

2. GOALS AND DIRECTION

2.1. VISION

The 2015-2040 LRTP vision, goals, and objectives were developed through consideration of a range of transportation guidance and documents. Such considerations included ODOT’s overall strategic direction, the goals from other Oklahoma state system plans, MPO plans, and Federal MAP-21 requirements. **Figure 2-1** displays the various inputs that assisted with development of the 2015-2040 LRTP.

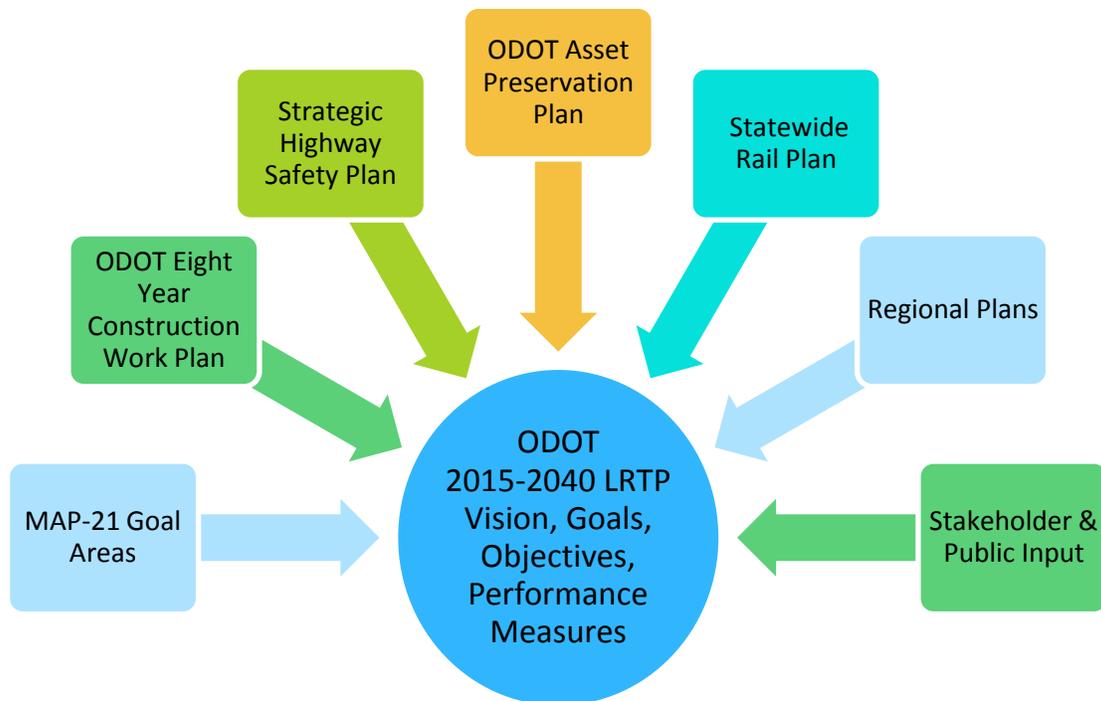
ODOT’s 2015-2040 LRTP vision is “to provide an intermodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing safe and efficient movement of people and goods.” This vision was

slightly refined from the 2010-2035 LRTP vision, but continues to be the ODOT’s guiding principle.

2.2. GOALS

The 2015-2040 LRTP goals were developed through a thorough review of the 2010-2035 LRTP goals, ODOT strategic and modal plans, MPO Long Range Transportation Plans, and the Federal transportation law (MAP-21). While the 2010-2035 LRTP goals were closely aligned with the applicable federal transportation legislation at the time (SAFETEA-LU), the 2015-2040 LRTP goals were slightly revised MAP-21 goal areas and provide a clear strategic direction to support the efficient movement of people and goods. The goals were reviewed, revised, and accepted following stakeholder and public input.

Figure 2-1. 2015-2040 LRTP Vision, Goals, Objectives and Performance Measures Inputs



2.2.1. Plans Reviewed

The 2015-2040 LRTP vision, goals, and strategic direction were formed based on a range of transportation plans and documents. These plans and documents were reviewed to incorporate and enhance the development of the plan's vision, goals, and strategic direction. They included:

- ODOT's mission statement;
- ODOT's fiscal and organizational strategy;
- 2010-2035 LRTP goals;
- Other ODOT state system plans;
- MPO plans; and
- MAP-21 Federal requirements.

2.2.2. Goal Development

ODOT used a transparent collaborative approach to identify the 2015-2040 LRTP goals. In addition to a thorough review of existing plans and documents, ODOT used three advisory committees (Tribal, Personal Travel, and Freight) and public input to develop and refine the 2015-2040 LRTP goals. Each advisory committee met during the summer and again in the fall of 2014 to discuss existing conditions, planning issues, goals, objectives, and performance measures. Each committee agreed that the goals and objectives were acceptable to use for the 2015-2040 LRTP update.

Following each set of advisory committee meetings, ODOT held a series of public meetings to gather more input from Oklahomans regarding the goals, objectives, and many other aspects of the Plan development. More detailed public involvement discussion is in **Chapter 4**.

2.2.3. 2015-2040 LRTP Goals

The 2015-2040 LRTP goals serve as the overall guide for ODOT to work towards achieving their vision in order to provide a safe and efficient movement of people and goods in Oklahoma.

- **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.

The 2015-2040 LRTP goals align well with national goal areas set under MAP-21. A cornerstone of MAP-21 is the transition to developing performance-based LRTPs. States are being directed to invest resources into infrastructure improvements to achieve performance measure targets that collectively make progress toward national performance goal areas. **Figure 2-2** and **Table 2-1** show how 2015-2040 LRTP goals compare to MAP-21 required national performance goal areas. Federal regulations also identify eight planning factors that state LRTPs need to address. **Table 2-1** also shows how the 2015-2040 LRTP goals align with those planning factors.

The 2015-2040 LRTP development must also meet several MAP-21 requirements for State Long Range Transportation Plans. **Table 2-2** compares

the 2015-2040 LRTP structure with the MAP-21 state plan requirements.

2.3. CONCLUSION

The 2015-2040 LRTP vision and goals serve as the overarching transportation planning guidance for the agency. Partner agencies such as counties,

Councils of Government and MPOs are encouraged to integrate their own transportation goals and objectives with ODOT's to provide for a coordinated transportation system in the state.

To measure the progress towards achieving these goals, ODOT has adopted performance measures outlined in **Chapter 3**.

Figure 2-2. Alignment of 2015-2040 LRTP Goals with MAP-21 National Goals Areas

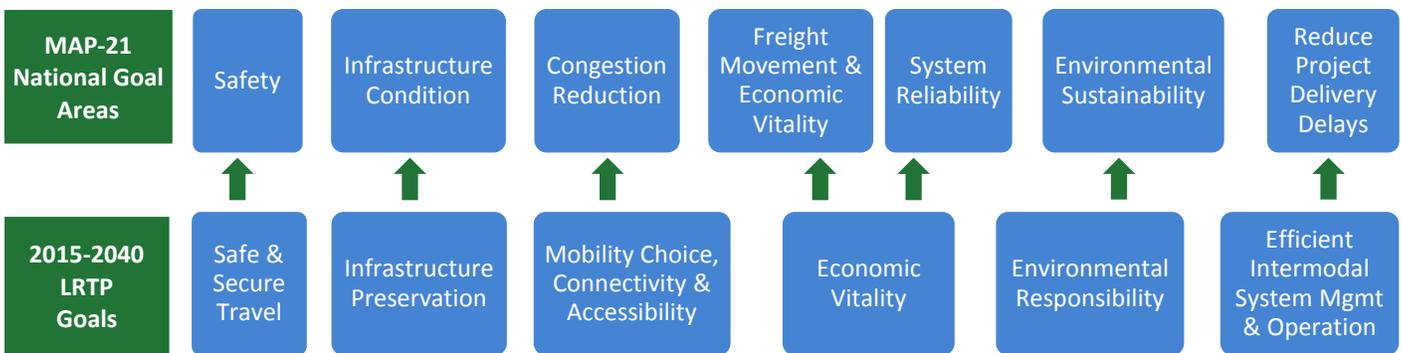


Table 2-1. Comparison of ODOT’s 2015-2040 LRTP Goals with MAP-21 State Planning Process and Performance Based Goals

2015-2040 LRTP Goals	Federal Regulations: Planning Factors	MAP-21: National Goal Areas
<p>1. Safe and Secure Travel – Improve infrastructure safety and security for system users.</p>	<p>Increase safety and security of the transportation system for users.</p>	<p>Safety –To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p>
<p>2. Infrastructure Preservation – Preserve and maintain Oklahoma’s multimodal transportation system in a state of good repair.</p>	<p>Emphasize preservation of the existing transportation system.</p>	<p>Infrastructure Condition – To maintain transportation infrastructure assets in a state of good repair.</p>
<p>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.</p>	<p>Increase accessibility and mobility of people and freight. Enhance integration and connectivity of systems across modes for people and freight.</p>	<p>Congestion Reduction – To achieve a significant reduction in congestion on the NHS.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>5. Environmental Responsibility – Minimize environmental impacts related to transportation enhancing the natural environment.</p>	<p>Protect and enhance the environment, promote energy conservation, enhance quality of life.</p>	<p>Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p>
<p>6. Efficient Intermodal System Management and Operation – Strengthen the data driven decision making approach in order to maximize system performance and operation.</p>	<p>Promote efficient system management and operation.</p>	<p>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.</p>

Source: USDOT, FHWA.

Table 2-2. Comparison of ODOT’s 2015-2040 LRTP Structure with MAP-21 State LRTP Requirements

Oklahoma 2015-2040 LRTP Structure and Development	MAP-21 State Long Range Transportation Plans Requirements
The 2015-2040 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 as detailed in Chapter 6.	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 2015-2040 LRTP includes coordination and communication with the metropolitan planning organizations (MPOs), rural substate districts, and Indian tribal governments. See Chapter 4 for more information.	Consultation with governments – Metropolitan areas, non-metropolitan areas, and Indian tribal governments
The 2015-2040 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. More information is available in Chapter 4.	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 convenient times and accessible locations, employ visualization techniques, and make public information easily available.
The 2015-2040 LRTP documents existing and planned ODOT environmental mitigation activities (see Goal #5) and they are discussed further in Chapter 11.	Mitigation activities – The 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.
The 2015-2040 LRTP scope and process includes a financial analysis of expected revenues vs. estimated costs, as well as an alternative investment and asset management analysis (see Chapter 10).	Financial Plan – The LRTP 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.
The 2015-2040 LRTP is a policy oriented Plan and is not project specific as discussed in Chapter 11.	Selection of Projects – A State shall not be required to select projects from illustrative projects included in the financial plan described above.
The 2015-2040 LRTP includes 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 federal regulations. Additional information is available in Chapter 3.	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.
The 2015-2040 LRTP includes a discussion of strategies to maintain and preserve the existing transportation system. See Goal #2. Chapter 6 describes the existing inventory and conditions and Chapter 11 discusses policy recommendations.	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.
The 2015-2040 LRTP development is publicized through print, broadcast, and electronic media. The Final Plan will be available on ODOT’s web site. These activities are detailed in Chapter 4.	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.

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