

2025-2050

Oklahoma Long Range Transportation Plan

Stakeholder Advisory Committee
Meeting 3

June 25, 2025



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Transportation



Agenda

- Introductions (5 min)
- Review Final Goals and Objectives (15 min)
- Implementation Strategies (85 min)
- LRTP Chapter Overview (10 min)
- Next Steps (5 min)

Attendees

1. Thaddeus Babb, ODOT
2. Brian Bigbie, Tulsa Ports
3. Clorisa Brown, CORTPO
4. Joe Brutsche, ODOT
5. Laura Chaney, ODOT
6. Dana Church, SWODA/SORTPO
7. Sarah McElroy, ODOT
8. Eric Rose, ODOT
9. Jared Schwennesen, ODOT
10. Jon Chiappe, OK Dpt. Of Commerce
11. Rob Endicott, Cherokee Nation
12. John Sharp, ACOG
13. Alex Couch, ODOT
14. Colton Snelling, ODOT
15. Devon Westbrook, ODOT
16. Gwen Johnson, ODOT
17. Charla Sloan, KIBOIS Area Transit
18. Johnathan Stone, Lawton MPO
19. Robert Rival, ODOT
20. Brock Spencer, NODA/NORTPO
21. Eric Pollard, ACOG
22. Jason Ferbrache, City of OKC and RTA
23. Jennifer Sebesta, ACOG
24. Jesse
25. Kyle Henry, SERTPO
26. Matt Ingham, ODOT
27. Misty Wadley, Grant Gateway
28. Payton Herron, NORTPO
29. Tamara Shepherd, USDOT/FMCSA
30. Tanner Mikles, ODOT
31. Matt Larseingue, BNSF Railway
32. Alan Stevenson, ODOT
33. 110250 - Unidentified
34. 148479 - Unidentified



Consultant Team

1. Kyle Schneweis, High Street
2. Ryan Caro, High Street
3. Matt Hawkins, High Street
4. David Streb, Poe and Associates
5. Nahinli Billy, Poe and Associates
6. Robyn Arthur, HNTB
7. Kimi Diedrich, HNTB
8. Carolyn Taylor, Jones PR

Goals & Objectives



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Goals

Goals are **broad, long-term** statements about our **priorities and aspirations** for transportation in Oklahoma



Goals – 2050 LRTP

- **Safety and Security:** Ensure a safe and secure transportation system for all users
- **Infrastructure Preservation:** Preserve and maintain Oklahoma's transportation system in good condition
- **Mobility and Accessibility:** Proactively engage local communities to ensure access for all users of the transportation system and increase travel options
- **Economic Vitality:** Provide an efficient and well-connected transportation system to support a healthy and competitive Oklahoma economy
- **Operations and Management:** Promote efficient, collaborative, and transparent operations to fund and deliver maximum system performance
- **Environment and Quality of Life:** Minimize and mitigate transportation-related impacts to natural environments, cultural resources, and public health
- **Resiliency and Reliability:** Ensure the reliability of movement for people and goods by enhancing the resiliency and adaptability of the transportation system



Objectives

Objectives are **specific, measurable achievements that support the advancement of the goals**



Objectives – 2050 LRTP

Safety and Security: *Ensure a safe and secure transportation system for all users.*

- S1:** Reduce traffic-related fatalities and serious injuries sustained on Oklahoma's transportation system across all modes
- S2:** Enhance design and use of technology, enforce work zone safety, and maintain infrastructure to reduce crashes
- S3:** Advocate for increased seat belt usage
- S4:** Improve transportation security and emergency preparedness, response, and recovery



Objectives – 2050 LRTP

Infrastructure Preservation: *Preserve and maintain Oklahoma's transportation system in good condition*

- I1:** Improve and maintain the condition of the State's bridges and roadways
- I2:** Improve and maintain the condition of public transit vehicles, equipment, and facilities.
- I3:** Improve and maintain the condition of the state-owned freight rail system.
- I4:** Ensure the ongoing maintenance of current transportation infrastructure across all modes to extend its lifespan and effectively meet travel needs.



Objectives – 2050 LRTP

Mobility and Accessibility: Proactively engage local communities to ensure access for all users of the transportation system and increase travel options

- M1:** Facilitate improved access to the statewide multimodal transportation system for all users.
- M2:** Facilitate better multimodal connectivity for people and goods within and beyond Oklahoma's borders.
- M3:** Promote access to jobs and services by expanding transportation choices for people in both urban and rural regions

Objectives – 2050 LRTP

Economic Vitality: *Provide an efficient and well-connected transportation system to support a healthy and competitive Oklahoma economy*

- E1:** Support the existing and future transportation system by aligning improvements with community plans and needs
- E2:** Improve connections between different types of transportation and places of interest
- E3:** Enhance intermodal transportation connections to improve the efficiency of freight movement

Objectives – 2050 LRTP

Operations and Management: Promote efficient, collaborative, and transparent operations to fund and deliver maximum system performance

- 01:** Strategically design and adapt transportation infrastructure and technology for new or changing traffic conditions
- 02:** Improve freight-related highway infrastructure capacity
- 03:** Capitalize on federal funding and finance programs to aid investment in the transportation system
- 04:** Increase collaboration with external stakeholders to improve transparency in decision-making and identify potential opportunities to leverage resources
- 05:** Enhance efficiency by ensuring a higher percentage of activities are delivered on time and within budget

Objectives – 2050 LRTP

Environment and Quality of Life: Minimize and mitigate transportation-related impacts to natural environments, cultural resources, and public health

- Q1:** Minimize and mitigate transportation-related impacts to cultural and historic resources
- Q2:** Minimize and mitigate transportation-related impacts to wetlands, vulnerable ecosystems, and threatened and endangered species
- Q3:** Minimize and mitigate impacts of storm water runoff related to surface transportation
- Q4:** Promote use of alternative fuels
- Q5:** Support initiatives that maintain good air quality

Objectives – 2050 LRTP

Resiliency and Reliability: *Ensure the reliability of movement for people and goods by enhancing the resiliency and adaptability of the transportation system*

- R1:** Improve travel time reliability for the movement of people and goods
- R2:** Enhance transportation operations to meet travel needs in response to extreme weather events and other environmental conditions
- R3:** Enhance the resiliency of both existing and new transportation infrastructure assets to withstand disruptions and ensure reliability

Implementation Strategies



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Strategies

Strategies are **specific, actionable steps** that help achieve the objectives



Strategies - Example

From the 2045 LRTP:

Objective:

**Improve commercial motor vehicle mobility
and connectivity**

Strategy:

**Make targeted investments on the National
Highway System to accommodate traffic
growth and truck routes and strengthen
system safety and efficiency for truck
operations**



2050 LRTP Strategies

- Draft Strategies have been developed based on:
 - Feedback from previous Stakeholder Committee meetings
 - Scenario Planning workshop
 - System context research
 - Needs assessment
 - Existing plans
- Total of 60+ strategies

Today's Exercise

- We want to discuss the draft strategies:
 - Will the draft strategies help ODOT achieve its goals?
 - What topics are missing from the draft strategies?
- Today is more about concepts, less about wordsmithing
- To maximize time and space, strategies have been shortened
- Example from previous plan:
 - Original: **Make targeted investments on the National Highway System to accommodate traffic growth and truck routes and strengthen system safety and efficiency for truck operations**
 - Summary: **Invest in the system to support truck and traffic growth**



Safety and Security

Strategy	Objectives
Continue paving 2-lane highway shoulders	S1, S2
Assess crash risks to identify safety improvements	S1, S2
Install additional safety countermeasures	S1, S2
Improve safety at rail-highway crossings	S1, S2
Create prioritization process for vulnerable road user safety projects	S1, S2
Improve active transportation data	S1, S2
Prioritize maintenance projects that improve safety	S1, S2
Leverage emerging technologies to improve safety	S1, S2
Partner with law enforcement to increase seatbelt use	S3
Partner with local organizations to develop alternative routes for evacuations	S4

S1: Reduce fatalities across modes

S2: Reduce crashes

S3: Improve seatbelt use

S4: Improve security and emergency response



What's missing from the Safety & Security strategies?

Strategy	Objectives
Continue paving 2-lane highway shoulders	S1, S2
Assess crash risks to identify safety improvements	S1, S2
Install additional safety countermeasures	S1, S2
Improve safety at rail-highway crossings	S1, S2
Create prioritization process for vulnerable road user safety projects	S1, S2
Improve active transportation data	S1, S2
Prioritize maintenance projects that improve safety	S1, S2
Leverage emerging technologies to improve safety	S1, S2
Partner with law enforcement to increase seatbelt use	S3
Partner with local organizations to develop alternative routes for evacuations	S4

S1: Reduce fatalities across modes

S2: Reduce crashes

S3: Improve seatbelt use

S4: Improve security and emergency response

- None
- in addition to evacuations - other extreme weather preparation and response, especially in relation to congestion mitigation (severe weather, wildfire, flooding)
- For seatbelt usage perhaps include other organizations outside of law enforcement such as seatbelt reminder systems/signs or targeted outreach
- Clarification: Highway at grade crossings with other roads
- assume 'emerging technologies' include connected autonomous vehicles, ITS, etc?
- I think this looks good
- Correct
- Continue paving two lane highways without shoulders
- I think this looks good.
- Inspections of CMVs
- Reduction of at grade highway crossings
- I feel this covers everything
- Use ADT or rate of crashes vs ADT as a priority to determine which facilities get upgraded.
- Looks good to me.

Infrastructure Preservation

Strategy	Objectives
Further prioritize maintenance funding	I1, I4
Strategically "bundle" projects to attract contractors	I1, I4
Continue use of asset mgmt systems for highways and bridges	I1, I4
Support transit maintenance with data and planning support	I2, I4
Provide data and support to transit operators to leverage funding	I2, I4
Work with railroads on needed maintenance on state-owned freight rail system	I3

I1: Improve condition of bridges and roadways

I2: Improve condition of transit assets

I3: Improve condition of state-owned freight rail system

I4: Ensure ongoing maintenance of existing system

What's missing from the Infrastructure Preservation strategies?

Strategy	Objectives
Further prioritize maintenance funding	I1, I4
Strategically "bundle" projects to attract contractors	I1, I4
Continue use of asset mgmt systems for highways and bridges	I1, I4
Support transit maintenance with data and planning support	I2, I4
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Work with railroads on needed maintenance on state-owned freight rail system	I3

I1: Improve condition of bridges and roadways

I2: Improve condition of transit assets

I3: Improve condition of state-owned freight rail system

I4: Ensure ongoing maintenance of existing system

- Active transportation access on bridges and underpasses - especially in urban areas. Retrofit.
- Improve access for all users in a "safe and secure manner".
- Prioritizing transit to help remove cars that will in turn add longevity to roadways.
- Transit assets definitely need to be addressed.
- The transit strategies look good.
- I feel this covers everything
- Continue to explore new surface treatments.
- Looks good!

Mobility and Accessibility

Strategy	Objectives
Close gaps in the active transportation network	M1, M2, M3
Proactively include multimodal improvements in projects	M1, M3
Coordinate with transit providers to provide service near employment centers	M1, M3
Work with transit providers to leverage funding for limited-mobility riders	M1, M3
Facilitate improved coordination among transit providers	M1, M3
Coordinate with neighboring states to invest in regional corridors	M2
Coordinate with ports to make strategic improvements	M2
Prioritize rail-transit-active transportation interconnections	M2, M3
Expand passenger rail to population centers	M2, M3

M1: Improve access for all users

M2: Facilitate multimodal connectivity for people and goods

M3: Promote access by expanding choice

What's missing from the Mobility & Accessibility strategies?

Strategy	Objectives
Close gaps in the active transportation network	M1, M2, M3
Proactively include multimodal improvements in projects	M1, M3
Coordinate with transit providers to provide service near employment centers	M1, M3
Work with transit providers to leverage funding for limited-mobility riders	M1, M3
Facilitate improved coordination among transit providers	M1, M3
Coordinate with neighboring states to invest in regional corridors	M2
Coordinate with ports to make strategic improvements	M2
Prioritize rail-transit-active transportation interconnections	M2, M3
Expand passenger rail to population centers	M2, M3

M1: Improve access for all users

M2: Facilitate multimodal connectivity for people and goods

M3: Promote access by expanding choice

- Improve Oklahoma welcome signs at major entrances to the state.
- Working on getting more passenger rail between major cities within and out of state would be nice.
- Increasing funding to agencies will allow them the opportunities to connect to employers etc.
- Provide access to active transportation users on bridges and underpasses of highways and interstates, especially in urban areas.

Economic Vitality

Strategy	Objectives
Implement tools to improve public input	E1
Consider economic development in projects	E1, E2
Incorporate local plans in project designs	E1, E2
Support development of intermodal freight corridors	E3
Identify freight rail connectivity gaps	E3
Secure funding for McClellan–Kerr Arkansas River Navigation System	E3

E1: Align improvements with community needs

E2: Improve connections to places of interest

E3: Enhance intermodal freight connections

What's missing from the Economic Vitality strategies?

Strategy	Objectives
Implement tools to improve public input	E1
Consider economic development in projects	E1, E2
Incorporate local plans in project designs	E1, E2
Support development of intermodal freight corridors	E3
Identify freight rail connectivity gaps	E3
Secure funding for McClellan-Kerr Arkansas River Navigation System	E3

E1: Align improvements with community needs

E2: Improve connections to places of interest

E3: Enhance intermodal freight connections

- Working with local entities should be required
- electric vehicle charging for community needs and at places of interest - especially when/if NEVI, CFI come back ;)
- Invest in improvements to major freight lanes that connect Oklahoma's major markets to major markets outside of the state.

Operations and Management

Strategy	Objectives
Plan for connected & autonomous vehicles	01
Pilot emerging transportation technologies	01
Proactively incorporate technology into project development	01
Consider freight needs for all appropriate projects	02
Address height/width/load limits on freight corridors	02
Improve highway connections to intermodal freight facilities	02
Provide data and support to local governments to leverage funding	03
Work with state leaders to find new funding sources	03
Improve coordination with Class I railroads.	04
Incorporate more stakeholder opportunities to increase transparency	04
Invest in workforce development	04, 05

01: Adapt infrastructure and technology for new traffic conditions

02: Improve highway freight capacity

03: Capitalize on federal funding

04: Increase collaboration with stakeholders

05: Delivery activities on time and within budget



What's missing from the Operations & Maintenance strategies?

Strategy	Objectives
Plan for connected & autonomous vehicles	O1
Pilot emerging transportation technologies	O1
Proactively incorporate technology into project development	O1
Consider freight needs for all appropriate projects	O2
Address height/width/load limits on freight corridors	O2
Improve highway connections to intermodal freight facilities	O2
Provide data and support to local governments to leverage funding	O3
Work with state leaders to find new funding sources	O3
Improve coordination with Class I railroads.	O4
Incorporate more stakeholder opportunities to increase transparency	O4
Invest in workforce development	O4, O5

O1: Adapt infrastructure and technology for new traffic conditions

O2: Improve highway freight capacity

O3: Capitalize on federal funding

O4: Increase collaboration with stakeholders

O5: Delivery activities on time and within budget

- O5 seems to also fall under both supporting local gov to leverage funding, and working with state leaders for new funding sources.
- Possible Tech Solutions - Connected Vehicle infra i.e. platooning, Smart Work Zones, ITS, and Drone Based Bridge/Road inspections.
- Use DMS signs more effectively
- Rural Areas need ITS. Also make use of the mesonet system for weather related incidents and forecasting.
- In OKC metro coordinate with local communities on ITS advances.
- More ITS outside of metros
- Improve welcome signs at major entrances to the state in a consistent manner.

Environment and Quality of Life

Strategy	Objectives
Incorporate context sensitive design principles	Q1
Consider housing and land use in projects	Q1
Improve cooperation with Tribes on transportation	Q1
Strategically install wildlife crossings	Q2
Clear roadside debris to minimize flooding	Q3
Control runoff with green infrastructure	Q3
Support expansion of alternate fueling facilities	Q4
Explore opportunities for energy generation in ROW	Q4
Reduce agency fuel use and increase vehicle sharing	Q4, Q5
Promote benefits of active transportation	Q1, Q2, Q5

Q1: Mitigate impacts to cultural and historic resources

Q2: Mitigate impacts to ecosystems and wildlife

Q3: Mitigate impacts of stormwater runoff

Q4: Promote use of alternative fuels

Q5: Maintain good air quality

What's missing from the Environment and Quality of Life strategies?

Strategy	Objectives
Incorporate context sensitive design principles	Q1
Consider housing and land use in projects	Q1
Improve cooperation with Tribes on transportation	Q1
Strategically install wildlife crossings	Q2
Clear roadside debris to minimize flooding	Q3
Control runoff with green infrastructure	Q3
Support expansion of alternate fueling facilities	Q4
Explore opportunities for energy generation in ROW	Q4
Reduce agency fuel use and increase vehicle sharing	Q4, Q5
Promote benefits of active transportation	Q1, Q2, Q5

Q1: Mitigate impacts to cultural and historic resources

Q2: Mitigate impacts to ecosystems and wildlife

Q3: Mitigate impacts of stormwater runoff

Q4: Promote use of alternative fuels

Q5: Maintain good air quality

- Cherokee Nation is always involved in planning and coordinating with transits. Wished all tribes were like them
- For Q2 - Identify high collision areas w/ wildlife and assessments in planning.
- include use of compost for erosion control, vegetation establishment, and storm water management on roadsides?
- Another Q2, Wetland mitigation
- Limit roadside mowing. Consider planting trees in ROW. Both will help with Q2, Q3, and Q5
- Q2 needs water specific language and we need data collection for animal related crashes for implementation.
- continue establishing pollinator areas Q2 addition?
- I suggested editing Q1, 2 and 3 to be more specific and separate from the language on the goals. Still digesting the strategies.

Resiliency and Reliability

Strategy	Objectives
Relieve freight and passenger bottlenecks	R1
Consider expanding transportation operations center operations to 24/7	R1, R2
Expand remote signal monitoring capabilities	R1, R2
Continue Road Weather Information System (RWIS) deployment	R1, R2
Assess extreme weather impacts to the system	R3
Incorporate resilience in project designs	R3

R1: Improve travel time reliability

R2: Enhance operational response to extreme environmental conditions.

R3: Enhance resiliency of existing and new infrastructure

What's missing from the Resiliency & Reliability strategies?

Strategy	Objectives
Relieve freight and passenger bottlenecks	R1
Consider expanding transportation operations center operations to 24/7	R1, R2
Expand remote signal monitoring capabilities	R1, R2
Continue Road Weather Information System (RWIS) deployment	R1, R2
Assess extreme weather impacts to the system	R3
Incorporate resilience in project designs	R3

R1: Improve travel time reliability

R2: Enhance operational response to extreme environmental conditions

R3: Enhance resiliency of existing and new infrastructure

- Widening existing corridors and providing viable options for alternative routes.
- Improve and increase clear signage for freight traffic - lane preferences.

L RTP Chapter Overview & Next Steps

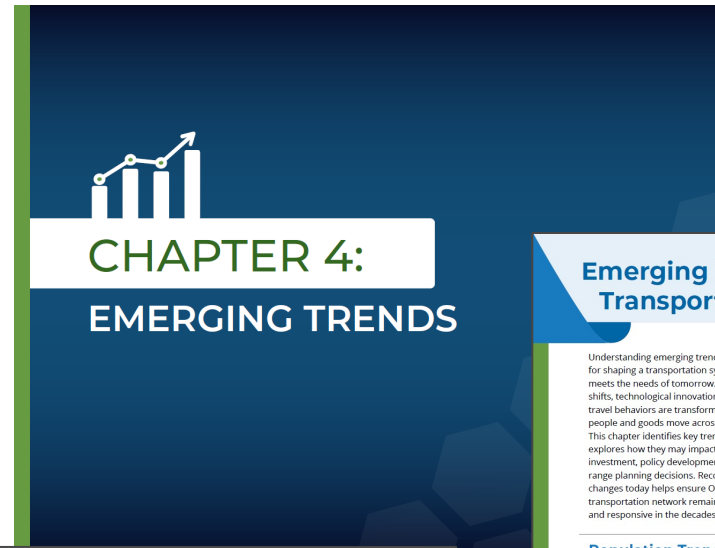


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L RTP Chapter Overview

1. Introduction
2. Public Stakeholder Engagement
3. Strategic Direction
4. Emerging Trends
5. Existing Transportation System and Conditions
6. Modal Needs
7. Revenue Forecast
8. Implementation Strategies



Emerging Trends & Transportation Implications

Understanding emerging trends is essential for shaping a transportation system that meets the needs of tomorrow. Demographic shifts, technological innovation, changing travel behaviors are transforming how people and goods move across Oklahoma. This chapter identifies key trends and explores how they may impact infrastructure investment, policy development, and long-range planning decisions. Recognizing these changes today helps ensure Oklahoma's transportation network remains safe, efficient, and responsive in the decades to come.

Region	Growth Rate	Population Change (2023-2050)
Southwest Region	+1.06%	From 44 million today to 58.6 million by 2050
Oklahoma (statewide)	+0.47%	From 4.05 million today to 4.6 million by 2050
OKC and Tulsa MSA	+0.68%	From 2.5 million today to 3.0 million by 2050
Rural Oklahoma	+0.18%	From 1.3 million today to 1.4 million by 2050

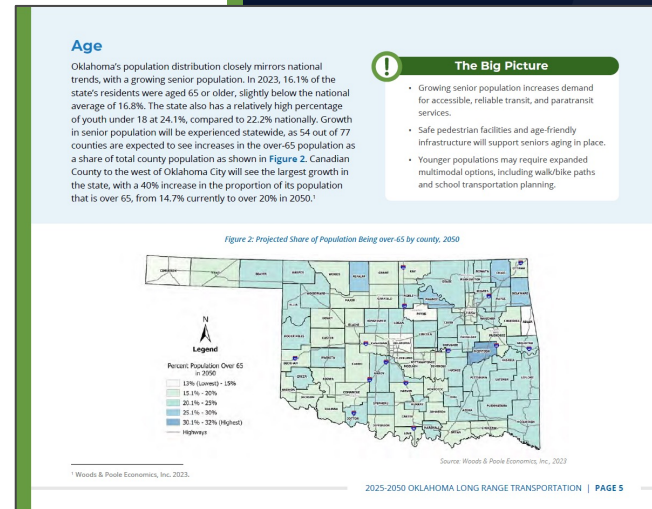
Population Trends

According to the Census Bureau, Oklahoma's population reached 4.05 million in 2023, growing by 8% since 2010 at an annual rate of 0.6%. While similar to national growth trends, Oklahoma grew at nearly half the rate as the Southwest Region (Arizona, New Mexico, Oklahoma and Texas). Future growth is expected to slow further, with a projected population of 4.6 million by 2050, growing at 0.47% annually. Growth will remain concentrated in urban areas, with Oklahoma City and Tulsa leading.

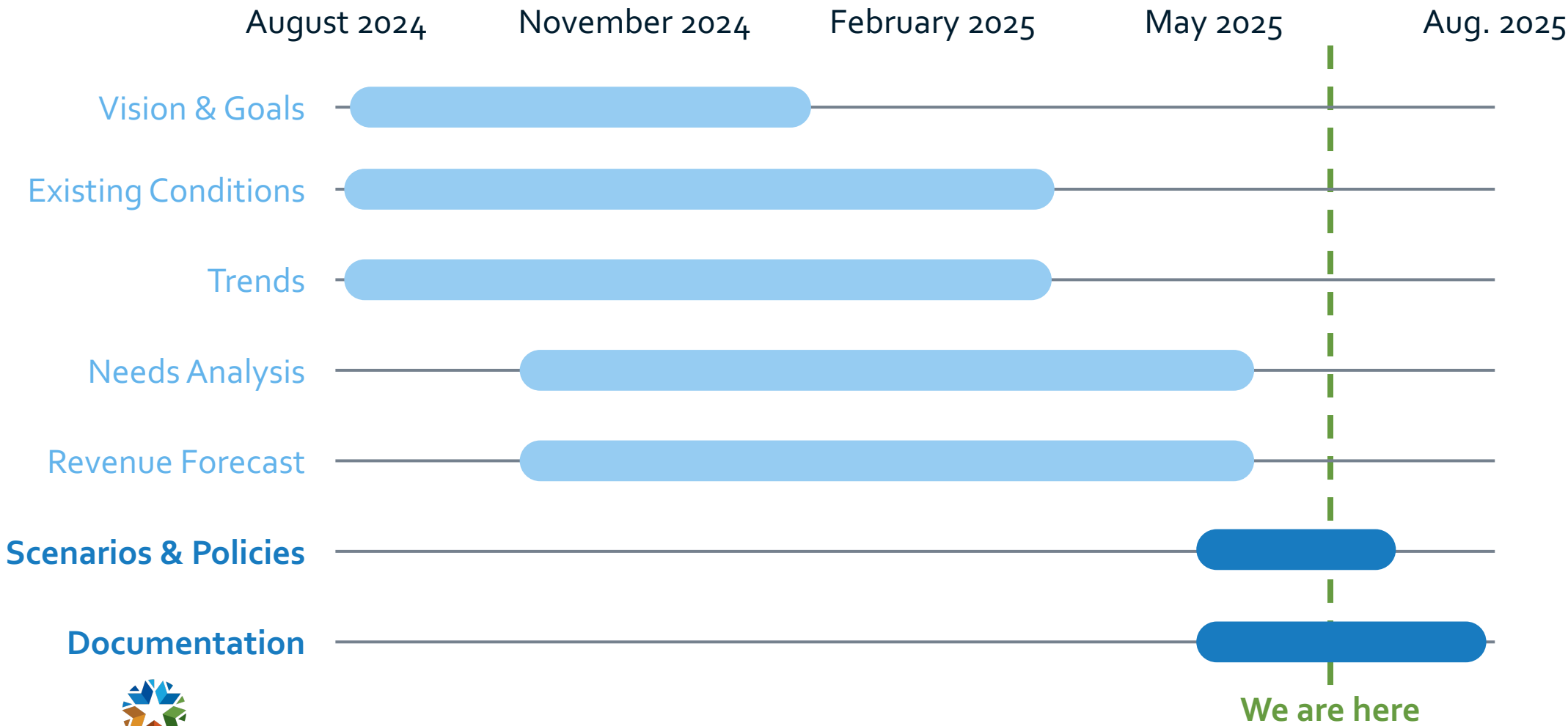
The Big Picture

- Higher population in metro areas will increase demand for roadway capacity, transit expansion, and alternative transportation modes.
- A decline in rural population growth may lead to reduced tax bases, making it harder for local governments to maintain aging infrastructure.

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2050 LRTP Schedule



Next Steps

- Public comment period (July 7 to August 6)
- 2050 LRTP to ODOT on August 18

Thank You!

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