

# Chapter 5 Highlights: Goals and Performance Measures, Policies and Strategies

## OKLAHOMA FREIGHT TRANSPORTATION PLAN VISION AND GOALS

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**Vision:** Oklahoma will continue to provide for the safe, reliable and productive performance of our multimodal freight system as a mainstay of our economy and an essential supplier of goods to our people.

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The planning process begins with a vision and ends with specific products that indicate the vision has been realized. In the interim space, between describing the vision and seeing the reality, it is important to define specifics, measure progress, and make necessary adjustments. The process moves from the broad vision and goals, to policies, strategies and projects.

This vision is supported by a set of freight goals, which are linked to goal areas in Oklahoma’s adopted Long Range Transportation Plan (LRTP). An Oklahoma State Rail Plan (Rail Plan) is being developed concurrently with the Oklahoma Freight Transportation Plan (OFTP), and the Rail Plan goals also address the six LRTP goal areas.

LRTP Goal Area	Oklahoma Freight Transportation Plan Goals
SAFE and SECURE TRAVEL	<ul style="list-style-type: none"> <li>▪ Improve the safety and efficiency of freight movement and its interaction with other vehicles.</li> <li>▪ Assure the ability of urban and rural highways to safely accommodate growth in freight traffic</li> </ul>
INFRASTRUCTURE PRESERVATION	<ul style="list-style-type: none"> <li>▪ Meet freight transportation needs by maintaining the Oklahoma State Highway System in a state of good repair.</li> <li>▪ Support the preservation of Oklahoma multimodal freight networks through appropriate polices and initiatives.</li> </ul>
MOBILITY: Choice, Connectivity, Accessibility	<ul style="list-style-type: none"> <li>▪ Ensure the competitive performance of the Oklahoma freight system.</li> <li>▪ Foster a diverse portfolio of modal choices for Oklahoma's freight shippers and receivers in urban and rural areas.</li> <li>▪ Support end-to-end operations of industry supply chains in Oklahoma markets for Oklahoma's industries.</li> </ul>
ECONOMIC VITALITY	<ul style="list-style-type: none"> <li>▪ Promote competitive access to domestic and international markets for Oklahoma's industries.</li> </ul>
EFFICIENT INTERMODAL SYSTEM MANAGEMENT AND OPERATION	<ul style="list-style-type: none"> <li>▪ Capitalize on federal funding and finance programs to aid investment in the freight transportation system</li> <li>▪ Coordinate freight corridor development programs with neighboring states</li> <li>▪ Safeguard industry supply chains by improving resiliency of the freight transportation system to withstand disruptions</li> </ul>
ENVIRONMENTAL RESPONSIBILITY	<ul style="list-style-type: none"> <li>▪ Support the growth of Oklahoma clean energy by promoting clean fuel use by freight providers.</li> <li>▪ Avoid, minimize, or mitigate adverse environmental impacts related to freight transportation.</li> </ul>

# Chapter 5 Highlights: Goals and Performance Measures, Policies and Strategies

## FREIGHT PERFORMANCE MEASURES

The FAST Act emphasizes the establishment of performance measures. The value of freight performance measurement is to improve Oklahoma’s ability to quantify key performance dimensions in a consistent and systematic way, to identify emerging problems or deficiencies at the early stages, to make project investment decisions in a data-driven manner, and to track progress towards meeting freight goals. Freight performance measures must therefore be closely aligned with freight goals.

LRTP Goal Area	Oklahoma Freight Transportation Performance Measure
SAFE and SECURE TRAVEL	<ul style="list-style-type: none"> <li>▪ Mileage with paved shoulders</li> <li>▪ Rail grade crossing crashes</li> </ul>
INFRASTRUCTURE PRESERVATION	<ul style="list-style-type: none"> <li>▪ Bridge deck condition</li> <li>▪ Pavement Condition</li> </ul>
MOBILITY: Choice, Connectivity, Accessibility ECONOMIC VITALITY; EFFICIENT INTERMODAL SYSTEM MANAGEMENT and OPERATION	<ul style="list-style-type: none"> <li>▪ Truck travel time reliability index</li> <li>▪ Highly used truck miles</li> <li>▪ Median truck travel speed</li> <li>▪ Truck delay</li> <li>▪ Truck travel time</li> </ul>
ENVIRONMENTAL RESPONSIBILITY	<ul style="list-style-type: none"> <li>▪ Clean fuel access</li> </ul>

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## FREIGHT POLICIES AND STRATEGIES

The OFTP establishes freight policies and strategies, which incorporate and draw upon many sources. Oklahoma’s LRTP 2015–2040 includes an extensive list of policies and strategies. The 2017 Rail Plan also identifies strategic initiatives for ODOT as it moves forward with its rail programs. A review of the LRTP showed that the Plan policies included sufficient coverage to address freight issues. Thus, the appropriate policies, along with related strategies, were selected for use in the Freight Plan. Additionally, some new freight-focused strategies were developed, and these are described below. These additional strategies are intended to supplement those already adopted as a part of the LRTP.

ODOT recognizes that other important goals, policies, and strategies may be contained in state economic development plans, metropolitan area plans, regional/county/local documents, development plans for ports and airports, and private development plans.

GOAL AREAS and Related Policies	Freight Strategies
<p><b>SAFE and SECURE TRAVEL</b></p> <ul style="list-style-type: none"> <li>▪ Improve safety and bridge conditions by replacing or rehabilitating structurally deficit bridges on the State Highway System.</li> <li>▪ Reduce fatalities and serious injuries on Oklahoma highways through appropriate engineering solutions and systemic improvements.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan for the impact and promote the appropriate use of connected and automated vehicle technologies.</li> <li>▪ Utilize data to track the volume and safety of truck, passenger vehicle and train growth and support necessary infrastructure improvements.</li> <li>▪ Assure sufficient truck parking and rest areas for major freight routes and activity centers.</li> <li>▪ Improve the safety of rail-highway at-grade crossings.</li> </ul>
<p><b>INFRASTRUCTURE PRESERVATION</b></p> <ul style="list-style-type: none"> <li>▪ Preserve and improve the conditions of highways and bridges by implementing asset management systems.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Incorporate freight considerations into all appropriate project evaluations.</li> <li>▪ Monitor and maintain condition of state-owned freight routes.</li> <li>▪ Track utilization of oversize/overweight truck routes.</li> <li>▪ Proactively disseminate advance information about highway construction activities to freight stakeholders.</li> </ul>
<p><b>ECONOMIC VITALITY</b></p> <ul style="list-style-type: none"> <li>▪ Improve efficiency, economic vitality and intermodal connectivity by developing a comprehensive State Freight Plan.</li> <li>▪ Improve rail operations and operational effectiveness by encouraging public-private partnerships.</li> <li>▪ Improve rail conditions, operations, and safety through continued support of the Oklahoma Freight and Passenger Rail Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Assure investment in freight facilities relied upon by industries critical to the state economy.</li> <li>▪ Encourage viable economic development across the state through availability of effective freight services.</li> <li>▪ Continue to seek ways to expedite project approvals to speed reaction to market shifts and attract private capital.</li> <li>▪ Support public transportation options for workforce in freight-dependent industries.</li> </ul>

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GOAL AREAS and Related Policies	Freight Strategies
<p><b>MOBILITY: Choice, Connectivity and Accessibility</b></p> <ul style="list-style-type: none"> <li>▪ Develop a comprehensive performance management framework for ODOT to align with State and Federal partners.</li> <li>▪ Provide for a safe, efficient, and effective National Highway System (NHS) to improve commercial motor vehicle mobility and connectivity.</li> <li>▪ Improve rail-highway-port connections to facilitate intermodal freight movement.</li> <li>▪ Enhance intermodal connectivity by targeting truck corridors and railroads that provide access to MKARNS ports.</li> <li>▪ Enhance modal choice for people ... by identifying and improving intermodal connections.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Monitor and seek to improve the reliability, speed and productivity of freight movement in Oklahoma.</li> <li>▪ Encourage development of multimodal networks and intermodal facilities, and assure efficient highway access to air, rail, and waterway facilities.</li> <li>▪ Prepare for continued strong growth of home delivery by managing performance of highway access routes between distribution centers and delivery recipients.</li> </ul>
<p><b>EFFICIENT INTERMODAL SYSTEM MANAGEMENT and OPERATION</b></p> <ul style="list-style-type: none"> <li>▪ Protect Oklahoma’s investment in transportation by seeking to preserve and enhance current and/or new funding mechanisms for all modal systems.</li> <li>▪ Protect the investment in the McClellan-Kerr Arkansas River Navigation System (MKARNS) by seeking increased federal funding.</li> <li>▪ Facilitate modal choices for goods movement by and provide a sustainable budget for marketing and development of Oklahoma ports and waterways.</li> <li>▪ Improve intermodal freight connectivity through maintenance and improvement of access to air cargo hub facilities.</li> <li>▪ Improve operational performance of highways through increased use of traveler information systems.</li> <li>▪ Improve and promote security across all modes through adoption of emergency preparedness protocols for managing natural and man-made threats to human resources, transportation capital assets and information.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identify competitive opportunities and pursue federal grants for strategic freight projects.</li> <li>▪ Provide information to the Oklahoma congressional delegation to support expansion of federal freight funding, and utilization of existing funds.</li> <li>▪ Cooperate with neighboring states to develop improvement and funding concepts for multimodal corridors of strategic economic and security importance to the state, region and nation.</li> <li>▪ Pilot and implement new technologies and intelligent transportation system tools.</li> <li>▪ Inventory and monitor Oklahoma’s critical supply chains, and evaluate their resiliency and reliability.</li> </ul>
<p><b>ENVIRONMENTAL RESPONSIBILITY</b></p> <ul style="list-style-type: none"> <li>▪ Protect the environment by promoting clean energy and energy conservation practices within ODOT and to the traveling public</li> </ul>	<ul style="list-style-type: none"> <li>▪ Encourage expansion of natural gas fueling facilities.</li> <li>▪ Support the availability of freight modal options that reduce environmental impacts.</li> </ul>