



OKLAHOMA **Transportation**

2020 – 2045 **Oklahoma Long Range Transportation Plan**

Chapter 2: Strategic Direction

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1. STRATEGIC DIRECTION

The foundation for ODOT's comprehensive direction, policy, and decision-making processes for the next 25 years lies in the 2045 LRTP vision, goals, and objectives. The 2045 LRTP vision, goals, and objectives were influenced by several factors including national goals, federal transportation performance measures and planning factors, ODOT's mission statement, 2040 LRTP, MPOs, tribal plans, other states LRTPs, input from public surveys and comments, ODOT leadership and staff, and Advisory Committee recommendations. Collectively these sources contributed to developing the 2045 LRTP strategic direction defined by the 2045 LRTP vision, goals, and objectives.

The following define the essential strategic direction elements:

- The **Vision Statement** provides a vivid aspirational image of the future that an organization is aiming to achieve.
- **Goals** are broad statements, usually qualitative and descriptive.
- **Objectives** are specific measurable statements that supports achievement of the broader goals

Objectives and performance measures are the foundation for tying the conceptual elements of a long range plan, the vision and goals, to program and project implementation. The 2045 LRTP objectives define the outcomes that ODOT and its partners intend to achieve related to each goal.

1.1. FAMILY OF PLANS

A family of plans 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. The family of plans include documents such as the Eight Year (CWP), the State Rail Plan, the STIP, and regional long range transportation plans. Each of these plans whether representing statewide interests, tribal systems, MPO areas, or RTPO districts, are connected in some way to the 2045 LRTP.

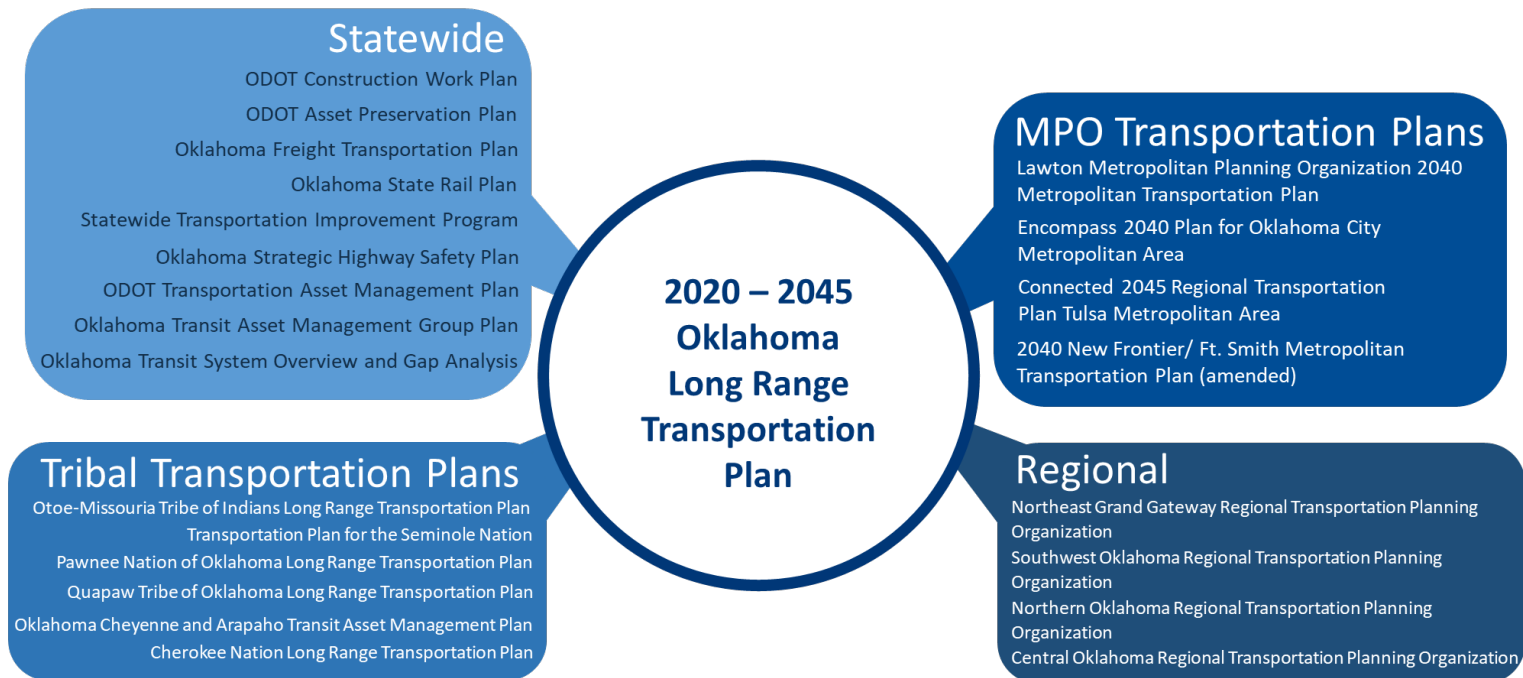
Numerous plans focus on safety, the economy, multimodal connectivity, needs of the aging population, and system preservation. All were used to inform the 2045 LRTP in defining existing and desired system performance, identifying goals and priorities, identifying future modal needs, and recommending policies and strategies.

In particular, plans such as the TAMP, the SHSP the Transit Asset Management Group Plan, the Oklahoma State Rail Plan, the OFTP, and regional, tribal, and MPO transportation plans were key to informing the 2045 LRTP vision, goals, and objectives.

Figure 1-1 displays the full list of plans reflected in the 2045 LRTP.



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



**Statewide, Regional, Tribal, and MPO Plans Are Reflected in
The Long Range Transportation Plan**



1.2. VISION

The 2045 LRTP vision builds on the 2040 LRTP vision and was developed through consideration of the family of plans, ODOT’s overall strategic direction, public input, MAP-21 and FAST Act requirements. 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.

1.3. GOALS

The 2045 LRTP goals reflect the vision and provide more specific desired outcomes. Using input from the 2045 LRTP planning process, the goals were formed around the six 2040 LRTP goals. An additional goal addressing fiscal responsibility was added in response to national project delivery delay measures.

The full set of 2045 LRTP goals was developed using public, stakeholder, and ODOT input and refined through several rounds of feedback from ODOT leadership and staff. The 2045 LRTP goals address and support all national performance goals identified in MAP-21 and the FAST Act. 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 environments.
- **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.



1.4. OBJECTIVES

The 2045 LRTP objectives convey the steps needed to achieve each goal and build on the 2040 LRTP objectives, which were enhanced using input from the public, stakeholders, and ODOT leadership and staff. **Table 1-1** presents the 2045 LRTP objectives for each goal.

Table 1-1. 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.

2. 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 federal performance measures are aligned with objectives within the Safety and Security, Infrastructure Preservation, and Economic Vitality goal areas. The System Performance Report (Chapter 3) shows progress in meeting the safety, infrastructure condition, and system reliability targets.