11. POLICIES AND STRATEGIES

The purpose of the 2015-2040 LRTP policies and strategies is to synthesize the Plan, which provides guidance for the development, management, and operation of the intermodal transportation system of the State of Oklahoma. The number or magnitude of policies and strategies in one mode does not reflect on the degree of importance of a particular mode. The policies and strategies, also described as Plan recommendations, are intended to guide the use of a performance based approach to transportation decision-making. They demonstrate the state's commitment to partnering with the private sector in promoting economic development through strong transportation planning and infrastructure development. Recommendations have been developed for each mode and these recognize the connections between the various modes. The strategies herein are described in the context of a policy framework, in which strategies flow from a specific recommendation. Multimodal policy recommendations and strategies address topics that encompass several or all modes.

Recommendations from the 2010-2035 Oklahoma Long Range Transportation Plan were used as a starting point for development of the 2015-2040 LRTP recommendations. The existing plan recommendations were reviewed by advisory committees and compared with the identified transportation needs. Then preliminary recommendations were refined based on input from transportation providers, users, the public, and other interested parties.

The recommendations in this chapter are organized primarily according to modes, although a multimodal group is included as well; the multimodal policies and strategies cover several modes or topics that apply to all modes.

11.1. HIGHWAY AND BRIDGE

Oklahoma's 12,265 mile State Highway System is mostly rural in nature with two major metropolitan areas (Oklahoma City and Tulsa) accounting for urbanized area highways and expressways. Traffic on the major state highways has increased dramatically over the past 20 years with the exception of the recession years of 2008 and 2009. Freight traffic has experienced this same dramatic growth and is expected to continue to grow for the foreseeable future. The daily vehicle miles travelled on highways with four-lanes or more was over 42 million miles in 2012. This represents over 72 percent of the total vehicle miles travelled every day on Oklahoma's State Highway System.

The needs of the highway system are continuously assessed in order to program appropriate reconstruction, rehabilitation, and maintenance improvements in a fully integrated and systematic manner; and regular maintenance extends the life cycle of the facilities. The critical conditions of Oklahoma's bridges have been well documented for over a decade and the commitment to greatly reduce the number of structurally deficient bridges has been steadfast.

The following policies and strategies/action items (**Table 11-1**) continue to focus on strengthening the state's highway system, recognizing the key national, regional, and state role it plays in economic competitiveness and safety.

Table 11-1. Highway and Bridge Policies and Strategies

1. Improve safety and bridge conditions by replacing or rehabilitating structurally deficient bridges on the State Highway System. *(Existing Policy)*
a. Implement adopted schedule for replacing or rehabilitating structurally deficient bridges on the State Highway System. *(Updated)*
b. Pursue methods of rehabilitating and replacing fracture-critical bridges. *(Updated)*
c. Develop a programmatic approach to identify and address potential preservation issues on noteworthy historic bridges, including, but not limited to, truss-style bridges, working collaboratively with community partners. *(Existing)*
2. Preserve and improve the condition of highways and bridges by implementing asset management systems. (Updated Policy)
a. Further develop the state's Bridge Management System (PONTIS). Utilize data from the Bridge Management System to highlight specific areas requiring action in relation to safety, rehabilitation, reconstruction, and replacement. *(Updated)*
b. Continue to utilize the bridge rating system as a tool to identify "at risk" structures, and incorporate them into the Bridge Maintenance Program. *(Updated)*
c. Utilize the Pavement Management System as a tool to enhance pavement condition on the State Highway System. *(Updated)*
d. Assess the impact that increased truck size, weight, and axle configurations will have on the State Highway System. *(Updated)*
e. Implement the regulations outlined in MAP-21 as they pertain to performance measures and asset management for bridges and pavements. *(New)*

Table 11-1. Highway and Bridge Policies and Strategies (continued)

3. Reduce fatalities and serious injuries on Oklahoma highways through appropriate engineering solutions and systemic improvements. (Updated Policy)
a. Improve safety of roadway infrastructure by taking the following actions: (*Updated*) i. Continue to add shoulders on two-lane rural highways where high collision rates have been identified. ii. Continue to install cable median barriers on high volume divided highways with high crossover collision history or appropriate geometric characteristics. iii. Continue to implement approaches outlined in the Oklahoma Strategic Highway Safety Plan to address four emphasis areas: unsafe driver behavior, intersection crashes, crashes involving young drivers, and lane departure crashes.
4. Improve operational performance of highways through increased use of traveler information systems. *(Existing Policy)*
a. Utilize operational strategies to reduce the impact of congestion-causing incidents on transportation systems. These include effective traffic incident management, traveler information systems, and technologies to manage safety in work zones, among others: *(Updated)* i. Consider utilization of internet-based systems and emerging technologies for managing traveler information and user notifications. ii. Improve Intelligent Transportation System (ITS) communications and the use of variable highway message signs to inform motorists of congestion, bottlenecks, and work zones. b. Investigate the use of emerging technologies such as autonomous vehicles and explore their impact on operational and safety performance on highways. *(New)*
5. Provide for a safe, efficient, and effective National Highway System (NHS) to improve commercial motor vehicle mobility and connectivity. *(Updated Policy)*
a. Continue the use of Oklahoma Permitting and Routing Optimization System (OKie PROS) to provide assistance to oversize, overweight commercial motor vehicle users for making safe and efficient route choices. *(Updated)* b. Continue development of Ports of Entry—technology-based commercial motor vehicle weigh and credential screening stations located at major highway entry points to the state. *(Existing)* c. Implement an Intelligent Transportation System (ITS) program to monitor and manage congestion in cooperation with commercial vehicle industry and other stakeholders. *(New)* d. Make targeted investments on the National Highway System to accommodate traffic growth on truck routes and strengthen system safety and efficiency for truck operations. *(Updated)* e. Pursue opportunities to partner with the private sector to enhance truck stops/rest areas by providing overnight parking availability information, identifying locations, etc. *(New)* f. Analyze freight truck travel time data to assist in decision-making about freight related system improvements on the National Highway System. *(New)*

11.2. FREIGHT RAIL

Freight rail has proven to be vital in maintaining and improving both the state and national economies. Nearly three-quarters of all of the rail traffic in Oklahoma is through traffic, without an Oklahoma destination. The majority of this freight rail movement is for the transportation of coal from Wyoming to Texas. Freight rail brings finished goods and raw materials to and from Oklahoma businesses, and moves material through and across the state. This system has proven valuable to the agricultural and energy industries, as well as to Oklahoma military bases.

Freight rail safety will continue to be a priority with the Oklahoma Department of Transportation (ODOT). Improvements to at-grade railroad crossings in Oklahoma will continue to be included in the annual work program. The following policies and strategies/action items (**Table 11-2**) focus on strengthening the state's rail system, recognizing the key national, regional, and state role it plays in economic competitiveness and safety.

Table 11-2. Freight Rail Policies and Strategies

1. Improve rail operations and operational effectiveness by encouraging public-private partnerships. *(Updated Policy)*
a. Support identification and elimination of bottlenecks both on main lines and classification yards (the multi-track facilities where freight cars are transferred from one engine to another based on their destination) by the use of Class I railroads. *(Updated)*
b. Support double tracking and signal/operations improvements to mitigate freight rail congestion and to meet projected increase in rail traffic. *(Existing)*
c. Maintain coordination between government agencies and Class I railroads. *(Updated)*
d. Support upgrades to state-owned Class III track and structures to permit use of 286,000 pound standard rail cars and larger, which in turn will support Class I service and improve service efficiency. *(Existing)*
e. Develop options for statewide programs to target preservation and upgrading of Class III lines. *(Updated)*
2. Improve rail conditions, operations, and safety through continued support and refinement of the Oklahoma Statewide Freight and Passenger Rail Plan. *(Updated Policy)*
a. Periodically, perform an analysis of Oklahoma's rail network to identify future connectivity gaps based on changing freight patterns and the Oklahoma Statewide Freight and Passenger Rail Plan. *(Updated)*
b. Update the existing rail crossing inventory with current rail and highway traffic data and review accident exposure ratings using the Federal Railroad Administration (FRA) safety program. (see Passenger Rail #2c) *(Existing)*
c. Provide technical assistance to local communities planning to improve rail-highway crossing facilities, including crossing surfaces and signal devices. (see Passenger Rail #2d) *(Existing)*
d. Continue efforts to evaluate the consolidation of at-grade crossings to further improve safety. (see Passenger Rail #2e) (*Existing*)
3. Improve rail-highway-port connections to facilitate intermodal freight movement. *(Existing Policy)*
a. Monitor and promote opportunities for development of intermodal and transmodal facilities in Oklahoma. *(Updated)*
b. Support the development of intermodal freight corridors that connect major population centers with freight generators and international gateways. *(Existing)*
c. Encourage industrial development near rail corridors to enhance intermodal freight movement. *(New)*

11.3. PASSENGER RAIL

Passenger rail is a very efficient transport mode, but because of its high capital cost, dense corridors are often required to justify the investment. By connecting the largest of Oklahoma's cities with rail connections to major population centers in adjacent states, the efficiencies of rail can be put to work. To gain the travel densities needed, local connections and other collector systems can be developed to serve less dense corridors and form a cohesive regional transportation system. Public sentiment about the existing passenger rail service in Oklahoma is positive and there is interest in expanding the passenger rail service. The following policies and strategies/action items (**Table 11-3**) endorse the continuation of passenger rail system and improving the intermodal connections in the state.

Table 11-3. Passenger Rail Policies and Strategies

1. Preserve and maintain existing service to provide people with multimodal options for intercity travel. *(Existing Policy)*
a. Cooperate and coordinate with Amtrak, BNSF, and the State of Kansas in evaluating potential passenger rail service by means of an Oklahoma City to Newton or Wichita, Kansas, Amtrak route. *(Updated)*
b. Evaluate current ridership trends and train frequencies to improve the existing Amtrak passenger rail service. *(Updated)*
2. Improve passenger rail as a modal choice by improving travel time, safety and reliability of the service. *(Updated Policy)*
a. Proceed with planning activities to determine feasibility of passenger rail service between Oklahoma City and Tulsa. *(Updated)*
b. Identify, develop, and secure funding that promotes and enhances passenger rail system investment. *(New)*
c. Update the existing rail crossing inventory with current rail and highway traffic data and review incident exposure ratings using the FRA safety program. (see Freight Rail #2b) *(Updated)*
d. Provide technical assistance to local communities planning to improve rail-highway crossing facilities, including crossing surfaces and signal devices. (see Freight Rail #2c) *(Existing)*
e. Continue efforts to evaluate the consolidation of at-grade crossings to further improve safety. (see Freight Rail #2d) *(Existing)*
3. Increase intermodal passenger travel choices by improved connections at passenger rail stations with intercity bus services, public transportation, and park- and-ride facilities. *(Updated Policy)*
a. Encourage expanded and improved connections to passenger rail stations from rural, tribal, and urban public transit, intercity buses, and airport terminals. (see Public Transportation #1a) *(Existing)*
b. Coordinate schedules to provide better connections between local and regional public transportation systems and to provide seamless and convenient transportation throughout the state and region. *(Updated)*

11.4. PUBLIC TRANSPORTATION

The past decade has seen an increased growth in national transit ridership and the same trend also occurred in Oklahoma. During the 2015-2040 LRTP planning process, the public indicated a strong concern for unmet transit needs in the state and the need for better communication, coordination and connections between rural, urban, tribal transit and intercity bus and train services. The following policies and strategies/action items (**Table 11-4**) focus on increasing public transportation options and bringing the systems' assets to a state of good repair. These policies also aim to fortify Oklahoma's existing transit services, while advancing service improvements and efficiencies in locations where current demands are unmet or underserved.

Table 11-4. Public Transportation Policies and Strategies

1. Improve public transportation system operations and performance by promoting coordination and connections statewide among rural, urban, tribal, and intercity bus services. *(Updated Policy)*
a. Expand and improve connections between rural transit systems and tribal systems, intercity bus stops/terminals, urban transit system transfer points, airports, and Amtrak Heartland Flyer stops. (See Passenger Rail#3a) *(Updated)*
b. Continue collaboration with stakeholders in development of an electronic database and mobility management system regarding the state's transit service routes and locations. *(Updated)*
2. Support multiple modes of transportation connecting residential areas and employment locations, health services, and other activity centers. *(Existing Policy)*
a. Encourage improved coordination between land use and transit planning, including pedestrian and bicycle connections to transit routes, practical transit stop locations, transit shelters, park-and-ride lots, access for elderly and disabled, and transit oriented development. *(New)*
b. Investigate potential for agreements between rural transit systems and health and hospital systems, social service providers, and major employers to expand transit service options. *(Existing)*
c. Coordinate with health and human service agencies and others to expand paratransit services for special needs populations and individuals with disabilities. *(Existing)*
d. Conduct a study to identify demand for off-peak intercity transit service. Include consideration of need for transport between rural transit areas, and between rural and urban parts of the state. *(Updated)*
3. Protect Oklahoma's investment in the public transportation system by seeking additional/dedicated funding. *(Updated Policy)*
a. Encourage continued cooperation and collaboration among ODOT, the tribal transit agencies, and the urban transit systems and appear as one voice to the Oklahoma legislative delegation on Federal Transit Administration (FTA) funding requests. *(Existing)*
b. Promote development of dedicated transit funding sources beyond the existing Public Transportation Revolving Fund. *(Existing)*
c. Support metropolitan area transit, including passenger rail initiatives, and dedicated transit funding. *(New)*
4. Develop a Statewide Public Transportation Plan that identifies and targets opportunities for strategic improvements to services. *(Existing Policy)*
a. Develop Statewide Public Transportation Plan to analyze statewide transit network with recommendations for improvements to existing services as well as locations for new services. *(Existing)*
b. Prepare a statewide program of FTA-eligible capital projects and operational needs every five years. Identify non-Federal match for FTA-eligible projects. *(Existing)*

11.5. MULTIMODAL

Since the early 1990s, the U.S. Department of Transportation has focused on efforts to encourage communication and coordination among various transportation modes. Thus, use of the words intermodal and multimodal have become a larger part of the transportation planning vocabulary.

This multimodal section addresses issues that overlap or affect several modes, as well as themes that are important to many modes. The following policies and strategies/action items (**Table 11-5**) reinforce the important role that Oklahoma's transportation system plays with state and national economic competitiveness. The multimodal concepts acknowledge the importance of developing a diverse transportation system that offers the traveling public and businesses competitive, safe, convenient, affordable, and environmentally responsible transportation choices.

Table 11-5. Multimodal Policies and Strategies

1. Protect Oklahoma's investment in transportation by seeking to preserve and enhance current and/or new funding mechanisms for all modal systems. *(Updated Policy)*
a. Develop and maintain information on historical trends and provide this information to state government leaders and the Oklahoma Congressional Delegation to support their search for new funding sources for the transportation system. Continue to assist government leaders in determining appropriate transportation funding and improvement priorities. *(Existing)*
b. Explore various alternatives for funding the state's surface transportation program, such as: securing increased percentage of state motor vehicle revenue, increasing diesel tax, increasing freight fees, considering vehicle miles traveled fee and innovative tolling. *(Updated)*
c. Provide information to state government leaders and Oklahoma's Congressional Delegation to assist them in finding additional sources of funding for rural, urban, and tribal transit, passenger and freight rail service improvements, aviation improvements, and waterways improvements. *(Existing)*
d. Continue to work with sovereign Native American Tribes and Nations to leverage resources for transportation improvements. *(Existing)*
e. Cooperate and coordinate with local governments to research possible new funding partnerships for transportation projects of mutual interest. *(Existing)*
2. Improve efficiency, economic vitality, and intermodal connectivity by developing a comprehensive State Freight Plan. *(Updated Policy)*
a. Develop a comprehensive State Freight Plan by expanding and continuing meetings with freight stakeholders from various modes and industries and incorporating highlights of recently conducted freight studies. *(New)*
b. Collaborate with freight stakeholders and utilize latest technologies and data to identify freight bottlenecks and prioritize investments to eliminate the bottlenecks. *(Updated)*
c. Support investments to improve linkages between the airports, highway, railway, and water systems. *(Updated)*
3. Enhance modal choice for people and provide favorable conditions for transit ridership growth by identifying and improving intermodal connection points for travel by public transportation, intercity bus, passenger rail, airport, walking, bicycling, and automobile. *(Updated Policy)*
a. Identify gaps and opportunities in urban, tribal, and rural public transportation, intercity bus, passenger rail, airports, automobiles, and bicycle and pedestrian facilities and operations. *(Updated)*

Table 11-5. Multimodal Policies and Strategies (continued)

4. Protect the environment by promoting clean fuel and energy conservation practices within ODOT and to the traveling public. *(Existing Policy)*
a. Assess current ODOT practices in construction, maintenance, and agency operations to identify areas for potential energy conservation. (This could include installing light emitting diode traffic signals, reducing roadside mowing, using warm-mix asphalt, etc.). *(Existing)*
b. Focus efforts to assist the traveling public in conserving fuel, such as developing efficient traffic operations, traffic signal optimization, and work zone design to minimize idling time, etc. *(Updated)*
c. Improve air quality by reducing traffic congestion and bottlenecks that result in increased emissions. *(Existing)*
d. Support the use of clean fuels by ODOT, other state agencies, and the public. *(Updated)*
5. Improve and promote security across all transportation modes through adoption of emergency preparedness protocols for managing natural and man-made threats to human resources, transportation capital assets, and information. *(Updated Policy)*
a. Contribute to the public's safety by coordinating with the Oklahoma Department of Emergency Management, U.S. Departments of Homeland Security and Defense, and the U.S. Department of Transportation to plan for the restoration, and ensure the availability, of transportation services after a disaster and during times of national emergencies. *(Updated)*
b. Improve the security and resilience of the transportation system, including highways, transit, rail, ports and marine, air cargo, and passenger aviation, through identification of "safety-critical" assets. (*Existing*)
c. Develop alternate routes and transportation system redundancy to maintain mobility during emergencies or natural disasters. *(Existing)*
d. Maintain and improve urban area programs to remove debris and litter from drains, culverts, and roadsides to minimize roadway flooding. *(New)*
6. Develop a comprehensive performance management framework for ODOT to align with State and Federal partners. *(New Policy)*
a. Strengthen working relationships with Oklahoma's Metropolitan Planning Organizations (MPOs) in relation to performance measures. *(New)*
b. Monitor national rules for pavement condition and bridge performance, and begin to develop appropriate capability to report data for the national pavement condition and bridge performance measures. (see Highway and Bridge #2b and 2c). *(New)*
c. Monitor federal rulemaking for freight planning, system performance, and congestion reduction; and begin to develop appropriate capability to report freight, system performance, and congestion measures. *(New)*
d. Create an electronic performance measures dashboard as part of ODOT's website and update regularly. *(New)*

11.6. BICYCLE AND PEDESTRIAN

Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, bicycle routes, and sidewalks. The planning and implementation of bicycle and pedestrian improvements are typically completed at the local government level, and/or through a MPO. ODOT continues to work in cooperation with local governments to enhance bicycle and pedestrian facilities. Funding for these bicycle and pedestrian improvements is almost always from a combination of federal, local, and private and/or non-profit sources. The following policies and strategies/action items (**Table 11-6**) seek to enhance the bicycle and pedestrian facilities and improve modal choices in the State of Oklahoma.

Table 11-6. Bicycle and Pedestrian Policies and Strategies

1. Establish a vision to support bicycle and pedestrian modal choices and promote healthy affordable modes of transportation. (*Updated Policy*)
a. Continue to pursue opportunities to bring state highways in small communities into compliance with the Americans with Disabilities Act. *(Existing)*
b. Incorporate bicycle facility design standards into the next version of the ODOT Roadway Design Manual. *(Existing)*
c. Develop a statewide bicycle plan that emphasizes safety and builds and expands upon the work of the Metropolitan Planning Organizations. *(Updated)*
2. Improve modal choices and safety by incorporating pedestrian and bicyclist facilities in accordance with approved design standards. *(Updated Policy)*
a. Continue to provide pedestrian signals, warning beacons, signage, striping, and lighting at intersections of state routes with high-volume pedestrian crossings. *(Updated)*
b. Support inclusion of bicycle and pedestrian facilities into new and renovated intermodal facilities and connection points, such as train depots, bus terminals, etc. *(Existing)*
c. Support efforts by local governments, public transit providers, passenger rail systems, and others to expand and improve bicycle ways and walkway connections. *(Updated)*
d. Assess and respond to needs for pedestrian and bicycle infrastructure on or adjacent to state highways concurrent with related highway improvements, and as a part of the project development process. *(Updated)*
e. Inform bicycle/pedestrian community about coordinating with the state's bicycle and pedestrian coordinator and about the public involvement process. *(New)*
3. Promote and support public information outreach and education regarding safe and accessible transportation routes for bicyclists and pedestrians. *(New Policy)*
a. Continue to educate communities about sidewalk and trail requirements associated with the Americans with Disabilities Act. *(New)*
b. Promote statewide and local-area education programs to make transportation users aware of pedestrian and bicyclist rights and responsibilities. *(Existing)*
c. Support efforts by health departments, educational facilities, and public safety agencies to provide bicycle and pedestrian safety lessons/workshops. *(New)*
d. Encourage local communities that are planning or constructing new facilities for pedestrians and bicyclists to seek technical support from the state's bicycle and pedestrian coordinator. *(Existing)*

11.7. WATERWAYS AND PORTS

The McClellan-Kerr Arkansas River Navigation System (MKARNS) is the nation's most inland waterway and Oklahoma's primary navigable waterway originating from the Tulsa Port of Catoosa and flowing southeast through Arkansas to the Mississippi River. The strength of Oklahoma's waterways sets the state apart from other areas by providing greater options for the shipping and distribution of goods. However, waterways often do not receive the necessary funding to maximize their use. The available funding has not kept pace with the demand over the years, and wear and tear continues on the locks that are now over 40 years old. Faced with decreased federal funding, there have been discussions regarding contributions from the stakeholders, not only with funds, but other shared resources including equipment, labor, and materials. The following policies and strategies/action items (**Table 11-7**) seek to strengthen MKARNS economic competitiveness and security.

Table 11-7. Waterways and Ports Policies and Strategies

1. Protect the investment in the McClellan-Kerr Arkansas River Navigation System (MKARNS) by seeking increased federal funding. *(Updated Policy)*
a. Continue to work with federal and state officials to obtain funding for the maintenance of existing locks and dams. *(New)*
b. Continue to work with federal and state officials from Oklahoma and Arkansas to protect the confluence of the White and Arkansas Rivers. *(Updated)*
c. Continue to work with federal and state officials to authorize the deepening of the MKARNS channel. *(Updated)*
2. Enhance intermodal connectivity by targeting improvements to truck corridors and railroads that provide access to MKARNS ports. *(Existing Policy)*
a. Work collaboratively with the Ports and other stakeholders to address issues related to transporting "super" loads from the Ports. This could include improvement to bridge structures and pavement on routes to accommodate the "super" loads. *(Updated)*
3. Facilitate modal choices for goods movement and provide a sustainable budget for marketing and development of Oklahoma ports and waterways. *(Existing Policy)*
a. Seek partnerships with private sector user groups, economic development associations, and other stakeholders to support promotion of the MKARNS channel. *(Updated)*

11.8. AIRPORT ACCESS

Air transportation plays an important role in economic competitiveness and the access to airports and surrounding infrastructure is important for quality of life, tourism, and commerce. ODOT is not responsible for funding specific airport improvements, such as runway extensions, hangars, etc.; however, the 2015 - 2040 LRTP acknowledges airport access needs. The following policies and strategies/action items (**Table 11-8**) support development of airport access to provide passenger and freight aviation linkages. They address the intermodal and transshipment opportunities within the state and illustrate the need for and importance of reliable airport access in Oklahoma.

Table 11-8. Airport Access and Aviation Policies and Strategies

1.	Improve intermodal freight connectivity through maintenance and improvement of access to air cargo hub facilities. *(Updated Policy)*
a.	Coordinate with MPOs, chambers of commerce, the Oklahoma Trucking Association, defense installations, Oklahoma airport operators, and other stakeholders to support access to new and existing air cargo hubs and related transmodal center(s) in Oklahoma. *(Updated)*
2.	Improve intermodal choices for people through improved connection to airports via car, truck, bus, and passenger rail. *(Updated Policy)*
a.	Coordinate with local stakeholders and public transportation providers to expand and improve connections to airports from rural, tribal, and urban public transit, buses, and passenger rail stations. *(Updated)*
b.	Support efforts to obtain regional air service for strategically located rural communities that would benefit from and sustain such airport facilities. *(New)*

11.9. CONCLUSION

ODOT will use the 2015-2040 LRTP to guide development of, and improvements to, the state's transportation system. This system will provide the traveling public and businesses competitive, safe, convenient, affordable, and environmentally responsible transportation choices. ODOT will work with the elected officials, public, and private stakeholders to ensure the state's transportation network is a high-performing system ensuring economic competitiveness for the next 25 years.

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