms. Cindy R. Bobbit, Commissioner
Grant County District 2
Grant County Courthouse
112 East Guthrie, Room 104
Medford, Oklahoma 73759

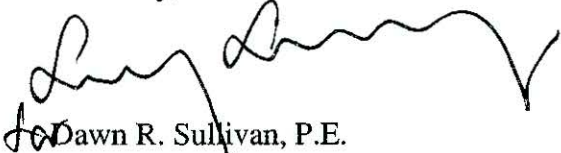
Dear Ms. Bobbit,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Department is committed to ensuring the safety of citizens who utilize the highway system in the State of Oklahoma. Your request for the addition of paved shoulders along US 60 is being forwarded to Mr. Casey Shell, Field Division 4 Engineer, for his consideration in making future improvements and upgrades to highway facilities in your County.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment

cc: Casey Shell, Field Division IV Engineer

GRANT COUNTY COMMISSIONERS

112 E. Guthrie - Room 104 - Courthouse
Medford, Oklahoma 73759
Phone 580-395-2214 - FAX 580-395-2603

Max L. Hess
District 1 Commissioner
Shop phone 580-594-2925
Cell phone 580-541-4740

Cindy R. Bobbitt
District 2 Commissioner
Shop phone 580-395-2859
Cell phone 580-541-8950

Jerry M. Shaffer
District 3 Commissioner
Shop phone 580-532-6499
Cell phone 580-554-5400

RECEIVED
ODOT

June 12, 2007

JUN 28 2007

Planning and Research Division Engineer
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

PLANNING & RESEARCH
DIVISION

Ms. Dawn R. Sullivan, PE:

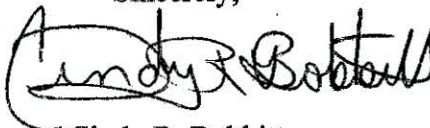
After reviewing your letter dated May 11, 2007, I would like to add a need to the Public Participation Plan for Statewide Intermodal Transportation Plan and the Statewide Transportation Improvement Program.

Grant County is an agricultural district. Our focused concern is for the safety of passenger vehicles and the transportation of trucking and equipment on our roads. We are submitting a need for State Highway 60 to have shoulders added to ensure the safety of our drivers and their vehicles. At this time, there are no adequate shoulders or safety features on these sections of Highway in Grant County.

The shoulders on Highway 60 in Grant County must be added to the future plan as it would improve mobility for all types of vehicles. This project would help improve the state's transportation system in the Northern Oklahoma area. It would also add to your goal of improving the quality of life and the environment as these shoulders will allow for a safer and healthier environment for local citizens. These shoulders would also add safety features for the bicycling traffic that comes through the Grant County area.

Thank you again for the opportunity to voice the opinion of my constituents for the Statewide Transportation plan. If you have any questions, please feel free to contact my office via fax, phone or email gtofficed2@wiredok.com

Sincerely,



Cindy R. Bobbitt
Commissioner
Grant County District 2



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Mr. George B. Wallace, President
OK-SAFE, Inc.
P.O. Box 21375
Oklahoma City, Oklahoma 73156-1375

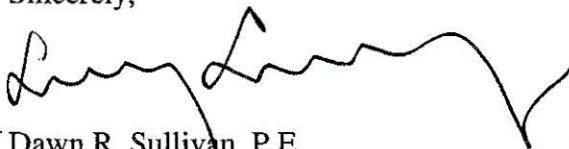
Dear Mr. Wallace,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The key elements of the public participation plan for the Statewide Intermodal Transportation Plan may include but is not limited to; newsletters/mailings, media releases, visualization presentations/techniques, local community involvement meetings, and an interactive internet site. Your organization is being added to the contact list for all activities that will be conducted during next update of Statewide Intermodal Transportation Plan. In addition, public meeting information can be accessed through the ODOT website at www.okladot.state.ok.us.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


for Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



OK-SAFE, Inc.
P.O. Box 21375
Oklahoma City, OK 73156-1375
(405) 751-7649 (918) 430-4364
www.ok-safe.org

June 28, 2007

Oklahoma Department of Transportation
Planning & Research Division
Planning & Program Coordination Branch – Attention Mr. Joe Khatib
200 NE 21st Street
Oklahoma City, OK 73105-3204

Dear Mr. Khatib,

I propose that a provision be made in the PUBLIC PARTICIPATION PLAN, under the **COORDINATION WITH STAKE HOLDERS** Section, that allows Citizen Groups to be formally identified by name, upon request, as a Citizens Stakeholder group.

I further propose that Citizen Stakeholder groups be included on all ODOT PUBLIC PARTICIPATION PLAN mailing lists and be entitled to attend ODOT Public Involvement meetings dedicated to Citizen Stakeholder groups.

I request that OK-SAFE, Inc. be advised when the finalized plan is made available to the public.

Thank you for considering our proposals and request.

Regards,

George B. Wallace
President



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

July 6, 2007

Oklahoma Water Resources Board
Planning & Management Division
3800 North Classen Boulevard
Oklahoma City, Oklahoma 73118

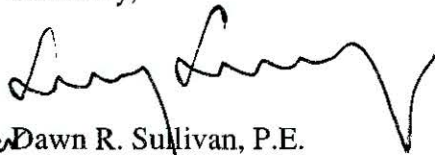
Dear Sir/Madam,

Re: Comments regarding draft Public Participation Plan.

Thank you for providing comments on the draft Public Participation Plan. The Department is committed to complying with requirements for any potential involvement on state owned or operated property that requires the proper flood plain development permit. It is also noted that the Department has a Memorandum of Agreement with the Oklahoma Water Resources Board for all roadway and bridge projects.

If you have any questions or need additional information, please contact Mr. Joe Khatib at (405)522-1410 or by e-mail at jkhatib@odot.org.

Sincerely,


Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS/JCK

Attachment



RECEIVED
ODOT

MAY 24 2007

STATE OF OKLAHOMA
WATER RESOURCES BOARD PLANNING & RESEARCH
DIVISION
www.owrb.state.ok.us

OKLAHOMA WATER RESOURCES BOARD
Planning & Management Division
Oklahoma City, OK

PUBLIC NOTICE REVIEW

☐ We have no comments to offer. ☒ We offer the following comments.

WE RECOMMEND THAT YOU CONTACT THE LOCAL FLOODPLAIN ADMINISTRATOR FOR POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. THE OWRB WEB SITE, www.owrb.state.ok.us, contains a directory of floodplain administrators and is located under forms/floodplain management/floodplain administrators, listed alphabetically by name of community. If this development would fall on state owned or operated property, a floodplain development permit is required from OWRB. The Chapter 55 Rules and permit application for this requirement can be found on the OWRB web site listed above. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

Reviewer: Planning Section DATE 05/22/2007

Project Name: Request for Comments for Draft Public Participation Plan for Statewide Intermodal Transportation Plan (Statewide Plan) and the Statewide Transportation Improvement Program (STIP).

FIRM Name: ODOT; Dawn R. Sullivan, P.E.

@OWRB has an MOA with ODOT and coordinates all road and bridge projects with Leslie Lewis. Permits are required for all state owned and/or operated property within the floodplain.

OWRB

3800 N. CLASSEN BOULEVARD • OKLAHOMA CITY, OKLAHOMA 73118 • TELEPHONE (405) 530-8800 • FAX (405) 530-8900

Rudy Herrmann, Chairman • Mark Nichols, Vice Chairman • Bill Secrest, Secretary

Lonnie L. Farnner • F. Ford Drummond • Richard C. Sevenoaks • Jack Keeley • Ed Fite • Kenneth K. Knowles



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

May 11, 2007

Dear Fellow Oklahoman,

REQUEST FOR COMMENTS: Draft Public Participation Plan for Statewide Intermodal Transportation Plan (Statewide Plan) and the Statewide Transportation Improvement Program (STIP).

The Oklahoma Department of Transportation (ODOT) is requesting comments on the draft Public Participation Plan for the Statewide Intermodal Transportation Plan and the Statewide Transportation Improvement Program.

The Statewide Plan is the document that serves as the blueprint for developing the state's transportation system. It embraces all surface transportation modes; pedestrian, bicycle, rail, highways, commercial freight facilities, transit, port and air transportation. It is updated every five years in order to be responsive to changing conditions.

The Statewide Transportation Improvement Program is a financially constrained program (fiscally constrained by identified year), updated on an annual basis, which identifies priority and regionally significant transportation projects based upon extensive statewide planning efforts. These projects are to be implemented during the next four years. The STIP is not a final schedule of projects but is a "best estimate" at the time of the STIP development.

The draft Public Participation Plan is available on the ODOT web site at <http://www.okladot.state.ok.us/hqdiv/publicparticipationplan/index.htm>. A paper copy can be obtained by writing to the Planning & Research Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, Oklahoma 73105. Comments can be made in writing to the same address, by telephone (Joe Khatib at 405-522-1410 or Dawn Borelli at 405-521-6433) by email to jkhatib@odot.org or through a link at the ODOT web site above. Comments are due by June 30, 2007.

Sincerely,

Dawn R. Sullivan, P.E.
Planning & Research Division Engineer




The National Park Service reviewed this project, and determined that no parks will be affected; therefore, we have no comments.

Signed: Cheryl Edhardt Date: 6/28/07

DRS/JCK

Attachment

Joe Khatib/ODOT
07/03/2007 03:12 PM

To "Steve Sherrer" <ssherrer@transedge.com>
cc
bcc
Subject Re: Public Participation Plan 

Mr. Sherrer,

Thank you for reviewing the Public Participation Plan.

Best Regards,

Joe Khatib
Planning & Program Coordination
ODOT- Planning & Research Division
200 NE 21st Street
Oklahoma City, Oklahoma 73105
(405) 522-1410
jkhatib@odot.org
"Steve Sherrer" <ssherrer@transedge.com>




"Steve Sherrer"
<ssherrer@transedge.com>
06/01/2007 12:33 PM

To <jkhatib@odot.org>
cc
Subject Public Participation Plan

I have reviewed the Public Participation Plan and do not have any comments to add.

Steve Sherrer
Lawton Area Transit System
580.248.5252 ext. 101

Joe Khatib /ODOT
07/03/2007 03:33 PM

To Sam Shehab <sshehab@sbcglobal.net>
cc
bcc
Subject Re: PPP Comments 

Hello Sam,

Thank you for your comments regarding the draft Public Participation Plan. Your suggested revisions to the draft plan are being incorporated into the updated Public Participation Plan.

Best Regards,

Joe Khatib
Planning & Program Coordination
ODOT- Planning & Research Division
200 NE 21st Street
Oklahoma City, Oklahoma 73105
(405) 522-1410
jkhatib@odot.org
Sam Shehab <sshehab@sbcglobal.net>



Sam Shehab
<sshehab@sbcglobal.net>
05/24/2007 03:13 PM

To jkhatib@odot.org
cc
Subject PPP Comments

Hi Joe:

Here are my comments on the PPP & STIP:

Page 2:

First paragraph lines 2 and 3: The long range plan required transportation agencies to consider and include, as applicable, elements and connections among public transportation

Second Paragraph lines 1, 3 & 4: for the State of Oklahoma is a policy document that serves pedestrian, bicycle, railand surface access to ports and airports.(ports are not part of surface transportation).

Third paragraph line 5: Federal requirements and incorporate comments and concerns of citizens, local governments and transportation agencies regarding the state's transportation system.

Fourth paragraph line 2: , which identifies and prioritize regionally

Fifth paragraph line 3: Federal transportation laws, also, requires that projects

Pages 4, Paragraph 1 & 2 and page 5 paragraph 1:
(my personal preference) change may to will .

Page 6, show maps for the OCARTS, LMAT and LMATS.

A question: is the LMAPC still the acronym of Lawton MPO? I thought there was a name change!!

Page 7:

Bullet 1, line 3: add the county name where the McAlester Army Depot is located.

Page 8:


Paragraph 2, bullet 1, line 1; should it read "State , city and county officials will be"

Thanks for the opportunity to comment on the PPP & the STIP.

Sincerely;

Sam Shehab

Joe Khatib/ODOT
07/03/2007 03:52 PM

To "Mary Howell" <mhowell@drs.state.ok.us>
cc
bcc
Subject Re: Suggestions for Public Participation Plan draft 

Ms. Howell,

Thank you for your comments regarding the draft Public Participation Plan. Your suggested revisions to the draft plan are being incorporated into the updated Public Participation Plan.

Best Regards,

Joe Khatib
Planning & Program Coordination
ODOT- Planning & Research Division
200 NE 21st Street
Oklahoma City, Oklahoma 73105
(405) 522-1410
jkhatib@odot.org
"Mary Howell" <mhowell@drs.state.ok.us>



"Mary Howell"
<mhowell@drs.state.ok.us>
05/08/2007 03:22 PM

To <intermodal@odot.org>, <jkhatib@odot.org>
cc "Mary Howell" <mhowell@drs.state.ok.us>
Subject Suggestions for Public Participation Plan draft

In your letter dated May 11, 2007 you have requested comments on the Draft Public Participation Plan.

I would suggest a word search for every time "the disabled" is used. The community and advocacy groups for people who are disabled, will want "people first" language. The politically correct term is "people, or persons, with disabilities". "The disabled" has the same negative impact as the term "old people". (i.e., p. 4 and p. 8 Public Participation Plan; and, Executive Summary: Text Version, p. 2).

Mary Howell
Staff Assistant to the Director
Oklahoma Department of Rehabilitation Services
Phone 405-951-3470
Fax 405-951-3529

3535 NW 58th Street, Suite 500
Oklahoma City, OK 73112