

Oklahoma Long Range TRANSPORTATION PLAN



Moving Oklahoma
FORWARD

Technical Memorandum

Vision, Goals, Objectives, and Performance Measures

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Oklahoma Department of Transportation

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The Technical Memos were written to document early research for the 2015-2040 Oklahoma Long Range Transportation Plan (LRTP). Most of these memos were written in 2014; all precede the writing of the 2015-2040 Oklahoma LRTP *Document* and 2015-2040 Oklahoma LRTP *Executive Summary*.

The 2015-2040 Oklahoma LRTP *Document* and 2015-2040 Oklahoma LRTP *Executive Summary* were composed in Spring 2015.

If there is an inconsistency between the Tech Memos and the 2015-2040 Oklahoma LRTP *Document* or 2015-2040 Oklahoma LRTP *Executive Summary*, the reader should assume that the *Document* and *Executive Summary* contain the most current and accurate information.



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1 INTRODUCTION

The Vision, Goals and Objectives Technical Memorandum documents the development of the Oklahoma's Department of Transportation (ODOT) 2015-2040 Long Range Transportation Plan's (2040 LRTP) Vision, Goals, Objectives and Performance Measures.

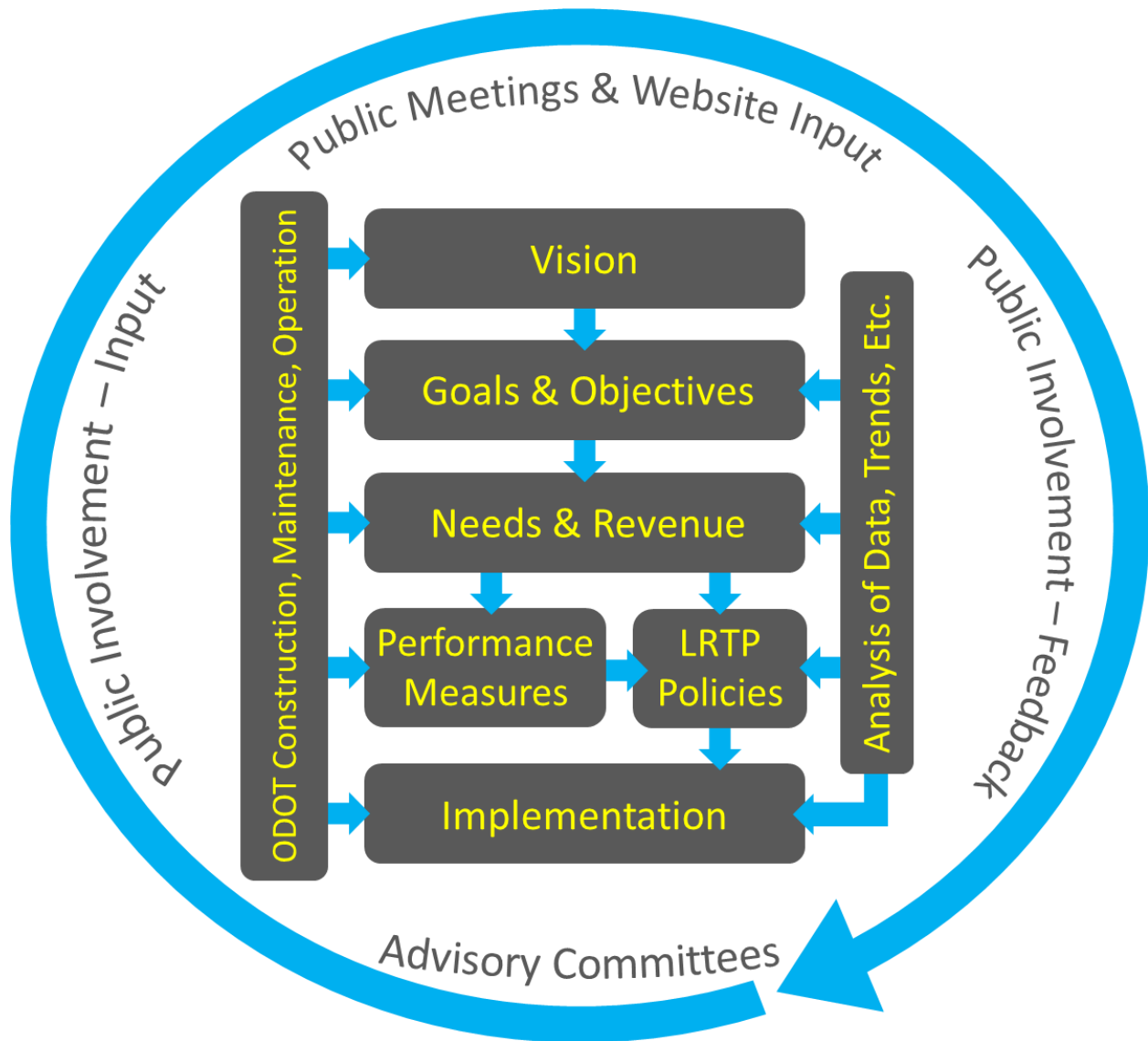
1.1 ODOT 2040 LRTP PLANNING PROCESS

Figure 1 illustrates the steps involved in a statewide long range transportation planning process. The ODOT 2040 LRTP planning framework was designed in conformance with federal surface transportation law, as adopted under *Moving Ahead for Progress in the 21st Century* (MAP-21) in 2012. In the absence of new guidance for MAP-21, existing federal regulations were followed. Federal law requires that the long range transportation plan look ahead for a minimum of 20 years and plan for a future intermodal transportation system that includes multiple modes of travel and takes care to preserve the existing transportation infrastructure. The State Plan must also be prepared with input from transportation providers, users, and other interested parties. The proposed 2040 LRTP vision and goals were initially developed so as to align with MAP-21 requirements; then they were presented and refined through the advisory committee and public meeting process.

The vision is intended to inform the investment and service decisions of ODOT as the Department conducts the transportation planning, construction and delivery process in the State. The goals state the desired outcomes that reflect the vision. The objectives specify actions and activities associated with the goals. They are intended to be measurable and lead directly to the formulation of performance measures that provide a "dashboard" to indicate how progress is being made towards a goal. In effect, performance measures "operationalize" the objectives and define the desired outcome and how, when and where they will be measured, monitored, and reported. Implementation activities are the ongoing programs that the Oklahoma DOT conducts in relation to meeting the objectives and goals of the statewide long range transportation plan.



Figure 1: ODOT 2015 to 2040 LRTP Planning Process





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2 REVIEW OF RELEVANT DOCUMENTS

The ODOT 2040 LRTP vision, goals and objectives should be influenced by, and aligned, with a range of transportation considerations. Such considerations include ODOT's overall strategic direction, the goals from other state system plans, metropolitan planning organization plans and federal requirements. The following section describes these influencing factors and discusses their implications.

2.1 ODOT MISSION STATEMENT

ODOT's Mission is to provide a safe, economical and effective transportation network for people, commerce and communities in Oklahoma.

2.2 ODOT FISCAL & ORGANIZATIONAL STRATEGY

The ODOT Fiscal and Organizational Strategy describes the function of the Oklahoma Transportation Commission and ODOT's mission, organizational structure, funding, investment strategies, priorities and various programs. It is updated annually.

The Fiscal and Organization Strategy updated in November 2013 describes the Department's priorities are to remain focused on their bridge rehabilitation and replacement program as well as returning inadequate pavements to a state of good report. ODOT is also committed to continue safety improvements on rural two lane highways that lack adequate shoulders; have blind intersections and poor sight distance; and that have undesirable alignments with both steep hills and sharp curves. ODOT will continue to invest in both cable and concrete median barrier systems on the higher speed and higher-volume divided highways, which will reduce the potential for collisions, serious injuries, and fatalities. The urban area population and economic centers require specific improvements to enhance the operation of the interstates and other highways and to alleviate congestion causing bottlenecks. Based on these fundamental and critical needs of the transportation system and considering the referenced strategies and the projected resource availability, the investment priorities of ODOT are not expected to change dramatically in the foreseeable future.

2.3 ODOT 2035 LONG RANGE TRANSPORTATION PLAN

The 2035 Oklahoma Long Range Transportation Plan was updated in 2010 for a horizon year of 2035. It describes the framework of how to maintain and improve the state's transportation system and was developed in collaboration with many different individuals and groups that have an interest in transportation over 18 months. The Plan addresses the future for all modes including highways, freight rail, passenger rail, public transportation, waterways, aviation, bicycle and pedestrian facilities, and multimodal systems.



2.3.1 2035 LRTP Vision

To provide Oklahoma with a truly multimodal transportation system that offers the traveling public and businesses competitive, safe, convenient, affordable and environmentally responsible mobility choices. ODOT will work with elected officials and public and private stakeholders to ensure the State’s transportation network is a high-performing system, protecting the state’s economic competitiveness for the next 25 years.

2.3.2 2035 LRTP Goals

- Support the economic vitality of the United States, states, and metropolitan areas.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promoting energy conservation, and improving the quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The goals for the 2035 Long Range Transportation Plan were developed with the federal transportation legislation enacted in 2005 in mind. The *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users* also known as SAFETEA-LU placed emphasis on areas related to safety, security, traffic congestion, protection and enhancement of the environment, and freight movement for statewide transportation planning. **Table 1** below compares ODOT’s 2035 LRTP goals with the SAFETEA-LU federal planning factors.

Table 1: Comparison of ODOT’s 2035 LRTP Goals and SAFETEA-LU Planning Factors

ODOT’s LRTP 2035 Goals	SAFETEA-LU Planning Factors
Increase the safety and security of the transportation system for motorized and non-motorized users.	Increase the safety of the transportation system for motorized and non-motorized users. Increase the security of the transportation system for motorized and non-motorized users.
Emphasize the preservation of the existing transportation system.	Emphasize the preservation of the existing transportation system.
Enhance the integration and connectivity of the transportation system, across and between modes throughout the State for people and freight.	Enhance the integration and connectivity of the transportation system, across and between modes and throughout the State, for people and freight.
Support economic vitality of the United States, states and metropolitan areas.	Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

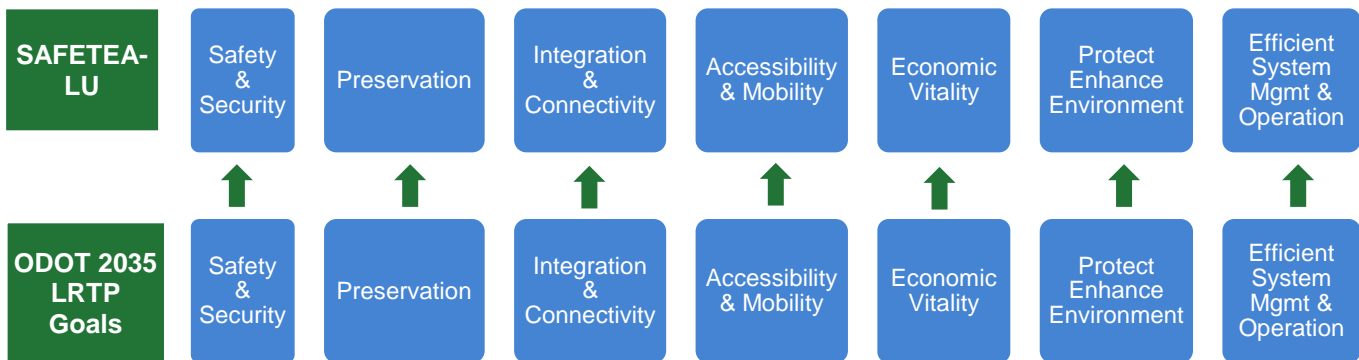


ODOT's LRTP 2035 Goals	SAFETEA-LU Planning Factors
Increase the accessibility and mobility options available to people and for freight .	Increase accessibility and mobility of people and freight .
Protect and enhance the environment , promoting energy conservation, and improving the quality of life.	Protect and enhance the environment , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
Promote efficient system management and operation .	Promote efficient system management and operation .

Source: US Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Authority (FTA).

Figure 2 provides another example of ODOT's 2035 LRTP alignment with SAFETEA-LU federal planning factors.

Figure 2: Alignment of ODOT 2035 LRTP Goals with SAFETEA-LU Federal Planning Factors





2.3.3 ODOT 2035 LRTP Modal Recommendations

The 2035 Long Range Transportation Plan policy framework utilizes recommendations by mode to define the desired outcomes related to the goals. **Table 2** below compares the modal recommendations in how they support the goals.

Table 2: ODOT 2035 LRTP Goals and Recommendations Comparison

Modal Recommendations	2035 LRTP Goals						Efficient System Mgmt & Operation
	Safety & Security	Preservation	Integration & Connectivity	Economic Vitality	Accessibility & Mobility	Protect & Enhance Environment	
HIGHWAY & BRIDGES							
Improve safety by replacing or rehabilitating structurally-deficient and functionally-obsolete bridges on the State Highway System.	●						
Improve operational performance of highways through increased use of traveler information systems.							●
Improve commercial vehicle operations on highways through increased use of electronic/ automated routing, screening and permitting.							●
Improve highway safety through implementation of system-level strategies.	●						
Preserve and improve the condition of roads and bridges by fully implementing asset management systems.		●					
FREIGHT RAIL							
Improve rail operations through targeted improvements of rail lines.			●	●			
Preserve and improve rail conditions and operations through adoption of a comprehensive State Rail Plan.		●		●			



Modal Recommendations	2035 LRTP Goals						Efficient System Mgmt & Operation
	Safety & Security	Preservation	Integration & Connectivity	Economic Vitality	Accessibility & Mobility	Protect & Enhance Environment	
Improve safety by upgrading at-grade highway/rail crossings.	●						
Protect our investment in the rail system by seeking and developing state funding sources for rail improvements.		●					
Improve rail-highway-port connections to facilitate intermodal freight movement.			●	●			
PASSENGER RAIL							
Promote selected expansion of Amtrak passenger rail service to provide people with multi-modal options for intercity travel.			●	●	●		
Improve passenger rail as a modal choice through development of the designated High Speed Rail Corridor in Oklahoma.			●	●	●		
Improve travel time, safety and reliability of passenger rail through strategic improvements to rail lines and highway/rail at-grade crossings.			●	●	●		
Increase intermodal choices by improved connections to passenger rail stations with intercity bus services, public transportation, and park-and-ride facilities.			●	●	●		



Modal Recommendations	2035 LRTP Goals						Efficient System Mgmt & Operation
	Safety & Security	Preservation	Integration & Connectivity	Economic Vitality	Accessibility & Mobility	Protect & Enhance Environment	
PUBLIC TRANSPORTATION							
Improve public transportation system operation and performance by providing connections among rural, urban, tribal and intercity bus services.			●	●	●		
Support multiple modes of transportation and improved accessibility among residential areas and employment locations, health services, and other activity centers.			●	●	●		
Protect our investment in the public transportation system by seeking dedicated funding sources for public transportation.		●					
Enhance modal choice by identifying and improving intermodal connection points for travel by public transportation, intercity bus, passenger rail, and automobile.			●	●	●		
Develop a Statewide Public Transportation Plan that identifies and targets opportunities for strategic improvements to services.							●
WATERWAYS AND PORTS							
Protect the investment in the MKARNS by seeking increased federal funding for maintenance and improvements, including the deepening of the river channel.				●			
Enhance intermodal connectivity by targeting improvements to truck corridors and railroads which provide access to MKARNS ports.			●	●	●		



Modal Recommendations	2035 LRTP Goals						Efficient System Mgmt & Operation
	Safety & Security	Preservation	Integration & Connectivity	Economic Vitality	Accessibility & Mobility	Protect & Enhance Environment	
To facilitate modal choices for goods movement, provide a sustainable budget for marketing and development of Oklahoma ports and waterways.				●			●
AVIATION							
Improve intermodal connectivity through development of new air cargo hub facilities.			●	●			
Protect the investment in the aviation system by seeking and developing State funding sources for aviation improvements.		●		●			
Improve intermodal choices through improved connection to public transportation, intercity bus and passenger rail at airport terminals.			●	●	●		
BICYCLE AND PEDESTRIAN							
Establish a vision for promoting modal choices for individuals who prefer, or need, an alternative to a motorized vehicle.			●		●		
Improve safety by incorporating pedestrian and bicyclist facilities when highway/street improvements are made.	●						
Incorporate bicycle/pedestrian facilities at all intermodal connection points.			●		●		



Modal Recommendations	2035 LRTP Goals						Efficient System Mgmt & Operation
	Safety & Security	Preservation	Integration & Connectivity	Economic Vitality	Accessibility & Mobility	Protect & Enhance Environment	
MULTIMODAL							
Protect the investment in transportation by seeking to establish new and/or dedicated funding mechanism for all modal systems.		●		●			
Improve efficiency, economic vitality, and intermodal connectivity by developing a comprehensive multi-modal Freight Plan.			●	●	●		
Promote personal travel mode choice by improving intermodal connectivity for public transportation, intercity bus, passenger rail, airports, automobile, bicycle and walking.			●	●	●		
Protect the environment by promoting clean fuels and energy conservation practices within the agency and to the traveling public.						●	
Improve security through adoption of emergency preparedness protocols for managing natural and man-made threats to human resources, transportation capital assets, and information.	●						



2.4 OKLAHOMA STRATEGIC HIGHWAY SAFETY PLAN

ODOT, in collaboration with the Federal Highway Administration and multiple safety stakeholders, developed a Strategic Highway Safety Plan (SHSP) in 2007. The Plan was updated in 2014, and reflects a continued commitment to the original Vision, Mission and Goals as follows:

- **SHSP Vision Statement:** “Provide and promote the safest roadway transportation system for all travelers – zero deaths, zero injuries.”
- **SHSP Mission Statement:** “Develop, implement, and evaluate a data-driven, multidisciplinary process to maximize road safety through widespread collaboration, integrating Engineering, Enforcement, Education, and Emergency Services (The “4E” approach).”

2.4.1 SHSP Goals and Emphasis Areas:

The primary goal of the 2014 SHSP is to reverse the increasing trend of traffic-related fatalities and injuries upon the implementation of the Oklahoma SHSP. Specific emphasis areas include:

- Unsafe Driver Behavior
- Intersection Crashes
- Lane Departures
- Crashes involving Young Drivers, and

2.4.2 Objectives related to the LRTP

2.4.2.1 Unsafe Driver Behavior

- Review laws and enforcement related to drug and alcohol-impaired driving
- Establish programs addressing aggressive driving and/or speeding
- Increase driver awareness about risks of drowsy and distracted driving
- Expand seat belt campaign to target high risk populations

2.4.2.2 Intersection Crashes

- Prioritize and Evaluate Problem Intersections
- Prioritize and Evaluate Problem Intersections
- Enforcement and Operational Issues at Intersections
- Access Management in Vicinity of Intersections
- Unsignalized Intersections Education

2.4.2.3 Lane Departure Crashes

- Keep Vehicles in Proper Lane
- Minimize Chance of Crash upon Lane Departure
- Reduce Severity of Crashes



2.4.2.4 Crashes involving Young Drivers

- Driver education
- Judicial/enforcement/legislative actions
- Public awareness

2.5 OKLAHOMA STATEWIDE FREIGHT AND PASSENGER RAIL PLAN, 2012

ODOT completed the Statewide Freight and Passenger Rail Plan in May 2012.

2.5.1 Rail Vision

Through coordinated efforts aimed at developing a dynamic and responsive statewide rail system that provides for the safe, effective and environmentally sound movement of both people and goods, Oklahoma seeks to expand its economy and meet the needs of its future growth while also aligning its rail system with regional and national goals when appropriate.

2.5.2 Rail Goals and Objectives

2.5.2.1 Goal 1

Further develop and expand rail-based economic activity across Oklahoma and the region.

Objectives

- A rail network that enhances Oklahoma's economic competitiveness by maximizing efficiency and geographic reach of the freight rail system.
- A clear understanding of the rail industry's role in promoting Oklahoma's economic viability and supporting emerging industries that rely on rail transportation.
- Expanded rail capacity to promote and meet projected growth in freight and passenger demand.
- A rail capital development program aimed at increasing capacity and connecting businesses to the rail network.

2.5.2.2 Goal 2

Maintain and develop a dynamic rail system that provides safe, efficient, and reliable movement of people.

Objectives

- A safe and secure rail system that employs advances in rail technology to protect both people and assets.
- Rail as part of a multimodal transportation vision and comprehensive funding strategy throughout Oklahoma.
- Creation of a cohesive door-to-door passenger network that grows with Oklahoma.



- Re-establishment of passenger rail service where supported by demand.
- Expanded metropolitan area transportation options available for residents and visitors.
- Continued use of federal policy-compliant project development procedures to advance viable passenger rail concepts.
- Integration of Oklahoma's major population centers into the national passenger rail system.

2.5.2.3 Goal 3

Maintain and develop a dynamic rail system that provides safe, efficient, and environmentally sound movement of goods.

Objectives

- A safe and secure rail system that employs advances in rail technology to protect both people and assets.
- Compliance with all Federal Railroad Administration policies, procedures, and regulations.
- Maintenance of the existing infrastructure to ensure reliable freight service.

2.6 OKLAHOMA METROPOLITAN PLANNING ORGANIZATIONS

The ODOT is the governor's designee to administer the transportation planning process for each of the state's MPOs. The MPO is the transportation policymaking organization made up of elected representatives from local government and transportation authorities responsible for all transportation planning activities in their urbanized area. ODOT currently coordinates planning efforts with four MPOs:

- Association of Central Oklahoma Governments (ACOG)
- Indian Nations Council of Governments (INCOG)
- Lawton Metropolitan Planning Organization (LMPO)
- Frontier Metropolitan Planning Organization (Frontier)

2.6.1 Association of Central Oklahoma Government (ACOG)

The Association of Central Oklahoma Government's (ACOG) long range transportation plan called *Encompass 2035* was adopted in 2011. *Encompass 2035* uses a base year of 2005 and a forecast year of 2035 to analyze land use, population, employment and other socioeconomic factors that will influence the region's development and travel in the coming years.

2.6.1.1 Goals

- Community: Participate in active dialogue to shape the transportation system.
- Connectivity: Develop connections between all types of transportation.
- Economic Strength: Promote economic vitality through enhanced mobility.
- Environmental Responsibility: Minimize environmental impact created by the development and maintenance of the transportation system.
- Equity: Provide transportation access for everyone.



- Livability: Integrate land use and transportation for more livable, healthy communities.
- Maintenance: Maintain and improve the quality of the transportation system.
- Options: Enhance transportation choices for the movement of people and goods.
- Performance: Increase the efficiency and reliability of the transportation system.
- Safety and Security: Provide a safe and secure transportation system.

2.6.2 Indian Nation Council of Governments (INCOG)

Every five years, INCOG creates a transportation plan for the Tulsa Transportation Management Area, which includes parts of Creek, Osage, Rogers, and Wagoner counties and all of Tulsa County. *Connections 2035* was adopted in 2012.

2.6.2.1 Vision

Provide all users with sustainable roadway, public transportation, bicycle, and pedestrian systems that are interdependent and integrated with land use

2.6.2.2 Goals

- User-driven Planning: Engage the public, including transportation users, elected officials, and community leaders in a thorough and continuing process to create comprehensive transportation plans that are publicly driven and supported
- Regional Livability: Promote a greater variety of living environments through increased density, infill, pedestrian-friendly development, and access to multiple modes of transportation by developing and implementing regional plans for roadway, public transportation, bicycle, and pedestrian systems that are integrated with land use
- Sustainable Financing: Develop systems that are financially sustainable and supported in their implementation, operations, and maintenance

2.6.3 Lawton Metropolitan Planning Organization (LMPO)

The Lawton Metropolitan Planning Organization's (LMPO) 2035 Long Range Transportation Plan was adopted in 2013.

2.6.3.1 Goals

- Access and Mobility: Develop and maintain a multi-modal transportation system that provides for the effective movement of people and goods.
- Livability: Develop and maintain a transportation system that promotes safe, health and attractive neighborhoods.
- Safety and Security: Strive to develop and maintain a safe and secure transportation system.
- Transportation System Management: Preserve and maintain the transportation system.
- Growth and development: Ensure that future development minimizes the adverse impacts on the current and future transportation system by promoting development patterns that reduce the need of automobiles and encourage the use of alternate modes of transportation.



- Environment: Protect the environment and the significant natural, agricultural, scenic and historic resources.

2.6.4 Frontier Metropolitan Planning Organization (Frontier)

The Frontier 2035 Metropolitan Transportation Plan is the long range transportation plan for the Fort Smith region. The plan was adopted in 2011.

2.6.4.1 Goals and Guiding Principles

- Encourage and support transportation planning at the local and regional level to create an integrated multimodal transportation.
- Maintain, operate, and fund the existing transportation system efficiently and effectively.
- Improve the safety and security of the transportation system.
- Develop a complete, connected, integrated regional transportation system that provides transportation choices for people and freight.
- Create a transportation system that protects the environment and promotes sustainability.
- Plan and invest in transportation investments that support and promote economic development opportunities and job creation for the Region, State, and United States.

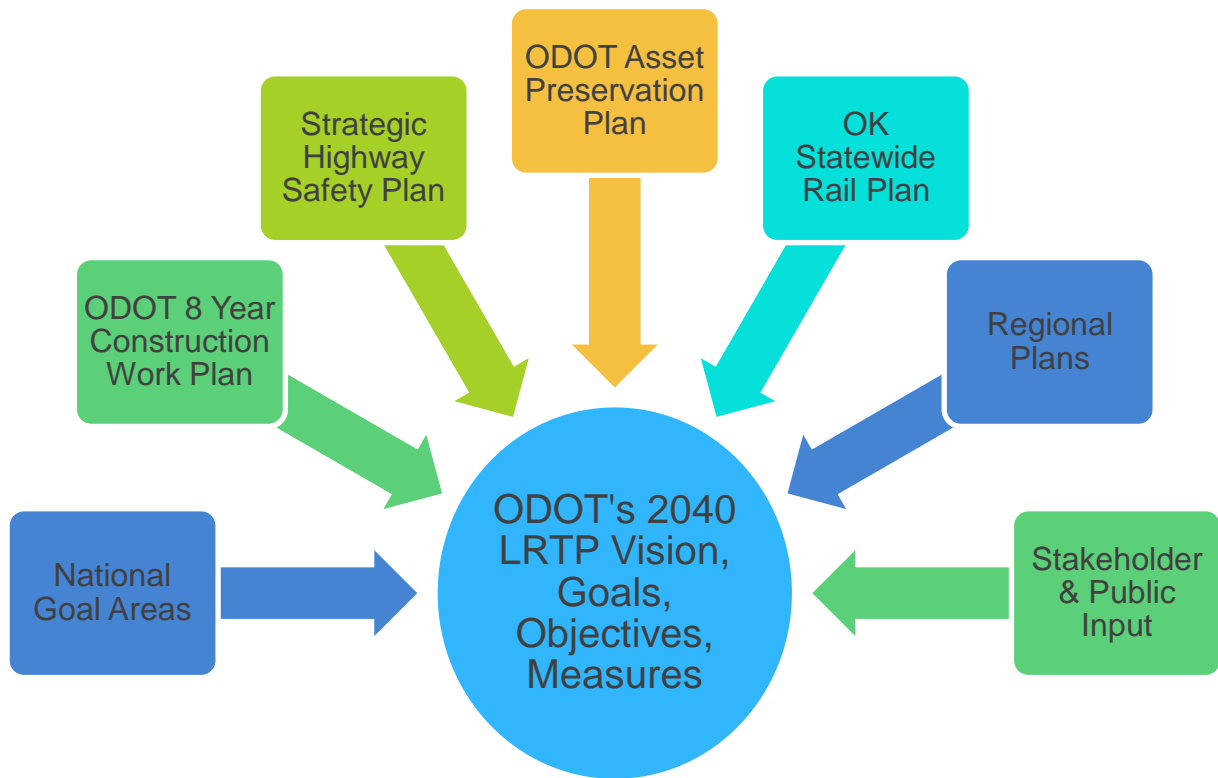


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3 2040 LRTP VISION, GOALS, OBJECTIVES AND PERFORMANCE MEASURES

The following recommended vision and goal areas for the 2015 to 2040 Long Range Transportation Plan are a culmination of analyzing previous goals, federal guidance, and stakeholder and public input. **Figure 3** describes how the various inputs assist with development of the 2040 LRTP.

Figure 3: 2040 LRTP Vision, Goals, Objectives and Performance Measures Inputs



3.1 2040 LRTP VISION

Oklahoma's intermodal transportation system supports a thriving economy and improved quality of life for Oklahomans by providing safe and efficient movement of people and goods.



3.2 2040 LRTP GOALS

The proposed 2040 LRTP goals were initially developed by reviewing the 2035 LRTP goals, ODOT strategic and modal plans, MPO Long Range Plans, and the federal transportation law *Moving Ahead in the 21st Century* (MAP-21). While the 2035 goals are closely aligned with both SAFETEA-LU and the successor federal law MAP-21; the 2040 goals have been slightly revised to reflect similar goals and provide clearer strategic direction for the 2040 LRTP. They were accepted following stakeholder and public input. The 2040 LRTP goals are shown below and **Table 3** compares them to the 2035 LRTP goals.

- 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.
- Efficient Intermodal System Management and Operation – Strengthen the data driven decision making approach in order to maximize intermodal system performance and operation.

Table 3: Comparison of ODOT’s 2035 and 2040 LRTP Goals

2035 LRTP Goals	2040 LRTP Goals
Increase the Safety and Security of the transportation system for motorized and non-motorized users.	Safe and Secure Travel – Improve infrastructure safety and security for system users.
Emphasize the preservation of the existing transportation system.	Infrastructure Preservation – Preserve and maintain Oklahoma’s multimodal transportation system in a state of good repair.
Enhance the integration and connectivity of the transportation system, across and between modes throughout the State for people and freight. Increase the accessibility and mobility options available to people and for freight .	Mobility Choice, Connectivity and Accessibility – Facilitate the easy movement of people and goods, improve connectivity of regions and activity centers, and provide access to different modes of transportation.
Support Economic Vitality of the United States, states and metropolitan areas.	Economic Vitality – Provide an efficient and effective multimodal transportation system that is coordinated with land development patterns to strengthen communities and support economic development.



2035 LRTP Goals	2040 LRTP Goals
Protect and enhance the environment, promoting energy conservation, and improving the quality of life.	Environmental Responsibility – Minimize environmental impacts related to transportation.
Promote efficient system management and operation .	Efficient system management and operation – Strengthen the data driven decision-making approach in order to maximize system performance and operation.

The cornerstone of the *Moving Ahead for Progress in the 21st Century* (MAP-21) program is the transition to a performance and outcome-driven policy making and decision-making process. States are directed to invest resources into infrastructure improvements to achieve individual targets that collectively make progress toward national goals. **Table 4** shows 2040 LRTP goals compared to MAP-21 statements regarding planning factors and performance based goals.

Table 4: Comparison of ODOT’s 2015-2040 LRTP Goals with MAP-21’s State Planning Process and Performance Based Goals

2040 Oklahoma LRTP Goals	MAP-21: State Planning Process Factors	MAP-21: Performance Based Goals
1. Safe and Secure Travel – Improve infrastructure safety and security for system users.	Increase safety and security of the transportation system for users.	Safety –To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Preservation – Preserve and maintain Oklahoma’s multimodal transportation system in a state of good repair.	Emphasize preservation of the existing transportation system .	Infrastructure Condition – To maintain transportation infrastructure assets in a state of good repair.
3. Mobility Choice, Connectivity and Accessibility – Facilitate the easy movement of people and goods, improve connectivity between regions and activity centers, and provide access to different modes of transportation.	Increase accessibility and mobility of people and freight. Enhance integration and connectivity of system across modes for people and freight .	Congestion Reduction – To achieve a significant reduction in congestion on the NHS.
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.	Support economic vitality of U.S., States, metropolitan and non-metropolitan areas by enabling global competitiveness, productivity, and efficiency. Promote consistency between transportation improvement and economic development patterns .	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.



2040 Oklahoma LRTP Goals	MAP-21: State Planning Process Factors	MAP-21: Performance Based Goals
5. Environmental Responsibility – Minimize environmental impacts related to transportation enhancing the natural environment.	Protect and enhance the environment , promote energy conservation, enhance quality of life.	Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
6. Efficient Intermodal System Management and Operation – Strengthen the data driven decision making approach in order to maximize system performance and operation	Promote efficient system management 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.

Source: USDOT, FHWA.

Table 5 compares the 2015-2040 Oklahoma LRTP Plan development to the MAP-21 requirement for State Long Range Plans.

Table 5: Comparison of ODOT's 2015-2040 LRTP Structure with MAP-21's State Long Range Plans Requirements

2015-2040 Oklahoma LRTP Structure and Development	MAP-21 Requirements for State Long Range Plans
The 2015-2040 Oklahoma LRTP spans 25 years and addresses various modes including but not limited to: highways, transit, rail, port and airport access, and bicycle and pedestrian modes.	Development – Each State shall develop a transportation plan with minimum 20 year forecast period that provides for development and implementation of the Statewide intermodal transportation system.
Development of the 2040 LRTP includes coordination and communication with the metropolitan planning organizations, rural substate districts, and Indian tribal governments .	Consultation with governments – Metropolitan areas, Non-metropolitan areas, and Indian tribal governments
The 2040 LRTP process includes an extensive public involvement process where interested parties can attend meetings, meet with staff, provide oral and written comments, communicate and receive communication in various languages, and/or subscribe to a stakeholder communication list.	Participation by interested parties – The State shall provide opportunities to participate in the development of the plan for non-metropolitan elected officials, citizens, affected public agencies, representatives of public transportation, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, providers of freight transportation service, and other interested parties, The state shall develop a process for public involvement, hold public meetings at convenience times and accessible locations, employ visualization techniques, and make public information easily available.



2015-2040 Oklahoma LRTP Structure and Development	MAP-21 Requirements for State Long Range Plans
<p>The 2040 LRTP will document existing and planned environmental mitigation activities sponsored by ODOT (See Goal #5).</p>	<p>Mitigation activities – The 2040 LRTP shall include a discussion of potential environmental mitigation activities including activities that may have the greatest potential to restore and maintain the environmental functions affected by the Plan.</p>
<p>The 2040 LRTP scope and process includes a financial analysis of expected revenues vs. estimated costs, as well as an alternative investment and asset management analysis.</p>	<p>Financial Plan – The Plan may include a financial plan that demonstrates how the Plan can be implemented, indicate resources from the public and private sector that are reasonably expected to be available to carry out the plan, and recommend additional financial strategies.</p>
<p>The 2040 LRTP is a policy oriented Plan and is not project specific.</p>	<p>Selection of Projects – A State shall not be required to select projects from illustrative projects included in the financial plan described above.</p>
<p>The 2040 LRTP will include a discussion of performance measures and performance targets. This is a work in progress at ODOT and the Department is proceeding with the information available, while awaiting final publication of US DOT regulations.</p>	<p>Performance Based Approach – The LRTP should include a description of performance measures, and performance targets used in assessing the performance of the transportation system, and a system performance report evaluating the condition and performance of the transportation system.</p> <p>(This is discussed further in the Objectives and Performance Measures by Goal Area below.)</p>
<p>The 2040 LRTP will include a discussion of strategies to maintain and preserve the existing system. See Goal #2.</p>	<p>Existing System – The LRTP should include capital, operations and management strategies, procedures, etc. to ensure the preservation and most efficient use of the existing transportation system.</p>
<p>The 2040 LRTP development is being publicized through print, broadcast, and electronic media. Announcement of the Final Plan document will be made likewise and the product will be available on the world wide web.</p>	<p>Publication – The LRTP shall be published or otherwise made available including to the maximum extent practicable in electronically accessible formats such as the world wide web.</p>

3.3 OBJECTIVES AND PERFORMANCE MEASURES BY GOAL AREA

The following objectives and performance measures were developed based on the review of other existing plans and were provided for early discussion by transportation stakeholders. They were refined and revised with agency, stakeholder and public input.



3.3.1 Goal Area 1: Safe and Secure Travel

Proposed Objective	Performance Measures
Reduce traffic-related fatalities/serious injuries on all public roads.	Fatalities and Serious Injuries (number & rate)
Increase seat belt usage.	

3.3.2 Goal Area 2: Infrastructure Preservation

Proposed Objective	Performance Measures
Maintain or improve the highway system in a state of good repair.	
Improve state highway system* (SHS) bridge condition.	Number of structurally deficient (SD) bridges on SHS
Improve transit system. Improve and maintain transit equipment in a state of good repair.	
Maintain state-owned freight rail system.	
Improve ride quality on NHS roads.	<i>Basic Option</i> – Avg. Int'l Roughness Index (IRI) <i>Advanced Option</i> – (If required by MAP 21 rules) Good/fair/poor index for IRI + rutting, cracking, faulting
Improve ride quality on entire state road system.	

* Oklahoma's "State highway system" includes Interstates, U.S., and State highways.

3.3.3 Goal Area 3: Mobility Choice, Connectivity and Accessibility

Proposed Objective	Performance Measures
Improve access to transit, passenger rail service.	Total annual revenue miles per capita per county for rural transit agencies Amtrak, Heartland Flyer – Annual ridership and on-time performance
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.	



3.3.4 Goal Area 4: Economic Vitality

Proposed Objective	Performance Measures
Improve efficiency of freight transportation & freight-related highway infrastructure capacity.	<i>Basic Option</i> – System-wide annual freight tonnage/value for truck, rail, barge modes <i>Advanced Option</i> – Annual freight tonnage/value for truck, rail, barge + Average truck speed on Interstates
Provide predictable, reliable travel times.	Travel time reliability-based measure
Improve access to intermodal facilities and the efficiency of intermodal transfers.	

3.3.5 Goal Area 5: Environmental Responsibility

Proposed Objective	Performance Measures
Minimize impacts to cultural and historic resources.	
Minimize impacts to wetlands, vulnerable ecosystems, and threatened and endangered species.	
Support improved water quality.	Quantity (cubic yards or other measure of weight/volume) of litter and debris cleared from storm drains/culverts/roadsides
Promote use of clean fuels.	Clean fuels as a share of ODOT's total fleet fuel use [in gasoline gallon equivalents (GGE)]
Protect existing and design new transportation infrastructure to function under changing weather conditions.	

3.3.6 Goal Area 6: Efficient Intermodal System Management and Operation

Proposed Objective	Performance Measures
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.	



3.4 CONCLUSION

The Oklahoma Department of Transportation's 2040 LRTP Vision, Goals, Objectives and Performance Measures serve as the overarching transportation planning guidance for the agency. Partner agencies such as counties, Councils of Government and Metropolitan Planning Organizations are encouraged to align and integrate their own transportation goals and objectives with ODOT's to provide for a coordinated transportation system in the state. As stated previously, the development and refinement of performance measures will continue as additional federal guidance is released. Further discussion on the development of the performance measures can be found in the *Performance Measure Technical Memorandum* under separate cover.