



# 2020 – 2045 Oklahoma Long-Range Transportation Plan

**Family of Plans Report**

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Prepared by





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## 1. INTRODUCTION

This technical memorandum summarizes the “family of plans” that will be considered in the development of the 2020-2045 Oklahoma Long Range Transportation Plan (LRTP). The “family of plans” includes documents such as the Oklahoma Department of Transportation (ODOT) Eight Year Construction Work Plan, the State Rail Plan, the State Transportation Improvement Program, and regional long range transportation plans. Each of these plans is connected in some way to the LRTP. These plans will be used to inform the 2045 LRTP to define existing and desired system performance, identify goals and priorities, identify future modal needs, and identify policies and strategies to include in the 2045 LRTP.

### 1.1. COMMON THEMES IN REVIEWED PLANS

Each of the plans share a number of common themes. Numerous plans focus on safety, the economy, multimodal connectivity, needs of the aging population, and system preservation. Many of the plans, from the State Freight Plan to Metropolitan Planning Organization (MPO) plans to Tribal plans include lists of specific projects. Many of the plans also include discussion of new technology and its role in Oklahoma’s transportation system. Plan goals, strategies, and policies will be considered in the development of the 2045 LRTP.



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

## 2. STATEWIDE PLANS

### 2.1. OKLAHOMA LONG RANGE TRANSPORTATION PLAN, 2015-2040

#### 2.1.1. SUMMARY OF KEY FINDINGS

- ODOT's vision, outlined in the existing 2015-2040 LRTP, 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.
- The following 2045 LRTP goals are aligned with the national goal areas set forth under the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (2012), and the Fixing America's Surface Transportation (FAST) Act (2015):
  - **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 that 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.
- In 2012, legislation was passed that revamped State funding to support ODOT in improving bridge conditions on the State Highway System (SHS). This led to the replacement or rehabilitation of 823 bridges statewide from 2006 to 2013.<sup>1</sup>
- According to cost estimates and projected revenues, the 2040 LRTP projected that future needs of Oklahoma's transportation system will be far greater than the State's expected revenue regardless of funding increases.
- The 2040 LRTP recommends that ODOT updates and finalizes its performance measures to better assess progress toward reaching its targets.
- The 2040 LRTP provides implementation guidance with a series of policies. The guidance includes policies and strategies for highway and bridge, freight rail, passenger rail, public transportation, multimodal, bicycle and pedestrian, waterways and ports, and airport access.

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<sup>1</sup> At the end of 2018, there were 132 structurally deficient bridges of the total 6,744 bridges.





### **2.1.2. SCHEDULED UPDATE**

Based on federal requirements, ODOT updates the LRTP every five years.

### **2.1.3. LEAD AGENCY**

ODOT's Strategic Asset & Performance Management Division developed the 2040 LRTP. The 2040 LRTP was adopted by the Oklahoma Transportation Commission on August 10, 2015.

### **2.1.4. PLAN PURPOSE**

The purpose of the 2040 LRTP is to update ODOT's planning goals and objectives, identify appropriate performance measures, evaluate multimodal transportation policies, and assess the current and future needs of the multimodal transportation system. The 2040 LRTP guides ODOT to developing a safer and more effective transportation system for the future.

### **2.1.5. MAJOR REQUIREMENTS**

MAP-21 and FAST Act – Requires states to create a performance-based LRTPs.

Title 23 CFR, Part 450 – Statewide and metropolitan planning and programming.

### **2.1.6. FUNDING**

The LRTP plan development is funded with federal SPR funds and state matching funds.

## **2.2. OKLAHOMA DOT CONSTRUCTION WORK PLAN, 2019-2026**

### **2.2.1. SUMMARY OF KEY FINDINGS**

The 2019-2026 Eight Year Construction Work Plan (CWP) contains capital improvement projects including:

- Replacement or rehabilitation of 686 bridges
- Improvements to 720 miles of two-lane highways to enhance safety

These projects will move Oklahoma closer to reaching an Oklahoma transportation goal: By 2020, there will be less than 1 percent of structurally deficient bridges in the state highway system.

### **2.2.2. SCHEDULED UPDATE**

The next update of the CWP will be submitted to the Transportation Commission in September 2019. The document is updated annually.

### **2.2.3. LEAD AGENCY**

The eight regional ODOT Field Division Engineers lead this effort, in consultation with local officials and the communities they represent. The Oklahoma Transportation Commission approves the CWP.

### **2.2.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The CWP contains a list of upcoming construction projects on the Oklahoma state highway system. Each project provides maintenance and improvements to the highway system. These projects are completed to support Oklahoma's growing economy. The CWP lists the projects alphabetically by county.

The CWP projects are consistent with the policies of the LRTP.

### **2.2.5. MAJOR REQUIREMENTS**

There are no major requirements governing the CWP. The CWP was an ODOT initiative instituted in 2003. The administrative code includes details about the funding formula and annual updates.

### **2.2.6. FUNDING**

The CWP development is funded with state and federal funds.

## 2.3. OKLAHOMA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

### 2.3.1. SUMMARY OF KEY FINDINGS

- The Statewide Transportation Improvement Program (STIP) identifies transportation projects expected to receive full funding and to take place over the four years following the STIP's release. The program highlights projects in various areas of the State's transportation system. Only the projects in the first year of the approved STIP constitute an "agreed to" list for scheduling and implementation.
- The STIP comprises the Transportation Improvement Programs (TIP) and the anticipated projects in each MPO region. Some of these regions include Oklahoma City, Tulsa, and Lawton; these regions' TIPs were updated for 2018-2021. The TIP for the Frontier MPO is included in the STIP and was updated for 2016-2020.
- This STIP discusses the Indian Reservation Roads Program, County Improvements for Roads and Bridges (CIRB) Program, federal lands, and the public involvement process.

### 2.3.2. SCHEDULED UPDATE

ODOT's STIP is updated every two years in relation to the Eight Year CWP. The next STIP will be updated for 2020-2023, and it is scheduled to be adopted in the fall of 2019.

### 2.3.3. LEAD AGENCY

ODOT's Programs Division prepares the STIP. The 2018-2021 STIP was approved by the ODOT Commission, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

### 2.3.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The STIP lists prioritized and regionally significant transportation projects that are expected to be funded and implemented following the STIP's release. The program identifies key transportation needs to facilitate the development, management, and operation of safe transportation systems.

The STIP projects are consistent with the policies of the LRTP, the MPO long range plans, and the tribal long range plans.

### 2.3.5. MAJOR REQUIREMENTS

Title 23 USC, Section 135 – Statewide planning guidelines.

Title 49 USC, Chapter 53 – Developing a federally approved STIP is necessary for projects to be eligible for federal funding.

### 2.3.6. FUNDING

The STIP's development is funded with state and federal funds.

## 2.4. 2018 OKLAHOMA STRATEGIC HIGHWAY SAFETY PLAN

### 2.4.1. SUMMARY OF KEY FINDINGS

- The vision of the Strategic Highway Safety Plan (SHSP) is to provide and promote the safest roadway transportation system for all travelers – zero deaths, zero injuries.
- The mission of the SHSP is to 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).
- The number of traffic serious injuries in Oklahoma has decreased by an average of 2.7 percent per year over the last decade.
- Nearly half a million crashes were reported statewide between 2010 and 2016 resulting in more than 4,000 fatalities and 98,000 serious injuries.
- The following technologies were found to reduce crashes: lane-departure warning systems, blind-spot detection systems, front-crash prevention systems with autonomous braking, and rearview cameras.
- The long-term goal of the SHSP is to reduce traffic-related fatalities to zero. The SHSP includes a set of performance target areas used to track progress towards this goal. The performance targets are listed in subsection 2.4.4.

### 2.4.2. SCHEDULED UPDATE

Based on federal requirements, ODOT updates the SHSP every five years. The current plan was developed in 2018.

### 2.4.3. LEAD AGENCY

The SHSP is developed by ODOT, through a group that includes representatives from a number of organizations and departments, including but not limited to the FHWA, Federal Motor Carrier Safety Administration (FMCSA), Oklahoma Department of Public Safety, Oklahoma Highway Safety Office, Oklahoma Highway Patrol Troop S, Association of Central Oklahoma Governments, Indian Nation Council of Governments, Lawton MPO, and Tribal Technical Assistance Program.

### 2.4.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The SHSP identifies threats to safety on all public roads and countermeasures to improve safety. The overarching goal of the SHSP is to reduce traffic-related fatalities to zero. To do so, the SHSP focuses on performance measures established by FHWA and by Oklahoma’s SHSP partners.

#### **Transportation Performance Measures established by the FHWA**

- Number of roadway fatalities
- Number of roadway serious injuries
- Roadway fatalities per 100 million vehicle miles traveled (VMT)
- Roadway serious injuries per 100 million VMT

- Combined number of nonmotorized fatalities and nonmotorized serious injuries

**Additional Performance Measures Presented by OK's SHSP Partners:**

- Number of unrestrained occupant fatalities
- Number of fatalities Involving drivers/motorcyclists with 0.08+ Blood Alcohol Content
- Number of commercial motor vehicle crashes

The SHSP addresses countermeasures to improve safety and sets targets and performance measures that are consistent with safety issues and priorities identified in the LRTP. The LRTP includes a description of performance measures and targets and a discussion of system condition in relation to the performance measures.

#### **2.4.5. MAJOR REQUIREMENTS**

Title 23 USC, Section 148 – Requires updates to the SHSP through the Highway Safety Improvement Program (HSIP). Both documents discuss the safety performance measures,

#### **2.4.6. FUNDING**

The SHSP's development is funded with state funds.

## 2.5. OKLAHOMA DOT TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP), 2018-2027

### 2.5.1. SUMMARY OF KEY FINDINGS

- The Transportation Asset Management Program’s mission is to:
  - Maximize available funding through a risk-based, data driven decision-making process.
  - Maintain and improve the state of transportation assets.
  - Be transparent and accountable to partners and customers.
- **Investment Strategies:** The focus of the TAMP investment strategies is to identify opportunities to improve financial decisions by directing funding resources to various assets in the most appropriate manner. The TAMP is linked with the STIP and the CWP. The TAMP investment strategies are designed to help ODOT continue to achieve federal and state goals and targets. These strategies are intended to prevent performance gaps, make progress toward achieving ODOT’s desired state of good repair, particularly for pavement and bridges, and support the national goals for the Federal-Aid Highway Program.
- **Focus on Statewide Transportation System Goals:** Improving ODOT’s ability to link asset-related decision-making with other transportation goals is an integral part of the Department’s decision analysis initiative. The current CWP reflects this effort as well; the selection, prioritization, and allocation of resources were completed with a holistic view of system performance.
- **Pavement-Specific Strategies:** In addition to the long-term policies established in the Oklahoma LRTP, ODOT has identified investment in pavement preservation as an area of emphasis for the pavement management program. ODOT currently dedicates about \$75 million in annual funding to the Asset Preservation Program, which is specifically invested in preventative maintenance and minor rehabilitation treatments.
  - ODOT also places an emphasis on both shoulder and roadway improvements during preservation activities and ensures that enhanced shoulders are part of all major rehabilitation or reconstruction efforts on two-lane highways.
- **Bridge-Specific Strategies:** Bridge-related policies and strategies from the Oklahoma LRTP will help to achieve ODOT’s long-term vision for the state-maintained bridges. These include:
  - Implementing an adopted schedule for replacement or rehabilitation of structurally deficient bridges on the SHS
  - Pursuing methods of rehabilitation and replacement of fracture-critical bridges.
  - Developing a programmatic approach to identifying and addressing potential preservation issues on noteworthy historic bridges
  - Continuing to develop ODOT’s BMS
  - Continuing to use the bridge rating system as a tool to identify “at-risk” structures and incorporating them into the bridge maintenance program
  - Assessing the impact of increased truck size, weight, and axle configurations on the SHS
  - Implementing federal regulations pertaining to performance measures and asset management for bridges and pavement

- In addition, ODOT currently dedicates approximately \$40 million in annual funding to bridge rehabilitation and another \$5 million for the preventive maintenance program.

### **2.5.2. SCHEDULED UPDATE**

The TAMP was submitted to FHWA in June 2019. Based on federal requirements, ODOT updates the TAMP every four years.

### **2.5.3. LEAD AGENCY**

ODOT's Strategic Asset & Performance Management Division coordinates with the Oklahoma Turnpike Authority (OTA) to develop the TAMP Plan.

### **2.5.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The TAMP illustrates Oklahoma's 10-year strategy for maintaining the National Highway System's (NHS) pavement and bridge assets. This TAMP highlights NHS assets owned by ODOT and the Oklahoma Turnpike Authority (OTA). The TAMP details goals and information related to these assets in addition to life cycle planning, financial planning, and risk management. The TAMP also includes the following national performance measures:

- Percentage of pavement of the Interstate System in Good condition
- Percentage of pavement of the Interstate System in Poor condition
- Percentage of pavement of the Non-Interstate NHS in Good condition
- Percentage of pavement of the Non-Interstate NHS in Poor condition
- Percentage of NHS bridge deck area in Good condition
- Percentage of NHS bridge deck area in Poor condition

The TAMP reflects and supports goals and policies of the LRTP. The LRTP includes a description of performance measures and targets and a discussion of system condition in relation to the performance measures. The TAMP goals, performance measures, and targets delineate the process for maintaining the State's pavement and bridge assets. TAMP goals and performance measures are further considered in the development of the Statewide Transportation Improvement Program.

### **2.5.5. MAJOR REQUIREMENTS**

Title 23 CFR, Section 515.7, Title 23 CFR, Section 515.9, Title 23 CFR, Section 515.19–

- Provide description of assets and conditions.
- Include other NHS assets and public roads.
- Provide investment requirements.
- Obtain necessary data from NHS owners.
- Conduct periodic self-assessments of TAMP capabilities.

Title 23 CFR, 490 established national pavement and bridge performance measures for state DOTs to address in the TAMP.

### **2.5.6. FUNDING**

The development of the TAMP is funded with federal funds.

## **2.6. ODOT ASSET PRESERVATION PLAN**

### **2.6.1. SUMMARY OF KEY FINDINGS**

The 2019-2022 Asset Preservation Plan (APP) includes nearly 400 projects that total an estimated value of more than \$472 million.

### **2.6.2. SCHEDULED UPDATE**

The APP will be updated in September of 2019. It is updated annually and covers a four year period.

### **2.6.3. LEAD AGENCY**

ODOT develops the APP and the Field Division Engineers guide the needs and projects outlined within the plan. The Field Division Engineers also review the APP annually to examine what projects are feasible according to updated funding projections.

### **2.6.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The APP is developed to improve conditions and performance on the SHS. The Field Division Engineers select asset preservation projects. These projects constitute a wide range of activities from rehabilitating bridges and pavements, improving sidewalks and curbs, and improving accessibility to the state highway system. The activities outlined in the APP provide support for the projects identified in the Eight Year CWP by extending the life of existing bridges and pavements, until replacement or reconstruction is warranted and can be funded.

The APP addresses actions that are consistent with LRTP goals and policies.

### **2.6.5. MAJOR REQUIREMENTS**

The APP serves as an informational document updated in conjunction with the Eight Year CWP.

### **2.6.6. FUNDING**

The APP's development is funded with state funds.



## 2.7. OKLAHOMA FREIGHT TRANSPORTATION PLAN 2018-2022

### 2.7.1. SUMMARY OF KEY FINDINGS

- The Oklahoma Freight Transportation Plan's (OFTP) 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.
- The following OFTP performance measures align with the LRTP goal areas and are expanded to address critical federal freight requirements:
  - Mileage with paved shoulders
  - Rail grade crossing crashes
  - Bridge deck condition
  - Pavement Condition
  - Truck travel time reliability index
  - Highly used truck miles
  - Median truck travel speed
  - Truck delay
  - Truck travel time
  - Clean fuel access
- The OFTP concludes that quality performance of the state freight transportation system is developed through long-term capital investments and policies focused on both the public and private sectors.
- The OFTP identifies approximately 150 individual segments as bottlenecks for trucks. These bottlenecks were identified with stakeholder input and two performance measures, average delay of trucks and the travel time reliability of trucks. The majority of the bottlenecks are clustered around the urbanized areas of Oklahoma City and Tulsa.
- The OFTP presents resources for project prioritization and a process for directing investment in the freight system.
- The OFTP provides a list of Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC).
  - The CUFCs and CRFCs will become part of the National Highway Freight Network (NHFN) following FHWA verification, and projects on these facilities will be eligible for grant applications under the Infrastructure for Rebuilding America (INFRA) program.
- The OFTP provides a fiscally constrained list of 54 prioritized freight projects. 18 of these projects will be funded with National Highway Freight Program (NHFP) funds, and funding will also be supplied by state and federal sources. The 18 projects selected for NHFP funds were distinguished by highway location and type, there are:
  - 6 projects on interstates I-35, I-40 and I-244 totaling \$135 million
  - 12 projects on eligible CRFC U.S. 54, U.S. 69, and U.S. 81 totaling \$116 million

- 14 capacity projects totaling \$234 million, and 4 projects totaling \$17 million for operational and other improvements
- The Freight Investment Plan will be executed, and funds expended according to the schedule outlined in the OFTP.
- Freight bottlenecks not yet addressed by projects will be evaluated for future editions of the 8 Year Construction Work Plan.
- An implementation plan for freight policies and strategies was developed and put into effect by ODOT in 2018, including program designs, responsibilities, inter-departmental coordination, and timelines.

### **2.7.2. SCHEDULED UPDATE**

Based on federal requirements, ODOT updates the OFTP every five years.

### **2.7.3. LEAD AGENCY**

ODOT developed the OFTP based on input from the statewide Freight Advisory Committee prior to receiving FHWA approval.

### **2.7.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The OFTP aims to enhance the safety and reliability of the State's freight transportation system and support the growth of the economy and the State's population. The OFTP aims to increase the focus on freight needs and opportunities, improve coordination of freight planning, provide freight planning guidance for other states and regions, and receive input from stakeholders regarding ODOT's freight planning.

The OFTP goals and objectives are consistent with the LRTP goals and policies. The OFTP identifies important freight corridors and includes freight-specific performance measures that align with the LRTP goals.

### **2.7.5. MAJOR REQUIREMENTS**

Title 49 USC, Section 70202 and Title 23 USC, Section 167 (i)(4) – Federal requirements for funding.

Title 23 U.S.C., Section 167 – National Highway Freight Program eligibility requirements.

### **2.7.6. FUNDING**

The OFTP's development is funded with federal funds.

## 2.8. OKLAHOMA STATE RAIL PLAN 2018-2021

### 2.8.1. SUMMARY OF KEY FINDINGS

- Vision for the State Rail Plan (SRP):
  - A safe, secure, and efficient rail system that ensures Oklahoma’s economic competitiveness and development by maintaining the rail infrastructure and providing rail access and multimodal connectivity for people and goods in an environmentally sustainable manner.
- The SRP identifies short range projects in a fiscally constrained four-year list. Long range needs require further feasibility analysis. Total SRP estimated capital cost over 25 years is \$2.1 billion.
- The SRP recommends the following initiatives:
  - Continue to support projects that enhance economic development and competitiveness opportunities and bolster rail network access and multimodal connectivity
  - Continue to help the state’s railroads, and particularly short lines, secure federal and state funding for critical projects, such as ensuring 286,000-pound carload capacity on lines where shippers demand it through bridge and track improvements, track and yard capacity improvements, railroad interchange improvements, and other infrastructure enhancements.
  - Continue to preserve, maintain, and improve access to the state-owned segments of the Oklahoma state rail network.
  - Continue to promote and enhance rail safety and surface and signal improvements at grade crossings and explore the potential for grade crossing separations.
  - Provide advocacy for rail shippers, by helping to mediate disputes between shippers and their serving railroads.
  - Continue to work with neighboring states, passenger rail service providers, and freight railroads on passenger and freight rail initiatives which benefit Oklahoma and the region
  - Support the improvement of existing Amtrak services and Amtrak stations in Oklahoma
  - Support the development of new or expanded intercity and new commuter rail initiatives that enhance mobility options for Oklahomans.

### 2.8.2. SCHEDULED UPDATE

In accordance with federal requirements, ODOT updates the SRP every four years. The next SRP will cover years 2022 through 2025.

### 2.8.3. LEAD AGENCY

ODOT’s Rail Programs Division develops the SRP and submits to the Federal Rail Administration for review and approval.

#### **2.8.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The SRP supports planning and development for Oklahoma’s rail freight and passenger transportation activities. The SRP consist of 6 chapters, and outlines a vision, goals, and objectives for the state’s rail system over the next 20 years. This SRP describes the current state of the rail network while examining its economic implications.

The SRP goals and objectives are consistent with LRTP goals and identifies long range (20 year) priorities specific to rail.

#### **2.8.5. MAJOR REQUIREMENTS**

Passenger Rail Investment and Improvement Act of 2008 (PRIIA), amended by the FAST Act – The State is required to have an updated SRP to be eligible for federal funding for rail projects. The minimum requirements of the SRP is dictated by the Public Law 110-432.

Final SRP Guidance provided by the FRA in September 2013 – Outlines the requirements for the SRP.

#### **2.8.6. FUNDING**

The SRP development is funded with state funds.

## **2.9. OKLAHOMA TRANSIT SYSTEM OVERVIEW AND GAP ANALYSIS**

### **2.9.1. SUMMARY OF KEY FINDINGS**

- The Transit System Overview and Gap Analysis identified current Oklahoma passenger transportation services, new initiatives to improve passenger mobility, and intermodal connections and gaps in service that, if addressed, can enhance statewide passenger travel.
- The study identified a lack of information and support for statewide transit travel, particularly about available connections at the State's passenger intermodal transfer stations. In particular, Oklahoma City and Tulsa airports, Amtrak stations, and intercity bus stations lacked comprehensive information about rural transit systems and other Amtrak connections.
- The study recommends the twenty-seven stations surveyed post highly visible, secure bulletin boards with additional transportation information. The transportation information posted within the bulletin boards should contain an updated version of both sides of ODOT's Oklahoma Passenger Service Map, as well as contact information for local taxi services, airport shuttles, and transit services, including local, rural, and tribal systems available at each location.
- The study also recommends developing training courses and handouts for intermodal transfer site personnel, as ODOT's efforts to improve passenger rail service and Oklahoma City and Tulsa's plans for passenger transportation improvements are implemented.
- A coordination service or "mobility manager" is needed to assist transit users in navigating among Oklahoma's transit systems and other passenger transportation modes.
- The growing use of social media, such as Facebook and Twitter, offers a unique methodology for providing information that can help Oklahoma travelers obtain information about passenger services and connections.

### **2.9.2. SCHEDULED UPDATE**

This study was completed in 2012 as a follow up the 2035 LRTP. There is no scheduled update.

### **2.9.3. LEAD AGENCY**

ODOT's Planning and Research Division prepared this study.

### **2.9.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of this study is to support the recommendations made in the 2035 LRTP. This study identifies current passenger transportation services available in the State, identifies new initiatives Oklahoma has underway to improve passenger mobility, and examines intermodal connections and gaps in service that can transform statewide passenger travel.

The study was conducted through a series of surveys, interviews, and phone conversations at 27 transit stations to examine the current state of passenger mobility and gaps in the transit system that can be addressed by:

- Providing information about current passenger travel initiatives
- Identifying low-cost potential transit service linkages to support the system



- Enhancing the State's efforts to improve intermodal travel options and support planned transportation investments

The Transit System Overview and Gap Analysis was conducted to support the recommendations of the 2015-2040 LRTP.

#### **2.9.5. MAJOR REQUIREMENTS**

There are no major requirements governing this study.

#### **2.9.6. FUNDING**

The Transit System Overview and Gap Analysis was funded with FHWA SPR funds.

## 2.10. OKLAHOMA TRANSIT ASSET MANAGEMENT GROUP PLAN 2018

### 2.10.1. SUMMARY OF KEY FINDINGS

- The Oklahoma Transit Asset Management Group Plan goal is to:
  - Provide safe and effective transportation networks that enhance and increase the mobility of persons with special needs, disadvantaged persons, and the general population, including those living in small urban, rural, and tribal areas throughout Oklahoma.
- The Transit Asset Management Group Plan selected the following initiatives to evaluate over the next four years: Process Review and Gap Assessment, Alignment with Capital Planning, Asset Management Training, Asset Management Manual, Funding Allocation Review, Asset Portfolio Dashboard, Useful Life Benchmark (ULB) Workshop, Service Demand Analysis and Alignment to Asset Management Needs, and Prioritization Framework/Tools.
- ODOT's projected funding of \$2.53 million per year is insufficient for addressing the average capital investment needs, estimated at \$9.88 million annually, for the next 20 years.
- The Transit Asset Management Group Plan includes 2017 baseline measures and 2018 targets for the federal performance measures:
  - Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
  - Percentage of non-revenue vehicles that have met or exceeded their ULB
  - Percentage of facilities within an asset class rating below condition 3 on the TERM Scale
- Three large urban and two tribal transit agencies have developed individual Transit Asset Management Plans that include targets for federal measures. These agencies include the Metropolitan Tulsa Transit Agency (MTTA), the Central Oklahoma Transportation and Parking Authority (COPTA or EMBARK), the Lawton Areas Transit System (LATS), the Cheyenne- Arapaho Tribe, and the Ponca Tribe. The update cycle and federal requirements are consistent with those of the Oklahoma Transit Asset Management Group Plan.

### 2.10.2. SCHEDULED UPDATE

The Oklahoma Transit Asset Management Group Plan must be updated at least every four years, according to FTA regulations.

### 2.10.3. LEAD AGENCY

The ODOT Transit Programs Division developed the Oklahoma Transit Asset Management Group Plan. Twenty-one transit agencies opted to participate.

### 2.10.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The plan outlines an approach to manage the State's transit assets. The Transit Asset Management Group Plan provides strategies and targets for small transit providers that operate and manage capital assets to enhance the reliability and safety of transit service statewide.



The Oklahoma Transit Asset Management Group Plan reflects and supports goals and policies of the LRTP. The Oklahoma Transit Asset Management Group Plan focuses on maintaining a state of good repair for Oklahoma’s public transportation assets and sets specific performance measures and targets to accomplish this.

#### **2.10.5. MAJOR REQUIREMENTS**

TAM Final Rule (Title 49 CFR, Parts 625 and 630) – Requires public transportation providers to develop TAM performance measures, develop a Transit Asset Management Plan, and report asset performance to the Nation Transit Database (NTD).

Title 49 U.S.C., Chapter 53 – Outlines the requirements of the Transit Asset Management Group Plan.

#### **2.10.6. FUNDING**

The Oklahoma Transit Asset Management Group Plan’s development is funded with federal and state funds.



## **2.11. OKLAHOMA PUBLIC TRANSIT POLICY PLAN (IN PROGRESS)**

### **2.11.1. SUMMARY OF KEY FINDINGS**

In July 2019, a new law – Oklahoma Statutes Title 69, Article 3, Section 322 - creating the Office of Mobility and Public Transit at ODOT went into effect. Among the requirements of the new law is the development of an Oklahoma Transit Policy Plan. The plan will be inclusive of the all public transit systems in the State.

### **2.11.2. SCHEDULED UPDATE**

A copy of the plan will be submitted to the Governor, Speaker of the House of Representatives, and the President Pro Tempore of the Senate by July 1, 2020.

### **2.11.3. LEAD AGENCY**

The Oklahoma Public Transit Policy Plan will be created by ODOT's Office of Mobility and Public Transit and the Oklahoma Transit Association.

### **2.11.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The Transit Policy Plan will reflect the results of a recent needs assessment study and will provide for future collaboration and coordination among the public transit agencies and transit stakeholders in the state.

The Oklahoma Public Transit Policy Plan will be consistent with the LRTP and will provide detail regarding collaboration and coordination of public transit systems in the state.

### **2.11.5. MAJOR REQUIREMENTS**

O.S. Title 69, Article 3, Section 322, requires the development of this Public Transit Policy Plan (Plan). The plan will: include coverage of all public transit systems in the state, will include stakeholder input, reflect the results of the 2018 Oklahoma Transit Needs Assessment, and will provide for collaboration and coordination between public transit systems and agencies in the state.

### **2.11.6. FUNDING**

The Oklahoma Public Transit Policy Plan's development will be funded with federal and state funds.

### 3. TRIBAL PLANS

There are 38 federally recognized tribes located in Oklahoma. Tribes have the option to develop transportation plans following FHWA guidance.

#### 3.1. PAWNEE NATION OF OKLAHOMA LONG RANGE TRANSPORTATION PLAN

##### 3.1.1. SUMMARY OF KEY FINDINGS

- The Pawnee Nation LRTP established several Tribal Transportation Objectives, including but not limited to the following listed below.
  - Pursue the opportunity to expand the Pawnee Nation Indian Reservation Roads (IRR) inventory by adding all eligible roads and bridges within the Pawnee jurisdictional area.
  - Continue to improve and maintain roads infrastructure.
  - Continue to maintain an ongoing pavement preservation program.
  - Continue implementing the sign assessment and management method to maintain minimum levels of road traffic sign retro reflectivity.
  - Continue to contract cooperative transportation projects with the Counties and the Cities within the Pawnee Nation boundary.
  - Seek funding to develop a Tribal Transit System to service the needs of the residents residing within the Pawnee Nation service area.
  - Provide sidewalks into the tribal complex to enable and ensure safe access by pedestrians and bicyclists into the tribal complex.

##### 3.1.2. SCHEDULED UPDATE

The Pawnee Nation's LRTP must be updated every five years.

##### 3.1.3. LEAD AGENCY

The Pawnee Nation Transportation Department staff revised the LRTP to ensure the Tribal goals, objectives and the concerns of the residents were reflected.

##### 3.1.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The LRTP's purpose is to provide a comprehensive transportation outlook for the Pawnee Nation to guide short-range and long range improvements to the Pawnee Nation transportation system. The Pawnee Nation LRTP is consistent with the Oklahoma LRTP. Tribal transportation projects, which are included in the STIP, must be consistent with the Tribal Transportation Program.

##### 3.1.5. MAJOR REQUIREMENTS

TTP Final Rule (Title 25 CFR, Part 170) – Written under the direction provided by the IRR Program.

Final Rule (Title 25 CFR, Part 170.410- 170.415) – Encourages greater tribal involvement in transportation planning and implementation. The Rule requires tribes to prepare a long range transportation plan which includes a 20-year Tribal priority list.

##### 3.1.6. FUNDING

The Pawnee Nation of Oklahoma LRTP's development is funded with federal funds.

## **3.2. TRANSPORTATION PLAN FOR THE SEMINOLE NATION**

### **3.2.1. SUMMARY OF KEY FINDINGS**

- The twenty year plan Transportation Plan for the Seminole Nation was conducted to provide guidance for developing transportation facilities for vehicular traffic that will enable tribal leaders to take advantage of development opportunities, protect community resources and traditions, and improve the use of the Nation's land by its residents.
- The plan is divided into two parts. The first discusses the demographics of the Seminole Nation and the existing conditions of its transportation system. The second portion details the transportation plan.

### **3.2.2. SCHEDULED UPDATE**

The current plan was adopted in 2012, and the plan must be updated every five to seven years or when a major change in land use has developed, but it is reviewed on an annual basis.

### **3.2.3. LEAD AGENCY**

The Seminole Nation of Oklahoma's Transportation Department led the development and the updates to this Plan.

### **3.2.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of this plan is to serve as the foundation for programming and budgeting future roadway improvement funds by:

- Identifying, evaluating, and determining present and future public transportation needs
- Providing a 20-year transportation plan, which defines those needs and is responsive to short- and long range development projections
- Developing a prioritized listing of recommended road improvement/construction projects for use by the Nation and BIA in implementing a construction program to meet current and projected (20 year) transportation needs

The Seminole Transportation Plan is consistent with the Oklahoma LRTP. Tribal transportation projects, which are included in the STIP, must be consistent with the Tribal Transportation Program.

### **3.2.5. MAJOR REQUIREMENTS**

The Transportation Plan for the Seminole Nation was prepared in accordance with Section 1B of the Memorandum of Agreement (MOA) between the BIA and the FHWA. This requires the BIA to carry out a transportation planning process for Tribal Transportation Facilities (formerly called the Indian Reservation Roads) to support the construction and improvement program similar to Title 23 U.S.C., Section 307, and Title 25 U.S.C.

### **3.2.6. FUNDING**

The Transportation Plan for the Seminole Nation's development is funded with federal funds.

### **3.3. OTOE-MISSOURIA TRIBE LONG RANGE TRANSPORTATION PLAN**

#### **3.3.1. SUMMARY OF KEY FINDINGS**

The Otoe-Missouri Tribe of Indians Long Range Transportation Long Range Transportation Plan (Otoe-Missouri LRTP) was driven by a study that was divided into three phases: data collection, the IRR Transportation System, and the Analysis of Transportation Needs within the Otoe-Missouria Tribe. The study presents a plan to improve existing transportation facilities and develop new transportation opportunities within the jurisdiction of the Otoe-Missouria Tribe.

#### **3.3.2. SCHEDULED UPDATE**

The current plan was adopted in 2018. The Otoe-Missouria Tribe's priority projects are updated every three years or when there are major changes to the Tribe's future land use plan. It is recommended that the plan be reviewed annually to ensure the appropriate updates are made to project listings and their priority levels.

#### **3.3.3. LEAD AGENCY**

Otoe-Missouria's Tribal Planning Services led the development of this plan.

#### **3.3.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The LRTP's purpose is to meet the Otoe-Missouria's goal of identifying roads eligible for the IRR system to secure funding for needed transportation improvements.

The Otoe-Missouria LRTP is consistent with the Oklahoma LRTP. Tribal transportation projects, which are included in the STIP, must be consistent with the Tribal Transportation Program.

#### **3.3.5. MAJOR REQUIREMENTS**

N/A

#### **3.3.6. FUNDING**

The Otoe-Missouri LRTP's development is funded with federal funds.

### **3.4. QUAPAW TRIBE OF OKLAHOMA LONG RANGE TRANSPORTATION PLAN**

#### **3.4.1. SUMMARY OF KEY FINDINGS**

- The Quapaw Tribe of Oklahoma Long Range Transportation Plan (Quapaw LRTP) is a flexible document intended to drive the short and long-term future of the Quapaw Tribe's road systems.
- The LRTP summarizes road maintenance, improvements, and projects planned to meet current and projected twenty-year transportation needs. The Tribe uses this plan for programming and budgeting roadway improvement projects while recognizing that priorities and improvements may change over time.
- The LRTP includes an appended Tribal Safety Plan Matrix addressing the following emphasis areas: Unsafe Driver Behavior, Intersection Crashes, and Crashes Involving Young Drivers. The Quapaw Tribe's LRTP also references objectives and goals included in the SHSP.

#### **3.4.2. SCHEDULED UPDATE**

The LRTP is updated every five to seven years or when major changes in land use or programming develop.

#### **3.4.3. LEAD AGENCY**

The Quapaw Tribe of Oklahoma Roads Division prepared the LRTP.

#### **3.4.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of the LRTP is to provide guidance to tribal leaders so they can take advantage of transportation facilities and vehicular traffic to fulfill economic development opportunities, provide access to development, protect community resources and traditions, complement surrounding public transportation facilities, and enhance the use of the Tribe's land by its residents.

The Quapaw LRTP is consistent with the Oklahoma LRTP. Tribal transportation projects, which are included in the STIP, must be consistent with the Tribal Transportation Program.

#### **3.4.5. MAJOR REQUIREMENTS**

The LRTP is intended to be fiscally and developmentally sound and to address the funding issues and eligibility restrictions associated with Title 25 CFR, Part 170 TTP Final Rule.

#### **3.4.6. FUNDING**

The Quapaw LRTP's development is funded with federal funds.

## 3.5. CHEROKEE NATION LONG RANGE TRANSPORTATION PLAN

### 3.5.1. SUMMARY OF KEY FINDINGS

- The Cherokee Nation Long Range Transportation Plan (Cherokee LRTP) “Roadways” identified the following as the roadway planning and programming goals:
  - In order to ensure adequate movement of the Nations people, goods, and services, the tribe should adopt, rely on, work within the framework of, and attempt to impact the State Long Range Transportation Plan.
  - Reduce travel time to employment, goods, services, and recreation by improving the existing and future Cherokee household and property access to and from the major surface transportation network.
  - Improve rural to rural roadways connecting rural households and communities to other rural households and communities.
  - Maximize TTP funding by seeking and obtaining additional roadway development resources and leveraging other funds.
  - Maximize the positive impacts of roadway construction by the use of targeting strategies.
- The plan identifies major traffic zones to assist in the analysis of the sufficiency of existing and planned internal roadway systems that connect to state or federal highways.
- The Cherokee LRTP contains an adopted list of existing and proposed roadways that are recommended for inclusion in the BIA Inventory of Tribal Transportation Facilities.

### 3.5.2. SCHEDULED UPDATE

This Cherokee LRTP was originally adopted in March 2005. The current amended version of the Cherokee LRTP was adopted in March 2019. The plan is subject to an annual review, and every five years a major review of the plan is completed.

### 3.5.3. LEAD AGENCY

The Cherokee Nation’s Department of Transportation authored the Cherokee LRTP.

### 3.5.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The purpose of the Cherokee LRTP is to determine where Cherokees live, work, and play, identify the major physical, social, economic, and transportation conditions, and identify major transportation policy issues that affect Cherokees at the federal, state, local, and tribal levels.

The Cherokee LRTP is consistent with the Oklahoma LRTP. Tribal transportation projects, which are included in the STIP, must be consistent with the Tribal Transportation Program.

### 3.5.5. MAJOR REQUIREMENTS

N/A

### 3.5.6. FUNDING

The Cherokee LRTP’s development is funded with federal funds.

#### 4. METROPOLITAN TRANSPORTATION PLANS (MTP PLANS)

This section includes a summary of the Long Range Transportation Plans of Oklahoma’s four MPOs and the regional or local bicycle and pedestrian plans within these urbanized areas. Federal guidelines refer to these 20 year (or longer) plans as Metropolitan Transportation Plans (MTP). **Table 4-1** summarizes some of the findings from the review of the current MPO MTPs.

**Table 4-1: MPO Metropolitan Transportation Plans Summary**

	Frontier MPO Ft. Smith, AR	Lawton MPO Lawton, OK	ACOG Oklahoma City, OK	INCOG Tulsa, OK
Plan Title	2040: The New Frontier Metropolitan Transportation Plan	2040 Metropolitan Transportation Plan	Encompass 2040	Connected 2045
Completion (Amended)	Sept. 26, 2016 (July 13, 2018)	May 14, 2015	October 2016	November 2017
Base Year (Forecast Year)	2015 (2040)	2010 (2040)	2010 (2040)	2015 (2045)
Scheduled Update	2020	2019	October 2021	December 2021
Approach	Modal	One Future Scenario (plus No Build), Cost Benefit used for projects	Scenario Plan with Performance Based Planning (three scenarios): historic trend extended, infill with transit supportive development, as determined by local communities	Modal

**Table 4-2: MPO Metropolitan Transportation Plans Summary (cont'd)**

	Frontier MPO	Lawton MPO	ACOG	INCOG
Goals	<p>1) Encourage and support transportation planning at the local and regional level to create an integrated multi-modal transportation system that promotes livability and economic development opportunities.</p> <p>2) Maintain, operate, and fund the existing transportation system efficiently and effectively.</p> <p>3) Improve the safety and security of the transportation system.</p> <p>4) Develop a complete, connected, integrated regional transportation system that provides transportation choices for people and freight.</p> <p>5) Create a transportation system that protects the environment and promotes sustainability.</p> <p>6) Plan and invest in transportation investments that support and promote economic development opportunities and job creation for the region, state, and United States.</p>	<p>1) Develop and maintain a multi-modal transportation system that provides for the effective movement of people and goods.</p> <p>2) Develop and maintain a transportation system that promotes safe, healthy, and attractive neighborhoods.</p> <p>3) Develop and maintain a safe and secure transportation system.</p> <p>4) Preserve and maintain the transportation system.</p> <p>5) Ensure that future development minimizes adverse impacts on the current and future transportation system by promoting development patterns that reduce the need of automobiles and encourages the use of alternate modes of transportation.</p> <p>6) Protect the environment and the significant natural, agricultural, scenic, and historic resources.</p>	<p>1) Promote economic vitality through enhanced mobility.</p> <p>2) Provide a safe and secure transportation system.</p> <p>3) Provide transportation access for the movement of all people and goods.</p> <p>4) Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impact from vehicle travel.</p> <p>5) Develop connections among all types of transportation.</p> <p>6) Increase the efficiency and reliability of the transportation system.</p> <p>7) Maintain and improve the quality of the transportation system.</p>	<p>1) Achieve a significant reduction in traffic fatalities and serious injuries on all public roads for all users (motorized and nonmotorized).</p> <p>2) Maintain all public road and transit-related infrastructure in a state of good repair.</p> <p>3) Mitigate congestion at specific identified locations and/or segments</p> <p>4) Improve National Freight Network (NFN) within the region and the last mile to increase access to other markets.</p> <p>5) Protect and enhance natural environment to complement the built environment, and mitigate any effects.</p> <p>6) Reduce project costs by eliminating delays in development and delivery of public projects.</p>





**Table 4-3: MPO Metropolitan Transportation Plans Summary (cont'd)**

	Frontier MPO	Lawton MPO	ACOG	INCOG
Priorities	Based on scoring at public input meetings, used to create objectives.	N/A	Based on public involvement, see Figure 5.1	Priorities are identified by mode and connected to the goals of the plan
Needs	N/A	N/A	Needs are identified for each mode	Needs assessment completed for each mode
Performance Targets	Adopted State Safety Targets (2018)	N/A	N/A	N/A

## **4.1. ENCOMPASS 2040 PLAN FOR OKLAHOMA CITY METROPOLITAN AREA**

### **4.1.1. SUMMARY OF KEY FINDINGS**

- Encompass 2040 spans the years 2010 to 2040 and provides transportation policies, projects, and recommendations for an area with nearly 1.1 million citizens.
- Encompass 2040 utilizes three scenarios to support the identification of needs for each mode of transportation, as well as, human health and the environment. The travel demand model used to forecast future needs included three potential transportation network scenarios in conjunction with two land use scenarios.
- Performance measures are identified and attributed to the goals and objectives within the plan, but performance targets were not included in the plan.
- Four strategies are recommended for addressing future congestion beyond the development of new projects: add capacity to regional transit system, focus on land use practices located near existing transportation assets, address regional traffic congestion through the use of intelligent transportation systems and congestion management processes, and use a complete streets approach to develop the transportation network.
- The Encompass 2040 Plan also includes a Bicycle and Pedestrian Facilities report, which is considered a supplement to the Plan.

### **4.1.2. SCHEDULED UPDATE**

The current plan was adopted in 2016. The next update is scheduled to be completed by October 2021.

### **4.1.3. LEAD AGENCY**

The Association of Central Oklahoma Governments (ACOG) is the lead agency responsible for metropolitan transportation planning in the Central Oklahoma urban area.

### **4.1.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of Encompass 2040 is to document existing conditions and future surface transportation needs to at least a 20-year time horizon within the MPO planning area.

The Encompass 2040 Plan is incorporated by reference into the Oklahoma LRTP. Projects in the metropolitan area TIP and STIP must be consistent with the Encompass 2040 Plan.

### **4.1.5. MAJOR REQUIREMENTS**

Title 49 USC, Section 5303(i) – Requires all MPOs to develop a Metropolitan Transportation Plan (MTP). The MTP must identify how the MPO will manage its multimodal transportation system.

Title 23 CFR, Part 450.324 – Governs the development and content included in the MTP.

### **4.1.6. FUNDING**

The Encompass 2040 plan development was funded with federal, state, and local government fund.

## **4.2. CONNECTED 2045 (TULSA AREA) METROPOLITAN TRANSPORTATION PLAN**

### **4.2.1. SUMMARY OF KEY FINDINGS**

- Connected 2045 covers the year 2015 to 2045.
- The Tulsa region completed both a transit and a nonmotorized transportation plan prior to the most recent MTP and results from these plans were incorporated in Connected 2045 where appropriate.
- The Connected 2045 vision for the regional transportation system is: to enhance and sustain the quality of life and economic vitality of the region. This will be accomplished by developing, maintaining, and managing a transportation system that meets the accessibility needs of people and goods in the region through safe, environmentally prudent, and financially sound means.
- Approximately 77 percent of planned funding has been designated for the maintenance, reconstruction, and expansion of the roadway network. Transit accounts for 22 percent of future funding, and nonmotorized transportation receives less than 2 percent of project funding.
- The GO Plan, the Tulsa Region’s bike and pedestrian vision plan, and is considered a supplement to the Connected 2045 LRTP.

### **4.2.2. SCHEDULED UPDATE**

The current plan was adopted in 2017. The next update is scheduled to be completed by December 2021.

### **4.2.3. LEAD AGENCY**

The Indian Nations Council of Governments (INCOG) is the lead agency responsible for metropolitan transportation planning for the Tulsa Transportation Management Area.

### **4.2.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of Connected 2045 is to document existing conditions and future surface transportation needs to at least a 20-year time horizon within the INCOG MPO planning area.

The Tulsa Area MTP is incorporated by reference into the Oklahoma LRTP. Projects in the metropolitan area TIP and STIP must be consistent with the Tulsa Area MTP.

### **4.2.5. MAJOR REQUIREMENTS**

Title 49 USC, Section 5303(i) – Requires all MPOs to develop an MTP. The MTP must identify how the MPO will manage its multi-modal transportation system.

Title 23 CFR, Part 450.324 – Governs the development and content included in the MTP.

### **4.2.6. FUNDING**

The Connected 2045 plan’s development was funded with federal and state funds.

### **4.3. LAWTON METROPOLITAN PLANNING ORGANIZATION 2040 METROPOLITAN TRANSPORTATION PLAN**

#### **4.3.1. SUMMARY OF KEY FINDINGS**

- The MTP includes a base year of 2015 and a horizon year of 2040.
- The MTP utilizes three scenarios for comparing future needs: an existing condition, a future condition, and a no-build condition. The no-build condition provides recommendations for intelligent transportation system (ITS) and transit improvements, as well as, future land use considerations.
- The MTP notes that Comanche County is at risk of becoming a nonattainment area.
- The MTP recognizes that performance measures are being developed at the state-level and will be incorporated either through amendments to the plan or at the time of the 2045 update.

#### **4.3.2. SCHEDULED UPDATE**

The current plan was adopted in 2015. The next update is scheduled to be completed by December 2019.

#### **4.3.3. LEAD AGENCY**

The Lawton MPO is the lead agency responsible for metropolitan transportation planning and implementation in the City of Lawton and Fort Sill area.

#### **4.3.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The Lawton MPO 2040 MTP provides the long range vision for the transportation network for the City of Lawton and portions of Comanche County.

The Lawton MTP is incorporated by reference into the Oklahoma LRTP. Projects in the metropolitan area TIP and STIP must be consistent with the Lawton MTP.

#### **4.3.5. MAJOR REQUIREMENTS**

Title 49 USC, Section 5303(i) – Requires all MPOs to develop an MTP. The MTP must identify how the MPO will manage its multimodal transportation system.

Title 23 CFR, Part 450.324 – Governs the development and content included in the MTP.

#### **4.3.6. FUNDING**

The Lawton MTP's development was funded with federal and local government funds. Lawton Metropolitan Bicycle and Pedestrian Plan.

#### **4.4. 2040 NEW FRONTIER METROPOLITAN TRANSPORTATION PLAN (AMENDED)**

##### **4.4.1. SUMMARY OF KEY FINDINGS**

- The Frontier MPO is located on the border of Arkansas and Oklahoma covering the Fort Smith Region.
- The vision for the Frontier MPO is: A comprehensive and coordinated multimodal transportation environment based on the principles of inclusion, communications and innovation that will have the flexibility to respond to new technologies and methodologies to enhance the Frontier region's position in the regional, national, and international markets as well as provide accessible and affordable transportation services and opportunities to all of the region's current and future residents.
- The Frontier MPO has included a schedule for the performance measure targets that will be included in future planning efforts. Included in the Amended 2040 plan are the performance targets for safety. The Frontier MPO chose to adopt the state targets for the MPO planning area.
- The Ft. Smith Regional Pedestrian and Bicycle Plan is considered a supplement to the Ft. Smith Area MTP.

##### **4.4.2. SCHEDULED UPDATE**

The current plan was adopted in 2016. The next update is scheduled to be completed in 2020.

##### **4.4.3. LEAD AGENCY**

The Frontier MPO is the lead agency responsible for metropolitan transportation planning and implementation in the City of Fort Smith and the region on the border of Arkansas and Oklahoma.

##### **4.4.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The 2040 New Frontier Plan provides the long range vision for the transportation network for the Frontier MPO planning area along the border of Arkansas and Oklahoma.

The New Frontier MTP is incorporated by reference into the Oklahoma LRTP. Projects in the metropolitan area TIP and STIP must be consistent with the New Frontier MTP.

##### **4.4.5. MAJOR REQUIREMENTS**

Title 49 USC, Section 5303(i) – Requires all MPOs to develop an MTP. The MTP must identify how the MPO will manage its multimodal transportation system.

Title 23 CFR, Part 450.324 – Governs the development and content included in the MTP.

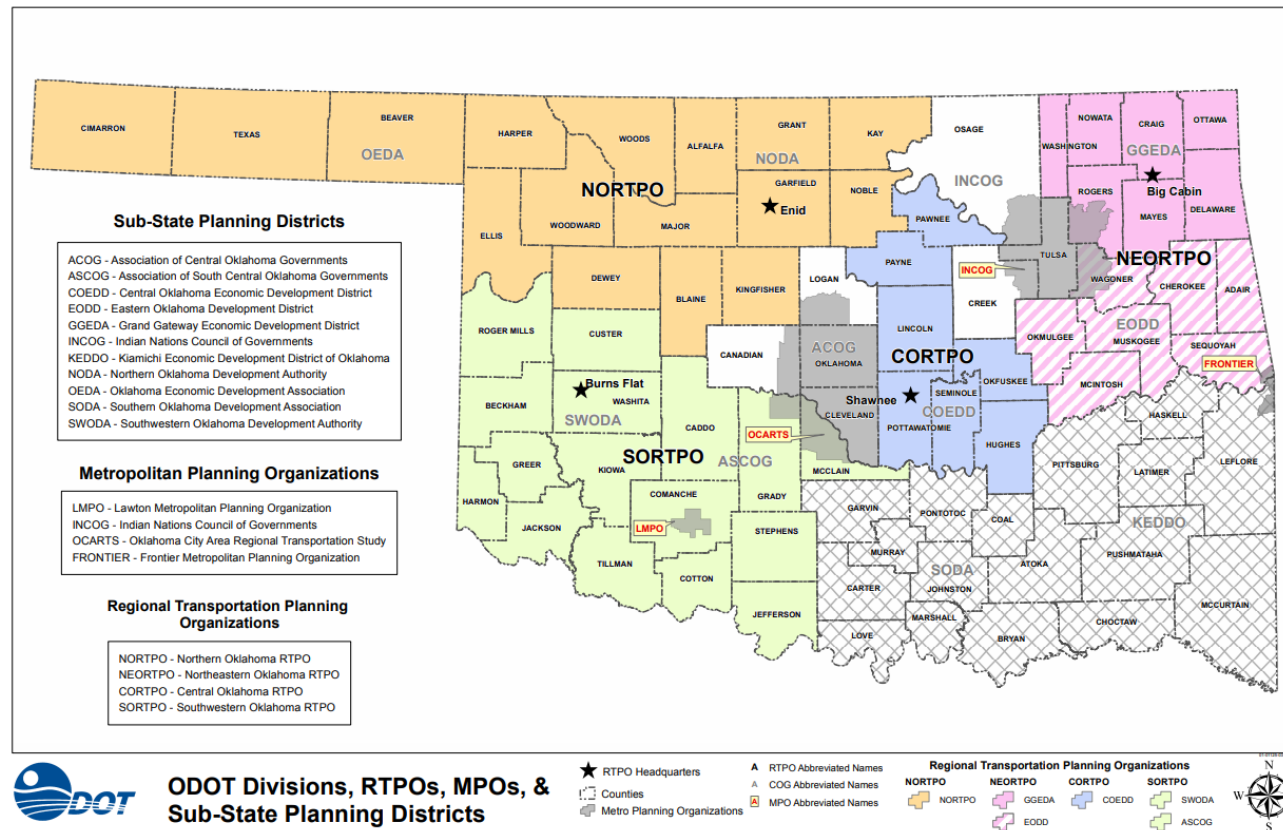
##### **4.4.6. FUNDING**

The New Frontier Plan's development was funded with federal and local government funds.

## 5. REGIONAL TRANSPORTATION PLANS

Oklahoma has four formalized Regional Transportation Planning Organizations (RTPOs) within State boundaries (Figure 5-1). The RTPOs have been working since 2009 on long range transportation plans for counties within their planning areas. The goal of the RTPO plans is to document existing conditions and explain current and future surface transportation needs for areas currently outside of designated metropolitan planning organizations. The RTPO plans are completed in coordination with the Oklahoma Department of Transportation.

**Figure 5-1: Map of ODOT’s Regional Transportation Planning Organization**



## 5.1. CENTRAL OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The Central Oklahoma Regional Transportation Planning Organization (CORTPO) is responsible for long range transportation planning for the seven-county region covered by the Central Oklahoma Economic Development District. The following counties in this region have developed LRTPs: Lincoln, Seminole, Pawnee, Hughes, Okfuskee, and Pottawatomie. Payne County is currently drafting their LRTP. The seven-county LRTPs will be compiled into one regional LRTP for the entire CORTPO region.

### 5.1.1. SUMMARY OF KEY FINDINGS FROM COUNTY PLANS

- CORTPO counties have the following goals listed in the LRTPs:
  - Enhance economic vitality and tourism.
  - Increase safety and security.
  - Maintain and improve existing transportation infrastructure.
  - Protect the environment and enhance the quality of life.
  - Prioritize maintenance and preservation.
  - Improve accessibility, mobility, and connectivity.
  - Maximize access to funding.
- Counties within the CORTPO region experience challenges related to the availability of funding for transportation system preservation and maintenance, access to public transit options, a need for safety improvements on rural highways, and increased opportunities for goods movement on rail.
- The Port of Catoosa is a key waterway asset in the state, but funding needs to be made available for continued enhancement and improvement of river infrastructure to maintain and expand freight services.
- County plans developed by CORTPO use the best available transportation data to provide existing performance of pavement condition, bridge sufficiency, commute options, and traffic injuries and fatalities.

### 5.1.2. SCHEDULED UPDATES

The schedule calls for updates of county level data every five years, and for consolidation of the county plans into a regional plan. The goal is to complete the CORTPO regional plan by the year 2022.

### 5.1.3. LEAD AGENCY

The lead agency responsible for the development of the county LRTPs in the Central Oklahoma Region is CORTPO.

#### **5.1.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of the county LRTPs is to provide a guide for the development of a safer, more efficient transportation system through the evaluation of existing conditions and the forecasted needs of the county. The county LRTPs provide the basis for a regional long range transportation plan for the CORTPO planning area.

The CORTPO Regional Plan will be consistent with the Oklahoma Long Range Transportation Plan. The CORTPO Regional Plan will provide information for the 8 Year Construction Work Plan and STIP projects in the region.

#### **5.1.5. MAJOR REQUIREMENTS**

There are no major requirements governing these plans.

#### **5.1.6. FUNDING**

The plan is funded with federal funds and local government matching money.

### **LINCOLN COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018-2040
- Key Findings:
  - Data for pavement condition, bridges, mode split, and traffic injuries and fatalities.
  - Summary of planned projects at the state and local level that will have an impact on the county. Additionally, previously completed plans were evaluated for their impact on the county.
  - Review of funding options for projects located in the county.
  - Implementation policies and action steps to achieve the goals defined by the plan.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.





## **SEMINOLE COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2040
- Key Findings:
  - Transportation challenges in Seminole County include funding availability, the long-term sustainability and resilience of the transportation network, expanding nonmotorized transport options, and expanding rail opportunities.
  - Data for pavement condition, bridges, mode split, and traffic injuries and fatalities.
  - Overview of the current status of each mode of transportation available in the county.
  - List of projects that can be implemented in cities within the county.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **PAWNEE COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018-2040
- Key Findings:
  - Transportation issues in Pawnee County include funding limitations, need for improved safety (focus on bike and pedestrian), poor resiliency and sustainability, and overall improvements needed to the transportation network, Port of Catoosa is a key freight asset that is accessible from the county.
  - Data for pavement condition, bridges, mode split, and traffic injuries and fatalities.
  - Potential for bicycle tourism to be an economic generator for the county and that linkages between major cities should be created.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **HUGHES COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2040
- Key Findings:
  - Transportation issues in Hughes County include funding limitations, need for improved safety (focus on bike and pedestrian), resiliency and sustainability, and overall improvements needed to the transportation network.
  - Data for pavement condition, bridges, mode split, and traffic injuries and fatalities.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



## **OKFUSKEE COUNTY OKLAHOMA LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Need for improved access and mobility.
  - Prioritized maintenance and preservation of roads and bridges by Okfuskee County.
  - Transportation issues in Okfuskee County include challenge of securing funding for improving transportation challenging, and a concern for sustainability and resilience of transportation infrastructure.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **POTTAWATOMIE COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2015-2035
- Key Findings:
  - Meeting transit needs is emphasized as a challenge in Pottawatomie County. There is a lack of connections between cities and a need to increase coordination between transit agencies.
  - Project implementation table with three time periods and the likely funding source.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## 5.2. GRAND GATEWAY (NORTH EAST) REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The Grand Gateway (North East) RTPO is responsible for long range transportation planning for the seven-county region covered by the Grand Gateway Economic Development Association (GGEDA). The following counties in this region have long range transportation plans: Nowata, Rogers, and Washington. Craig and Mayes County are currently drafting their plans. The seven-county LRTPs will be compiled into one regional LRTP for the entire Grand Gateway (North East) RTPO region.

### 5.2.1. SUMMARY OF KEY FINDINGS

- GGEDA counties have the following goals listed in their LRTPs:
  - Provide a sound financial basis for the transportation system.
  - Maintain and preserve existing transportation infrastructure and services.
  - Maintain and enhance movement of freight and other economic development activities; improve quality of life.
  - Improve accessibility and mobility of people and freight, improve regional connectivity and continuity of roads, sidewalks, bike routes, and rail.
  - Ensure high standards of safety in the transportation system, improve the resilience for personal and economic security.
- Primary issues include funding limitations, safety and nonmotorized transportation improvements, additional freight routes, and the need for a trails plan.
- Port of Catoosa is a freight transportation asset and maintenance is needed along waterways leading to the port to continue to provide economic benefits to the region.
- Coordination with the Cherokee Nation’s long range transportation plan is important as the Cherokee Nation has projects located within the GGEDA planning area.

### 5.2.2. SCHEDULED UPDATE

The schedule calls for updates of county level data every five years, and for consolidation of the county plans into a regional plan. The goal is to complete the GGEDA regional plan by the year 2022.

### 5.2.3. LEAD AGENCY

The lead agency responsible for the development of the county LRTPs in the Northeastern Oklahoma region is the GGEDA RTPO.

### 5.2.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN

The purpose of the county LRTPs is to provide a guide for the development of a safer, more efficient transportation system through the evaluation of existing conditions and the forecasted needs of the county. The county plans will provide the basis for a regional LRTP for the GGEDA planning area.



The GGEDA Regional Plan will be consistent with the Oklahoma Long Range Transportation Plan. The GGEDA Regional Plan will provide information for the 8 Year Construction Work Plan and STIP projects in the region.

#### **5.2.5. MAJOR REQUIREMENTS**

There are no major requirements governing these plans.

#### **5.2.6. FUNDING**

The plan is funded with federal funds and local government matching money.

### **ROGERS COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Transportation issues in Rogers County include funding limitations for county road maintenance, transit, city streets, sidewalk maintenance, and preservation of bridges is a concern in the County.
  - Primary issues include safety and nonmotorized transportation improvements, additional freight routes, and the need for a trails plan.
  - Port of Catoosa is a freight transportation asset within Rogers County and maintenance is needed along waterways leading to the port to continue to provide economic benefits to the region.
  - Coordination with the Cherokee Nation’s long range transportation plan is important as the Cherokee Nations has projects located within the County.
  - Summary of comments on safety, mobility, and other transportation issues in the county.

### **NOWATA COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018-2040
- Key Findings:
  - Transportation issues in Nowata County include funding limitations, need for improved safety, need for a County Master Trails Plan, road maintenance, need for an additional heavy haul route in eastern Oklahoma to Texas.
  - The population growth is expected to be flat, but the aging population percent is expected to grow from 15 to 24 percent by 2030.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



## WASHINGTON COUNTY LONG RANGE TRANSPORTATION PLAN

- Timeframe: 2018-2040
- Key Findings:
  - Data for pavement condition, bridges, mode split, and traffic injuries and fatalities.
  - Coordination with the Cherokee Nation's LRTP is important as the Cherokee Nations has projects located within the county.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### 5.3. NORTHERN OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) is responsible for long range transportation planning for the sixteen-county region covered by the Northern Oklahoma Development Authority (NODA) and the Oklahoma Economic Development Authority (OEDA). The following counties in the NODA district have long range transportation plans: Alfalfa, Blaine, Grant, Kay, Kingfisher, Noble, and Major. In addition to Garfield County in the NODA district, the following counties in the OEDA district (Beaver, Cimarron, Ellis, Harper, Texas, Woods, and Woodward) have initiated planning efforts.

The sixteen county LRTPs will be compiled into one regional LRTP for the entire NORTPO region. The primary goals of the NORTPO Transportation Plan include enhancement of a regional transportation system connectivity, promotion of regional mobility/congestion relief, and enhancement of regional transportation safety.

#### 5.3.1. SUMMARY OF KEY FINDINGS

- The seven NORPTO county LRTPs include the following goals:
  - Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.
  - Create effective transportation partnerships and cooperative processes that encourage citizen participation that enhance awareness of the needs and benefits of the transportation system.
  - Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations, that promote a County and regional transportation system which contributes to communities' livability and sustainability.
  - Support and improve the economic vitality of the county and region by providing access to economic opportunities.
  - Reduce impacts to the County's natural environment, historic areas and under-represented communities resulting from transportation programs and projects.
  - A cooperative process between RTPO partners, state officials and private interests in the pursuit and funding of transportation improvements.
  - Preserve the existing transportation system and promote efficient system management in order to promote access and mobility for both people and freight.
  - Safely and securely support the people, goods and emergency preparedness.
- Aging population in NORTPO counties need improved access to reliable transportation for health care, emergency services, and other social opportunities.
- The use of heavy trucks for oilfield operations is deteriorating roadways at a rate that was not anticipated at the time of construction. More attention is needed to the ongoing maintenance and preservation of roadways connecting oilfields to population centers.



- Flooding and drainage are key concerns for rural roadways that are vital to the daily operations of residents. Flooding restricts access and mobility and needs to be considered in roadway improvements.
- The lack of funding for maintenance and preservation of the existing network is a concern in many of the counties in the NORTPO region.

### **5.3.2. SCHEDULED UPDATE**

The schedule calls for updates of county level data every five years, and for consolidation of the county plans into a regional plan. The goal is to complete the NORTPO regional plan by the year 2022.

### **5.3.3. LEAD AGENCY**

The lead agencies responsible the development of the NORTPO Regional LRTP will be the NODA and OEDA.

### **5.3.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of the county LRTPs is to provide a guide for the development of a safer, more efficient transportation system through the evaluation of existing conditions and the forecasted needs of the county. The county LRTPs will provide the basis for a regional LRTP for the NORTPO planning area.

The NORTPO Regional Plan will be consistent with the Oklahoma Long Range Transportation Plan. The NORTPO Regional Plan can provide information for the 8 Year Construction Work Plan and STIP projects in the region.

### **5.3.5. MAJOR REQUIREMENTS**

There are no major requirements governing these plans.

### **5.3.6. FUNDING**

The plan is funded with federal funds and local government matching money.

## **ALFALFA COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2036
- Key Findings:
  - Transportation issues in Alfalfa County include maintenance and preservation, roadway flooding/drainage, and safety (lack of proper signage and road shoulders on narrow roads).
  - Challenges include a lack of funding, needs of the aging population, lack of a designated freight route, and a lack of routes connecting to major highways.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **BLAINE COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018 - 2038
- Key Findings:
  - Blaine County has a median population age of 40 years old with 18.7 percent of the county population over the age of 65. Transportation to support the aging population and to provide access to essential services is crucial for Blaine County.
  - Safety concerns were identified within the county: a main four-way intersection in Watonga, oilfield trucks, and SH33 between Kingfisher and Watonga.
  - A list of seven potential projects or studies that are deemed necessary over the first five years of the plan.
  - Implementation policies are included and divided by mode to support continued planning and management of the transportation system.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **GRANT COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2036
- Key Findings:
  - Transportation issues in Grant County include maintenance and preservation of the existing system, flooding and drainage, and roadway safety and signage.
  - As the population continues to age in Grant County, alternative modes of transportation will become more important to support citizens' daily needs.
  - Implementation policies are included and divided by mode of transportation to support continued planning and management of the transportation system. Recommendations are also identified by timeframe along with infrastructure projects.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



### **KAY COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2015-2035
- Key Findings:
  - Transportation issues in Kay County include maintenance and preservation, smoothness of roads, lack of intermodal facilities for rail and truck, lack of multimodal transit connections, need for educating the public on signal and sign technology.
  - Challenges include lack of funding, lack of interconnection, duplication of transit, lack of transportation to 3<sup>rd</sup> shift employees and non-drivers, needs of aging population, and lack of designated freight route.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **KINGFISHER COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018-2038
- Key Findings:
  - Population over 65 is recognized as a key cohort in need of continued transportation options during the planning timeframe.
  - Less than 1 percent of the working population in Kingfisher County is without access to a vehicle.
  - Major concerns identified for Kingfisher County include oilfield traffic and high-volume county roadways.
  - Both the City of Kingfisher and Kingfisher County identified projects for the initial five-year period of the plan. Projects submitted are primarily roadway maintenance and bridge replacement projects.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **MAJOR COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2037
- Key Findings:
  - Transportation issues in Major County include maintenance and preservation of the existing transportation system, concerns for roadway flooding, safety of intersection signage, and localized congestion. Additionally, the lack of funding for infrastructure maintenance is a concern for the county.
  - Implementation policies are included and divided by mode of transportation to support continued planning and management of the transportation system.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



## **NOBLE COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2036
- Key Findings:
  - Transportation issues in Noble County include preservation and maintenance of the existing transportation system, limited public transit, safety concerns for all modes of travel, rail crossing locations creating issues for emergency response, and roadway flooding.
  - Aging citizens will need to have continued access to transportation options. Improvements to on-demand public transit may be required to meet potential future needs.
  - Implementation policies are included and divided by mode of transportation to support continued planning and management of the transportation system.
  - The LRTP summarizes public comments on safety, mobility, and other transportation issues in the county.

## 5.4. SOUTHWEST OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) represents the counties supported by two sub-state regions – South Western Oklahoma Development Authority (SWODA) and the Association of South Central Oklahoma Governments (ASCOG). Overall, SORTPO is responsible for transportation planning in a 16-county region. The following counties have developed LRTPs: Custer, Roger Mills, Beckham, Cotton, Greer, Harmon, Jackson, Jefferson, Tillman, Kiowa, Washita, Grady, and McClain. Planning efforts are underway for the following three counties: Caddo, Comanche, and Stephens. SORTPO is currently developing the regional LRTP.

### 5.4.1. SUMMARY OF KEY FINDINGS

- The county plans include the following goals:
  - Improve accessibility and mobility for people and freight.
  - Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.
  - Support and improve the economic vitality of the county and region by providing access to economic development opportunities, such as business and industrial access, natural, scenic, and historic resources or recreational travel and tourism.
  - Reduce impacts to the county’s natural environment, historic areas, and underrepresented communities resulting from transportation programs and projects.
  - Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.
  - Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.
  - Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
  - Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.
  - Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.
- The county plans identify the need for additional transportation data at the county and local level to improve decision making for elected officials.
- The preservation of Historic Route 66 is of importance to counties within the SORTPO region both for roadway preservation and maintenance, as well as the benefits it has for tourism within the region.
- Aging populations in the counties covered by the SORTPO need improved access to reliable transportation for health care, emergency services, and other social opportunities.

- County plans within the SORTPO region also note that the divide between urban and rural is evident in the transportation system. Continued improvements and enhancements are needed in order to improve connections to nature, historic locations, and underrepresented citizens.

#### **5.4.2. SCHEDULED UPDATE**

The schedule calls for updates of county level data every five years, and for consolidation of the county plans into a regional plan. The goal is to complete the SORTPO regional plan by the year 2022.

#### **5.4.3. LEAD AGENCY**

The lead agency responsible for the development of the SWODA Regional LRTP will be SWODA and ASCOG.

#### **5.4.4. PLAN PURPOSE AND RELATIONSHIP TO LONG RANGE TRANSPORTATION PLAN**

The purpose of the county LRTPs is to provide a guide for the development of a safer, more efficient transportation system through the evaluation of existing conditions and the forecasted needs of the county. The county plans will provide the basis for a regional long range transportation plan for the SORTPO planning area.

The SORTPO Regional LRTPs will be consistent with the Oklahoma Long Range Transportation Plan. The SORTPO Regional LRTPs will provide information for the 8 Year Construction Work Plan and STIP projects in the region.

#### **5.4.5. MAJOR REQUIREMENTS**

There are no major requirements governing these plans.

#### **5.4.6. FUNDING**

The plan was funded with federal funds and local government matching money.

### **CUSTER COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2015-2035
- Key Findings:
  - Issues identified in the Custer County Plan include preservation and maintenance of the historic Route 66, access to natural and scenic areas, a need for improvements to rail crossings, limited capacity of freight rail operations, expansion of industrial development, and traffic safety.
  - Multiple studies have been identified for Custer County to gain more data regarding the current condition and future needs for the transportation system including, traffic counts, speed studies, and transit and freight studies.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



## **ROGER MILLS COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2036
- Key Findings:
  - Roger Mills County has an aging population and access to healthcare and emergency services are currently limited. There is also an identified trend of younger residents migrating out of the county.
  - Roger Mills County issues include traffic safety, volume along State Highways 33 and 34, as well as the increase in freight truck traffic. Roger Mills County has 101 bridges of which only two have been identified as Structurally Deficient.
  - Focused on increasing access to national, state and regional parks and improving the health of the citizens of the county.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **BECKHAM COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2016-2036
- Key Findings:
  - Issues facing Beckham County include limited access to transit service and emergency services, school consolidations, rail crossing improvements, and preservation of the existing system compared to expansion to support development.
  - THE LRTP recommends expansion of museums related to Route 66 to enhance tourism in Beckham County.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## **GREER COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Greer County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, lack of shoulders on highways, traffic safety, and urban versus rural divide.
  - Greer County citizens travel to Beckham County for services, work, and recreational activities.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **HARMON COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Harmon County include urban versus rural divide, limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, lack of shoulders on highways, and traffic safety.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **JACKSON COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Jackson County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, lack of shoulders on highways, rail crossings, traffic safety, and urban versus rural divide.
  - Altus Air Force Base is a major employment generator and a key economic asset in Jackson County.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **MCCLAIN COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Part of McClain County is located within the Oklahoma City Area Regional Transportation Study and is within the Transportation Management Area. Commuting between McClain County and Oklahoma City for employment is common.
  - Issues facing McClain County include limited access to transit service and emergency services, oilfield and heavy truck traffic, lack of shoulders on highways, lack of funding for maintenance and rail crossing improvements, and safety due to steep hills and sharp curves. The cities of Purcell and Goldsby experience traffic reroutes from Interstate 35 onto local streets.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## KIOWA COUNTY LONG RANGE TRANSPORTATION PLAN

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Kiowa County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, the impact of heavy vehicles on road condition, lack of shoulders on highways, rail crossings, traffic safety, and urban versus rural divide.
  - Kiowa County has also identified Class III railways as not 286,000 pounds compliant.
  - Communication and coordination with Tribes about Kiowa County projects and programs is important to maintain throughout the planning horizon.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## WASHITA COUNTY LONG RANGE TRANSPORTATION PLAN

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Washita County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, the impact of heavy vehicles on road condition, lack of shoulders on highways, rail crossings, traffic safety, and urban versus rural divide.
  - Washita County has also identified Class III railways as not 286,000 pounds compliant.
  - Washita County residents regularly commute to Beckham County for services, to work, and to enjoy recreational activities.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

## COTTON COUNTY LONG RANGE TRANSPORTATION PLAN

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Cotton County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, the impact of heavy vehicles on road condition, lack of shoulders on highways, rail crossings, traffic safety and urban versus rural divide.
  - Identifies urban versus rural divide as an issue facing Cotton County.
  - Cotton County citizens commute to Comanche County for services, work, and to enjoy recreational activities.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.



### **GRADY COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2018-2040
- Key Findings:
  - Issues facing Grady County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, the impact of heavy vehicles on road condition, lack of shoulders on highways, rail crossings, and traffic safety.
  - Portions of Grady County are located within the Oklahoma City Area Regional Transportation Study and is within the Transportation Management Area. Commuting between Grady County and Oklahoma City for employment is common.
  - Communication and coordination with Tribes about Grady County projects and programs is important to maintain throughout the planning horizon.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **JEFFERSON COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Jefferson County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, lack of shoulders on highways, rail crossings, and traffic safety due to steep hills and sharp curves.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.

### **TILLMAN COUNTY LONG RANGE TRANSPORTATION PLAN**

- Timeframe: 2017-2040
- Key Findings:
  - Issues facing Tillman County include limited access to transit service and emergency services, school consolidations, preservation of the existing system with limited funding, lack of shoulders on highways, rail crossings, traffic safety, and urban versus rural divide.
  - Summary of public comments on safety, mobility, and other transportation issues in the county.