



2020 – 2045

Oklahoma Long Range Transportation Plan

Strategic Direction Report: Vision, Goals, and Objectives

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Prepared by





Table of Contents

1. INTRODUCTION	1-1
1.1. 2045 LRTP PLANNING PROCESS	1-2
2. REVIEW OF RELEVANT RESOURCES.....	2-3
2.1. ODOT MISSION STATEMENT	2-3
2.2. 2040 LONG RANGE TRANSPORTATION PLAN	2-3
2.2.1. 2040 LRTP Vision	2-3
2.2.2. 2040 LRTP Goals.....	2-3
2.2.3. 2040 LRTP Objectives.....	2-4
2.3. FEDERAL REQUIREMENTS.....	2-6
2.4. FAMILY OF PLANS REPORT	2-7
2.5. INTERNAL AND EXTERNAL INPUT	2-8
2.5.1. Internal Input.....	2-8
2.5.2. External Input - Stakeholders	2-2
2.5.3. External Input - Online Survey.....	2-2
2.5.4. External Input - Open-ended Comments.....	2-5
2.6. STATE LONG RANGE TRANSPORTATION PLAN REVIEW	2-5
3. 2045 LRTP VISION, GOALS, AND OBJECTIVES	3-6
3.1. 2045 LRTP VISION	3-6
3.2. 2045 LRTP GOALS	3-6
3.3. 2045 LRTP OBJECTIVES	3-7
4. ALIGNMENT WITH FEDERAL PERFORMANCE MEASURES	4-9
5. SOURCES.....	5-11
6. APPENDICES.....	6-13
6.1. APPENDIX A – OK GUIDING STRATEGIC DIRECTION ELEMENTS BY SOURCE.....	6-13
6.2. APPENDIX B – NON-OK GUIDING STRATEGIC DIRECTION ELEMENTS BY SOURCE	6-16



List of Tables

Table 2-1. 2040 LRTP Objectives by Goal Area	2-4
Table 2-2. 2040 LRTP Goals Compared to National Goals	2-6
Table 2-3. Top-Ranked Values by Topic Area.....	2-4
Table 2-4. Topics with Highest Mentions in Open-Ended Comments	2-5
Table 3-1. 2045 LRTP Objectives by Goal Area	3-7

List of Figures

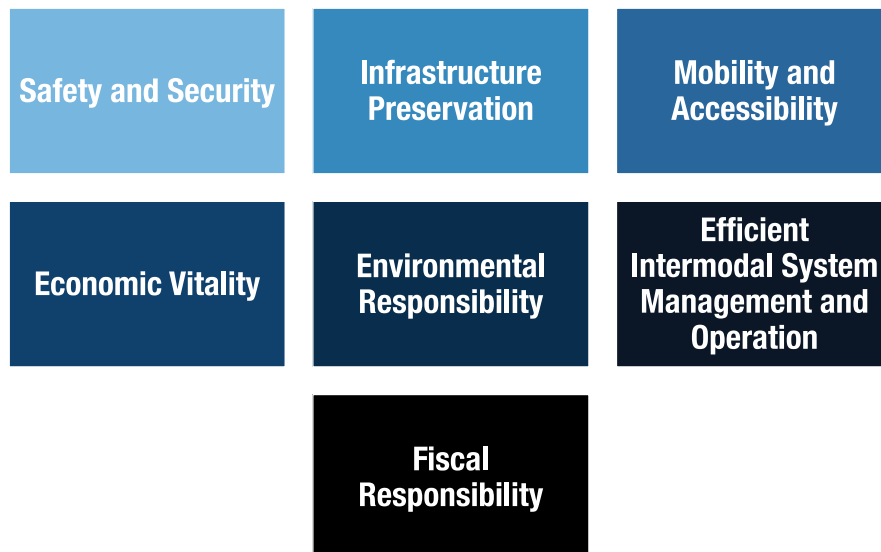
Figure 1-1. 2045 LRTP Goal Areas	1-1
Figure 1-2. The Long Range Transportation Planning Process.....	1-2
Figure 2-1. Transportation Plan "Families" Reviewed in the Long Range Planning Process	2-8
Figure 2-2. Public Online Survey Priority Ranking Screen.....	2-3
Figure 2-3. Public Online Survey Value Preferences Screen	2-3
Figure 2-4. Percentage Each Priority Was Ranked #1 (Top 5 Priorities Only).....	2-4
Figure 2-5. States Represented in Long Range Plan Review	2-5
Figure 4-1. Alignment of Federal Performance Measures with 2045 LRTP Goals and Objectives	4-10

1. INTRODUCTION

The Strategic Direction Report summarizes the development of the Oklahoma 2020-2045 Long Range Transportation Plan (LRTP) vision, goals, and objectives. These strategic elements provide the foundation for Oklahoma Department of Transportation's (ODOT's) big-picture direction, policy, and decision-making processes for the next 25 years. Considerations and guidance from ODOT's mission statement, other statewide system plans, other state departments of transportation (DOTs), Metropolitan Planning Organization (MPO) and tribal plans, federal Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act requirements, and public and stakeholder input collectively contributed to the development of the 2045 LRTP strategic direction.

This document includes information on the long range transportation planning process, an overview of each component that contributed to the 2045 LRTP vision, goals, and objectives. The 2045 LRTP goals areas are illustrated in **Figure 1-1**.

Figure 1-1. 2045 LRTP Goal Areas



As a point of reference, the following definitions were used:

Vision statements are used as guiding principles. They are meant to express ODOT's desired future by providing general strategic direction for the Department.

Goals are broad statements that are usually qualitative or descriptive. Goals address one or more of the required national planning factors. They are directional in nature and shape the future of Oklahoma's transportation system over the next 25 years.

Objectives are intermediate steps toward achieving a goal. Objectives are focused on the specific activities ODOT will undertake to work toward the broader goal and can be somewhat measurable (e.g., “increase”, “improve”, etc.).

1.1. 2045 LRTP PLANNING PROCESS

The 2045 LRTP planning process began in March 2019 and the plan is slated for completion in August 2020. The planning framework was designed to conform with the requirements set forth in the federal surface transportation law, as adopted under MAP-21 in 2012 and the FAST Act in 2015. Federal law requires that states create a plan that looks at least 20 years into the future. The plan must also be multimodal and prepared using input from stakeholders such as transportation providers, regional and local governments, non-government agencies, and the general public.

Figure 1-2 illustrates the planning process used to develop the Oklahoma 2020 - 2045 LRTP.

Figure 1-2. The Long Range Transportation Planning Process



2. REVIEW OF RELEVANT RESOURCES

The 2045 LRTP vision, goals, and objectives were influenced by several factors including national goals, federal transportation performance measures, ODOT's mission statement, 2015-2040 LRTP, other state LRTPs, input from public surveys and comments, and ODOT staff and Advisory Committee recommendations. Based on these reviews, the 2045 LRTP vision, goals, and objectives were developed.

2.1. ODOT MISSION STATEMENT

ODOT's mission is to *provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma*. This mission is the overall strategic direction for ODOT and summarizes the purpose of the Department. The mission guides all other strategic elements for ODOT and was used to ensure that the 2045 LRTP vision, goals, and objectives reflect this mission.

2.2. 2040 LONG RANGE TRANSPORTATION PLAN

The 2015-2040 Oklahoma LRTP, "Moving Oklahoma Forward," was adopted in 2015. The multimodal plan is "a policy document that will guide ODOT in the development, management, and operation of a safe and efficient transportation for the next 25 years (Oklahoma DOT, 2015, August)." It provides guidance for ODOT's shorter-term, ongoing programs such as the State Transportation Improvement Program (STIP) and the Eight Year Construction Work Plan (CWP). The 2040 LRTP vision, goals, and objectives were used as the starting point for updating the 2045 LRTP vision, goals, and objectives.

2.2.1. 2040 LRTP VISION

The Vision statement in ODOT's 2040 LRTP is *to provide an intermodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing safe and efficient movement of people and goods*.

The vision was reevaluated to ensure that it still reflects ODOT's guiding principle for the 2045 LRTP.

2.2.2. 2040 LRTP GOALS

Goals provide more specific desired outcomes and are reflected in the vision. The goals from the 2040 LRTP act as the foundation for the 2045 LRTP goals. The 2040 LRTP goals are as follows:

- **Safe and Secure Travel** – Improve infrastructure safety and security for system users.
- **Infrastructure Preservation** – Preserve and maintain Oklahoma's multimodal transportation system in a state of good repair.
- **Mobility Choice, Connectivity and Accessibility** – Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.

- **Economic Vitality** – Provide an efficient and effective multimodal transportation system that is coordinated with land development patterns to strengthen communities and support economic development.
- **Environmental Responsibility** – Minimize environmental impacts related to transportation enhancing the natural environment.
- **Efficient Intermodal System Management and Operation** – Strengthen the data driven decision making approach in order to maximize intermodal system performance and operation.

2.2.3. 2040 LRTP OBJECTIVES

Objectives are more action-oriented and convey the steps needed to achieve the goals. The 2040 LRTP objectives, as presented in the Vision, Goals, Objectives, and Performance Measures Technical Memorandum dated October 14, 2014, act as the foundation for the 2045 LRTP objectives. These objectives appear in **Table 2-1**, organized by goal area.

Table 2-1. 2040 LRTP Objectives by Goal Area

Goal Area 1: Safe and Secure Travel	
Improve infrastructure safety and security for system users.	
Reduce traffic-related fatalities/serious injuries on all public roads.	
Increase seat belt usage.	
Goal Area 2: Infrastructure Preservation	
Preserve and maintain Oklahoma's multimodal transportation system in a state of good repair.	
Maintain or improve the highway system in a state of good repair.	
Improve state highway system (SHS) bridge condition.	
Improve transit system. Improve and maintain transit equipment in a state of good repair.	
Maintain state-owned freight rail system.	
Improve ride quality on National Highway System (NHS) roads.	
Improve ride quality on entire state highway system.	



Goal Area 3: Mobility Choice, Connectivity and Accessibility

Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.

Improve access to transit, passenger rail service.

Improve access to bicycle and pedestrian infrastructure.

Increase transit linkages intra-state and inter-state.

Enhance access to jobs for both urban and rural populations.

Goal Area 4: Economic Vitality

Provide an efficient and effective multimodal transportation system that is coordinated with land development patterns to strengthen communities and support economic development.

Improve efficiency of freight transportation & freight-related highway infrastructure capacity.

Provide predictable, reliable travel times.

Improve access to intermodal facilities and the efficiency of intermodal transfers.

Goal Area 5: Environmental Responsibility

Minimize environmental impacts related to transportation enhancing the natural environment.

Minimize impacts to cultural and historic resources.

Minimize impacts to wetlands, vulnerable ecosystems, and threatened and endangered species.

Support improved water quality.

Promote use of clean fuels.

Protect existing and design new transportation infrastructure to function under changing weather conditions.

Goal Area 6: Efficient Intermodal System Management and Operation

Strengthen the data driven decision making approach in order to maximize intermodal system performance and operation.

Continue to streamline and improve project delivery.

Continue to improve interagency partnerships.

Continue to improve neighboring state partnerships.

Use technology advances to improve system performance.

2.3. FEDERAL REQUIREMENTS

In 2015, President Obama signed the FAST Act into law, which builds upon the federal surface transportation planning and programming requirements initiated by the MAP-21. The FAST Act guarantees funding for various highway-related programs through 2020 at over \$305 billion over all modes (FHWA, 2017). A key component of these two bills is the requirement that states and MPOs establish performance measures within the national goal areas. The 2040 LRTP goals were developed to align with national goals and performance measures established through MAP-21 and carried forward in the FAST Act. The FAST Act requirements were reviewed to ensure that 2045 LRTP strategic elements are consistent with any updates to the national goals and performance measures. **Table 2-2** illustrates the alignment between ODOT's 2040 LRTP and the national goals.

Table 2-2. 2040 LRTP Goals Compared to National Goals

ODOT's 2015-2040 LRTP Goals	National Performance Goals
Safe and Secure Travel – Improve infrastructure safety and security for system users	Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Preservation – Preserve and maintain Oklahoma's multimodal transportation system in a state of good repair	Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair
Mobility Choice, Connectivity and Accessibility – Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.	Congestion reduction – To achieve a significant reduction in congestion on the National Highway System
Economic Vitality – Provide an efficient and effective multimodal transportation system that is coordinated with land development patterns to strengthen communities and support economic development.	Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
	System reliability – To improve the efficiency of the surface transportation system
Environmental Responsibility – Minimize environmental impacts related to transportation enhancing the natural environment.	Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment

Efficient Intermodal System Management and Operation – Strengthen the data driven decision making approach in order to maximize intermodal system performance and operation.	Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices
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In addition to continuing all statewide planning requirements established by MAP-21, 23 Code of Federal Regulations (CFR) Part 450 Statewide and Nonmetropolitan Transportation Planning added the following planning factors to the LRTP planning process:

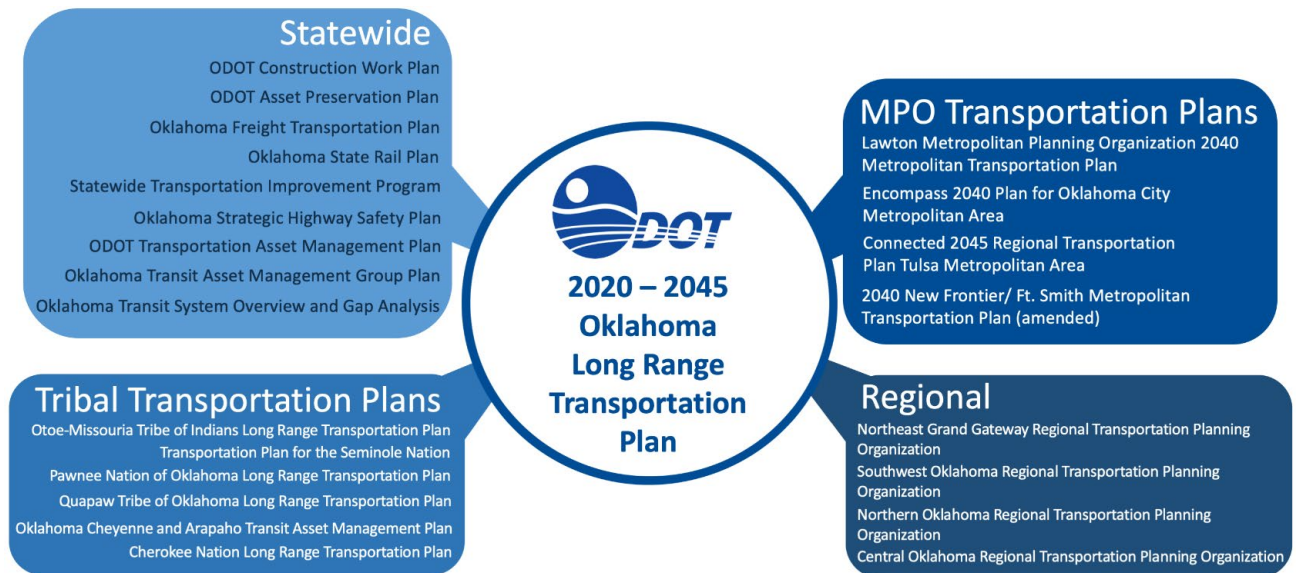
- Improve transportation system resiliency and reliability
- Reduce/mitigate the storm water impacts of surface transportation
- Enhance travel and tourism

The new planning factors are addressed in the 2045 LRTP goals and objectives.

2.4. FAMILY OF PLANS REPORT

During the LRTP planning process, the Family of Plans Report was developed. This report explains how existing transportation plans developed by ODOT and other partner transportation agencies interact with the 2045 LRTP. Each of these plans is connected in some way to the LRTP and were used to inform the development of the 2045 LRTP goals and objectives. **Figure 2-1** illustrates the plans included in the Family of Plans Report.

Figure 2-1. Transportation Plan "Families" Reviewed in the Long Range Planning Process



The Family of Plans Report was reviewed to ensure that any revisions to the 2045 LRTP vision, goals, and objectives align with the strategic direction of other state efforts and partner agency plans whenever possible. In particular, plans such as the Transportation Asset Management Plan (TAMP), the Strategic Highway Safety Plan (SHSP), the Transit Asset Management Group Plan, the Oklahoma State Rail Plan, the Oklahoma Freight Transportation Plan (OFTP), and regional, tribal and MPO transportation plans were key to informing alignment with the 2045 LRTP goals and objectives. **Appendix A** provides details on the connection between source components derived from Family of Plans Report and the 2045 LRTP goals and objectives, where applicable.

2.5. INTERNAL AND EXTERNAL INPUT

Input received from ODOT leadership, staff, and Advisory Committee members was another important component of developing the 2045 LRTP goals, and objectives. Further, ODOT gathered broader public feedback on priorities and values through an interactive online survey and public comment forums. Each contributing factor is described in more detail in the following sections.

2.5.1. INTERNAL INPUT

The LRTP planning process began in March 2019 with a kickoff meeting. During this meeting a visioning exercise was conducted with the following ODOT divisions:

- Maintenance/Intelligent Transportation Systems
- Rail Programs
- Waterways Program
- Media and Public Relations
- Tribal Coordination

- Environmental
- Transit Programs
- Strategic Asset & Performance Management
- Bridge

The goal of the visioning exercise was to gather information on existing and future transportation issues facing Oklahoma. The issues that were mentioned the most included *safety, congestion, population growth, connected and automated vehicles (CAVs), multimodal options, integrating CAVs with human drivers, and funding.*

Notes and feedback from the kickoff meeting and a subsequent meeting with ODOT Senior Staff on June 2019 provided additional guidance in developing the 2045 LRTP goals and objectives. The following meeting documents were reviewed and dominant themes and priorities were used in the 2045 LRTP goals and objectives:

- 2020 – 2045 Oklahoma LRTP Kickoff Meeting Summary and Appendices, March 27, 2019
- 2020 – 2045 Oklahoma LRTP Leadership Meeting with ODOT Senior Staff Notes, June 24, 2019

2.5.2. EXTERNAL INPUT - STAKEHOLDERS

ODOT solicits stakeholder feedback from the Advisory Committee throughout the LRTP planning process. The Advisory Committee is made up of a combination of stakeholders representing city and county governments, MPOs, ODOT divisions, academia, private industry, transportation operators, and non-governmental organizations. The Advisory Committee will meet four times during the development of the 2045 LRTP.

On June 25, 2019, ODOT hosted the first Advisory Committee meeting. The purpose of the meeting was to inform the stakeholders of their role in developing the LRTP and to collect input on transportation priorities that should be addressed in the 2045 LRTP. The meeting also included a visioning exercise, similar to the one conducted at the kickoff meeting, as well as a goals exercise, where stakeholders were asked to prioritize 2040 LRTP goal areas and place them into the following categories:



The committee noted that the following 2040 LRTP goal areas should be kept “as is,” in order of priority:

1. Safe and Secure Travel
2. Infrastructure Preservation
3. Mobility Choice, Connectivity, and Accessibility
4. Economic Vitality

5. Environmental Responsibility
6. Efficient Intermodal System Management and Operation

The project team incorporated the feedback and the results of these two exercises into the 2045 LRTP goals and objectives. In particular, wording was slightly revised for the Mobility Choice, Connectivity, and Accessibility goal area; all other goal area language remained the same. The goal descriptions for the Mobility Choice, Connectivity, and Accessibility, Economic Vitality, Economic Responsibility, and Efficient Intermodal System Management and Operation goal areas were slightly revised as a result of the lower ranking to be kept “as is” and other feedback provided by the Advisory Committee. More details on the Advisory Committee 2045 LRTP goal input is available in the following documents:

- 2020 – 2045 Oklahoma LRTP Advisory Committee Meeting #1 Summary, June 25, 2019
- 2020 – 2045 Oklahoma LRTP Advisory Committee Meeting #2 Attachment C: LRTP Draft Goal Descriptions, October 30, 2019

2.5.3. EXTERNAL INPUT - ONLINE SURVEY

In addition to the Advisory Committee, ODOT launched an online survey on June 12, 2019 to solicit broader public input on transportation priorities and value preferences. The survey was open for 63 days, closing on August 12, 2019. A total of 3,816 people participated. Respondents were comprised of the following groups:

- 50 percent were between the ages of 41 and 65
- 33 percent were between the ages of 26 and 40
- 90 percent drive alone as their primary mode of transportation

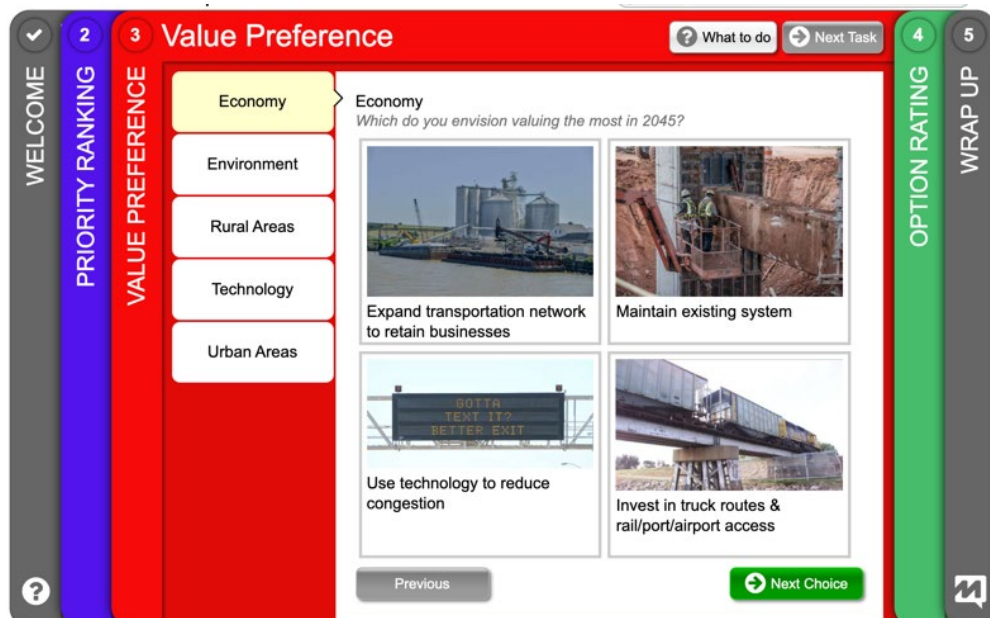
The survey included five different screens, four of which asked for participant input. The “Priority Ranking” (**Figure 2-2**) and “Value Preference” (**Figure 2-3**) screens were particularly relevant to the goals and objectives revisions. The results of the survey provided the public’s view of their top transportation priorities as well as preferences on action items relating the **economy**, the **environment**, **rural areas**, **technology**, and **urban areas**. Complete survey results are available in the MetroQuest Results Overview, dated August 15, 2019.

Figure 2-2. Public Online Survey Priority Ranking Screen



The screenshot shows the 'Priority Ranking' screen of a public online survey. The interface has a blue background with a purple header bar. On the left, a vertical sidebar contains the text 'WELCOME', 'PRIORITY RANKING', and a question mark icon. The main content area is titled '2 Priority Ranking' and includes a 'What to do' button and a 'Next Task' button. Below the title, there is a section 'Order your top 5 items above this line' with a list of transportation priorities: Economic Vitality, Connectivity, Safety, Environmental, Mobility Choices, Intermodal Systems, and System Preservation. A text box explains the purpose: 'To help ODOT set a 25 year transportation vision, we want to know your transportation priorities. Please rank the priorities, or you're also welcome to suggest a new priority.' Below this, there is a visual representation of the ranking process with a line and an arrow, and a text box that says 'Please drag 5 of the items above the line in your preferred order.' At the bottom, there is a 'Suggest another' button. On the right side, a vertical sidebar contains the text 'VALUE PREFERENCE', 'OPTION RATING', and 'WRAP UP', along with a question mark icon and a 'Next' button.

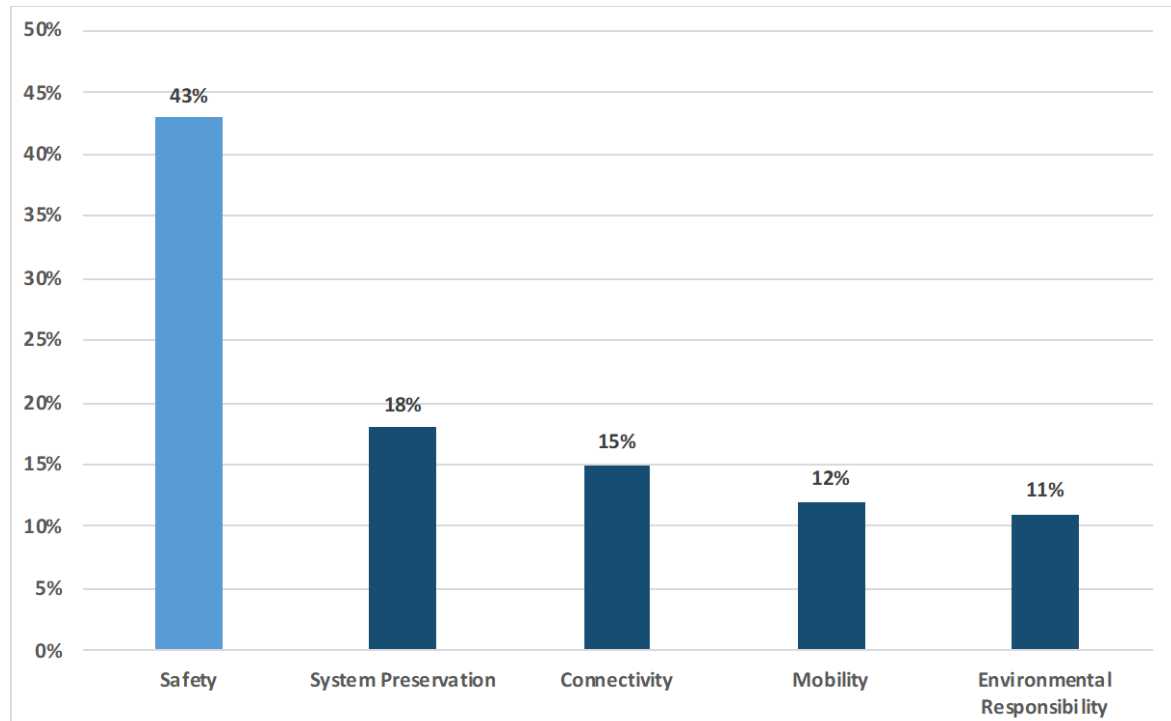
Figure 2-3. Public Online Survey Value Preferences Screen



The screenshot shows the 'Value Preference' screen of a public online survey. The interface has a red background with a purple header bar. On the left, a vertical sidebar contains the text 'WELCOME', 'PRIORITY RANKING', and 'VALUE PREFERENCE', along with a question mark icon. The main content area is titled '3 Value Preference' and includes a 'What to do' button and a 'Next Task' button. Below the title, there is a section 'Economy' with a text box that says 'Which do you envision valuing the most in 2045?'. Below this, there are four images with corresponding text: 'Expand transportation network to retain businesses', 'Maintain existing system', 'Use technology to reduce congestion', and 'Invest in truck routes & rail/port/airport access'. At the bottom, there are 'Previous' and 'Next Choice' buttons. On the right side, a vertical sidebar contains the text 'OPTION RATING' and 'WRAP UP', along with a question mark icon and a 'Next' button.

Results from the “Priority Ranking” screen indicate that safety was the highest ranked priority. It was ranked in the top five more than any other priority (**Figure 2-4**). The four other “top priorities” also overlap with the 2045 LRTP goals and objectives.

Figure 2-4. Percentage Each Priority Was Ranked #1 (Top 5 Priorities Only)



Source: 2045 LRTP Senior Staff Update, September 26, 2019

“Value Preferences” for the five topic areas (i.e., economy, the environment, rural areas, technology, and urban areas) provided particularly useful information for objective development. For each topic area, the participant was asked to select an image and description that they anticipated valuing the most in 2045. Descriptions were action-oriented, making them easy to incorporate into the 2045 LRTP objectives. The top-ranked values for each topic are summarized in **Table 2-3**.

Table 2-3. Top-Ranked Values by Topic Area

Topic Area	Value	Percentage at Top-Ranking
Technology	Emphasize strategies to improve safety and mobility	43%
Environment	Additional transit, bike, and pedestrian options	41%
Economy	Maintain existing system	30%
Rural Areas	Provide adequate shoulders on rural roads	30%
Urban Areas	Improve transportation connections	29%

Source: 2045 LRTP Senior Staff Update, September 26, 2019

The survey results were reviewed and were used to inform the 2045 LRTP goals and objectives. Survey feedback was regularly analyzed for prominent themes and top-priority issues, which were consistently checked against each iteration of the 2045 LRTP goals and objectives. This process ensured that 2045 LRTP goals and objectives reflect public priorities and preferences and that diverse viewpoints are incorporated into the 2045 LRTP strategic direction.

2.5.4. EXTERNAL INPUT - OPEN-ENDED COMMENTS

ODOT also collected open-ended public comment through its Facebook and Twitter accounts as well as the online survey. ODOT received a total of 1,032 comments among the three sources. Comments were organized around recurring themes, which were used to inform the 2045 LRTP goals and objectives. The most frequent themes that emerged are summarized in **Table 2-4**.

Table 2-4. Topics with Highest Mentions in Open-Ended Comments

Highest Number of Responses	Topics
25-49	Freight, rural transportation, technology
50-74	Bicycle and pedestrian, funding, passenger rail, expand/reconstruct existing system, public transit
75-100	Safety
100+	Maintain and repair the existing system

Source: 2045 LRTP Senior Staff Update, September 26, 2019

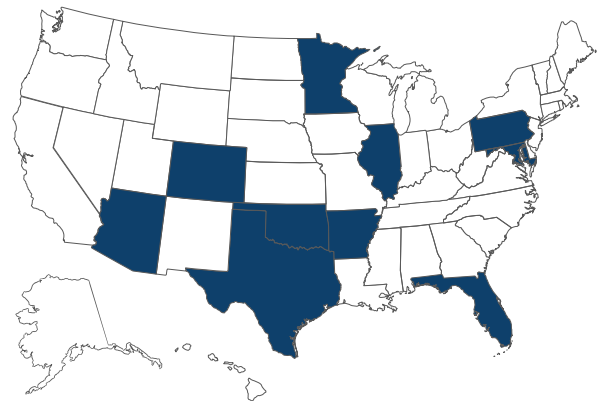
The documents summarizing the public open-ended comments were reviewed to ensure the top public priorities were reflected in the 2045 LRTP goals and objectives.

2.6. STATE LONG RANGE TRANSPORTATION PLAN REVIEW

During the development of the 2045 LRTP goals and objectives, the project team reviewed nine state LRTPs to identify best practice and innovative goals and objectives. The nine state LRTPs reviewed included those from the following states: Arkansas, Arizona, Colorado, Florida, Illinois, Maryland, Minnesota, Pennsylvania, and Texas (**Figure 2-5**).

Appendix B includes details on the connection between source components derived from other state long range transportation plans and the relevant 2045 LRTP goals and objectives.

Figure 2-5. States Represented in Long Range Plan Review



3. 2045 LRTP VISION, GOALS, AND OBJECTIVES

Based on the LRTP planning process, the following sections present the 2045 LRTP vision, goals, and objectives.

3.1. 2045 LRTP VISION

The 2045 LRTP vision is a slightly revised version of the 2040 statement in that the words “connected” and “multimodal” replace the word “intermodal.” This change reflects feedback from the public that these two words are more widely understood than “intermodal.” The 2045 LRTP vision is as follows:

To provide a connected, multimodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing for safe and efficient movement of people and goods.

3.2. 2045 LRTP GOALS

The 2045 LRTP goals include revised versions of the six 2040 LRTP goals plus an additional goal addressing **fiscal responsibility**. This goal was added based on input from ODOT Senior Staff to reflect the national goal to **reduce project delivery delays**. As with the 2040 LRTP goals, the 2045 goals address and support all national performance goals identified in MAP-21 and the FAST Act.

The full set of 2045 LRTP goals were developed using public, stakeholder, and ODOT input and refined through several rounds of feedback from ODOT Senior Staff. They are as follows:

- **Safety and Security** – Ensure a safe and secure transportation system for all users.
- **Infrastructure Preservation** – Preserve and maintain the condition of Oklahoma’s multimodal transportation system in a state of good repair through risk-based, data- driven decision-making processes.
- **Mobility and Accessibility** – Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices.
- **Economic Vitality** – Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.
- **Environmental Responsibility** – Minimize and mitigate transportation-related impacts to the natural and human environment.
- **Efficient Intermodal System Management and Operation** – Maximize system performance and operations.
- **Fiscal Responsibility** - Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT’s partners.

3.3. 2045 LRTP OBJECTIVES

Table 3-1 presents the 2045 LRTP objectives for each goal. The new objectives build upon the 2040 LRTP objectives, and were enhanced using input from the public, stakeholders, and ODOT staff.

Table 3-1. 2045 LRTP Objectives by Goal Area

Goal Area 1: Safety and Security	
Ensure a safe and secure transportation system for all users.	
Reduce traffic-related fatalities and serious injuries sustained on Oklahoma’s multimodal transportation system.	
Improve design, construction, and maintenance of transportation infrastructure to reduce the number and severity of crashes.	
Increase seat belt usage.	
Improve transportation security and emergency preparedness, response, and recovery.	
Goal Area 2: Infrastructure Preservation	
Preserve and maintain the condition of Oklahoma’s multimodal transportation system in a state of good repair through risk-based, data- driven decision-making processes.	
Improve and maintain pavement condition levels on the State Highway System.	
Improve and maintain bridge condition levels on the State Highway System.	
Improve and maintain the condition of public transit vehicles, equipment, and facilities.	
Maintain the state-owned freight rail system.	
Improve ride quality on the State Highway System, including National Highway System facilities.	
Make more effective use of asset condition data to systematically approach asset management.	
Protect existing and design new transportation infrastructure to meet travel needs in response to extreme weather events and other environmental conditions.	



Goal Area 3: Mobility and Accessibility
Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices.
Improve access to the statewide multimodal transportation system.
Facilitate better multimodal connectivity for people and goods within and beyond Oklahoma's borders.
Enhance access to jobs and services by expanding transportation choices for people in both urban and rural regions.
Goal Area 4: Economic Vitality
Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.
Coordinate with MPOs, local governments, and non-governmental organizations on land use, regional, and multimodal planning to support Oklahoma's existing and future transportation system.
Improve transportation connectivity to Oklahoma's economic and regional centers.
Improve travel time reliability for the movement of people and goods.
Goal Area 5: Environmental Responsibility
Minimize and mitigate transportation-related impacts to the natural and human environment.
Minimize and mitigate transportation-related impacts to cultural and historic resources.
Minimize and mitigate transportation-related impacts to wetlands, vulnerable ecosystems, and threatened and endangered species.
Minimize and mitigate harmful effects of storm water runoff related to surface transportation.
Promote use of clean fuels.
Support initiatives that maintain air quality and prevent non-attainment.
Goal Area 6: Efficient Intermodal System Management and Operation
Maximize system performance and operations.
Strategically design and adapt transportation infrastructure and technology for new or changing conditions.
Improve freight-related highway infrastructure capacity.
Advance the efficient movement of people and goods by improving access to intermodal facilities.



Goal Area 7: Fiscal Responsibility
Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.
Increase the percentage of projects delivered on time and on budget.
Maintain and improve partnerships and coordination with bordering states.
Increase project funding opportunities through strategic partnerships.

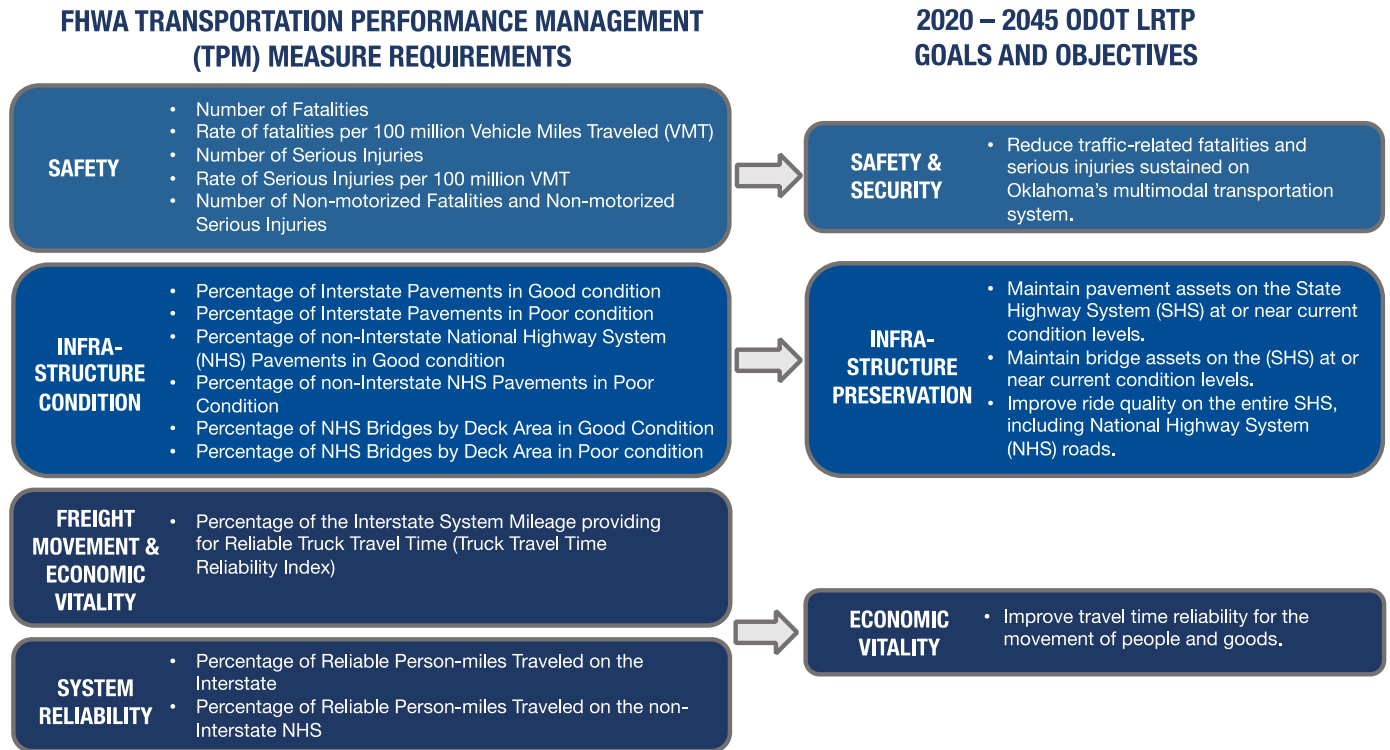
4. ALIGNMENT WITH FEDERAL PERFORMANCE MEASURES

Federal law requires states and MPOs to establish performance measures that support the national goal areas. The measures and targets are intended to track progress in meeting performance goals, improve project decision-making, and help transportation agencies make the best use of public funds.

The objectives in the Safety and Security, Infrastructure Preservation, and Economic Vitality 2045 LRTP goal areas were revised to better align with the national performance measure requirements.

Figure 4-1 illustrates the alignment between each of the federal performance measures and the corresponding 2045 LRTP goal and objective.

**Figure 4-1. Alignment of Federal Performance Measures
with 2045 LRTP Goals and Objectives**



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6. APPENDICES

6.1. APPENDIX A – OK GUIDING STRATEGIC DIRECTION ELEMENTS BY SOURCE

Mission = M; V = Vision; G = Goal; O = Objective; PM = Performance Measure

ODOT Strategic Highway Safety Plan (2018)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
The vision of the Oklahoma OK SHSP is to provide and promote the safest roadway transportation system for all travelers – zero deaths, zero injuries.	V	Reduce traffic-related fatalities and serious injuries sustained on Oklahoma’s multimodal transportation system.	O
Increase use of occupant restraints.	O	Increase seat belt usage.	O
Emphasis Area: Unsafe Driver Behavior	G	Reduce unsafe traveling behaviors by increasing public awareness of safety issues and driving skills.	O
ODOT Transportation Asset Management Plan (2018-2027)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Maximize available funding through a risk-based, data driven decision-making process	M	Preserve and maintain the condition of Oklahoma’s multimodal transportation system in a state of good repair through risk-based, data- driven decision-making processes.	G
Maintain and improves the state transportation assets			
Maintain (improve) the condition of the state’s bridges and roadways	O	Maintain or improve pavement condition levels on the State Highway System (SHS).	O
		Maintain or improve bridge condition levels on the State Highway System (SHS).	O
Ride is an indicator of discomfort experienced by road users traveling over the pavement, measured using the International Roughness Index (IRI).	PM	Improve ride quality on the State Highway System (SHS), including National Highway System (NHS) facilities.	O
Make better data driven decisions about our assets	O	Make more effective use of data to systematically approach asset management.	O

Reduce risk associated with asset performance	O	Protect existing and design new transportation infrastructure to meet travel needs in response to extreme weather events and other environmental conditions.	O
Reduce costs and improve efficiency, including effectively delivering projects that support transportation asset management	O	Increase the percentage of projects delivered on time and on budget.	O
Reduce risk associated with asset performance	O	Reduce risk associated with asset performance	O
Oklahoma Freight Transportation Plan (2018-2022)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Ensure the competitive performance of the Oklahoma freight system.	G	Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.	G
Direct freight-related transportation investments to support the state's economy.			
Avoid, minimize, or mitigate adverse environmental impacts related to freight transportation.	G	Minimize and mitigate transportation-related impacts to the natural and human environment.	O
Oklahoma State Rail Plan (2018)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Invest in rail network capacity improvements to enhance the intrastate and interstate movement of passengers and freight when public benefit can be demonstrated.	O	Facilitate better multimodal connectivity for people and goods within and beyond Oklahoma's borders.	O
ODOT Transit Asset Management Group Plan (2018-2027)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Percentage vehicles that have met or exceeded their Useful Life Benchmark	PM	Improve and maintain the condition of public transit vehicles, equipment, and facilities.	O
Percentage of facilities within in asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) Scale			

ODOT Stormwater Environmental Program			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
The Oklahoma Department of Transportation (ODOT) uses best management practices (BMPs) to control and manage storm water. These include structural devices, maintenance procedures, and management practices that prevent or reduce the harmful effects of storm water runoff; such as pollution, erosion and flooding.	M	Minimize and mitigate harmful effects of storm water runoff related to surface transportation.	O
ENCOMPASS 2040 (Association of Central Oklahoma Governments (ACOG) Metropolitan Transportation Plan, October 2016)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries, and fatalities.	O	Improve design, construction, and maintenance of transportation infrastructure to reduce the number and severity of crashes.	O
Increase awareness of the public on safety issues and skills.	O	Reduce unsafe traveling behaviors by increasing public awareness of safety issues and driving skills.	O
Better connect land use and transportation decision-making.	O	Coordinate with MPOs, local governments, and non-governmental organizations on land use, regional, and multimodal planning to support Oklahoma's existing and future transportation system.	O
2040 Metropolitan Transportation Plan (Lawton Metropolitan Planning Organization, May 2015)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Reduce transportation impacts on water quality, wetlands, and wildlife habitats.	O	Minimize and mitigate harmful effects of storm water runoff related to surface transportation.	O

6.2. APPENDIX B – NON-OK GUIDING STRATEGIC DIRECTION ELEMENTS BY SOURCE

Mission = M; V = Vision; G = Goal; O = Objective; PM = Performance Measure; S = Strategy

What Moves You Arizona (Arizona DOT, February 2018)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
The WMYA 2040 Plan provides important policy direction that will position ADOT to transition to more data driven and performance-based decision-making about future transportation investment in Arizona.	V	Make more effective use of data to systematically approach asset management.	O
Implement critical/cost-effective investments to improve access to multimodal transportation and optimize mobility and reliability for passengers and freight.	G	Improve access to the statewide multimodal transportation system.	O
		Facilitate better multimodal connectivity for people and goods within and beyond Oklahoma's borders.	
Promote Fiscal Stewardship – Ensure responsible management of public resources and implement funding strategies to ensure long-term balanced investment in the state transportation system.	G	Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.	G
We Move Arkansas (Arkansas DOT, July 2017)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Identify roadways and bridges that are vulnerable to extreme weather events and other natural phenomena.	O	Protect existing and design new transportation infrastructure to meet travel needs in response to extreme weather events and other environmental conditions.	O
Improve the resiliency of the transportation system to meet travel needs in response to extreme weather events.			
Support multimodal transportation alternatives and intermodal mobility.	O	Improve access to the statewide multimodal transportation system.	O
Prioritize and enhance intermodal connections for both passenger and freight movement by establishing an appropriate network of intermodal connectors.	O	Facilitate better multimodal connectivity for people and goods within and beyond Oklahoma's borders.	O

Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness.	G	Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.	G
Coordinate with MPOs' and local governments' land use planning and regional and local modal plans.	O	Coordinate with MPOs, local governments, and non-governmental organizations on land use, regional, and multimodal planning to support Oklahoma's existing and future transportation system.	O
Partner with MPOs and local governments to consider implementing approved and adopted bicycle and pedestrian facilities on the SHS.			
Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.	G	Minimize and mitigate transportation-related impacts to the natural and human environment.	O
Identify and reduce barriers to decrease delay and improve the project delivery process.	O	Increase the percentage of projects delivered on time and on budget.	O
Transportation Matters: Statewide Transportation Plan (Colorado DOT, March 2015)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
FREIGHT AND ECONOMIC GROWTH: Support strategies and operational improvements that facilitate multi-modal freight movement and promote state, regional, and local economic goals.	O	Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.	G
Florida Transportation Plan (Florida DOT, December 2015)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Use technology, information, and operations strategies for all modes to improve transportation security and emergency preparedness and response.	S	Improve transportation security and emergency preparedness, response, and recovery.	O
Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions	O	Protect existing and design new transportation infrastructure to meet travel needs in response to extreme weather events and other environmental conditions.	O

Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters	O	Provide a reliable multimodal transportation system for people and goods that coordinates with land development patterns, strengthens communities, and supports a healthy and competitive Oklahoma economy.	G
Increase transportation connectivity between Florida's economic centers and regions			
Increase transportation connectivity between Florida's economic centers and regions	O	Improve transportation connectivity to Oklahoma's economic and regional centers.	O
Adapt transportation infrastructure and technologies to meet changing customer needs	O	Strategically design and adapt transportation infrastructure and technology for new or changing conditions.	O
Long Range Transportation Plan (Illinois DOT, April 2019)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Encourage regional coordination in the identification of solutions to transportation problems to provide for efficient movement of freight, people and services supporting economic growth.	O	Coordinate with MPOs, local governments, and non-governmental organizations on land use, regional, and multimodal planning to support Oklahoma's existing and future transportation system.	O
Support land use and transportation connectivity.			
Enhance intermodal freight connectivity and mobility to improve continuity and accommodate the efficient movement of goods and services.	O	Advance the efficient movement of people and goods by supporting the development of intermodal facilities.	O
2040 Maryland Transportation Plan (Maryland DOT, January 2019)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources.	G	Minimize and mitigate transportation-related impacts to the natural and human environment.	O
Accelerate project completion through improved and efficient use of alternative project delivery methods and strategic partnerships.	O	Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.	G
		Increase project funding opportunities through strategic partnerships.	O

Statewide Multimodal Transportation Plan (Minnesota DOT, January 2017)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Develop and share critical safety information and support educational initiatives to reduce unsafe actions by all transportation users and operators.	O	Reduce unsafe traveling behaviors by increasing public awareness of safety issues and driving skills.	O
Provide transportation options that improve multimodal connections between workers and jobs.	O	Enhance access to jobs and services by expanding transportation choices for people in both urban and rural regions.	O
PA On Track (Pennsylvania DOT, August 2016)			
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Increase access to jobs, labor, and transportation choices in urban, suburban, and rural communities	O	Enhance access to jobs and services by expanding transportation choices for people in both urban and rural regions.	O
Source Plan Element	Category	Relevant ODOT LRTP Element	Category
Provide and improve access to jobs, transportation choices, and services for all Texans	O	Enhance access to jobs and services by expanding transportation choices for people in both urban and rural regions.	O
Minimize impacts to natural, cultural, and historic resources and promote sustainability in project design and delivery	O	Minimize and mitigate transportation-related impacts to the natural and human environment.	O
Identify and sustain funding sources for all modes	O	Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.	G