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**SORTPO Policy Board Committee**

# Agenda

***January 25, 2018 10:30 a.m.***

|  |  |
| --- | --- |
| Western Technology CenterAdult Education Bldg,621 Sooner Dr.Burns Flat, OK 73624 | Red River Technology CenterJDM Business Center, Rm B1133300 W. Bois D’ArcDuncan, OK 73533 |

1. Call to Order.
2. Roll Call.
3. Introduction of Guests.
4. Approval of the minutes for the November 30, 2017 special meeting.
5. Discuss and consider appointing New Members to the SORTPO Policy Board. Existing member are identified in Table 1

 A. Tim Binghom- Kiowa County Commissioner

 B. Sandy Settle - Washita County Emergency Manager

6. Discuss and consider appointing New Members to the SORTPO Technical Committee. Existing Members are identified in Table 2.

 A. Larry Adler- Hobart City Manager

7. Discuss and consider amending Article III – Membership SORTPO By-Laws to include appointment of new SORTPO Policy Board Members.

8. Receive comments from the Technical Committee and provide direction to the staff on the following:

A. Attachment A - Grady County – Trends, issues, concern, goals, strategies and future population. (pg. 4)

B. Attachment B - Kiowa County- Trends, issues, concerns, goals, strategies and future population. (pg. 12)

C. Attachment C - McClain County- Trends, issues, concerns, goals, strategies and future population. (pg. 19)

D. Attachment D - Washita County- Trends, issues, concerns, goals, strategies and future population. (pg. 27)

9. Reports and Comments.

10. Adjourn.

**Table 1. SORTPO Policy Board Membership List**

|  |  |  |
| --- | --- | --- |
| **Name** | **Title** | **County** |
| Brent Almquist | ODOT Engineer Div. 5 | Beckham, Blaine, Custer, Dewey, Greer, Harmon, Jackson, Kiowa, Roger Mills, Tillman, Washita |
| Anita Archer | At-Large | Beckham County |
| Tim Binghom | County Commissioner | Kiowa County |
| Dale Bunn | City Manager | McClain County |
| Kirk Butler | County Commissioner | Jackson County |
| Jerry Dean | CED Engineering Dist. 7 | Beckham, Blaine, Custer, Dewey, Greer, Harmon, Jackson, Kiowa, Roger Mills, Tillman, Washita |
| Jay Earp | ODOT Engineer Div. 7 | Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens |
| Marilyn Feaver | Executive Director SOIC | Comanche |
| Shawn Freie | Director of Economic Development | Caddo – Kiowa Technology Center |
| Mike Galloway | Emergency Management | Custer County  |
| Debora Glasgow | SWODA- Superintendent  | Beckham, Custer, Greer, Harmon, Jackson, Kiowa, Roger Mills, Washita |
| Lyle Miller | County Commissioner | Custer County |
| Cendie Newman | Red River Transportation | Beckham, Caddo, Canadian, Carter, Comanche, Custer, Dewey, Ellis, Jefferson, Kiowa, Roger Mills, Stephens, Tillman, Washita, Woodward |
| Lyle Roggow | Duncan Area Economic Development Foundation, President of Duncan | Stephens County |
| Heather Sheppard | Farmrail Company | Beckham, Blaine, Custer, Jackson, Kiowa, Washita |
| Mark Skiles | City Manager, Clinton | Custer County |
| Sandy Settle | Emergency Management | Washita County |
| Clark Southard | Oklahoma SW Alliance | Cities and Counties in southwest Oklahoma |
| Dr. Bill Spurlock | Elk City Municipal Airport | Beckham County |
| Larry Thoma | Mayor of Elgin | Comanche County |
| Tom Zigler | ASCOG CED Director | Caddo, Comanche, Cotton, Grady, Jefferson, McClain, Stephens, Tillman |

**Table 2. SORTPO Policy Board Membership List**

|  |  |  |
| --- | --- | --- |
| **Name** | **Title** | **County** |
| Larry Adler | Hobart City Manager | Kiowa County |
| Bryce Bohot | County Commissioner | Jefferson County |
| Elesia Church | Elk City Treasurer | Beckham, (lives in Washita County) |
| Steve Kelly | ASCOG Transportation Planner | Caddo, Comanche, Cotton, Grady, Jefferson, McClain, Stephens, Tillman |
| Lee Litterell  | Elk City Manager | Beckham County |
| Jim Mason | Elk City Economic Dev. | Beckham County |
| Kevin Ouellette | Frederick City Council Member  | Tillman County |
| John Sheppard | Walters City Manager | Cotton County |
| Cole Vonfeldt | ODOT Engineer Div. 7 | Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens |
| Basil Weatherly |  | Beckham County  |
| Becky Cockrell | SORTPO Director of Transportation |  |



# SORTPO

# Policy Board Minutes

**Special Meeting**

**November 30, 2017**

**10:30 a.m.**

|  |  |
| --- | --- |
| **Western Technology Center** | **Red River Technology Center** |
| **Adult Education Bldg.**  | **JDM Business Center, Rm B113** |
| **Burns Flat, OK 73624** | **Duncan, OK 73533** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Policy Board Members** | **P/A** | **Policy Board Members** | **P/A** |
| Brent Almquist | **P** | Lyle Miller | **P** |
| Anita Archer | **P** | Cendie Newman | **P** |
| Dale Bunn | **P** | Lyle Roggow | **P** |
| Kirk Butler | **P** | Heather Sheppard | **P** |
| Jerry Dean | **P** | Mark Skiles | **P** |
| Jay Earp | **P** | Clark Southard | **P** |
| Marilyn Feaver | **P** | Bill Spurlock | **P** |
| Shawn Freie | **A** | Larry Thoma | **A** |
| Mike Galloway | **P** | Tom Zigler | **P** |
| Debora Glasgow | **P** |  |  |

Representing SORTPO:

Becky Cockrell, SORTPO Director

Julie Sanders, Consultant

Lisa Lam ODOT RTPO Coordinator

1. Call to Order:

 Meeting called to order at 10:33 a.m. by Chairman Lyle Miller.

2. Roll Call – Introductions:

 Becky Cockrell, SORTPO Director – quorum declared

3. Introduction of Guests.

4. Approval of Minutes:

 Motion to approve meeting minutes from October 26th, 2017 meeting was made by Tom Zigler and second by Clark Southard

 Motion passed.

5. Public review and comment period for the 2040 LRTP for Cotton and Tillman County.

 Becky Cockrell, SORTPO - no comments were made from the public for Cotton or Tillman County.

6. Adopting by resolution:

Motion to approve adding Resolution 2017-7 to 2040 Cotton County Long Range Transportation Plan was made by Bill Spurlock and second by Heather Sheppard.

 Motion Passed.

 Motion to approve adding Resolution 2017-8 to 2040 Tillman County Long Range Transportation Plan was made by Kirk Butler and second by Jerry Dean.

 Motion Passed.

7. Amendments of the SORTPO Policy Board By-Laws.

1. Motion to approve adding Article 6 to SORTPO’s By-Laws was made by Jerry Dean and second by Mark Skiles.

 \*\*\*Article 6: Alternate voting is a mechanism for a member of a voting body to delegate his or her voting right to another appointee. Alternate voting ensures a quorum at meetings where all the board members cannot attend. Board members shall have confidence in the judgment of the alternate appointed to vote for them. \*\*\*\*

 Motion passed.

1. Motion to approve adding Article 7 to SORTPO’s By-Laws was made by Jerry Dean and second by Kirk Butler.

\*\*\*Article 7: Board membership shall become vacant when a member is absent at any three consecutive regularly scheduled meetings. \*\*\*

 Motion passed.

8. New Business – N/A

9. Reports and Comments:

* Steve Kelly, ASCOG - stakeholders’ meetings for Grady and McClain County were successful.

* Lisa Lam, ODOT - TAP program may be delayed until later in 2018, and that she would keep Becky Cockrell, SORTPO updated on the progress.
* Becky Cockrell, SORTPO - no meeting in December 2017; next meeting is January 25th, 2018.
* Debora Glasgow, SWODA – announced a job opening with SWODA as their new 911 Director; due to the resignation of current 911 Director, Jana Harris. Any recommendations should contact SWODA as soon as possible.
* Lyle Miller, Chairman – legislation has chosen to use $130,000.00 of the county transportation funds to help cover state deficit; Jerry Dean, CED stated that ODOT’s funds will also be cut.
* Brent Almquist, ODOT- 2017 Transportation was cut $153,000; projects are being pushed back in the 8-year plan. Jerry Dean, CED - verified project will be completed just later.

10. Adjourn.

 Motion to adjourn meeting was made by Bill Spurlock and seconded by Kirk Butler .

 ATTEST:

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(Chairman) (Secretary)

**Attachment A: Grady County, Goals, Issues, Challenges, Trends, Population**

### Table 1.2: Grady County Goal Categories

| **Goal** | **Description** |
| --- | --- |
| 1. Accessibility and Mobility
 | Improve accessibility and mobility for people and freight.  |
| 1. Awareness, Education and Cooperative Process
 | Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process. |
| 1. Freight & Economic Vitality
 | 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.  |
| 1. Environment
 | Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects. |
| 1. Finance & Funding
 | Seek and acquire a variety of transportation funding sources to meet the many diverse system needs. |
| 1. Maintenance and Preservation
 | Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.  |
| 1. Safety & Security
 | Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.  |
| 1. Community & Health
 | Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.  |
| 1. Tourism & Travel
 | Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities. |

###

### **Goal 1: Accessibility and Mobility**

Improve accessibility and mobility for people and freight.

Strategies:

1. Support opportunities to expand the transit system(s) in the county improving access to health care facilities, education facilities, recreation centers, cultural and tourist sites and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment and study for the region.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn’t create barriers for the access or mobility of other modes.
5. Participate with ODOT, Class III Rail Companies and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.

### **Goal 2: Awareness, Education and Cooperative Process**

Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

Strategies:

1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.
3. Annually review the SORTPO Public Participation Plan.
4. Provide assistance in development of a bicycle and pedestrian public awareness and education program.
5. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help form sound planning decisions.
6. Facilitate and support the coordination of regional training opportunities.
7. Develop a method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

### **Goal 3: Freight & Economic Vitality**

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.

Strategies:

1. Prioritize transportation projects that serve major employment and activity centers, rail facilities and freight corridors
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Coordinate with local and tribal governments on the placement of regionally significant developments.
4. Maintain local and state support for the commercial???? general aviation airports.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.
7. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.

### **Goal 4: Environment**

Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.
2. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
3. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
4. Develop database and mapping to identify the County’s underrepresented communities.
5. Support designs of the transportation system that will protect cultural, historic, and scenic resources, community cohesiveness, and quality of life.
6. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.

### **Goal 5: Finance and Funding**

Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in identifying funding sources and applying for funds.

### **Goal 6: Maintenance and Preservation**

Preserve the existing transportation network and promote system management to promote access and mobility for both people and freight.

Strategies:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Identify and collect transportation performance data and compare to previous years’ data.

### **Goal 7: Safety and Security**

Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

Strategies:

1. Coordinate with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies.
2. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
4. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
5. Adopt best practices to provide and improve facilities for safe walking and bicycling.
6. Incorporate emergency service agencies in the transportation planning and implementation process.
7. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders on two lane highways.
8. Reduce the number of at grade rail highway crossings.
9. Upgrade passively protected at grade rail highway crossings.

### **Goal 8: Community & Health**

Facilitate development of transportation projects and programs that support active lifestyles in the region.

Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

### **Goal 9: Tourism & Travel**

Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

Strategies:

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities’ transportation system.
3. Collaborate with local economic development authorities, State and Federal economic development agencies in the identification of current and future transportation projects.

## Key Issues, Challenges and Trends

There are many issues facing the area that have a direct or indirect impact on the transportation system. Rural communities have problematic transportation issues such as intersections, congestion and limited or no access to transit. This section is intended to identify these issues, challenges and trends. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys, stakeholder meetings, public comments, other plans, data sources, and reports.

Key Issues:

* Maintain access to healthcare and emergency services.
* Trucks hauling liquid and impact to roads and bridges.
* Expand Transit Services.
* Forced school consolidations due to state of the State’s flat revenues and multiple year budget cuts. Is this a key issue in Grady County?
* Lack of shoulders on 2 lane highways.
* Urban and rural areas of the County – self identifying with OKC MSA
* Lack of funding to adequately maintain roadway systems and bridges.
* Improvements of rail crossings.
* Steep hills and sharp curves.
* Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

* Competition for medical professionals between urban and rural~~.~~
* Age of infrastructure.
* Attracting workforce to support the employment needs
* Access to affordable high-speed internet.
* Competition for industry/business.
* Coordination with Native American Tribes development and projects.
* Economy is dependent on the oil and gas industry.
* Working together regionally to attract/maintain workforce, industry and community
* Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
* Maintain access to healthcare and emergency services.
* Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

Trends:

* Growth occurring in Tuttle, Newcastle, Blanchard, Goldsby and unincorporated areas abutting Oklahoma and Cleveland Counties.
* Growth continues for online shopping sales.
* Population is declining in the rural areas.
* Freight traffic will grow along US 81 and I-44
* Health of Grady County …..
* The population is aging. c
* Motor vehicles will continue to be the primary means of transportation.
* The energy sector and farming community will continue to rely heavily on trucks in rural areas.
* Technology impact on retail, employment and how medical services are obtained.
* Autonomous vehicle technology.
* National Household Travel Survey data reveals greater number of people are working from home.
* State of Oklahoma’s budget negative impact.

|  | **Grady State of the State 2012**  | **Grady pop .1% Ann.**  | **Grady Civilian Labor Force .1% Ann.**  | **Grady pop .5% Ann.**  | **Grady Civilian Labor Force .5% Ann.**  | **Grady pop 1% Ann.**  | **Grady Civilian Labor Force 1% Ann.**  | **Grady pop 1.5% Ann.**  | **Grady Civilian Labor Force 1.5% Ann.**  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1980 |  38,490  |  39,490  |   |  39,490  |   |  39,490  |   |  39,490  |   |
| 1990 |  41,747  |  41,747  |   |  41,747  |   |  41,747  |   |  41,747  |   |
| 2000 |  45,516  |  45,516  |   |  45,516  |   |  45,516  |   |  45,516  |   |
| 2010 |  52,431  |  52,431  |  21,681  |  52,431  |  21,681  |  52,431  |  21,681  |  52,431  |  21,681  |
| \*2015 |   |  53,612  |  24,086  |  53,612  |  24,086  |  53,612  |  24,086  |  53,612  |  24,086  |
| \*\*2016 |   |  54,655  |  25,452  |  54,655  |  25,452  |  54,655  |  25,452  |  54,655  |  25,452  |
|   |   |  54,710  |  25,477  |  54,928  |  25,579  |  55,202  |  25,707  |  55,475  |  25,834  |
|   |   |  54,764  |  25,503  |  55,203  |  25,707  |  55,754  |  25,964  |  56,307  |  26,221  |
|   |   |  54,819  |  25,528  |  55,479  |  25,836  |  56,311  |  26,223  |  57,152  |  26,615  |
|   |   |  54,874  |  25,554  |  55,756  |  25,965  |  56,874  |  26,485  |  58,009  |  27,014  |
| 2020 |  56,561  |  54,929  |  25,580  |  56,035  |  26,095  |  57,443  |  26,750  |  58,879  |  27,419  |
|   |   |  54,984  |  25,605  |  56,315  |  26,225  |  58,017  |  27,018  |  59,762  |  27,830  |
|   |   |  55,039  |  25,631  |  56,597  |  26,356  |  58,598  |  27,288  |  60,659  |  28,248  |
|   |   |  55,094  |  25,656  |  56,880  |  26,488  |  59,184  |  27,561  |  61,568  |  28,671  |
|   |   |  55,149  |  25,682  |  57,164  |  26,621  |  59,775  |  27,836  |  62,492  |  29,102  |
| 2025 |  58,923  |  55,204  |  25,708  |  57,450  |  26,754  |  60,373  |  28,115  |  63,429  |  29,538  |
|   |   |  55,259  |  25,733  |  57,737  |  26,887  |  60,977  |  28,396  |  64,381  |  29,981  |
|   |   |  55,314  |  25,759  |  58,026  |  27,022  |  61,587  |  28,680  |  65,347  |  30,431  |
|   |   |  55,370  |  25,785  |  58,316  |  27,157  |  62,202  |  28,967  |  66,327  |  30,887  |
|   |   |  55,425  |  25,811  |  58,608  |  27,293  |  62,825  |  29,256  |  67,322  |  31,351  |
| 2030 |  61,286  |  55,481  |  25,836  |  58,901  |  27,429  |  63,453  |  29,549  |  68,331  |  31,821  |
|   |   |  55,536  |  25,862  |  59,195  |  27,566  |  64,087  |  29,844  |  69,356  |  32,298  |
|   |   |  55,592  |  25,888  |  59,491  |  27,704  |  64,728  |  30,143  |  70,397  |  32,783  |
|   |   |  55,647  |  25,914  |  59,789  |  27,843  |  65,375  |  30,444  |  71,453  |  33,274  |
|   |   |  55,703  |  25,940  |  60,088  |  27,982  |  66,029  |  30,749  |  72,524  |  33,774  |
| 2035 |  63,649  |  55,759  |  25,966  |  60,388  |  28,122  |  66,689  |  31,056  |  73,612  |  34,280  |
| 2040 |  66,011  |  55,814  |  25,992  |  60,690  |  28,262  |  67,356  |  31,367  |  74,717  |  34,794  |
|   |  |  |  |  |  |  |  |  |  |
|   | \* 2011-2015 ACS |  |  |  |  |  |  |  |  |
|   | \*\*2012-2016 ACS |   |   |   |   |   |   |   |   |

**Attachment B: Kiowa County, Goals, Issues, Challenges, Trends, Population**

### Table 1.2: Kiowa County Goal Categories

| **Goal** | **Description** |
| --- | --- |
| 1. Accessibility and Mobility (pg. )
 | Improve accessibility and mobility for people and freight. |
| 1. Awareness, Education and Cooperative Process (pg.)
 | Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process. |
| 1. Freight & Economic Vitality (pg.)
 | 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. |
| 1. Environment

(pg. ) | Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects. |
| 1. Finance & Funding

(pg.) | Seek and acquire a variety of transportation funding sources to meet the many diverse system needs. |
| 1. Maintenance and Preservation

(pg.) | Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.  |
| 1. Safety & Security

(pg. )  | Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations. |
| 1. Community & Health (pg. )
 | Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region. |
| 1. Tourism & Travel

 (pg. ) | Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities. |

**Goal 1: Accessibility and Mobility**

Improve accessibility and mobility for people and freight.

###

### Strategies:

1. Identify opportunities to provide a transit system(s) in the region to improves access to health care facilities, education facilities and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the county.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn’t create barriers for the access or mobility of other modes.

###

### **Goal 2: Awareness, Education and Cooperative Process**

Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

###

### Strategies:

1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.
3. Annually review the Public Participation Plan.
4. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help inform sound planning decisions.
5. Facilitate and support the coordination of regional training opportunities.
6. Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

### **Goal 3: Freight & Economic Vitality**

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.

###

### Strategies:

1. Prioritize transportation projects that serve major employment and activity centers, and freight corridors.
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Coordinate with local governments on the placement of regionally significant developments.
4. Maintain local and state support for the general aviation airports.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.
7. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.

###

### **Goal 4: Environment**

Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

###

### Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.
2. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
3. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
4. Develop database and mapping to identify the County’s underrepresented communities.
5. Support designs of the transportation system that will protect cultural, historic, and scenic resources, community cohesiveness, and quality of life.
6. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.

### **Goal 5: Finance and Funding**

Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

###

### Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in finding and applying for funds.

###

### **Goal 6: Maintenance and Preservation**

Preserve the existing transportation network and promote system management to promote access and mobility for both people and freight.

###

### Strategies:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Identify and collect transportation performance data and compare to previous years’ data.

### **Goal 7: Safety and Security**

### Improve the safety and security of the transportation system by implementing transportation **Goal 7: Safety and Security**

improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

###

### Strategies:

1. Coordinate with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies.
2. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
4. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
5. Incorporate emergency service agencies in the transportation planning and implementation processes to ensure delivery of transportation security to the traveling public.
6. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders on two lane highways.
7. Reduce the number of at grade rail highway crossings.
8. Upgrade passively protected at grade rail highway crossings.

### **Goal 8: Community & Health**

Facilitate development of transportation projects and programs that support healthy lifestyles in the region.

### Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

###

### **Goal 9: Tourism & Travel**

Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

###

### Strategies:

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities’ transportation system.
3. Collaborate with local economic development authorities, State and Federal Economic Development agencies in the identification of current and future transportation projects.

## Key Issues, Challenges and Trends

Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at these locations and developing a plan to address them is an important part of rural planning. Unanticipated changes may happen that can have impacts on a city, town, county or region there are many issues facing the area that have a direct or indirect impact on the transportation system.

There are many issues facing the area that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends and challenges. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys (Appendix 5.2), stakeholder meetings, public comments, other plans, data sources, and reports.

### Key Issues:

* Maintain access to healthcare and emergency services.
* Limited Transit Services.
* Lack of funding to adequately maintain roadway systems and bridges.
* Forced school consolidations due to state of the State’s flat revenues and multiple year budget cuts.
* Lack of shoulders on 2 lane highways.
* Urban versus rural mindset.
* Improvements of rail crossings.
* Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

###

### Challenges:

* Competition for medical professionals between urban and rural.
* Maintain access to health services and emergency services.
* Age of infrastructure.
* Attracting workforce to support the employment needs
* Access to affordable to high speed internet.
* Working together regionally to attract/maintain workforce, industry and community
* Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
* Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

### Trends:

* Population is declining in the rural areas.
* Freight traffic will grow.
* The population is aging.
* Motor vehicles will continue to be the primary means of transportation.
* The energy sector and farming community will continue to rely heavily on trucks in rural areas.
* Quartz Mountain State Park will continue as a regionally significant destination for recreation and tourism. This state park is in Greer and Kiowa. The lake is in Kiowa County.
* Technology impact on retail, employment and how medical services are obtained.
* Autonomous vehicle technology.
* State of Oklahoma’s budget negative impact on rural communities.

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|   | **Kiowa State of the State 2012 Projection** |  | **Kiowa Pop .1% Annually**  | **Kiowa Civ Labor Force .1% Annually** |  | **Kiowa Pop .5% Annually**  | **Kiowa Civ Labor Force .5% Annually** |
| 2000 | 10,227 |  | 10,227 |  |  | 10,227 |  |
| 2010 | 9,446 |  | 9,446 |  |  | 9,446 |  |
| \*2015 |  |  |  | 4,037 |  |  | 4,037 |
| \*\*2016 | 9239 |  | 9,239 | 3,991 |  | 9,239 | 3,991 |
| 2017 |  |  | 9,248 | 3,995 |  | 9,285 | 4,011 |
| 2018 |  |  | 9,257 | 3,999 |  | 9,332 | 4,031 |
| 2019 |  |  | 9,267 | 4,003 |  | 9,378 | 4,051 |
| 2020 | 9,096 |  | 9,276 | 4,007 |  | 9,425 | 4,071 |
| 2021 |  |  | 9,285 | 4,011 |  | 9,472 | 4,092 |
| 2022 |  |  | 9,295 | 4,015 |  | 9,520 | 4,112 |
| 2023 |  |  | 9,304 | 4,019 |  | 9,567 | 4,133 |
| 2024 |  |  | 9,313 | 4,023 |  | 9,615 | 4,153 |
| 2025 | 8,845 |  | 9,322 | 4,027 |  | 9,663 | 4,174 |
| 2026 |  |  | 9,332 | 4,031 |  | 9,711 | 4,195 |
| 2027 |  |  | 9,341 | 4,035 |  | 9,760 | 4,216 |
| 2028 |  |  | 9,350 | 4,039 |  | 9,809 | 4,237 |
| 2029 |  |  | 9,360 | 4,043 |  | 9,858 | 4,258 |
| 2030 | 8,612 |  | 9,369 | 4,047 |  | 9,907 | 4,280 |
| 2031 |  |  | 9,379 | 4,051 |  | 9,957 | 4,301 |
| 2032 |  |  | 9,388 | 4,055 |  | 10,006 | 4,323 |
| 2033 |  |  | 9,397 | 4,059 |  | 10,057 | 4,344 |
| 2034 |  |  | 9,407 | 4,063 |  | 10,107 | 4,366 |
| 2035 | 8,394 |  | 9,416 | 4,068 |  | 10,157 | 4,388 |
| 2040 | 8,189 |  | 9,426 | 4,072 |  | 10,208 | 4,410 |
|   |   |   |   |   |   |   |   |
|   | \* 2015 ACS |   |   |   |   |   |   |
|   | \*\* 2016 ACS |   |   |   |   |   |   |

**Attachment C: McClain County, Goals, Issues, Challenges, Trends, Population**

### Table 1.2: McClain County Goal Categories

| **Goal** | **Description** |
| --- | --- |
| 1. Accessibility and Mobility
 | Improve accessibility and mobility for people and freight.  |
| 1. Awareness, Education and Cooperative Process
 | Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process. |
| 1. Freight & Economic Vitality
 | 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.  |
| 1. Environment
 | Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects. |
| 1. Finance & Funding
 | Seek and acquire a variety of transportation funding sources to meet the many diverse system needs. |
| 1. Maintenance and Preservation
 | Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.  |
| 1. Safety & Security
 | Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.  |
| 1. Community & Health
 | Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.  |
| 1. Tourism & Travel
 | Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities. |

### **Goal 1: Accessibility and Mobility**

Improve accessibility and mobility for people and freight.

Strategies:

1. Support opportunities to expand the transit system(s) in the county that improves access to health care facilities, education facilities, recreation centers, cultural and tourist sites and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment and study for the region.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn’t create barriers for the access or mobility of other modes.
5. Participate with ODOT, Class III Rail Companies and communities in activities that will upgrade rail tracks, bridges and trusses to support the standardized railcar weight of 286,000 pounds.

###

### **Goal 2: Awareness, Education and Cooperative Process**

Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

Strategies:

1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.
3. Annually review the Public Participation Plan.
4. Develop and implement a bicycle and pedestrian public awareness and education program.
5. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help form sound planning decisions.
6. Facilitate and support the coordination of regional training opportunities.
7. Develop a method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

### **Goal 3: Freight & Economic Vitality**

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.

Strategies:

1. Prioritize transportation projects that serve major employment and activity centers, rail facilities and freight corridors
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Coordinate with local and tribal governments on the placement of regionally significant developments.
4. Maintain local and state support for the commercial… general aviation airports.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.
7. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.

### **Goal 4: Environment**

Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.
2. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
3. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
4. Develop database and mapping to identify the County’s underrepresented communities.
5. Support designs of the transportation system that will protect cultural, historic, and scenic resources, community cohesiveness, and quality of life.
6. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.

### **Goal 5: Finance and Funding**

Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in finding and applying for funds.

### **Goal 6: Maintenance and Preservation**

Preserve the existing transportation network and promote system management to promote access and mobility for both people and freight.

Strategies:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Identify and collect transportation performance data and compare to previous years’ data.

### **Goal 7: Safety and Security**

Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

Strategies:

1. Coordinate with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies.
2. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
4. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
5. Adopt best practices to provide and improve facilities for safe walking and bicycling.
6. Incorporate emergency service agencies in the transportation planning and implementation process.
7. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders on two lane highways.
8. Reduce the number of at grade rail highway crossings.
9. Upgrade passively protected at grade rail highway crossings.

### **Goal 8: Community & Health**

Facilitate development of transportation projects and programs that support active lifestyles in the region.

Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

### **Goal 9: Tourism & Travel**

Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

Strategies:

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities’ transportation system.
3. Collaborate with local economic development authorities, State and Federal economic development agencies in the identification of current and future transportation projects.

## Key Issues, Challenges and Trends

There are many issues facing the area that have a direct or indirect impact on the transportation system. Rural communities have problematic transportation issues such as intersections, congestion and limited or no access to transit. This section is intended to identify these issues, challenges and trends. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys, stakeholder meetings, public comments, other plans, data sources, and reports.

Key Issues:

* Maintain access to healthcare and emergency services.
* Expand Transit Services.
* Forced school consolidations due to state of the State’s flat revenues and multiple year budget cuts.
* Lack of shoulders on 2 lane highways.
* Urban and rural areas of the County – self identifying with OKC MSA
* Lack of funding to adequately maintain roadway systems and bridges.
* Improvements of rail crossings.
* Steep hills and sharp curves.
* Problematic traffic issue locations (areas with high accidents, intersections, truck generators).
* Truck traffic on rural roads.
* Diversion of Interstate traffic onto local/rural roads due to construction or accidents.
* Reduce pollution
* Safety and of vehicular traffic.

Challenges:

* Competition for medical professionals between urban and rural.
* Alternative single occupant vehicle transportation.
* Age of infrastructure.
* Attracting workforce to support the employment needs
* Access to affordable to high speed internet.
* Competition for industry/business.
* Coordination with developments by Native American Tribes.
* Economy is dependent on the oil and gas industry.
* Working together regionally to attract/maintain workforce, industry and community
* Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
* Maintain access to healthcare and emergency services.
* Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

Trends:

* Population is declining in the rural areas.
* Freight traffic will grow along US 81 and SH 62. US 81 connects to I-44 to the north.
* Health of McClain County …..
* The population is aging Health of McClain County …..
* Motor vehicles will continue to be the primary means of transportation.
* The energy sector and farming community will continue to rely heavily on trucks in rural areas.
* Technology impact on retail, employment and how medical services are obtained.
* Autonomous vehicle technology.
* National Household Travel Survey data reveals greater number of people are working from home.
* State of Oklahoma’s budget negative impact on rural communities.

|  | **McClain County State of the State 2012**  | **McClain County pop .1% Ann.**  | **McClain County Civ Labor Force 1% Ann.**  | **McClain County pop .5% Ann.**  | **McClain County Civ Labor .5% Ann.** | **McClain County pop 1% Ann.**  | **McClain County Civ Labor 1% Ann.** | **McClain County pop 1.5% Ann.**  | **McClain County Civ Labor 1.5% Ann.** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1980 |  |  |  |  |  |  |  |  |  |
| 1990 |  20,291  |  20,291  |  |  20,291  |  |  20,291  |  |  20,291  |  |
| 2000 |  22,795  |  22,795  |  |  22,795  |  |  22,795  |  |  22,795  |  |
| 2010 |  27,740  |  27,740  |   |  27,740  |   |  27,740  |   |  27,740  |   |
| \*2015 |  34,506  |  34,506  |   |  34,506  |   |  34,506  |   |  34,506  |   |
| \*\*2016 |  36,512  |  36,512  | 16,746 |  36,512  |  21,681  |  36,512  |  21,681  |  36,512  |  21,681  |
| 2017 |  38,685  |  38,685  |  18,679  |  38,685  |  24,086  |  38,685  |  24,086  |  38,685  |  24,086  |
| 2018 |   |  38,724  |  18,698  |  38,878  |  25,452  |  39,072  |  25,452  |  39,265  |  25,452  |
| 2019 |   |  38,762  |  18,716  |  39,073  |  25,579  |  39,463  |  25,707  |  39,854  |  25,834  |
| 2020 |   |  38,801  |  18,735  |  39,268  |  25,707  |  39,857  |  25,964  |  40,452  |  26,221  |
| 2021 | 38,671 |  38,840  |  18,754  |  39,465  |  25,836  |  40,256  |  26,223  |  41,059  |  26,615  |
| 2022 |   |  38,879  |  18,773  |  39,662  |  25,965  |  40,658  |  26,485  |  41,675  |  27,014  |
| 2023 |   |  38,918  |  18,791  |  39,860  |  26,095  |  41,065  |  26,750  |  42,300  |  27,419  |
| 2024 |   |  38,957  |  18,810  |  40,059  |  26,225  |  41,476  |  27,018  |  42,934  |  27,830  |
| 2025 |   |  38,996  |  18,829  |  40,260  |  26,356  |  41,890  |  27,288  |  43,578  |  28,248  |
| 2026 | 40,765 |  39,035  |  18,848  |  40,461  |  26,488  |  42,309  |  27,561  |  44,232  |  28,671  |
| 2027 |   |  39,074  |  18,867  |  40,663  |  26,621  |  42,732  |  27,836  |  44,896  |  29,102  |
| 2028 |   |  39,113  |  18,885  |  40,867  |  26,754  |  43,160  |  28,115  |  45,569  |  29,538  |
| 2029 |   |  39,152  |  18,904  |  41,071  |  26,887  |  43,591  |  28,396  |  46,252  |  29,981  |
| 2030 |   |  39,191  |  18,923  |  41,276  |  27,022  |  44,027  |  28,680  |  46,946  |  30,431  |
| 2031 | 42,858 |  39,230  |  18,942  |  41,483  |  27,157  |  44,467  |  28,967  |  47,650  |  30,887  |
| 2032 |   |  39,269  |  18,961  |  41,690  |  27,293  |  44,912  |  29,256  |  48,365  |  31,351  |
| 2033 |   |  39,309  |  18,980  |  41,899  |  27,429  |  45,361  |  29,549  |  49,091  |  31,821  |
| 2034 |   |  39,348  |  18,999  |  42,108  |  27,566  |  45,815  |  29,844  |  49,827  |  32,298  |
| 2035 |   |  39,387  |  19,018  |  42,319  |  27,704  |  46,273  |  30,143  |  50,574  |  32,783  |
| 2040 | 44,951 |  39,427  |  19,037  |  42,530  |  27,843  |  46,736  |  30,444  |  51,333  |  33,274  |
|   | 47,045 |  39,466  |  19,056  |  42,743  |  27,982  |  47,203  |  30,749  |  52,103  |  33,774  |
|   |   |   |   |   |   |   |   |   |   |
|   |   | \* 2011-2015 ACS |   |   |   |   |   |   |   |
|   |   | \*\*2012-2016 ACS |   |   |   |   |   |   |   |

**Attachment D: Washita County, Goals, Issues, Challenges, Trends, Population**

### Table 1.2: Washita County Goal Categories

| **Goal** | **Description** |
| --- | --- |
| 1. Accessibility and Mobility (pg. )
 | Improve accessibility and mobility for people and freight. |
| 1. Awareness, Education and Cooperative Process (pg. )
 | Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process. |
| 1. Freight & Economic Vitality (pg. )
 | 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. |
| 1. Environment

(pg. ) | Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects. |
| 1. Finance & Funding

(pg. ) | Seek and acquire a variety of transportation funding sources to meet the many diverse system needs. |
| 1. Maintenance and Preservation

(pg.) | Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.  |
| 1. Safety & Security

(pg. )  | Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations. |
| 1. Community & Health (pg. )
 | Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region. |
| 1. Tourism & Travel

 (pg. ) | Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities. |

### **Goal 1: Accessibility and Mobility**

Improve accessibility and mobility for people and freight.

### Strategies:

1. Identify opportunities to provide a transit system(s) in the region to improves access to health care facilities, education facilities and employment.
2. Develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the county.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn’t create barriers for the access or mobility of other modes.

### **Goal 2: Awareness, Education and Cooperative Process**

Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.

### Strategies:

1. Participate on state, regional, and local committees regarding County transportation issues.
2. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of SORTPO.
3. Annually review the Public Participation Plan.
4. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help inform sound planning decisions.
5. Facilitate and support the coordination of regional training opportunities.
6. Develop method to track the implementation of projects and regularly update the public on the status of projects, programs and finances.

### **Goal 3: Freight & Economic Vitality**

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.

### Strategies:

1. Prioritize transportation projects that serve major employment and activity centers, and freight corridors.
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Coordinate with local governments on the placement of regionally significant developments.
4. Maintain local and state support for the general aviation airports.
5. Continue to coordinate transportation planning with adjoining counties, regions and councils of government for transportation needs and improvements beyond those in our region.
6. Working with area employers and stakeholders develop a database and map identifying transportation needs.
7. Identify and designate routes and connectors with heavy freight movements as freight priority corridors.

### **Goal 4: Environment**

Reduce impacts to the county’s natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

### Strategies:

1. Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation programs and projects.
2. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
3. Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit vehicles.
4. Develop database and mapping to identify the County’s underrepresented communities.
5. Support designs of the transportation system that will protect cultural, historic, and scenic resources, community cohesiveness, and quality of life.
6. Develop a data file and create a map identifying location of wind farms and pipelines and relationship to communities and the transportation system.

### **Goal 5: Finance and Fundin**g

Seek and acquire a variety of transportation funding sources to meet the many diverse system needs.

### Strategies:

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county, tribal, and state officials that includes public participation, private sector involvement, coordination among jurisdictions and modes and fiscal constraint.
4. Assist jurisdictions in finding and applying for funds.

### **Goal 6: Maintenance and Preservation**

Preserve the existing transportation network and promote system management to promote access and mobility for both people and freight.

### Strategies:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Identify and collect transportation performance data and compare to previous years’ data.

### **Goal 7: Safety and Security**

Improve the safety and security of the transportation system by implementing transportation improvement that reduce fatalities and serious injuries as well as enabling effective emergency management operations.

### Strategies:

1. Coordinate with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies.
2. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
4. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
5. Incorporate emergency service agencies in the transportation planning and implementation processes to ensure delivery of transportation security to the traveling public.
6. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders on two lane highways.
7. Reduce the number of at grade rail highway crossings.
8. Upgrade passively protected at grade rail highway crossings.

### **Goal 8: Community & Health**

Facilitate development of transportation projects and programs that support healthy lifestyles in the region.

### Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.
3. Identify funding opportunities and partners to increase low cost transportation opportunities.
4. Establish partnerships with local groups and agencies to provide transportation services.

### **Goal 9: Tourism & Travel**

Improve travel opportunities through enhancement and preservation of access to tourism destinations or regionally significant facilities.

### Strategies:

1. Develop a regional map that identifies tourism destinations and regionally significant facilities.
2. Establish procedures to increase coordination and communication with local governments, tribal governments and state agencies to identify projects that impact the communities’ transportation system.
3. Collaborate with local economic development authorities, State and Federal Economic Development agencies in the identification of current and future transportation projects.

## Key Issues, Challenges and Trends

Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at these locations and developing a plan to address them is an important part of rural planning. Unanticipated changes may happen that can have impacts on a city, town, county or region there are many issues facing the area that have a direct or indirect impact on the transportation system.

There are many issues facing the area that have a direct or indirect impact on the transportation system. This section is intended to identify these issues, trends and challenges. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys (Appendix 5.2), stakeholder meetings, public comments, other plans, data sources, and reports.

### Key Issues:

* Maintain access to healthcare and emergency services.
* Limited Transit Services.
* Lack of funding to adequately maintain roadway systems and bridges.
* Forced school consolidations due to state of the State’s flat revenues and multiple year budget cuts.
* Lack of shoulders on 2 lane highways.
* Urban versus rural mindset.
* Improvements of rail crossings.
* Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

### Challenges:

* Competition for medical professionals between urban and rural.
* Maintain access to health services and emergency services.
* Age of infrastructure.
* Attracting workforce to support the employment needs
* Access to affordable to high speed internet.
* Working together regionally to attract/maintain workforce, industry and community
* Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
* Lack of system to reevaluate how, when and where new roads are built versus investment in upgrade to the existing road system.

### Trends:

* Population is declining in the rural areas.
* Bedroom community to Beckham and Jackson Counties.
* Freight traffic will grow.
* The population is aging.
* Motor vehicles will continue to be the primary means of transportation.
* The energy sector and farming community will continue to rely heavily on trucks in rural areas.
* Significant destination for recreation and tourism.
* Technology impact on retail, employment and how medical services are obtained.
* Autonomous vehicle technology.
* State of Oklahoma’s budget negative impact on rural communities.

|   | **Washita County State of the State 2012 Projection** |  | **Washita County pop .1% Annually**  | **Washita County Civ Labor Force .1% Annually** |  | **Washita County pop .5% Annually**  | **Washita County Civ Labor Force** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 2000 | 11,508 |   | 11,508 |  |  | 11,508 |  |
| 2010 | 11,629 |   | 11,629 |  |  | 11,629 |  |
| \*2015 |  |   |  |  |  |  |  |
| \*\*2016 | 11626 |   | 11,626 | 4,948 |  | 11626 | 4,948 |
| 2017 |  |   | 11,638 | 4,953 |  | 11,684 | 4,973 |
| 2018 |  |   | 11,649 | 4,958 |  | 11,743 | 4,998 |
| 2019 |  |   | 11,661 | 4,963 |  | 11,801 | 5,023 |
| 2020 | 11,119 |   | 11,673 | 4,968 |  | 11,860 | 5,048 |
| 2021 |  |   | 11,684 | 4,973 |  | 11,920 | 5,073 |
| 2022 |  |   | 11,696 | 4,978 |  | 11,979 | 5,098 |
| 2023 |  |   | 11,708 | 4,983 |  | 12,039 | 5,124 |
| 2024 |  |   | 11,719 | 4,988 |  | 12,099 | 5,149 |
| 2025 | 10,904 |   | 11,731 | 4,993 |  | 12,160 | 5,175 |
| 2026 |  |   | 11,743 | 4,998 |  | 12,221 | 5,201 |
| 2027 |  |   | 11,755 | 5,003 |  | 12,282 | 5,227 |
| 2028 |  |   | 11,766 | 5,008 |  | 12,343 | 5,253 |
| 2029 |  |   | 11,778 | 5,013 |  | 12,405 | 5,279 |
| 2030 | 10,701 |   | 11,790 | 5,018 |  | 12,467 | 5,306 |
| 2031 |  |   | 11,802 | 5,023 |  | 12,529 | 5,332 |
| 2032 |  |   | 11,813 | 5,028 |  | 12,592 | 5,359 |
| 2033 |  |   | 11,825 | 5,033 |  | 12,655 | 5,386 |
| 2034 |  |   | 11,837 | 5,038 |  | 12,718 | 5,413 |
| 2035 | 10,510 |   | 11,849 | 5,043 |  | 12,782 | 5,440 |
| 2040 | 10,331 |   | 11,861 | 5,048 |  | 12,846 | 5,467 |
|  |   |   |   |   |   |   |   |
|   | \* 2015 ACS |   |   |   |   |   |   |
|   | \*\* 2016 ACS |   |   |   |   |   |   |