Custer County Oklahoma 2035 Long Range Transportation Plan

SOUTHWEST OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

South Western Oklahoma Development Authority

Association of South Central Oklahoma Governments

Adopted by SORTPO Policy Board

August 10, 2015

Amendment #1 -

Amended by SORTPO Policy Board 9/27/16.

Amendment #2-

Amended by SORTPO Policy Board 9/26/2019

Prepared by:
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In cooperation with:
Cities and Towns of Custer County
Custer County
Western Oklahoma Transit Providers
Oklahoma Department of Transportation
Federal Highways Administration
Cheyenne-Arapaho Tribes
South Western Oklahoma Development Authority

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Contents

Resolution No. 2019-9
Adopting Amendment #2 to the Custer County 2035
Long Range Transportation Plan

Whereas, the South Western Oklahoma Development Authority by Resolution 09-04 created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO); and

Whereas, through a Resolution 16-06 the South Western Oklahoma Development Authority expanded the regional transportation planning area to include the Association of South Central Oklahoma Governments (ASCOG), and

Whereas, SORTPO is tasked with developing a regional long range transportation plan; and

Whereas, the long range transportation plan establishes goal and transportation strategies addressing the region's needs; and

Whereas, the Custer County 2035 Long Range Transportation Plan (LRTP) was prepared by SORPTO in consultation with member local and state governments and local, state and federal transportation agencies and adopted on August 10th, 2015 ; and

Whereas, Amendment #2 relates to revision to the traffic analysis zone population and employment thresholds; and

Whereas, Amendment #2 has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan and the Plan was posted on the SORTPO website for public review and comment August 26, 2019 – September 24, 2019); and

Whereas, the Plan has been prepared in accordance with all relative state and federal rules and regulations.

NOW, THEREFORE BE IT RESOLVED, that the SORPTO Policy Board hereby approves and adopts the Custer County 2035 Long Range Transportation Plan.

Approved and Adopted by SORTPO Policy Board and signed this 26th day of September 2019

Lyle Miller, Chairman SORTPO Policy Board

ATTEST:

Anita Archer, Secretary SORTPO Policy Board

Executive Summary

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) has developed the Custer County 2035 Long Transportation Plan (LRTP). This is the first transportation plan for the South Western Oklahoma Development Authority (SWODA) region which encompasses municipalities and unincorporated portions of eight (8) counties in Oklahoma. The LRTP includes an inventory of the different modes of travel and identifies issues, opportunities, and trends that may influence transportation in the county over the next twenty (20) years. The plan also identifies existing and potential future transportation improvement needs. The plan was developed through a cooperative effort that was coordinated by SWODA, SORTPO, Custer County, the member jurisdictions and the Oklahoma Department of Transportation (ODOT).

Located in southwest Oklahoma, the SORTPO Area is comprised of seven thousand seventy-five (7,075) square miles. The SWODA region is comprised of eight (8) counties, forty-eight (48) cities and towns and nine (9) conservation districts. The region is predominately rural, with the majority of the population being within the incorporated cities of Elk City, Altus, Weatherford and Clinton.

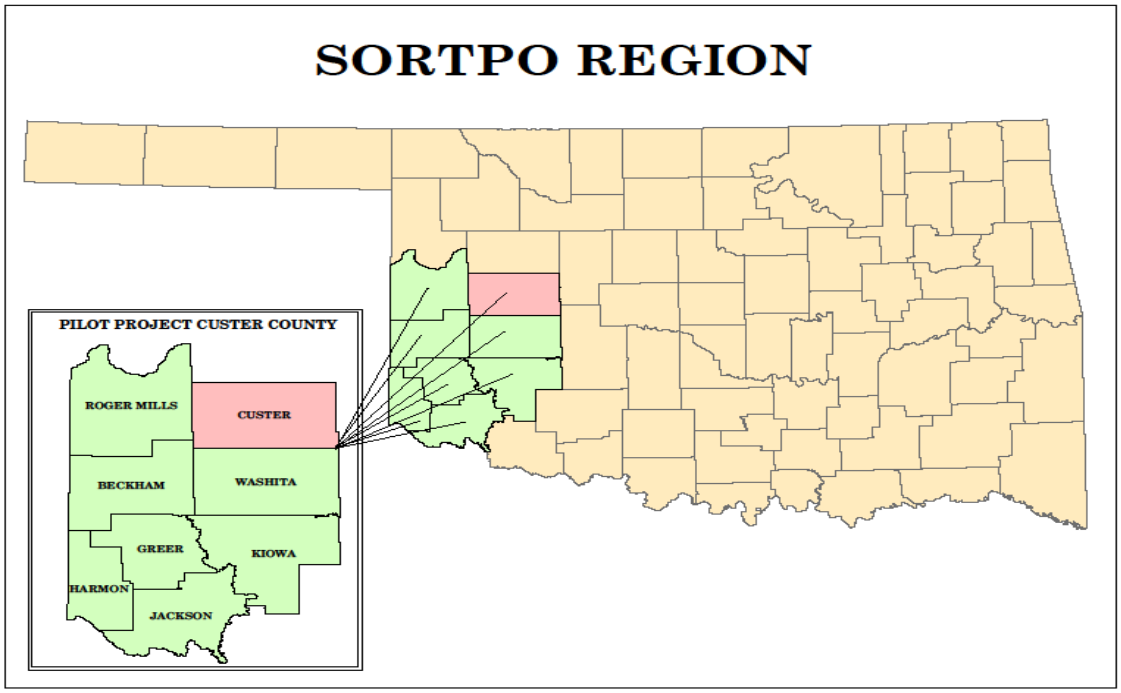
A goal of the Regional Planning Organization (RPO) is to develop transportation plans for each county; ultimately a regional plan will be the result. In October of 2009 by Resolution #09-04 SWODA created the Southwest Oklahoma Rural Transportation Planning Organization (SORTPO). This action was in response to advocacy efforts by RPO America as part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy Users (SAFETEA-LU) federal highway and transit reauthorization process.

Custer County (the pilot project selection) is located in the western region (Map 1) of Oklahoma along the I-40 corridor on the north boundary of the SWODA region and covers 987 square miles. In 2012 (U.S. Census estimates), the county population was twenty-eight thousand five hundred thirty-six (28,536) resulting in a population density of twenty-eight (28) people per square mile, with over seventy percent (70%) of that population residing in the cities of Weatherford and Clinton. The county includes six (6) areas designated as a city or town, the largest being the City of Weatherford. The City of Weatherford encompasses 5.8 square miles, with a population of eleven thousand three hundred fifty-seven (11,357) (2012 U.S. Census estimates); the primary industry/occupation being the gas & oil industry and the educational field. Weatherford is also home of Southwestern Oklahoma State University (SWOSU). The enrollment at SWOSU for 2014-2015 was approximately four thousand six hundred (4,600) students.

The second largest city (by population) is the City of Clinton, with a land area of 8.93 square miles and a population of nine thousand three hundred twenty-six (9,326) (2012 U.S. Census estimates). Similar to Weatherford in industry and occupational

averages, but there is higher employment in the healthcare industry. Both Weatherford and Clinton are located on I-40. Just north of Clinton is the county seat of Arapaho, covering less than one (1) square mile, with a population of eight hundred fifteen (815). In the central and northern sections of the county are the towns of Butler, Custer City and Thomas, collectively housing one thousand eight hundred ninety-eight (1,898) residents. Energy services (gas and oil production) and agriculture are the predominant industries throughout. Custer County was selected as the pilot project county due to current and projected growth, predominantly in the City of Weatherford and by the variety of interstate, state route, county and municipal transportation projects.

Map 1: SORTPO Region



Source: SORTPO

Long range transportation planning requires the planning process to be a cooperative, continuing and comprehensive process that monitors regional growth and any subsequent socio-economic changes resulting from growth. The monitoring efforts of the Southwest Oklahoma RPO transportation planning process is conducted in cooperation with the member local governments to maintain an accurate and current representation of street and highway improvement needs.

Regional transportation planning is a collaborative process designed to foster participation by all interested parties, such as business community, community groups, elected officials and the public, through a proactive public participation process. The public participation process is carried out through public outreach such as transportation surveys sent out to the public by means of website, civic organizations, entity disbursements and public meetings held throughout the

region. The results of the surveys and stakeholder meetings were used to develop goals and guide the development of the long-range transportation plan. SORTPO held numerous open meetings to discuss the transportation planning process. Extensive use of telecommunications was used as a means of public outreach such as social media (SWODA's Facebook), online surveying and the development of a website dedicated to SORTPO's regional planning.

The objective of the LRTP is to coordinate with regional stakeholders and the public and identify key issues, challenges, trends and to develop goals. At the onset of the transportation planning process, the SORTPO staff, policy board and technical committee members identified key issues and trends that impact the transportation system. Key issues, challenges and trends were also identified through public surveys (Appendix 5.2, LRTP), stakeholder meetings, public comments, other plans, data sources, and reports. Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at the locations and developing a plan to address them is an important part of rural planning. Key issues identified in the LRTP include:

 Enhancement and preservation of the Rt. 66 historic corridor and transportation linkages and access to natural and scenic resources.

 Improvements of rail crossings.

 Freight movement by rail is limited due to size of rail line.

 Expansion of industry in undeveloped areas of county.

 Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges identified in the transportation planning process are:
 Funding limitation - revenues continue to be limited to meet the transportation system needs over time.

 Aging infrastructure.

 Power and water shortage.

 Access to health and related services.

 Truck impact to older roads.

Trends in Custer County include:
 Weatherford growth is occurring primarily in the northeast

 Freight traffic will grow

 Population decline and growth in the county is impacted by the energy sector.

 Clinton growth is mostly occurring south of I-40.

 Industrial development: South of I-40.

 Expansion of oil and gas industry.

 The population is aging.

 University population will continue to be a significant factor in local traffic patterns.

 The energy sector and farming community will continue to rely heavily on trucks in rural areas.

The transportation planning process involves identification of long range goals implemented through short and long term transportation projects. These goals provide a blueprint for the development of a safer, accessible and more efficient transportation system. The primary goals of the Custer County Long Range Transportation Plan include accessibility and mobility, awareness/education, economic vitality, environment, finance and funding, maintenance and preservation, and safety and security. These goals assist in the decision-making process for prioritization of projects and implementation of the LRTP.
Data was collected from community members and through public meetings to identify locally funded transportation projects (Table 1), Table 2 Recommended Projects (excludes projects identified in the CIRB and 8 Year Construction Work Program) and Table 3 Prioritized Projects. Data and information were presented to the Transportation Technical Committee who reviewed and made specific recommendations to the Transportation Policy Board; with subsequent adoption. Table 1 below is a list of locally funded transportation projects.

Table ES1: Locally Funded Transportation Projects.

LOCATION	PROJECT DESCRIPTION	PROJECT / CONSTRUCTION YEAR	ESTIMATED COST
Weatherford	Main & Washington Intersection	2016-18	3,500,000
Clinton	Exit 65 Feasibility study	2016	1,200,000
Custer County	Resurface	2015-2019	26,937,521
Custer County	Bridges & approaches	2015-2019	8,310,833
Custer County	Right of way	2015-2019	722,607
Custer County	Utilities	2015-2019	1,523,707
Custer County	Engineering	2015-2019	350,000

Source: SORTPO

Table ES2: Recommended Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL	FUNDING OTHER
Custer County	2015-2019	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR	Local
Custer County	2015-2019	Develop data collection standards.	SPR	Local
Custer County	2015-2019	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR	Local
Custer County	2020-2024	Collect traffic count data at specific locations within the county	SPR	Local
Custer County	2020-2024	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR	Local
Custer County	2025-2029	Prepare a transit study.	TBD	TBD
Custer County	2025-2029	Prepare a freight study.	TBD	TBD
Custer County	2025-2029	Collect traffic count data at specific locations within the county.	TBD	TBD
Custer County	2025-2029	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBD	TBD
Custer County	2030-2035	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBD	TBD

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL	FUNDING OTHER
Custer County	2030-2035	Collect traffic count data at specific locations within the county.	TBD	TBD

Source: SORTPO

Table ES3: Prioritized List of Projects

PROJECT	2015-2019	2020-2024	2025-2029	2030-2035
Intersection Improvements	Ongoing	Ongoing	Ongoing	Ongoing
Route 66 preservation	Study & data collection	Funding research	Funding and initial work	Ongoing
Develop regional data report	Ongoing	Ongoing	Ongoing	Ongoing
2-lanes w/shoulders	Study & data collection	Study & data collection	Funding	Ongoing
Rail Crossings	Study & data collection	Study & data collection	Funding	Ongoing
Rail Line upgrade	Study & data collection	Study & data collection	Funding	Ongoing

Source: SORTPO

The LRTP 2035 provides a strategic framework to ensure that the multiple agencies work continuously, cooperatively, and comprehensively to implement the Plan in a coordinated fashion. Details on the plan development, polices, strategies and supporting data are available in the Plan.

Public input is an important aspect of the transportation planning process. Please visit www.sortpo.org for more information about the RTPO and to view the full LRTP. For more information on the 2035 Custer County Long Range Transportation Plan, please contact:

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Chapter 1 Introduction, Goals and Key Issues

History

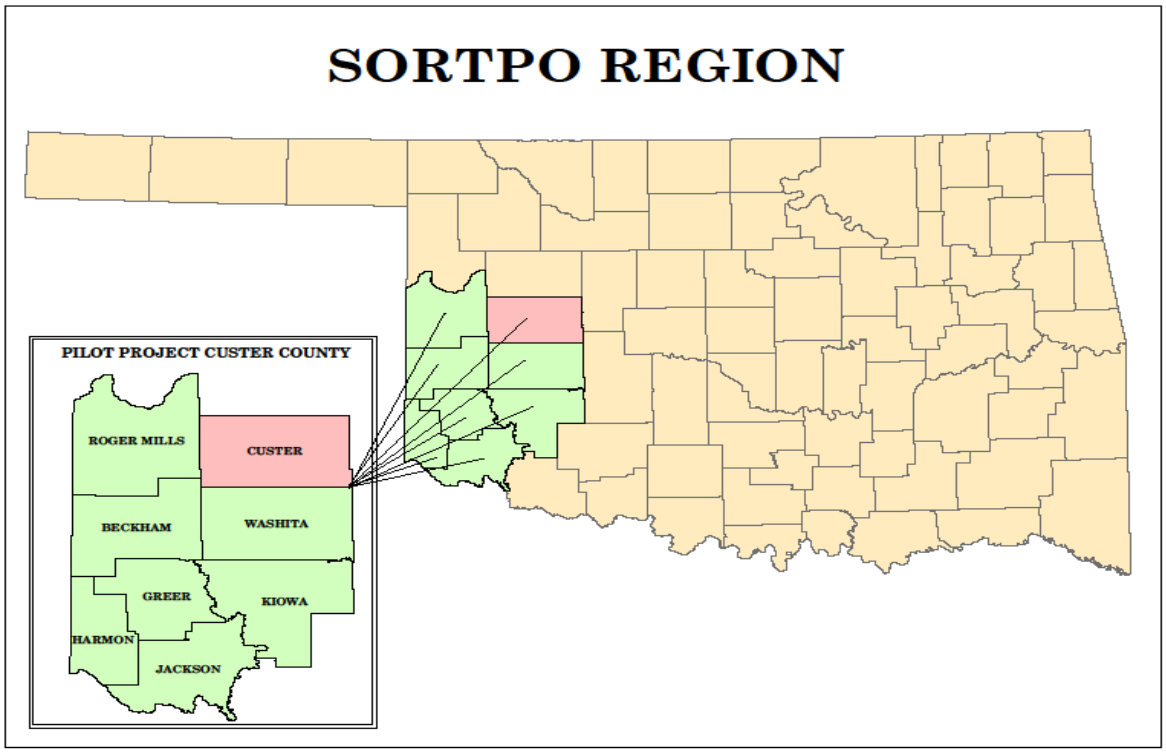
In 1970, Oklahoma's governor established eleven (11) sub-state planning districts. Subsequently, the local governments served by the planning districts created the eleven (11) Councils of Governments (COGs) using the sub-state planning district boundaries. These districts make up the Oklahoma Association of Regional Councils (OARC). South Western Oklahoma Development Authority (SWODA) is one (1) of the eleven (11) COGs.

In April 2012, the Oklahoma Department of Transportation (ODOT) entered an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the non-metropolitan areas of the state. SWODA on October 13th, 2009 by Resolution 09-04 (Appendix 1.2) created the Southwest Oklahoma Rural Transportation Planning Organization (SORTPO). Map 2 illustrates the SORTPO region. Creation of SORTPO was in response to advocacy efforts by Regional Planning Organization (RPO) America as part of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy Users (SAFETEA-LU), federal highway and transit reauthorization process.

SWODA entered a contract with OARC to participate in regional transportation planning efforts. SORTPO a member of the pilot project is tasked with developing a Long-Range Transportation Plan (LRTP) for Custer County. This plan will be a part of the region wide effort of SORTPO in their continuation of a regional approach to identify and examine both short- and long-range goals for development. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. With lower populated towns, cities and counties, maintenance and funding of transportation projects and programs is an issue. The eight (8) county SORTPO is too expansive and diverse to be analyzed as one (1) entity. It became evident in the early stages of development that the region would need to be assessed and long-range plans created for one (1) or two (2) county areas at a time. Custer County was selected as the pilot project county due to current and projected growth, as well as the many aspects of transportation involved throughout the county. SORTPO also serves as the point of contact, facilitator and convener of public participation meetings for local elected officials, community leaders and as a clearinghouse for transportation related data, research and information.

All aspects of the planning process are overseen by the SORTPO Policy Board. The SORTPO Technical Committee serves as the advisory group for transportation planning and policy initiatives. This committee reviews transportation planning work efforts and provides a recommendation to the SORTPO Policy Board for their consideration and action.

Map 1: SORTPO Region



Source: SORTPO

Transportation Planning

The purpose of the transportation system is to move people and goods in the safest and most efficient manner possible. SORTPO envisions the transportation system as a critical element of the quality of life for the citizens. Transportation systems, both highway and transit, must safely, efficiently and effectively allow citizens to travel to work and to conduct their personal lives. Transportation systems must further provide for the efficient movement of goods to markets to support the county's economic vitality. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

Transportation planning is a process that develops information to help make decisions on the future development and management of transportation systems. It involves the determination of the need for new or expanded roads, transit systems, freight facilities and bicycle/pedestrian facilities their location, their capacity and the future needs. The process of developing the LRTP provides an opportunity for participating in both planning and priority sets. The process allows the community to focus their attention on transportation in the context of Custer County as well as the SORTPO region.

Purpose of Plan

The Custer County 2035 LRTP is a document used by the county, cities, towns, agencies, businesses and residents as a guide to maintain and improve the region's

transportation system through 2035. The plan is an important tool and assists communities in focusing their limited funds on projects that give them the best value and benefit for funding. This is accomplished by developing a realistic project list based on the needs and available resources of the communities, and then prioritizing those projects. The prioritized list of transportation projects identified in Chapter 6 on page 38 (Table 10) should give elected officials a clear focus for funding allocation. The transportation planning process involves both long-term transportation system objectives and short-term implementation of projects and will provide a blueprint for the development of a safer, more efficient and less congested transportation network between population centers.

The year 2035 was chosen as the planning horizon year for the LRTP for many reasons. The year 2035 is far enough into the future to allow for the anticipated growth of the area to be implemented. By establishing the year 2035 as the planning horizon, the local governments and participating agencies are considering the future for long range solution to anticipated needs. Although this may appear to be a rather pragmatic approach in response to critical planning issues, it is a direction that will enable local governments and participating agencies to adequately plan and prepare to achieve the long-term goals while maintaining the necessary short-term vision and implementation techniques to respond to crucial short-term issues. The identified planned transportation improvements projects will be prioritized with the goal of being implemented within the next twenty (20) years. Steps have been taken to determine what short-term projects can be completed within the next five (5) years. When complete, the LRTP will represent the long-term transportation goals for the SORTPO region and identify countywide list of prioritized list projects and programs.

Relationship and Requirements with State and Federal Agencies

The 2035 LRTP has been developed in cooperation and in collaboration with municipal, county governments, transit providers, ODOT and the Federal Highway Administration (FHWA). The plan is the culmination of a continuing, cooperative, coordinated and comprehensive planning effort among the federal, state and local governments directed by SORTPO that provides for consideration and implementation of projects, strategies and services that should address the planning factors identified in Moving Ahead for Progress in the 21st Century (MAP-21). The planning factors are identified in Table1.

Table 1: Planning Factors

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.

3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Source: 23 USC Section 5303, 23 USC Section 135(d)(1) and 23 USC Section 134(h)(1) - *refers to "the metropolitan area".

In addition, MAP-21 requires State Departments of Transportation and Metropolitan Planning Organizations to use a performance-based approach to support seven (7) national goals for the transportation system. This requirement has not been mandated to non-metropolitan areas however, the performance measures identified in MAP-21 will be included in this plan as a reference to the national goals. Though specific performance measures are not identified in this plan, SORTPO recognizes the significance of such measures and will begin the collection of data needed to establish standards in future. It will be necessary to prioritize the data collection and incorporate into the Planning Work Program (PWP) and studies. The following federal transportation planning requirements are incorporated into the 2035 RTPO Plan development:

- **Address a twenty (20) year planning horizon; the effective date of the LRTP is 2015. The twenty (20) year transportation planning horizon is to the year 2035. Population and employment data as well as funded capital and non-capital improvements are identified and projected to the year 2035,**

- **Identify pedestrian walkway and bicycle facilities in accordance with 23 U.S.C. 217(g),**

- **Transportation and transit enhancement activities, as appropriate; and**

- **A financial plan that demonstrates how the adopted transportation plan can be implemented.**

Goals, Objectives and Policies

The LRTP format follows a hierarchy that includes goals, objectives and policies to assist Custer County in planning and prioritization of transportation system projects and studies. Goals are general statements of what we want the future to be like. The goals and objectives are used as guiding principles to choose among various options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions. Objectives are specific, quantifiable steps towards the realization of those goals. Policies are statements that provide direction for decisions to help attain these goals and objectives. Table 2 identifies the goal categories for the LRTP.

Goals were developed from meetings held with stakeholders, technical committee and policy board meetings. It is important to recognize that many factors influence transportation system performance and transportation is only one (1) component of a community. Economic development, housing, the economy and natural resources also can play a role. Goals do not have to fall solely under the control of the SORTPO. Local and community agencies should consider their roles in affecting outcomes. Implementing goals is the responsibility of local, county and state governments and the RTPO. Policies were developed in coordination with partner agencies. It will be necessary to prioritize the policies and build the data collection and analysis, for those deemed most important, into annual programs, such as the Planning Work Program (PWP).

Table 2: Goal Category

Goal	Description
1. Accessibility and Mobility (pg. 13-14)	A transportation system that increases accessibility and mobility options for people and freight.
2. Awareness, Education and Cooperative Process (pg. 14-15)	A program of transportation partnerships and cooperative processes that encourage citizen participation that enhance awareness of the needs and benefits of the transportation system.
3. Economic Vitality (pg. 15)	The transportation system will support and improve the economic vitality of the county and region by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.
4. Environment (pg. 15-16)	A transportation system that reduces impacts to the county's natural environment, historic areas and underrepresented communities resulting from

	transportation programs and projects.
5. Finance & Funding (pg. 16)	A cooperative process between RTPO partners, state officials and private interests in the pursuit and funding of transportation improvements.
6. Maintenance and Preservation (pg. 16-17)	Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight.
7. Safety & Security (pg. 17)	The transportation system will safely and securely support the people, goods and emergency support vehicles.

Source: SORTPO

Goal 1 - Accessibility and Mobility

A transportation system that increases accessibility and mobility options for people and freight.

Objectives:

1. Promote accessibility and mobility by increasing and improving multi-modal transportation choices.
2. Promote connectivity across and between modes, for people and freight.
3. Maximize access to the transportation system and improve the mobility of the transportation underrepresented.
4. Increase opportunities and access to the region's scenic, historic and natural resources.
5. Increase transit opportunities and accessibility to more places.

Policy:

1. Promote transit system that provides service to major employment and activity centers, such as hospitals, educational facilities, parks and retail areas.
2. Hold meetings with the freight community and public transportation agencies.
3. Expand the system of demand response transit in the region to provide better local transit access to health facilities, education facilities and employment centers.
4. Assess new demographic data (when available) to identify the most distressed areas of the region (economic distress, low auto availability, etc.) and target transit programs to these areas on a priority basis.
5. Maintain and expand the demand-responsive transit services in the region and provide for better coordination between various providers.

6. Track the increase in households or jobs by Traffic Analysis Zone (TAZ) to identify potential employment and residential growth areas and to assist in the prioritization of future transportation projects.
7. Conduct a freight assessment for the county.
8. Ensure that the facility for one (1) mode of transportation doesn't create barriers for the access or mobility of other modes.
9. Develop a regional map that identifies the region's scenic, historic and natural resources and connections to the transportation system.
10. Participate in ongoing efforts to upgrade the rail lines.
11. Increase the number of intermodal facilities in the area for transferring people betweemodes (e.g. multi-modal terminals, park and ride lots, bike stations, etc.).

Goal 2 - Awareness, Education and Cooperative Process

A program of transportation partnerships and cooperative processes that encourage citizen participation that enhance awareness of the needs and benefits of the transportation system.

Objective:
Promote local, regional and state cooperation on collection of data, identification of transportation needs and early public participation.

Policy:
Participate on state, regional, and local committees regarding County transportation issues.

Undertake studies when needed to address emerging transportation needs through cooperation, participation and initiation with relevant regional agencies and affected parties.

1. Engage the public in workshops, public hearings, surveys and other methods to encourage awareness and participation.
2. Make project information available to the public through the internet.

3. Educate the public and elected officials, to increase public understanding of both the options and the constraints of transportation alternatives.
4. Develop and implement a bicycle and pedestrian public awareness and education program.
5. Develop and implement techniques to eliminate barriers to public engagement in transportation planning.
6. Coordinate with local and state partners in development of a process to identify data needed, and a procedure for collection and distribution of data.
7. Facilitate and support the coordination of regional training opportunities.

Goal 3 - Economic Vitality

The transportation system will 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, as well as enhancing inter-modal connectivity.

Objectives:

1. Improve multi-modal access to county and regional job concentrations.
2. Support transportation projects that promote economic development and job creation.
3. Preserve the access to natural and historic resources.
4. Invest in a multi-modal transportation system to attract and retain businesses and residents.
5. Support the county and region's economic competitiveness through the efficient movement of freight by rail and highway.

Policy:

1. Prioritize transportation projects that serve major employment and activity centers, rail lines and freight corridors.
2. Identify the locations of major employment centers, including existing and proposed developments and identify types of transportation available.
3. Consider local economic development opportunities in the transportation planning process.
4. Coordinate with local and tribal governments on the placement of regionally significant developments.
5. Maintain local and state support for the general aviation airports.
6. The RTPO will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to support economic vitality.
7. Develop a regional committee that will conduct an inventory of natural, scenic and historic resources and identify transportation recommendations that support the resources and impact on the local and regional economy.
8. Working with area employers and stakeholders develop a database and map identifying transportation needs.
9. Identify and inventory suitable locations for multi-modal facilities.

Goal 4 – Environment

A transportation system that reduces impacts to the county's natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.

Objective:

Plan and design new and expand transportation projects while preserving historical, natural environment and underrepresented communities.

Policy:

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. RTPO partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to 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 pipelines and relationship to communities and the transportation system.

Goal 5 - Finance and Funding

A cooperative process between RTPO partners, state officials and private interests in the pursuit and funding of transportation improvements.

Objective:

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

Policy:

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. Increase access ensuring all residents have the capability of moving affordably between where they live, work, get services and play using healthy transportation options that promote a healthy lifestyle.
5. Assist jurisdictions in finding and applying for funds available for multi-modal improvements.

Goal 6 - Maintenance and Preservation

Preserve the existing transportation network and promote efficient system management to promote access and mobility for both people and freight while enhancing connections to the region's resources.

Objective:
Invest and preserve, maintain and operate the county and regional transportation system in a state of good repair.
Policy:

1. Identify sources of transportation data and develop a procedure to collect the data and present to the public.
2. Collect pavement quality data and other transportation performance data and compare to previous years' data.

Goal 7 - Safety and Security

The transportation system will safely and securely support the people, goods and emergency support vehicles.

Objective:
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.

Policy:

1. RTPO partners will work with local, state, tribal and federal public safety officials, including emergency responders, to protect and strengthen the transportation system.
2. Coordinate with local governments and other agencies to identify safety concerns and conditions and recommend projects to address key deficiencies (such as high crash locations, lighting and signage).
3. Coordinate county and regional actions with the Statewide Highway Safety Plan.
4. Monitor and routinely analyze safety and security data by mode and severity to identify changes and trends.
5. Improve the transportation infrastructure to better support emergency response and evacuations.
6. Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.
7. Minimize the impacts of truck travel to roadways not designated as local truck routes.
8. Adopt best practices to provide and improve facilities for safe walking and bicycling.

9. Facilitate coordination among emergency management and transportation agencies to improve county and regional planning for emergency management.
10. Maintain local and state support for the general aviation airports.
11. Support the Oklahoma Department of Transportation in its plans to add and improve roadway shoulders to designated two lane highways.
12. Reduce the number of at grade rail highway grade crossings.
13. Upgrade passively protected at grade rail highway crossings.

Key Issues, Trends and Challenges

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. Rural communities have problematic transportation areas even if they do not experience congestion. Understanding the true nature of the problem at the locations and developing a plan to address them is an important part of rural planning.

Key Issues:

- Enhancement and preservation of the Rt. 66 historic corridor and transportation linkages and access to natural and scenic resources.
- Improvements of rail crossings.
- Freight movement by rail is limited due to size of rail line.
- Expansion of industry in undeveloped areas of county.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Aging infrastructure.
- Power and water shortage.
- Access to health and related services.
- Truck impact to older roads.

Trends:

- Weatherford growth is occurring primarily in the northeast section of the city and east along I-40.
- Freight traffic will grow.
- Population decline and growth in the county is impacted by the energy sector.
- Clinton growth is mostly occurring south of I-40.
- Industrial development:
- South of I-40.
- Expansion of oil and gas industry.
- The population is aging.
- University population will continue to be a significant factor in local traffic patterns.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.

Chapter 2: Current Conditions, Needs and Funded Improvements

This chapter provides a "snapshot" of current conditions that relate to transportation in Custer County. Understanding the status of the transportation system provides a basis for developing the transportation plan. Much of this data and information was obtained from county, state and federal agencies or institutions.

Located in the southwest part of Oklahoma boarding Texas, SORTPO area is nearly equidistant from the following major metropolitan areas: Amarillo, Texas, Oklahoma City, Oklahoma. The area includes Beckham, Roger Mills, Custer, Kiowa, Washita, Harmon, Jackson and Greer Counties. Social and economic growth is centered on the counties that I-40 travels through which is Custer and Beckham Counties.

Traffic Analysis Zones

The Traffic Analysis Zone (TAZ) Program is a specialized computer program used for delineating zones in support of the Census Transportation Planning Products (CTPP). TAZ delineation follows the decennial census and is designed to allow planning agencies the ability to define areas to associate demographic data that supports transportation system analysis. Boundaries of a TAZ typically follow U.S. Census boundaries and are an aggregation of several census blocks. Data for the plan was obtained by the 2010 U.S. Census Bureau, CTPP and Oklahoma Department of Commerce. The year 2014 is the base year for the plan and 2010 U.S. Census Data was used as the base population.

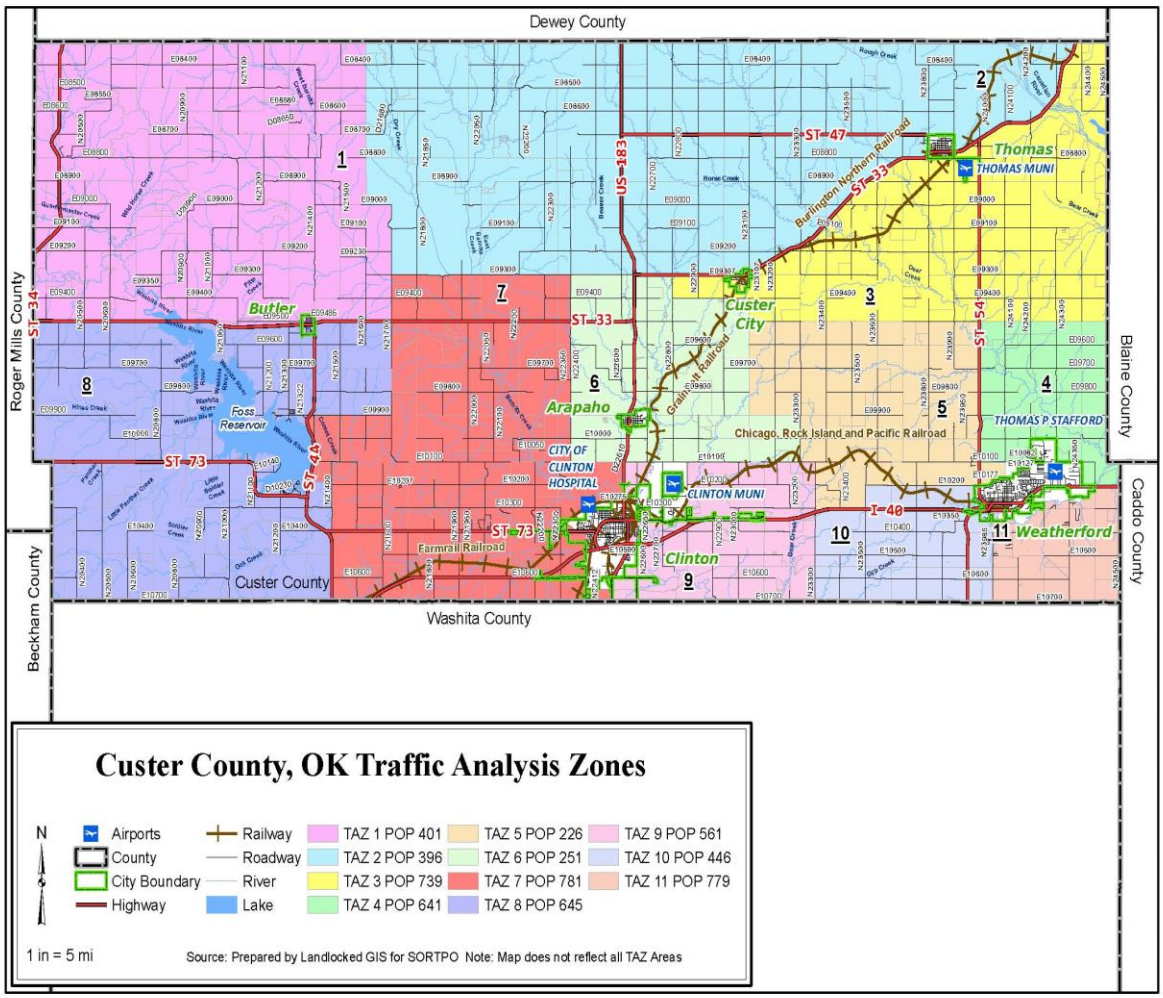
TAZ delineation for the areas other than Metropolitan Planning Organizations (MPO) are the responsibility of ODOT. Historically in non-MPO areas the TAZ boundary defaulted to the census tract boundary. As rural transportation planning continues to mature the delineation of TAZ will allow acquisition of data that supports the transportation planning process. SORTPO developed TAZ maps and data for the areas of Caddo County. SORTPO staff developed TAZ boundaries based on county population as identified below:

- Small populated counties (population < 6,000)
  population thresholds of 200 to 400 and employment thresholds of 200-300
- Medium populated counties (population 6,001 – 34,999)
  population thresholds of 400 to 600 and employment thresholds of 300-400
- Large populated counties (population > 35,000)
  population thresholds of 600 to 800 and employment thresholds of 400

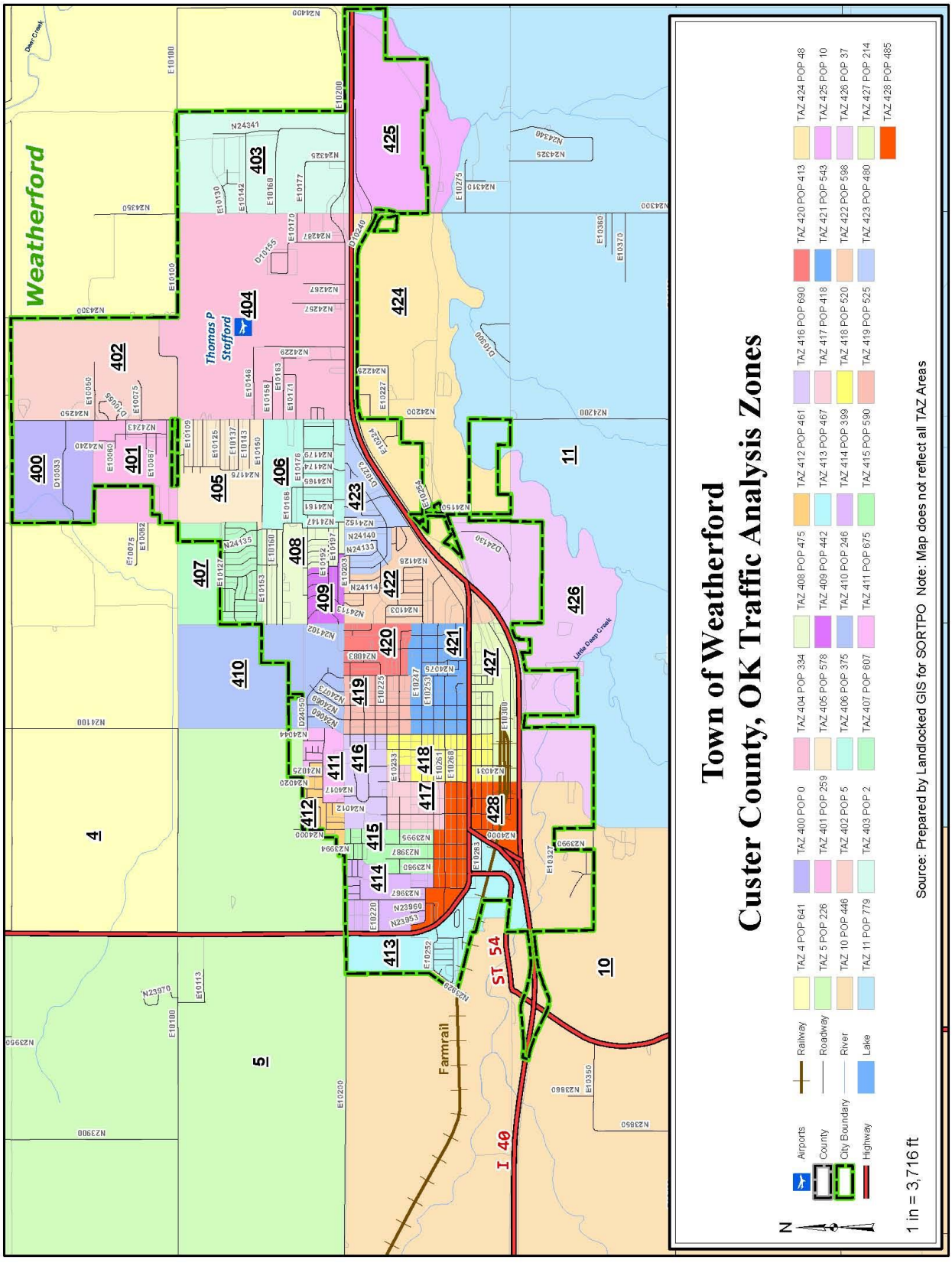
Geographically, the study area is subdivided into sixty-five (65) TAZ's and the socio-economic data (including population and employment) are summarized for each TAZ. Map 2 illustrates the revised TAZ boundaries for the areas outside of Clinton

and Weatherford. Maps 3 and 4 illustrate TAZ areas for Clinton and Weatherford. The 2010 population of twenty-seven thousand four hundred sixty-nine (27,469) is currently less with twenty-five thousand six hundred twenty-seven (25,627) and employment of twenty-two thousand one hundred ninety-seven (22,197) were distributed into the new TAZs. Appendix 3.1 provides information on the population and employment data in a table. TAZ 3, 4, 7 8, 11, 101, 407, 411, 416, 302, 312, 313, 315, 316 has the largest concentration of population and TAZ 5, 306, 310, 311, 314, 316, 319, 403, 407, 414, 427, 306, 310, 311, 314, 316, 319 includes the largest employment population centers (excluding the areas of Clinton and Weatherford). Population changes have not changed significantly over the past twenty (20) years. Custer County has experienced growth from 26,400 to 29,500 (US Census 2014 Estimate). Table 3 summarizes vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and commercial truck registration continues to show an increase annually. The trend in commercial truck registration and population growth can be attributed to the growth in the gas and energy employment sectors. Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population.

Map 2: Custer County Traffic Analysis Zones



Map 3: City of Weatherford Traffic Analysis Zones



Map 4: Clinton Traffic Analysis Zone

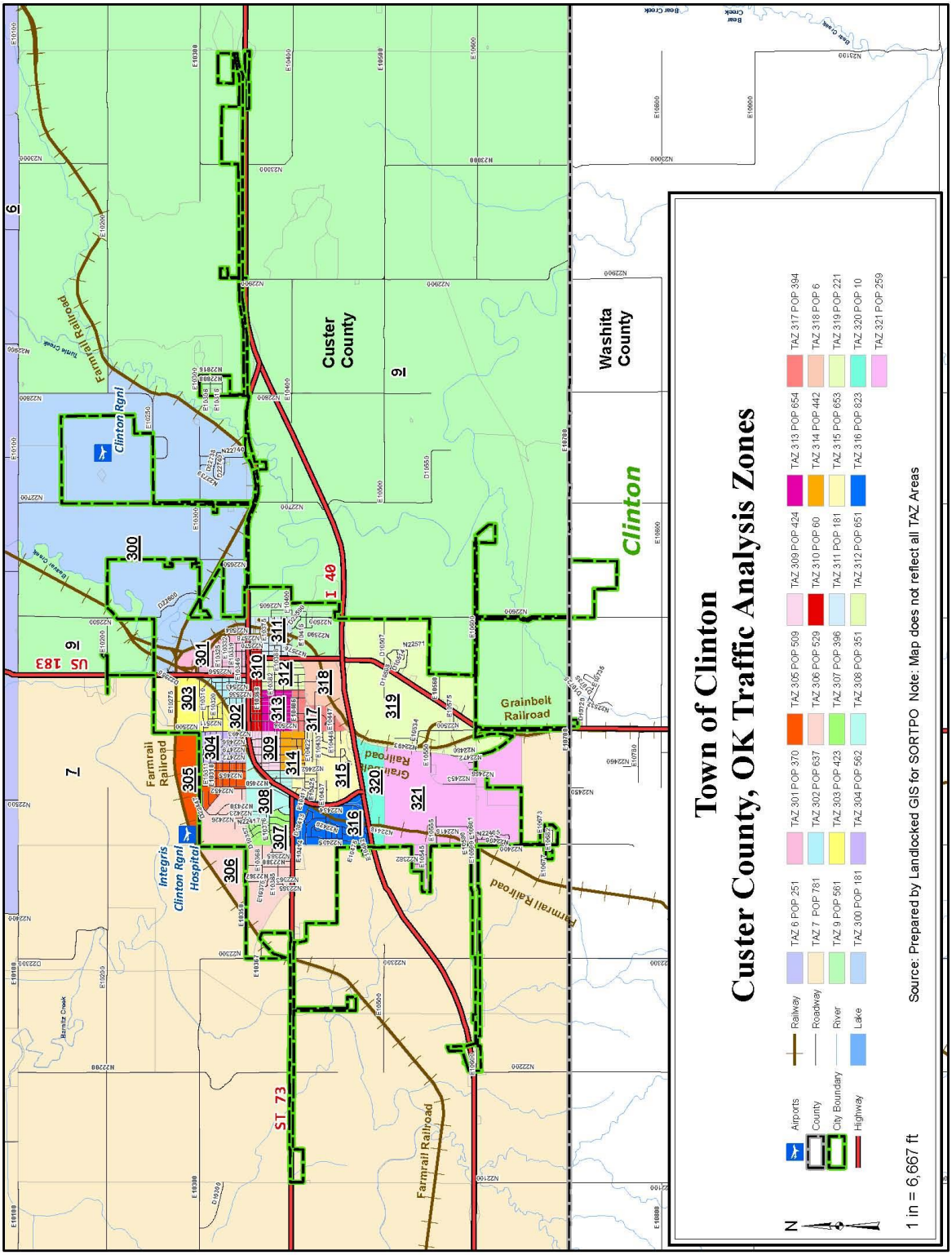


Table 3: Vehicle Registration 2010-2014

	2010 Custer	2011 Custer	2012 Custer	2013 Custer	2014 Custer
Commercial Trailer	197	300	559	552	402
Commercial Truck	1,598	1,590	1,853	1,858	1,946
Commercial Truck/Tractor	119	113	132	131	133
Farm Truck	2,899	3,024	3,000	3,005	2,947
Automobile	21,167	21,304	21,465	21,831	22,370

Source: Oklahoma Tax Commission

Physical Development Constraints, Development Conditions and Patterns

There are transportation, land ownership, existing development and environmental features that affect the growth of Custer County. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the cities of Clinton and Weatherford and along the I-40 corridor. Growth in Clinton and Weatherford are guided by development codes. There are limited to no regulations guiding development and growth in areas outside of the populated cities. The most significant commercial growth areas continue to occur east and west along the I-40 corridor. Major employers as illustrated in Appendix 2.2 reflect stability in the meat processing/packaging industry, pet food production, with projected growth in the energy industry, including gas, oil and wind energy. The medical and health related fields also show potential for growth. Residential growth in the county is concentrated primarily in eastern Weatherford.

Custer County major constraints for development include I-40, tribal land, rail lines and Foss Reservoir. I-40 is a physical barrier separating the southern portion of the county. Access to the portion of the county north of I-40 is limited to designated crossings. There are three (3) crossings in Weatherford and four (4) crossings in Clinton; additional crossings are located along I-40. This access is predominantly for motorized vehicles. Cheyenne Arapaho tribal territory encompasses the entire county based upon information obtained from the U.S. Census Bureau Tiger Files. Foss Reservoir is in the southwestern quadrant of the county and is illustrated in Appendix 2.3.

In addition to I-40 there are state highways (SH) in the county: SH-183 bisects the county running north/south and SH-54, 47 and 33 connect the smaller communities. There are rail lines running east and west through the county providing freight service. Rail service providers in the area include Farmrail Corporation and Grainbelt Corporation. Appendix 2.3 illustrates the location of the highways, rail lines and airports. Appendix 2.4 illustrates the location of the county roads.

Custer County is home to environmental features natural and cultural resources which can influence the transportation system. With every project, care must be taken to ensure minimal environmental impacts. Environmental information mapped in Appendix 2.3 and described in Appendix 2.5 provides data and illustration of environmental features such as but not limited to streams, wetlands and historic resources. This information collected is provided to foster a greater understanding and awareness of important features and resources early in the planning process. In this way, the protection of these resources, either through avoidance or minimization of impact, can be more fully considered as an integral part of plan and project development.

Identification of important environmental features will provide agencies and officials, involved with addressing the transportation issues baseline information necessary to afford protection or to minimize impact to environmental resources as required by the National Environmental Policy Act (NEPA), and other state and federal laws, rules and regulations. As individual projects or transportation improvements are advanced from this plan, detailed environmental impact assessments will be required for any projects using federal funds and, in many cases, also any using state funds.

County and Community Development

Rural or regional transportation planning in Oklahoma has been limited outside of cities and towns. The plan will consider growth and development patterns in the county and will not address development regulations. However, critically important complements to these growth areas are the locations that may generate significant demands on the transportation system. Such "activity generators" include business and industrial sites, governmental, schools, universities, tourism and recreation centers. Counties in the SORTPO region are working either to seek new economic growth and diversification while striving to preserve the natural, historic and culture resources. Most of the land in Custer County is agricultural with more intensive land use in the cities and towns and at major intersections.

As the population fluctuates, either through in or out migration or shifting within the region, the needs of the communities including education, health care, social services, employment, and transportation remain relatively stable. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, tribal land development and investment. Critically important complements to these growth areas are the locations that may generate significant demands on the transportation system. Such "activity generators" include business and industrial sites, governmental, schools, universities, tourism, and recreation centers. Appendix 2.2 illustrates the major employers by TAZ.

The study area network – those streets and roads considered to be most important in the development of a long-range transportation plan – is shown in Map 2.6. This includes I-40, U.S. Highways, plus those county roads considered to be critical to overall mobility in Custer County. With the exception of I-40, the majority of the roads in the study area network are two lane roads. They are classified as collectors and are critical to the overall mobility in the county.

Traffic count data was collected from ODOT (Appendix 2.6). Traffic counts are collected by ODOT and data included in this plan reveal that the largest volume of traffic is carried by I-40, S.H. 54 north of Weatherford, S.H. 183 north of Clinton and U.S. 33. An efficient transportation system includes a proper functional hierarchy among its highways, arterials, collectors, local streets and roads to maintain the proper balance between movement of traffic and access to abutting land. This hierarchy is illustrated in Appendix 2.7. The challenge is to plan future improvements that enable the roadway system to maintain this functional hierarchy while addressing the cumulative impacts of growth.

Public Safety Issues

Transportation safety issues encompass a wide variety of characteristics, most of which cannot be addressed by transportation system planning.

Crashes

An analysis of crash records was performed for the calendar year 2014. This information was obtained from ODOT. A total of five hundred eleven (511) crashes were reported in Custer County during 2014. The highest concentration of accidents was along I-40, followed by S.H. 183. Just over eighteen percent (18%) of the crashes were "rear-end" collisions, sixteen percent (16%) were angled or turning accidents and twenty percent (20%) were fixed item (collision with an object). There were three (3) fatality accidents in the county; two (2) were designated as "no improper action" and one (1) as unsafe speed as the cause. Refer to Appendix 2.9 Map of collisions. Table 4 identifies the number of collisions (in highest concentration), location and accident severity index for 2014.

Table 4: Collision Concentration 2014

City	Hwy.	Street	Intersecting	No. of Collisions	Severity Index	Rank
Weatherford	I-40		I-40 Business/ RR OP 11	13	36	1
Clinton	I-40B	Gary Blvd.	10th St	6	22	2
Clinton	U.S. 183	4th St.	Gary Blvd.	6	16	3
Weatherford	I-40		Mile Marker 81	5	12	4
Clinton	I-40		Mile Marker 66	5	12	5
Clinton	I-40		I-40B OP 7	4	10	6
Clinton	I-40		Mile Marker 65	4	10	7
Custer	I-40		Mile Marker 80	4	10	8

City	Hwy.	Street	Intersecting	No. of Collisions	Severity Index	Rank
County						
Clinton	I-40B	Gary Blvd.	Lexington St. or Ave	4	10	9
Weatherford	I-40B	Main St.	Washington St.	4	10	10

Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Areas of Concern

Areas of concern were identified through surveys, holding public meetings and soliciting comments from stakeholders. Through the collective knowledge and experience of the members of the Transportation Technical Committee and Policy Board and the information obtained via public comment the data areas of concern were identified. These locations are shown in Table 5. The scope of the LRTP does not include solutions to the areas of concern but the areas are included as general projects in Table 8 on page 32.

Table 5: Areas of Concern

City	Location	Rank
Weatherford	Main Street and Washington Street	1
Weatherford	Lawter Road	2
Clinton	I-40B (Gary Blvd.) and Red Wheat/Oliver Streets	3
Weatherford	Main Street and 3rd, 4th Streets	4

Source: ODOT Traffic Engineering Division Collision Analysis and Safety Branch

ODOT has placed a priority and focused available resources on deficient bridges since 2003. With the passage of House Bill 1078 in 2005, which initiated the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund, a more diverse funding pool has been brought to bear. As a result, the structurally deficient bridge numbers are expected to drop to near zero (0) by the end of the decade. Oklahoma's focus and progress are evident with the December of 2013 annual bridge inspection reports revealing that seven hundred six (706) structurally deficient bridges recorded in 2010 have been reduced to four hundred sixty-eight (468) marking a 33.7% reduction in structurally deficient bridges statewide. Information on county bridges is provided in Table 6. The statewide deficient bridge map is Appendix 2.14.

Table 6: Custer County Bridge Data

	Custer County	State Bridges in CED #7
Number of Bridges (includes I-40)	332	274
Structurally Deficient	19	18
Functionally Obsolete	19	15

SOURCE: CIRCUIT ENGINEERING DISTRICT #7/ODOT DIVISION #5, MARCH 2019

Road Classification

An efficient transportation system includes a proper functional hierarchy among its highways, arterials, collectors, local streets and roads to maintain the proper balance between movement of traffic and access to abutting land. The challenge is to plan future improvements that enable the roadway system to maintain this functional hierarchy while addressing the cumulative impacts of growth. The functional classification system for Custer County is shown in Appendix 2.7. This system is consistent with the designated functional classifications for roads under the jurisdiction of ODOT.

Transportation Inventory & Improvement Needs

A map of the roadway network is presented in Map 5. I-40 is a divided four lane highway with shoulders and limited access and provides for east west movement from Texas to Arkansas. U.S. 183 provides connectivity to the north south from Kansas to Texas. These two (2) highways form the "spine" of the highway network in Custer County. S.H. 33 connects Hwy. 183 to the west, concluding in the adjacent county. S.H. 34 runs the western edge of the county, S.H. 54 runs north and south on the eastern edge of the county and U.S. 183 provides connection to the county seat. Local streets and roads fill in the areas between state routes. Some local roads like Gary Boulevard (aka Rt. 66) and Main Street in Weatherford serve as important connectors between state routes. Data obtained through ODOT's GRIP system there is 1.752.49 miles of roadway in Custer County. Table 7 summarizes the mileage of highway by surface type. Additionally, there is 1,536.18 miles of rural roadway. Supplemental information is in Appendix 2.15 (IRI) and 2.16 (GRIP).

Table 7: Mileage by Surface Type

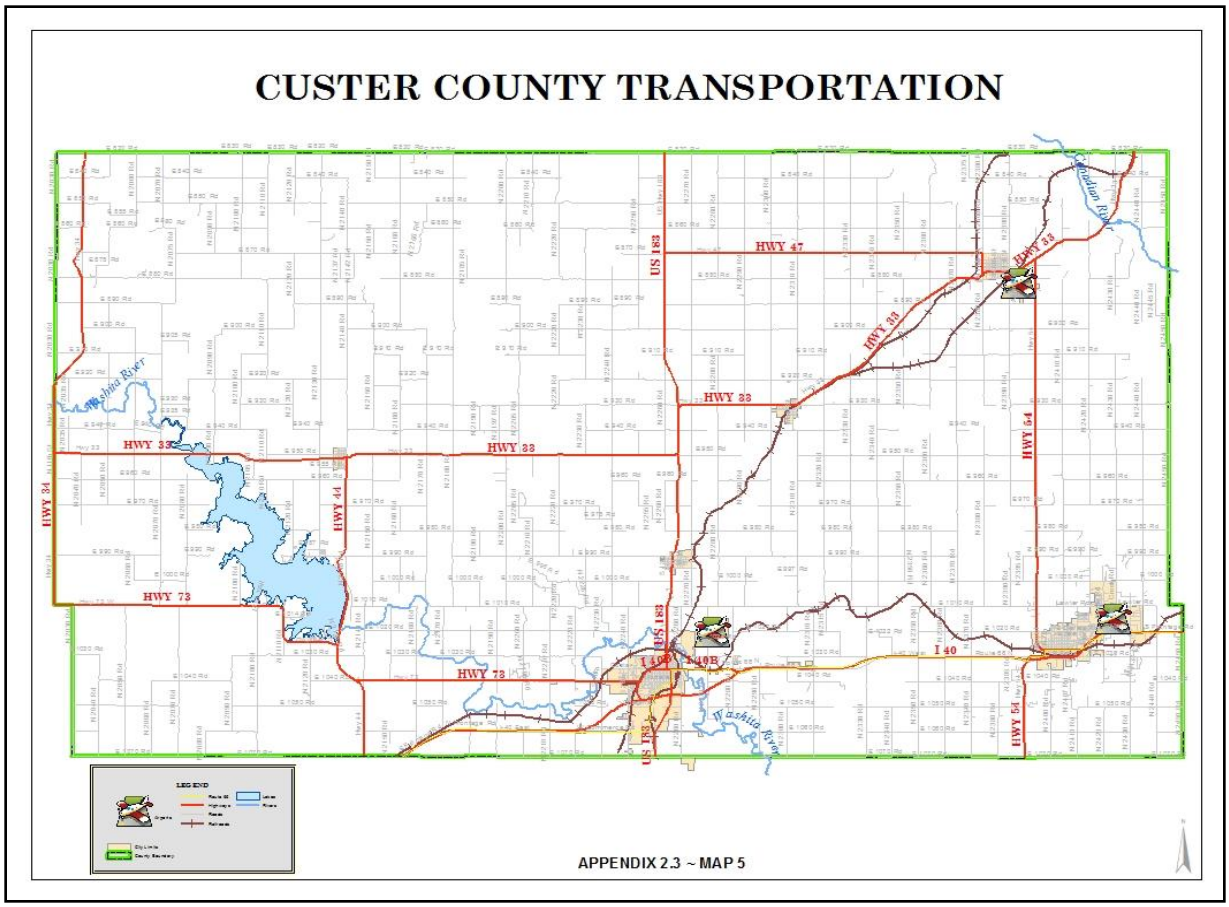
Surface Type	Mileage
Concrete	25.50
Asphalt	962.56
Gravel	707.03
Graded	52.44
Brick	.49
Primitive	4.47
Total	1,752.49

Source: ODOT GRIP

Appendix 2.8 provides data identifying the mileage of roadway by functional classification. Rural major collectors in the county are Route 44from the Washita/Custer County line to Route 33, which is also a major collector from the west to the center point of the county. Routes 73, 54 (except through Weatherford), and 47 are also rural major collectors. The map in appendix 2.8 also displays the county major collectors. These routes provide access to highways, employment centers and universities. The majority of the roads classified as major collector are two lane roadways with no shoulders. Appendix 2.10 illustrates the location of two-

lane highways with no shoulders. Appendix 2.11 illustrates the Steep Hill/Sharp Curves areas of concern (statewide).

Map 5: Custer County Roadway Network



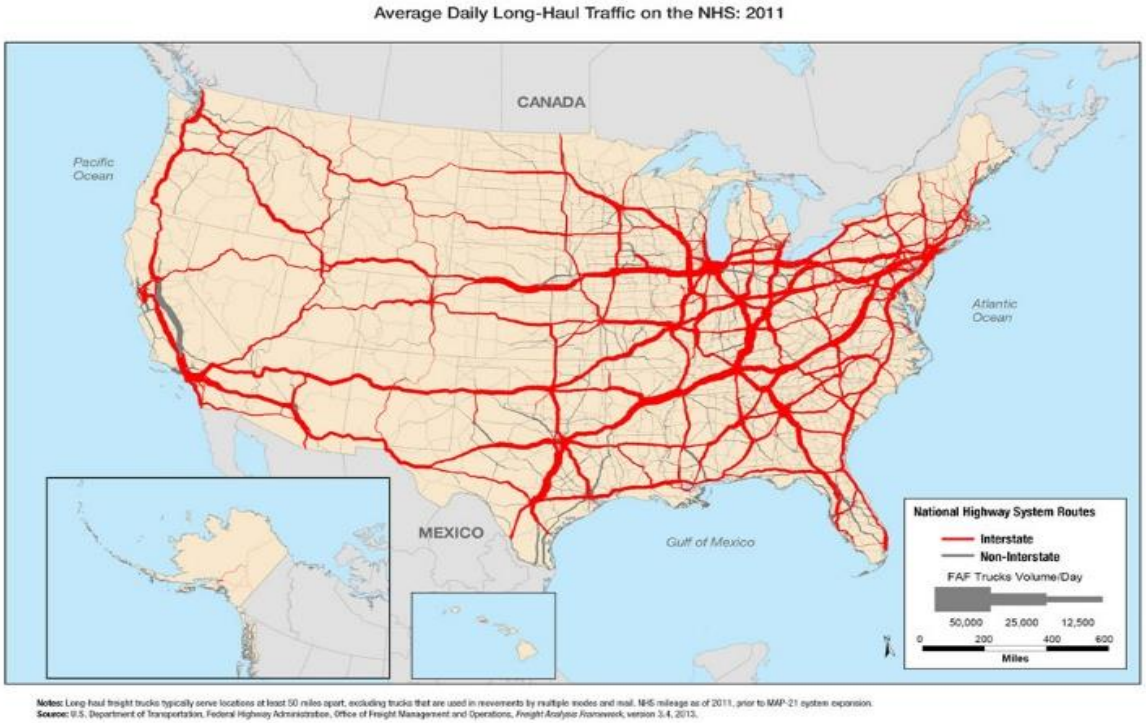
Travel to work: According to data obtained through 2006-2010 American Community Survey and CTPP eighty-two percent (82%) of total workers drove to work alone; an increase from eighty percent (80%) in 2000. During this same time period travel time for workers driving alone increased from 15.2 minutes in 2000 to 16.4 minutes in the 2006-2010. Travel time for public transportation workers increased from 10 minutes to 46.1 minutes. Appendix 2.12 provides additional information on these travel characteristics.

Freight

The majority of freight movement in the region is by truck. Primary freight routes in the county include I-40 and U.S. 183. I-40 is a major freight corridor in the state and long-haul truck volume is projected to grow by the year 2040. Map 6 illustrates the long-haul truck volume in 2011 and Map 7 illustrates the long-haul volume 2040 projection. With the anticipated opening of the Port Entry facility along I-40 in Beckham County additional information on truck traffic will be available. The stations are operated by the Oklahoma Corporation Commission. Map 8 illustrates

the major truck routes and volumes on the National Highway System (NHS) 2011. Comparing the information portrayed in Map 8 (Major Truck Route on NHS 2011) and Map 7 it is obvious that that the I-40 corridor will continue to be a major freight and trucking corridor.

Map 6: Average Daily Long Haul Traffic on NHS 2011

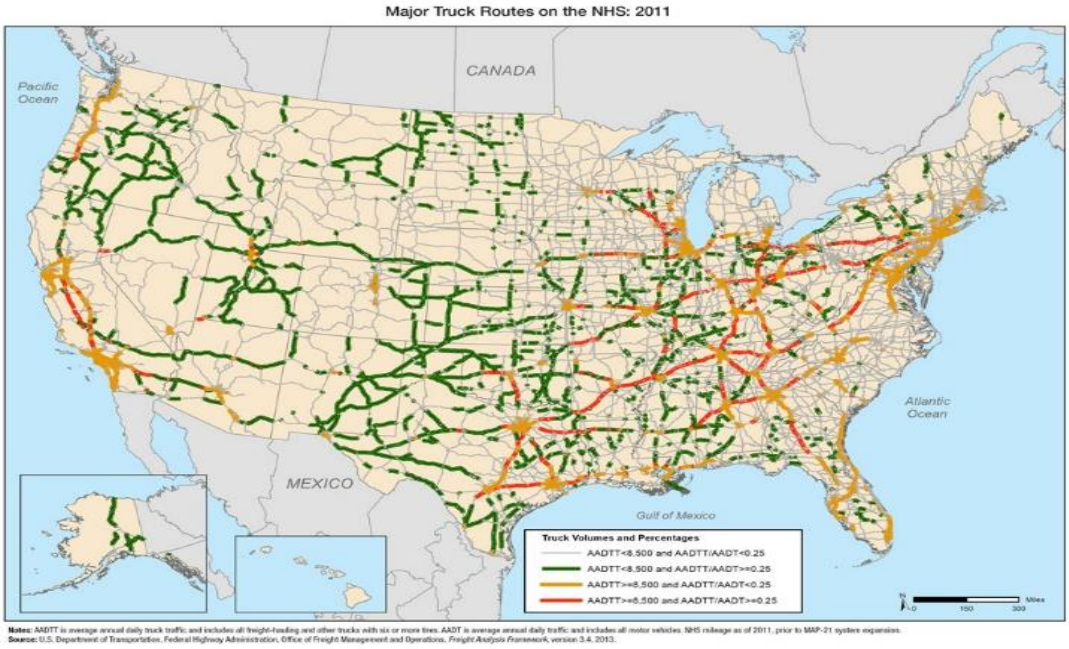


Notes: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Map 7: Projected Average Daily Long-Haul Traffic on NHS 2040

Notes: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.

Map 8: Major Truck Routes 2011



Rail

The State of Oklahoma owns approximately 125 miles of track. The state-owned tracks are leased by privately operated railroads. There are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), and Kansas City Southern Railway Co. (KCS). There are no Class I railroad in the county however there is one (1) Class III railroad, Farmrail. Since 1981 Farmrail has been working to improve the inherited deteriorated rail line through a private public partnership. In an ideal situation, all Class III (short lines) would increase their rail line capacity to be physically compatible with the national Class I network, which has a gross weight limit of 286,000 pounds. Increasing the capacity would improve economic interchangeability of railcars. The majority of investments by Farmrail has been in tie replacement (there are 3,200 per mile of track). However, future challenges are century-old bridges and jointed rail that need to be replaced to meet the desired weight standard of 286,000 pounds. Rail freight is moved through Custer County by Farmrail, whose principal commodities are wheat and feed grains (covered hoppers), frac sand and other oilfield drilling supplies (covered hoppers) and crude oil (tanks). Most rail cars are considered to carry ninety-five (95) tons (one hundred ninety thousand (190,000) pounds) as the average lading weight per carload. Farmrail maximum allowable gross weight on rail is two hundred sixty-eight thousand (268,000). Based on last year's system total of eleven thousand four hundred nineteen (11,419) loads and assuming two hundred sixty (260) working days, the daily average for all trains was about forty-four (44) loaded cars, with a corresponding average of empty return moves. These numbers vary considerably by season, peaking in the harvest months (May-July) under normal weather and market conditions. There are sidings and/or spurs at all listed stations, some under

railroad ownership and others by the customer. In the case of a new customer in a new location (as now at Erick in Beckham County, a new sidetrack and four (4) industrial spurs are being constructed for a sand distributor. In a sparse territory like western Oklahoma, Farmrail's growth plan is simple: Try to land any prospective customer by whatever means possible, including lease of railroad property and associated investment where feasible.

Bicycle and Pedestrian Network

Bicycle and pedestrian facilities have been primarily a local issue, usually within communities. Most communities have at least a partial system of sidewalks to aid pedestrians, particularly near schools. Pedestrian travel requires a network of sidewalks without gaps and with accommodations for people with disabilities as defined by the Americans with Disabilities Act (ADA). There are instances, particularly in rural areas, where a wide shoulder is an acceptable substitute for a sidewalk. Safe pedestrian travel also requires protected crossings of busy streets with marked crosswalks and pedestrian signals and appropriate pedestrian phases at signalized intersections.

One opportunity to develop and implement bicycle and pedestrian facilities is the Transportation Alternative Programs (TAP), administered by ODOT. In FFY 2016, seven TAP projects were awarded in the SORTPO region to the following communities: Apache, Bessie, Chickasha, Duncan, Elk City, Hobart, and Lawton. In FFY 2019, the communities of Comanche, Thomas and Waurika were awarded TAP grants.

Public Transportation

Public transportation systems and services in rural areas are limited. Low population densities in the SORTPO region and the distances between activity centers complicate the delivery of public transportation in rural areas. There are limited activity generators (mostly job destinations) that produce concentrations of transit need. That is, at least one (1) end of a trip is concentrated enough that public transit may be attractive. The difficulty then becomes establishing feasible routes and scheduling service such that the trip is acceptable to the workers.

Federal, state and especially local funding is limited. This limits the type and level of service that can be provided. ODOT's Transit Programs Division is responsible for the administration of the Federal Transit Administration (FTA) grants for rural transit operations.

Service provided within the SORTPO region is limited to demand response service. This service is provided based on a pre-arrangement or an agreement between a passenger (or group of passengers or an agency representing passengers) and a transportation provider for those needing "curb-to-curb" transportation. The pre-arrangement may be scheduled well in advance or, if available, on short notice and may be for a single trip or for repetitive trips over an extended period (called

"subscription service"). Demand response services are provided by Red River Transportation and Cheyenne- Arapaho Transit. Red River Public Transportation Service began operating fixed route services in 1984 and serves selected cities within the counties of Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson and Stephens. Demand response and contractual services are also available. The program operates several vehicles, most of which are handicap accessible. Service is available Monday through Friday from 8:00 a.m. to 4:00 p.m. The system offers connections with the Jefferson Bus stations in Lawton, Amtrak and the Will Rogers World Airport in Oklahoma City*. The Red River Transportation service area encompasses the entire county. The Cheyenne/Arapaho Tribal Transit Program utilizes six vehicles, operating four fixed route busses, and two demand-response vans. Since the Red River Transportation and Cheyenne/Arapaho services cannot duplicate services, the Tribal Transit Program operates weekdays after 5:00pm, and on weekends. The Tribal Transit Program began in December 2010 with just fixed routes, adding the demand response service in 2011.

The 2012 Transit Gap and Overview Analysis results revealed the need for coordination of existing services. Development and implementation of a coordinated system approach to delivery of transit services will enhance the opportunities for rural communities to reach destinations outside of the region.

Aviation

The SORTPO area consists of thirteen (13) general aviation airports which are considered all civil aviation operations other than scheduled air services and non-scheduled air transport operation for remuneration or hire. Custer County is home to three of these airport facilities. General aviation covers a large range of activities, both commercial and non-commercial, including flying clubs, flight training, agricultural aviation, light aircraft manufacturing and maintenance. Map is in appendix 2.3.

Chapter 3: Future Conditions and Planned Improvements

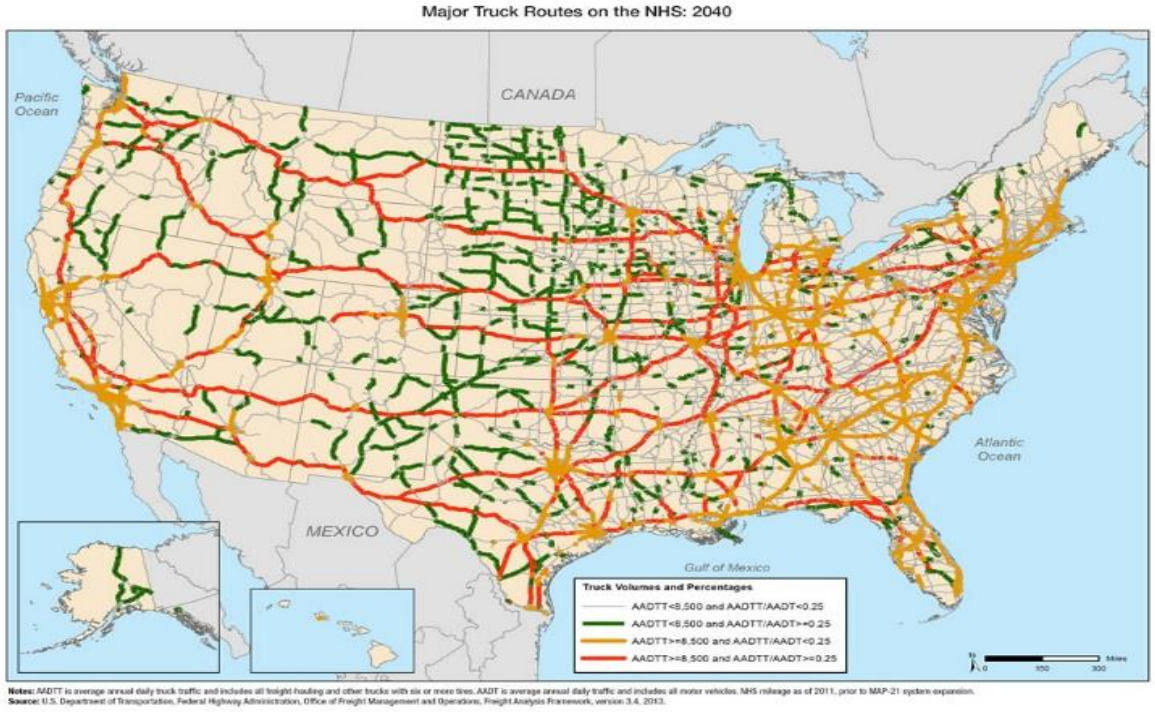
The objective of the Future Conditions and Planned Improvements chapter is to portray a "snapshot" of typical daily traffic conditions in the county for the year 2035. It is assumed that only those projects included in the current ODOT eight (8) year construction plan, County Improvements for Road & Bridges Program (CIRB) and projects funded by local governments will be constructed by the year 2035.

Future Conditions

For the plan population and employment projections by TAZ, were developed based on local development knowledge, location of employment and activity centers and proposed development, census data and workforce data. The 2035 population projection of thirty thousand nine hundred eighty-nine (30,989) and employment projection totalling seventeen thousand five hundred thirty-five (17,535) were distributed through the TAZs. Data found in Appendix 3.1 illustrate the 2035 projected population and employment. The projected population growth from 2014 ACS of 28,506 to the year 2035 totals two thousand seven hundred eighty-three (2,873). In general, population growth will be greatest in the following TAZs 9, 300, 400, 401, 402, 403, 410, 414, 417 to the northeast of the City of Weatherford and to the northeast of the City of Clinton. The highest employment by TAZs will be 5, 8, 9, 306,309, 311, 313, 316, 319, 403, 405, 407, 416, 421, 422, 427,428. The county must plan for providing adequate infrastructure and services to accommodate this growth. Additional socio-economic data are listed in Appendix 3.

Within Custer County, there may be areas that experience congestion such as areas near major activity generators. Studies to identify specific causes and solutions for these areas will need to be considered on a case by case basis. As population changes the impact on the traffic volume and roadway capacity will need to be re-examined. I-40 is designed to carry tens of thousands of vehicles per day the primary roadway network is designed to carry considerably less. With a 2035 population projection of 30,989_and data derived on vehicle registration (2010-2014) along with information on projected truck volume increase I-40 it is anticipated that this region will continue to see an increase in traffic volume along the roadway network. Map 9 illustrates the major truck routes on the NHS: 2040 with projected annual average daily truck traffic.

Map 9: Projected Major Truck Routes on the NHS: 2040



With continued trends in the number of vehicle registration, increased freight traffic, commute patterns and aging population there are opportunities to plan and identify transportation improvements. Forecast of increases in truck volume on I-40 are important because of its status as a freight corridor. The needs along this corridor are the responsibility of ODOT. Increase to capacity and safety improvements will be along other roadway corridors that have demonstrated high accident concentrations, curve deficiencies, two lane highways with no shoulders and railroad crossings.

The need for safety and intersection improvements in Custer County is widespread and not practical to address all the improvements at once. Instead careful review is needed prior to prioritization of the projects. Often through new road construction or improvement safety problems can be addressed. However, many of the local roads experiencing safety concerns do not need widening or are not conducive to widening. There are several options for addressing safety concerns on rural roads. These include but are not limited to widening and paving shoulders, designing shoulders to accommodate pedestrians and bicyclists, realigning intersections and curves and intersection improvements.

2035 Transportation Improvements

Not all service needs for the transportation system are for constructed improvements. In many instances, additional data will need to be collected and

studies developed to provide a complete list of needs. In the interim projected construction improvement needs, will rely on information, data, programs implemented by state, tribal governments, rail line companies, county and city governments.

Funded Improvements

In Custer County, there are eleven (11) planned transportation improvements totalling $62,939,612. The funded projects (as of Sept. 2014) total $31,575.00. Most of the projects are bridge related and focus on improvements for maintenance. Future projects were obtained by identifying Custer County projects listed in the current ODOT Eight Year Construction Program 2015-2022,

Table 8: Funded Improvements

LOCATION	PROJECT DESCRIPTION	PROJECT / CONSTRUCTION YEAR	ESTIMATED COST
Weatherford	Main & Washington Intersection	2016-18	$3,500,000
Clinton	Exit 65 Feasibility study	2016	$1,200,000
Custer County	Resurface	2015-2019	$26,937,521
Custer County	Bridges & approaches	2015-2019	$8,310,833
Custer County	Right of way	2015-2019	$722,607
Custer County	Utilities	2015-2019	$1,523,707
Custer County	Engineering	2015-2019	$350,000

Source: ODOT, Farmrail, Transit Providers, County Commissioners, Local Governments

Planned Improvements

ODOT Projects: 2015 to 2022 Construction Work Plan (Div. 5)
Map of ODOT 2015 to 2022 Construction Work Plan is in Appendix 2.13

Table 9: Recommended Project Table

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL	FUNDING OTHER
Custer County	2015-2019	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR	Local
Custer County	2015-2019	Develop data collection standards.	SPR	Local
Custer County	2015-2019	Speed study at intersection locations with high accident	SPR	Local

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL	FUNDING OTHER
		severity index and corridors with major attractors.		
Custer County	2020-2024	Collect traffic count data at specific locations within the county	SPR	Local
Custer County	2020-2024	Speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR	Local
Custer County	2025-2029	Prepare a transit study.	SPR	Local
Custer County	2025-2029	Prepare a freight study.	SPR	Local
Custer County	2025-2029	Collect traffic count data at specific locations within the county.	SPR	Local
Custer County	2025-2029	Speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR	Local
Custer County	2030-2035	Speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR	Local
Custer County	2030-2035	Collect traffic count data at specific locations within the county.	SPR	Local

Source: ODOT

Chapter 4: Financial Summary

Financial Assessment

The assessment is intended to summarize federal, state and local transportation sources.

Funding Sources

Federal:

Taxes on gasoline and other motor fuels are collected and distributed from the Federal Highway Trust Fund (HTF) and are distributed to the states by the FHWA and the FTA to each state through a system of formula grants and discretionary allocations. MAP-21, signed into law in July 2012, is the federal transportation legislation that identifies specific funding programs. This legislation was extended with Congress approval of the Highway and Transportation Funding Act (HTFA) of 2014, an eight (8) month extension of the federal surface transportation program.

In Fiscal Year 2013 the Oklahoma Department of Transportation (ODOT) provided twenty-six million dollars ($26,000,000.00) of Surface Transportation Program (STP) federal funds to the county highway system. These STP funds may provide up to eighty percent (80%) of the construction costs of these projects. Counties fund the remaining twenty percent (20%) match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state CBRI and CIRB funds. Counties also receive road and bridge funding from the federal government, channelled through the state. In addition, counties raise their own revenue sources to supplement state and federal funding through local option sales taxes. Appendix 4.1 identifies the transportation funding categories identified in MAP-21.

State:

Funding for highway improvements in Oklahoma comes primarily from two sources – Federal Highway Trust Fund and state funds. In 1923, Oklahoma enacted its first state level excise tax on motor fuels. The last increase was in 1987 and the tax is currently seventeen cents (17¢) per gallon for gasoline and diesel at fourteen cents (14¢). Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. Appendix 4.2 summarizes transportation funding categories, funding eligibility and funding limits provided at the state level.

Public transportation: the general process for funding for rural transit agencies is as follows:

- ODOT receives FTA's Section 5311 funding.
- Subrecipients submit application for Section 5311 funds annually.
- ODOT reviews application which includes service areas. Service areas usually include multiple counties and/or city limits.

- Funds are allocated to eligible subrecipients based on the average of their last two previous years of performance measures (i.e. revenue miles, passenger trips, etc.) within their pre-approved Section 5311 service areas.
- Subrecipients are reimbursed for eligible administrative, operational, and capital expense, at specific rates, for services performed within their total pre-approved Section 5311 service areas.

County:

The main funding program for county roads and bridges is the county highway fund, which consists of revenues from the state taxes on gasoline and diesel fuels as well as motor vehicle registration fees and a portion of the of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total state-wide county totals. Counties that have oil and natural gas production receive a portion of the seven percent (7%) state tax on natural gas and oil. Counties have authority to impose a countywide sales tax for roads and bridges with revenues earmarked for roads and bridges. Appendix 4.3 summarizes the funding categories and taxes apportioned by the Oklahoma Tax Commission (OTC) for FY 2011-2013.

In addition to revenues apportioned by the OTC the recognized tribal governments who receive federal funds and may also designate their own local funds for transportation projects. Counties and tribal governments have been successful in working together to coordinate implementation of transportation projects. The opportunity to utilize a combination of funding sources for transportation projects is an opportunity that counties value. Challenges faced by local and state governments include dependence on revenues from the state gas tax; the state's fixed rate gas tax and major disaster declarations and impact on the infrastructure.

Information obtained from a report published by the National Association of Counties, funds collected by OTC for transportation projects are distributed directly to the counties. Revenues for specifically for the CIRB category are collected from state gasoline and diesel tax, special fuel tax and state gross production tax on oil. Appendix 4.4 summarizes the CIRB for Custer County. The county uses a small percentage of tax revenues for maintenance and minor improvements, relying on outside funding sources for major improvements.

Funding the identified roadway improvement needs will be extremely difficult. ODOT policy prohibits start of future projects until all funding is in place and policy dictates projects cannot be programmed in the Statewide Transportation Improvement Program (STIP) unless there is a programmatic and financial game plan for completing the project within six (6) years. These policies will likely dictate some of the corridor improvements identified earlier will need to be completed as smaller projects in a logical progression.

Chapter 5: Public Participation Summary

This chapter presents and describes the public participation tools the RTPOs utilize as part of the planning process. Public participation is a federal requirement outlined in MAP21. SORTPO has an adopted Public Participation Plans (PPP) that was followed.

Environmental Justice

FHWA has long embraced non-discrimination policy to make sure federally funded activities (planning through implementation) are not disproportionately adversely impacting certain populations. These populations include low income persons and populations as defined by the U.S. Department of Health and Human Services (HHS) Poverty Guidelines and minority persons and populations (Black, Hispanic, Asian American, American Indian and Alaskan Natives). As such, public involvement and outreach for the LRTP must adhere to Presidential Executive Order 12898, Environmental Justice (EJ).

Custer County's racial and ethnic composition is 78.1% White, followed by 13.9% Hispanic or Latino, and 3% African American. In comparison, Oklahoma is 75.4% White, 9.6% Hispanic or Latino and 7.7% African American. The LRTP process identified EJ populations through a comparison of the racial and ethnic composition of the county. Additional information is in Appendix 5.1.

Low income populations were also identified for Custer County. Low income populations are defined by the FHWA for transportation planning purposes as families of four (4) with a household income that is below the poverty guidelines set by HHS. The 2014 HHS poverty guideline for a family of four (4) is twenty-three thousand eight hundred fifty dollars ($23,850.00).

As part of the LRTP development and public outreach process, consultation with federally recognized tribes in the region was initiated. Several environmental laws require tribal consultation during project development. The Cheyenne Arapaho tribe was identified and invited to participate in the planning process. In addition, a copy of the LRTP was mailed to each tribal headquarters during the public review process.

Coordination with Other Plans

The process to identify goals and objectives for the county started with a review and comparison of goals and objectives from other related planning documents and policies to ensure general consistency. This review included:

MAP-21 Federal Planning Factors:

- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan,

- 2012 Freight Flow Study,
- ODOT 2010-2035 Intermodal Long-Range Transportation Plan,
- Clinton Comprehensive Plan
- Weatherford Comprehensive Plan
- Cheyenne Arapaho Comprehensive Plan
- I-40 Plan

Conversation and consultation have been initiated and will be ongoing with the Cheyenne/Arapaho tribes and State Agencies (including, but not limited to: State Historic Preservation Office, Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, Oklahoma Water Resources Board, Oklahoma Department of Wildlife Conservation, Aeronautics Commission, and Bureau of Indian Affairs. All the above agencies will be given an opportunity for input during the Public Review and Comment period.

Public involvement is an integral part of the transportation process. SORTPO is proactive in its efforts to effectively communicate with the public and has adopted a PPP to ensure that the transportation planning process and procedures complies with federal requirement for public involvement and participation. These procedures provide opportunities for the public to take an active role in the decision-making process.

The SORTPO has hosted ten (10) public meetings and/or provided notice of availability for public outreach to involve interested parties in the early stages of the plan development. Notices of public hearings and/or notices of availability for public outreach for the LRTP will be published and posted. Notices of meetings and public hearings will be specifically provided in minority and ethnic gathering places to promote participation in the transportation planning process. Surveys have been distributed in civic club meetings throughout the area, public surveys are available on the RTPO's website www.sortpo.org and are shown in Appendix 5.2 (blank) and 5.3 (compiled results), newspaper and radio interviews have assisted in the dissemination of information as well (Appendix 5,4). After the draft LRTP is developed, the RTPO will host three (3) additional public meetings and/or notice of availability for public outreach to solicit comments on the draft plan. A final draft LRTP will be presented to the RTPO Board and any appropriate focus group for review and comment prior to recommendation to the RTPO Policy Board for adoption. All public comments received will be made a part of the final adopted document.

Chapter 6: Transportation Recommendations

This chapter identifies the recommendations and summary of improvements that were developed as a result of the previous review of demographics, growth, activity generators, transportation system and other such issues. It is assumed that only those Custer County projects included in the current ODOT eight (8) year construction program will be constructed by the year 2035.

The projects included in the LRTP may have potential funding from a single source or multiple sources. Each project has its own unique components relative to only that project and while there are many funding programs within various state and federal agencies, each project must be evaluated on its own merits to determine which programs will apply. It should be noted that while many potential funding sources are identified for each project, these represent the primary sources and additional sources not listed may also be available. When implementing this plan, SORTPO will continue to review potential funding sources as they become available or as projects become eligible for other sources. SORTPO will expand on this effort by identifying additional projects that are needed in the county and helping local governments with the identification of funding sources for those projects.

Not all the recommendations are for constructed improvements. In some cases, studies must be conducted to determine if the improvement is warranted (installation of new traffic signals, for example). In other cases, studies should be undertaken in order to develop a comprehensive set of solutions. Table 9 shows the recommended transportation projects for Custer County.

Committed Improvements

A listing and brief description of each project can be found in Chapter 4 Financial. The ODOT eight (8) year plan group projects according to anticipated state and federal fund categories. With regard to federally funded projects, the current plan is fiscally balanced in that the total project costs do not exceed the anticipated federal funds. This assumes that Congress, at a minimum, will fund the most conservative of the federal reauthorization bills presently being considered. The projects listed in Table 10 were developed from the policies in Chapter 2 and & survey precedings (May include studies, data collections, etc. not just capital improvements).

Table 10: Prioritized List of Projects

PROJECT	2015-2019	2020-2024	2025-2029	2030-2035
Intersection Improvements	Ongoing	Ongoing	Ongoing	Ongoing
Route 66 preservation	Study & data collection	Funding research	Funding and initial work	Ongoing
Develop regional data report	Ongoing	Ongoing	Ongoing	Ongoing

PROJECT	2015-2019	2020-2024	2025-2029	2030-2035
2-lanes w/shoulders	Study & data collection	Study & data collection	Funding	Ongoing
Rail Crossings	Study & data collection	Study & data collection	Funding	Ongoing
Rail Line upgrade	Study & data collection	Study & data collection	Funding	Ongoing

APPENDICES

Appendix A

Resolution Adopting the Custer County
2035 Long Range Transportation Plan

Whereas, the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) is the Regional Transportation Planning Organization for Custer County, Oklahoma for the expressed purpose of carrying out the transportation planning requirements of U.S. C. Title 23, Chapter 134 and U.S C 49, Subtitle III, Section 5303; and,

Whereas, the Custer County 2035 Long Range Transportation Plan (LRTP) has been prepared by the SORTPO in consultation with all member local and state governments and local, state and federal transportation agencies in a continuing, cooperative an comprehensive planning process; and,

Whereas, the plan has been presented to the general public for review and comment in accordance with the Public Participation Plan (PPP) in addition to the series of public meetings over a nine (9) month period and the plan was posted on the SORTPO website for public review and comment.

Whereas, the plan is consistent with local, regional, and state transportation and other planning goals and objectives and has been prepared in accordance with all relative state and federal rules and regulations, and

NOW, THEREFORE BE IT RESOLVED, that Custer County hereby approves and adopts the Custer County 2035 Long Range Transportation Plan. Further be it resolved that the Custer County Commissioners recommend that the plan be accepted by the Oklahoma Department of Transportation and the Federal Highway Administration and the Federal Transit Administration as the official long range transportation plan for the above cited area.

Approved and adopted by Custer County and signed this 10th day of August 2015.

County Commissioner Chairman

ATTEST:

Appendix B Acronyms

AADT - Annual Average Daily Trips
AASHTO - American Association of State Highway Transportation Officials
ADA - Americans with Disabilities Act
ADT - Average Daily Traffic
CIP - Capital Improvement Program
COEDD - Central Oklahoma Economic Development District
CORTPO - Central Oklahoma Regional Transportation Planning Organization
EJ - Environmental Justice
EPA - United States Environmental Protection Agency
FAA - Federal Aviation Administration
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
GIS - Geographic Information System
IRI - International Roughness Index
IRR - Indian Reservation Roads/Bridges Program
LEP - Limited English Proficiency
LOS - Levels of Service
LRTP - Long Range Transportation Plan
MAP-21 - Moving Ahead for Progress in the 21st Century Act
NAAQS - National Ambient Air Quality Standards
NHS - National Highway System
NODA - Northern Oklahoma Development Authority
NORTPO - Northern Oklahoma Regional Transportation Planning Organization
NRHP - National Register of Historic Places
ODEQ - Oklahoma Department of Environmental Quality
ODOT - Oklahoma Department of Transportation
PPP - Public Participation Plan
PWP - Planning Work Program
RTPO - Regional Transportation Planning Organization
SA - Study Area
SAFETEA-LU - Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
SORTPO - Southwest Oklahoma Regional Transportation Planning Organization
SRTP - Statewide Long Range Transportation Plan
STIP - Statewide Transportation Improvement Program
STIP - Statewide Transportation Planning Program
STP - Surface Transportation Program
SWODA - South Western Oklahoma Development Authority
TAZ - Traffic Analysis Zone
USDA - U.S. Department of Agriculture
USDA - United States Department of Agriculture

Appendix C

Definitions

Accident Severity Index - A measure of the severity of collisions at a particular location, derived by assigning a numeric value according to the severity of each collision and totalling those numeric values.

Americans with Disabilities Act of 1990 (ADA) - Federal law which requires accessible public transportation services for persons with disabilities, including complementary or supplemental paratransit services in areas where fixed route transit service is operated. Expands definition of eligibility for accessible services to persons with mental disabilities, temporary disabilities and the conditions related to substance abuse. The Act is an augmentation to but does not supersede Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination on the basis of disability against otherwise qualified individuals in programs receiving federal assistance.

Capacity - The maximum number of vehicles that can pass over a given section of a lane or roadway in one direction during a given time period under prevailing roadway and traffic conditions.

Census Tracts - Small areas with generally stable boundaries, defined within counties and statistically equivalent entities, usually in metropolitan areas and other highly populated counties. They are designed to be relatively homogeneous with respect to population characteristics, economic status and living conditions.

CIP – A comprehensive schedule of capital improvements needed within the city and establishes a program to accomplish those needs within the city's ability to pay.

Congestion - The level at which transportation system performance is no longer acceptable to the traveling public due to traffic interference.

Environmental Justice (EJ) - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. In transportation, this requires review of whether the benefits and burdens of transportation investments appear to be distributed evenly across the regional demographic profile and, if necessary, mitigation of such effects.

Functional Classification - Identification and categorization scheme describing streets according to the type of service they provide into one of four categories: principal arterials, minor arterials, collectors and local.

G Grade - The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 2% grade represents 2 feet of elevation change over a 100-foot distance.

Level of Service (LOS) - Refers to a standard measurement used by planners which reflects the relative ease of traffic flow on a scale of A to F with free-flow being rated LOS A and congested conditions rated as LOS F.

Long Range Transportation Plan - Every state and MPO must develop a long-range transportation plan (LRTP) for transportation improvements, including a bicycle and pedestrian element. The LRTP looks twenty (20) years ahead and is revised every five (5) years.

Multi-modal - The consideration of more than one mode to serve transportation needs in a given area. Refers to the diversity of options for the same trip; also, an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

National Highway System (NHS) - A nationwide system of approximately 155,000 miles of major roads. The entire interstate system is a component of the NHS and includes a large percentage of urban and rural principal arterials, the defense-strategic highway

Surface Transportation Program (STP) - A category of federal transportation funds administered by the Federal Highway Administration and allocated to states and metropolitan areas based on a prescribed formula. This category of funds can provide 80% of the cost to complete transportation improvement projects. These funds are flexible, and can be used for planning design, land acquisition, and construction of highway improvement projects, the capital costs of transit system development, and up to two years of operating assistance for transit system development.

Traffic Analysis Zones - A traffic analysis zone is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies and will vary significantly between the rural and urban areas. Zones are constructed by census block information. Typically, these blocks are used in transportation models by providing socio-economic data. This information helps to further the understanding of trips that are produced and attracted within the zone.

Appendix 1

Performance Measures – MAP 21 - Transportation performance measures data/information about the condition, use and impact of the system. The performance measures (or indicators) to track progress toward established goals.

Under MAP 21 US DOT will establish performance measures and state DOTS will develop performance targets in consultation with MPOs and others. The law allows the state DOT to develop performance targets for rural and urban areas. The targets must be established in coordination with MPOs and public transit operators in areas not represented by MPOs. Seven (7) areas in which performance measures will be developed:

1. Safety – to achieve reduction in facilities and serious injuries on all public roads.
2. Infrastructure Condition – to maintain highway infrastructure assets in state of good repair.
3. Congestion Reduction – to achieve reduction in congestion on the National Highway System.
4. System Reliability – performance on the Interstate/Non Interstate system.
5. Freight Movement – freight movement on the Interstate and
6. Economic Vitality – Environment Sustainability to enhance the performance of the transportation system while protecting and enhancing the environment
7. Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

As of today, Notice of Proposed Rule Making (NPRM) has been released for Safety. Waiting on NPRM on statewide, metropolitan and non-metropolitan planning regulations that will provide guidance on how performance measures will be integrated. A second performance NPRM will focus on pavement, bridges and asset management and a third will focus on congestion, emissions, system performance, freight and public transportation. The schedule for the second and third release is unknown.

As a fundamental element of a performance management framework, states, MPOs and providers of public transportation will need to establish targets in key national performance areas to document expectations for future performance. This NPRM proposes in 23 CFR 450.206 and 450.306 that states, MPOs and providers of public transportation coordinate their targets. The MAP-21 requires that MPOs reflect those targets in their metropolitan transportation plan and encourages states to do the same in their long range statewide transportation plan. Accordingly, this NPRM proposes that MPOs would reflect those targets in the metropolitan transportation

plans. In addition, FHWA and FTA propose that states should reflect the targets in their long range statewide transportation plans. Both states and MPOs would describe the anticipated effect toward achieving the targets in their respective transportation improvement programs.

The FHWA proposes to add language that funding shall be used for highway safety improvement projects that have the greatest potential net benefits and that achieve the state's fatality and serious injury performance targets in order to correlate this regulation with the provisions of section 1203 of MAP-21 regarding safety performance targets under 23 U.S.C. 150. The FHWA also proposes to clarify that prior to approving the use of HSIP funds for non-infrastructure related safety projects, FHWA will assess the extent to which other federal funds provided to the states for non-infrastructure safety programs (including but not limited to those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration are programmed. The FHWA expects states to fully program these non-infrastructure funds prior to seeking HSIP funds for such uses.

The statewide and metropolitan transportation planning processes shall provide for the use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 29 U.S.C. 5301. These processes are where decision-making and investment priorities would be linked to targets in key areas. See 23 U.S.C. 150 and 49 U.S.C. 5326 and 5329

The MAP-21 transforms the federal aid highway program and the federal transit program by requiring a transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making and more efficient investment of federal transportation funds. [11] As part of this new performance based approach, recipients of federal aid highway program funds and Federal transit funds would be required to link the investment priorities contained in the STIP and TIP to achieving performance targets. This proposed rule is one of several proposed rules that would establish the basic elements of a performance driven, outcome-based program. This proposed rule is important to the FHWA's and FTA's overall implementation of the performance management provisions of MAP-21 because the planning process brings all of the elements together by tying performance to investment decision-making.

Appendix 2

Appendix 2.1: Population Changes

	2000 Census	2006-2010 ACS	2010 Census
Total Persons	26,142	26,824	27,469
Total Households	10,157	10,391	10,698
Average Household Income	$39,235	$54,753	
Average Number of Vehicles per Household	1.80	1.85	
Percent of persons in Poverty	18.6	16.9	
Percent of Minority	18.80	17.90	21.9
Percent of Persons 65+	13.7	13.5	13.4

Source: U.S. Census

Appendix 2.2: Major Employers

MAJOR EMPLOYER	STREET ADDRESS	CITY	2016-2017 NO. EMPLOYEES	RVSD TAZ
Danlin Industries Corp	601 E Frisco	Thomas	100-249	102
Enable Oklahoma	23584 E. 880 Rd	Thomas	1-4	2
M2w Energy Services LLC	702 N. 16th St	Thomas	5-9	2
W-W Livestock Mfg. Co	8832 Hwy 54	Thomas	100-249	3
Zoschke Pipe & Steel	9315 N. 2420 Rd	Thomas	1-4	3
UPS Customer Ctr	22464 E 1078 Rd	Clinton	50-99	7
BOP Ram Rentals Inc	717 S Custer St	Weatherford	100-249	10
Sioux Erosion Control	23807 Route 66 N	Weatherford	50-99	10
Kantz Pumping	121 N. 11th St	Thomas	10-19	100
Christensen Implement Inc	201 N. Main St	Thomas	1-4	101
Thomas-Fay-Custer Public Schools	920 N Main St	Thomas	20-49	101
US Post Office	108 N. Main St	Thomas	1-4	101
City of Thomas	122 W. Broadway St	Thomas	5-9	102
Ldl Trucking LTD	100 W. Broadway Ave	Thomas	1-4	102
Farmrail Corp	1601 W Gary Blvd	Clinton	20-49	308
Oklahoma State Highway Dept	S Hwy 183	Clinton	100-249	302
Red Rock BHS	90 N 31st St	Clinton	100-249	306
Alliance Oklahoma Home Health	514 Avant Ave	Clinton	100-249	310
Clinton Laundry & Cleaners	123 N 4th St	Clinton	100-249	310
Consumer Textile Corp	123 N 4th St	Clinton	50-99	310
CTC Janitorial	123 N 4th St	Clinton	50-99	310

MAJOR EMPLOYER	STREET ADDRESS	CITY	2016-2017 NO. EMPLOYEES	RVSD TAZ
Lifetouch	614 Frisco Ave	Clinton	50-99	310
Lucky Star Casino	10347 N 2274 Rd	Clinton	100-249	310
Pepsi Beverages Co	1612 Frisco Ave	Clinton	50-99	310
Western Equipment LLC	10036 US Hwy 183	Clinton	50-99	310
Bar-S Foods Co	200 Locust Ave	Clinton	250-499	311
US Indian Health Svc	10321 N 2274 Rd	Clinton	100-249	311
US Indian Hospital	10321 N 2274 Rd	Clinton	100-249	311
Integris Western Ok Hospice	514 Avant Ave	Clinton	100-249	312
Arapaho Elementary School	214 N 12th St	Clinton	50-99	313
Homeland	1200 W Gary Blvd	Clinton	50-99	313
Nance Elementary School	300 S 11th St	Clinton	50-99	313
Southwest Elementary School	1903 Opal Ave	Clinton	50-99	314
Montana Mike's Steakhouse	2020 Lexington Ave	Clinton	50-99	315
Grace Living Ctr Clinton	2300 W Modelle Ave	Clinton	50-99	316
Kmart	2501 Red Wheat Dr	Clinton	50-99	316
United Methodist Retirement	2316 W Modelle Ave	Clinton	50-99	316
Premium Beer of Oklahoma	1001 S 7th St	Clinton	100-249	318
Clinton Veterans Ctr	1701 S 4th St	Clinton	100-249	319
Freightliner Specialty Vehicle	2300 S 13th St	Clinton	50-99	319
Mars Petcare	1 Mars Rd	Clinton	100-249	319
Cimarex Energy Co	1723 Marshall Rd	Clinton	50-99	321
Angelica Corp	1101 E Loomis Rd	Weatherford	100-249	403
Devon Energy Corp	4501 Technology Dr	Weatherford	50-99	403
Great Plain Family YMCA Inc	1400 N Airport Rd	Weatherford	50-99	403
Offshore Energy Svc	2300 Capital St	Weatherford	50-99	403
One Oaks Field Svc	605 N Loomis Rd	Weatherford	50-99	403
Chaparral Energy LLC	1605 N Airport Rd	Weatherford	50-99	404
Lucille's Roadhouse	1301 N Airport Rd	Weatherford	50-99	404
Precision Design Inc	3000 Logan Rd	Weatherford	50-99	404
Weatherford Regional Hospital	3701 E Main St	Weatherford	100-249	404
Weatherwood Living Ctr	3601 E Main St	Weatherford	50-99	406
Burcham Elementary School	1401 N Lark St	Weatherford	50-99	408
Weatherford High School	1500 N Washington	Weatherford	50-99	408
Students Center Cafe	100 Campus Dr	Weatherford	50-99	416
SWOSU	100 Campus Dr	Weatherford	100-249	416
US Post Office	107 E Franklin	Weatherford	10-19	418
Corn Heritage Village	801 N Washington St	Weatherford	50-99	420

MAJOR EMPLOYER	STREET ADDRESS	CITY	2016-2017 NO. EMPLOYEES	RVSD TAZ
Walmart Supercenter	1349 E Eagle Rd	Weatherford	250-499	426
United Supermarkets	920 E Main St	Weatherford	100-249	427
Dolese Bros Co	315 S Broadway St	Weatherford	1,000-4,999	428
Arapaho-Butler Public Schools	PO Box 160	Arapaho	50-99	6
Custer County OSU Extension	PO Box 170	Arapaho	10-19	6
Strucker Farms	9803 N 2220 Road	Arapaho	1-4	6
US Post Office	668 Main Street	Arapaho	1-4	6
Lee's Trucking	PO Box 96	Butler	1-4	8
Markwest Western Oklahoma	8718 N. 2120 Rd	Butler	10-19	1
US Post Office	103 N. Olmstead Ave	Butler	1-4	1
Schrock Automotive	117 E. Broadway	Custer City	1-4	2
Supreme Show Supplies	108 S. Main St	Custer City	1-4	3
Supreme Trailer Sales	117 S. Main St	Custer City	1-4	3
Synco Mud Co	208 W. Broadway	Custer City	1-4	6

Source: OESC and SORTPO

Appendix 2.3

Appendix 2.3 (Map 5) identifies other road systems including:

1. The National Highway System represents four percent (4%) to five percent (5%) of the total public road mileage in the U.S. This system was designed to contain the follow subcategories:

a. Interstate - The current interstate system retained its separate identity within the NHS along with specific provisions to add mileage to the existing Interstate subsystem.

b. Other Principal Arterials -These routes include highways in rural and urban areas which provide access between an arterial route and a major port, airport, public transportation facility or other intermodal transportation facility.

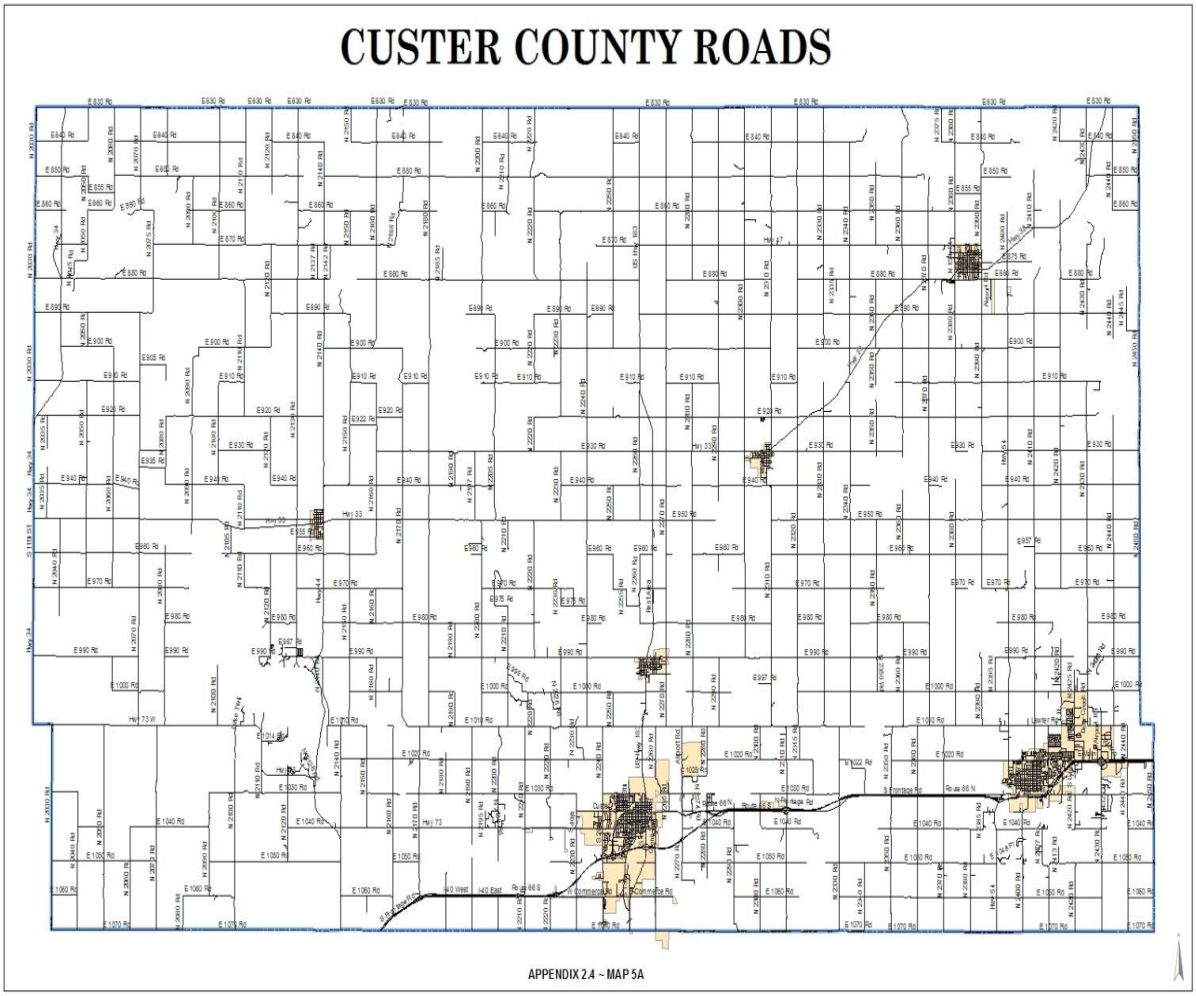
c. Intermodal Connecting Links -These are highways that connect NHS routes to major ports, airport, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

2. The Strategic Highway Network (STRAHNET). This system includes the Dwight D. Eisenhower System of Interstate and Defence Highways, identified as strategically important to the defense of the United States.

3. The National and State Scenic Byways recognize highways that are outstanding examples of our nation's beauty, culture and recreational experience in exemplifying the diverse regional characteristics of our nation.

Existing traffic conditions were evaluated to provide an overall snapshot of the demand on the roadway system and its current ability to meet that demand. Traffic counts for the SA were obtained from ODOT. Traffic count data for 2014 and the Map illustrating the traffic count location are shown below.

Appendix 2.4 (Map 5A) Custer County Roads



Appendix 2.5 Environmental and Development Concerns

The environmental features and constraints were identified using secondary source information from the following: United States Environmental Protection Agency (USEPA), Oklahoma Geological Survey, Oklahoma Department of Fish and Wildlife Resources, Oklahoma Department for Environmental Quality (ODEQ), United States Department of Agriculture (USDA), United States Department of the Interior Fish and Wildlife Service (USFWS), United States Geological Survey (USGS), Oklahoma University Geographic Information System (GIS) and other state and local agencies

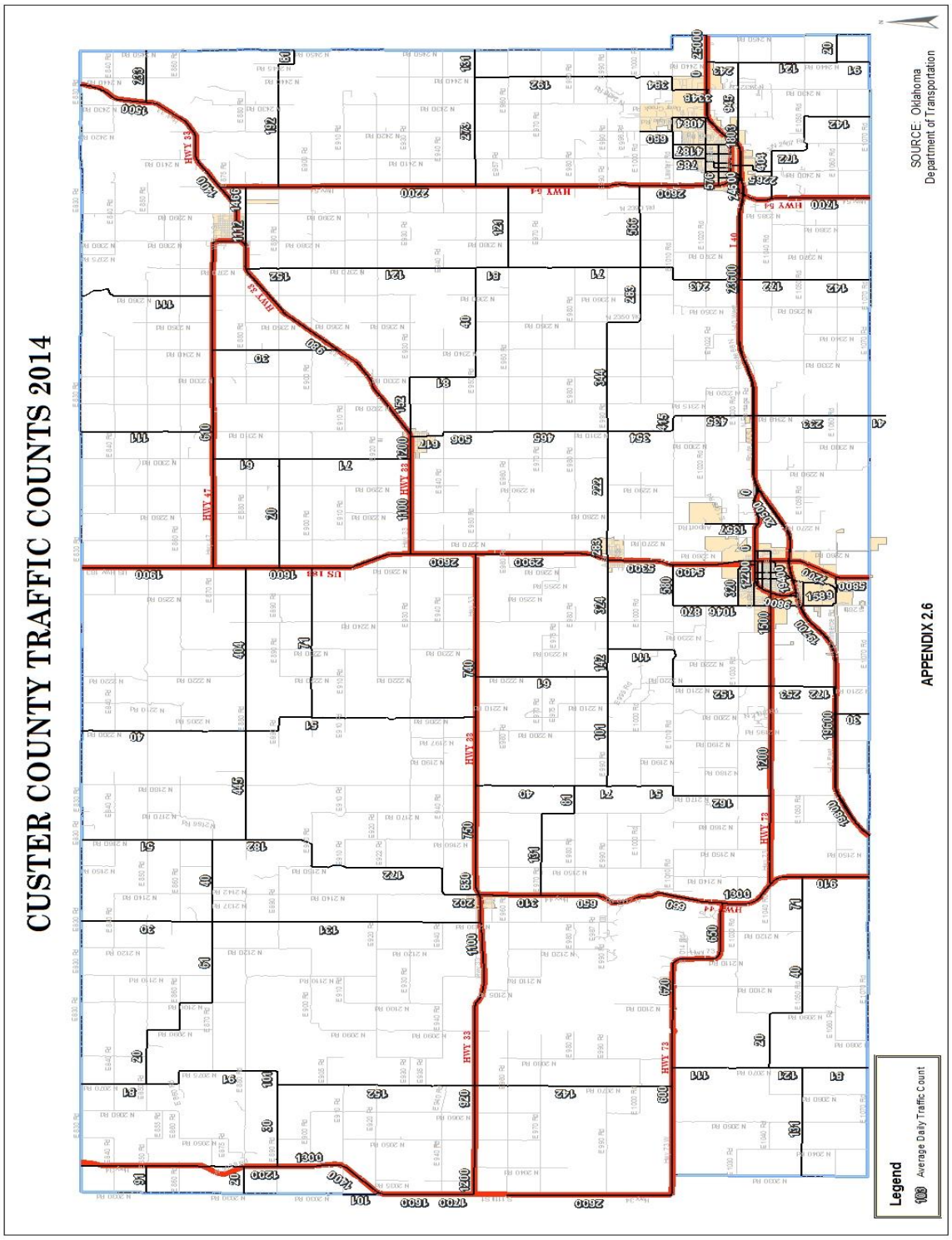
Streams are natural corridors that provide habitat for fish, insects, wildlife and recreational benefits to people such as hunting, fishing, boating, bird watching, as well as, aesthetic benefits. Streams also provide drinking water for wild animals, livestock and people. There are three (3) major rivers in the county, supplied by numerous streams; however, following years of extreme drought, many of these steams are dry. As of the origin of this plan, none are on the "watch list" of the Oklahoma Department of Environmental Quality (ODEQ) and none are designated as scenic waterways.

State and federal agencies classify plants and animals as threatened or endangered when their numbers are low or declining due to direct destruction (from development or pollution, for example) or loss or degradation of suitable habitat. The presence of a threatened or endangered species in an area is an indicator of a better or good quality environment. However, there is no state or federally listed endangered species specific to Custer County.

The Special Flood Hazard Area is an area designated width along a stream or river with a 1% chance of flooding annually. These areas are protected to prevent any increase in the risks or severity of possible future floods and to maintain their natural and ecological benefits.

The National Register of Historic Places (NRHP) is a list of properties determined significant in American history, architecture, archaeology, engineering, or culture, by virtue of design or architectural criteria, association with historical persons and events, and/or value for historic or prehistoric information. Under state and federal law, NRHP listed and NRHP eligible properties are afforded equal protection from impact. NRHP properties are designated to help state and local governments, Federal agencies, and others identify important historic and archaeological resources, to ensure their protection, either through preservation, or minimization and mitigation of impact.

Appendix 2.6 Traffic Count Data and Map



Appendix 2.7

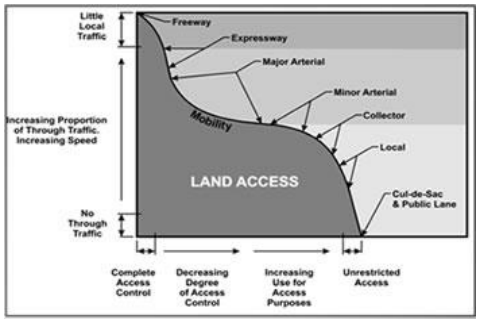
Functional classification is the grouping of roads, streets and highways into integrated systems ranked by their importance to the general welfare, motorist and land use structure. It is used to define the role that any particular road should play in providing mobility for through movements and access adjoining land. This grouping acknowledges that roads have different levels of importance and provides a basis for comparing roads fairly.

Functional classification can be used for, but is not limited to, the following purposes:

- Provide a framework for highways serving mobility and connecting regions and cities within a state.
- Provide a basis for assigning jurisdictional responsibility according to the overall importance of a road.
- Provide a basis for development of minimum design standards according to function.
- Provide a basis for evaluating present and future needs.
- Provide a basis for allocation of limited financial resources.

Historically, one of the most important uses of functional classification of streets has been to identify streets and roads that are eligible for federal funds. The original federal aid primary, federal aid secondary, federal aid urban and national interstate systems all relied on functional classification to select eligible routes. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) eliminated the primary, secondary and urban federal aid systems and created the National Highway System (NHS). ISTEA continued the requirement that a street, road or highway had to be classified higher than a "local" in urban areas and higher than a "local" and "minor collector" in rural areas before federal funds could be spent on it. The selection of routes eligible for NHS funding was also based on functional criteria. While eligibility for federal funding continues to be an important use for functional classification, it has also become an effective management tool in other areas of transportation planning.

Streets are grouped into functional classes according to the character of service they are intended to provide. Oklahoma's Functional Classification system undergoes a comprehensive review after each decennial U.S. Census. The chart below helps depict the hierarchy of the roadway system. As the figure indicates, local streets provide the most access to the adjacent properties, but function poorly in terms of mobility. Freeways exhibit high mobility because of speeds and volumes, serve poorly as access to adjacent roads and properties. Streets that carry higher volumes of traffic should have a limited number of "curb cuts" (driveway openings, few intersections) so traffic movement will not be impeded. The adoption of MAP 21 brought changes to the rural classification. Rural roads consist of those facilities that are outside of small urban and



urbanized areas. This system is consistent with the designated functional classifications for roads under the jurisdiction of ODOT.

The functional classification of streets includes the following functional classes: Interstate, Freeway, Rural Principal Arterial, Rural Minor Arterial, Rural Major Collector and Rural Minor Collector.

Rural Principal Arterial - A rural principal arterial road includes the following service characteristics:

- Traffic movements with trip length and density suitable for substantial statewide travel.
- Traffic movements between urban areas with populations over 25,000.
- Traffic movements at high speeds.
- Divided four-lane roads.
- Desired LOS C.

Rural Minor Arterial - A rural minor arterial road includes the following service characteristics:

- Traffic movements with trip length and density suitable for integrated interstate or inter-county service.
- Traffic movements between urban areas or other traffic generators with populations less than 25,000.
- Traffic movements at high speeds.
- Undivided four-lane roads.
- Striped for one or two lanes in each direction with auxiliary lanes at intersections as required by traffic volumes.
- Desired LOS C.

Rural Major Collector - A rural major collector road includes the following service characteristics:

- Traffic movements with trip length and density suitable for inter-county service.
- Traffic movements between traffic generators, between traffic generators, larger cities and between traffic generators and routes of a higher classification.
- Traffic movements subject to a low level of side friction.
- Development may front directly on the road.
- Controlled intersection spacing of 2 miles or greater.
- Striped for one lane in each direction with a continuous left turn lane.
- Desired LOS C.

Rural Minor Collector - A rural minor collector road includes the following service characteristics:

- Traffic movements between local roads and collector roads.
- Traffic movements between smaller communities and developed areas.

- Traffic movements between locally important traffic generators within their remote regions.
- Two-lane undivided roads with intersections at grade and designed to take a minimum interference of traffic from driveways appropriate to a rural setting.
- Striped for one lane in each direction.
- Desired LOS B.

Rural Local Road - A rural local road includes the following service characteristics:

- Two-lane undivided roads with intersections at grade.
- Traffic movements between collectors and adjacent lands.
- Traffic movements involving relatively short distances.
- Desired LOS A.

Level of Service

Street Capacity: The measure of a street's ability to accommodate the traffic volume along the street.

Level of Service (LOS): A phrase representative of several factors, including speed, travel time, traffic interruptions and operating cost of a traffic facility (roadway), used to measure the quality of the facility.

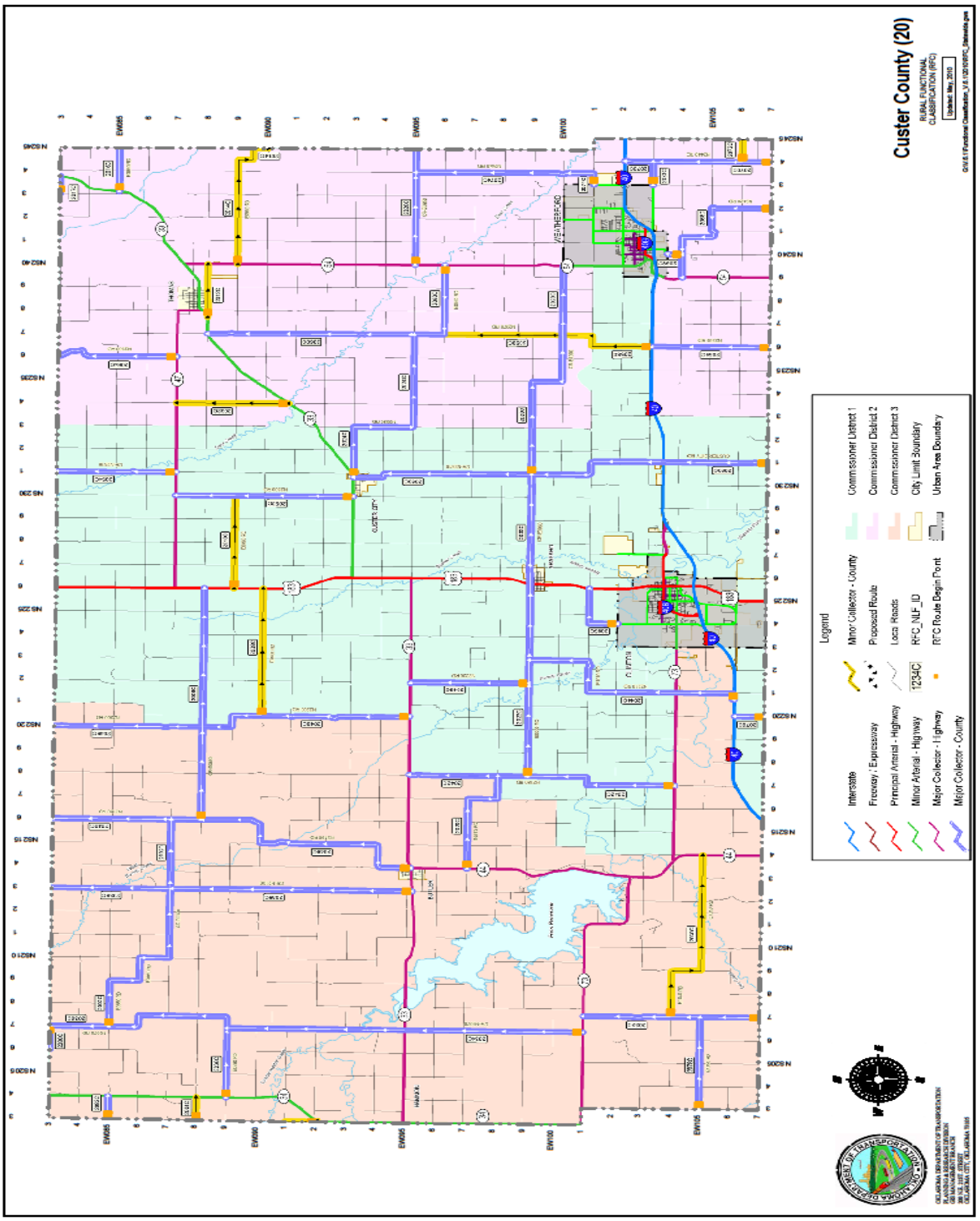
Level of Service Ranges from LOS A: Indicates good operating conditions with little or no delay, to LOS F, which indicates extreme congestion and long vehicle delays.
The following is a list of the various LOS with abbreviated definitions from the Highway Capacity Manual:

- LOS A: Describes a condition with low traffic volumes with little or no delays. There is little or no restriction in manoeuvrability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily. Operating capacity can be measured as less than thirty percent (30%) of capacity.
- LOS B: Describes a condition with stable traffic flow with a high degree of choice to select speed and operating conditions, but with some influence from other drivers. Operating capacity can be measured as less than fifty percent (50%) of capacity.
- LOS C: Describes the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of "average conditions" for design of facilities in suburban and urban locations. Operating capacity can be measured as less than sixty-nine percent (69%) of capacity.
- LOS D: Describes high density flow in which speed and freedom to maneuver is severely restricted even though flow remains stable. LOS D is considered acceptable during short periods of time and is often used in large urban areas. Operating capacity can be measured as less than seventy percent (70%) to ninety percent (90%) of capacity.

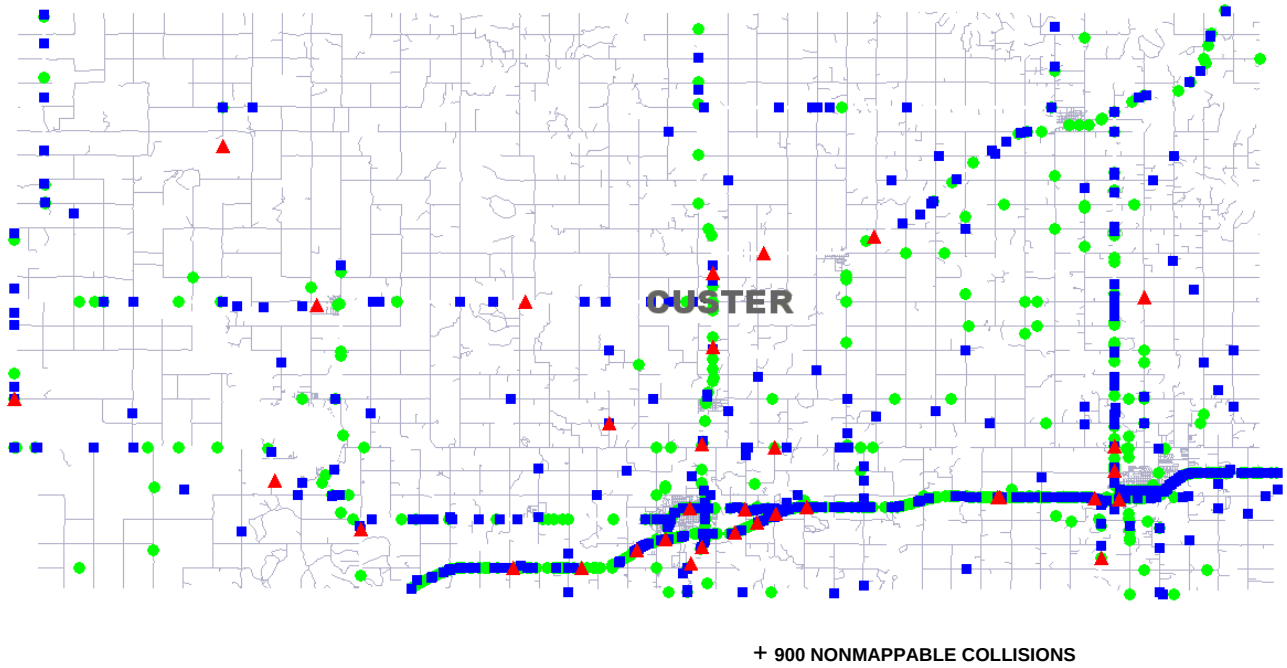
- LOS E: Describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between ninety percent (90%) to ninety-nine percent (99%) of capacity.
- LOS F: Is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by demand volumes greater than the roadway capacity. Under these conditions, motorists seek other routes in order to bypass congestion, thus impacting adjacent streets. Operating capacity can be measured above one hundred percent (100%) of capacity.

Future increases in traffic volume can be traced to population growth and land use development patterns. Capacity and LOS can also be diminished by increasing the number of access points and median cuts on the road network.

Appendix 2.8 Functional Class Map

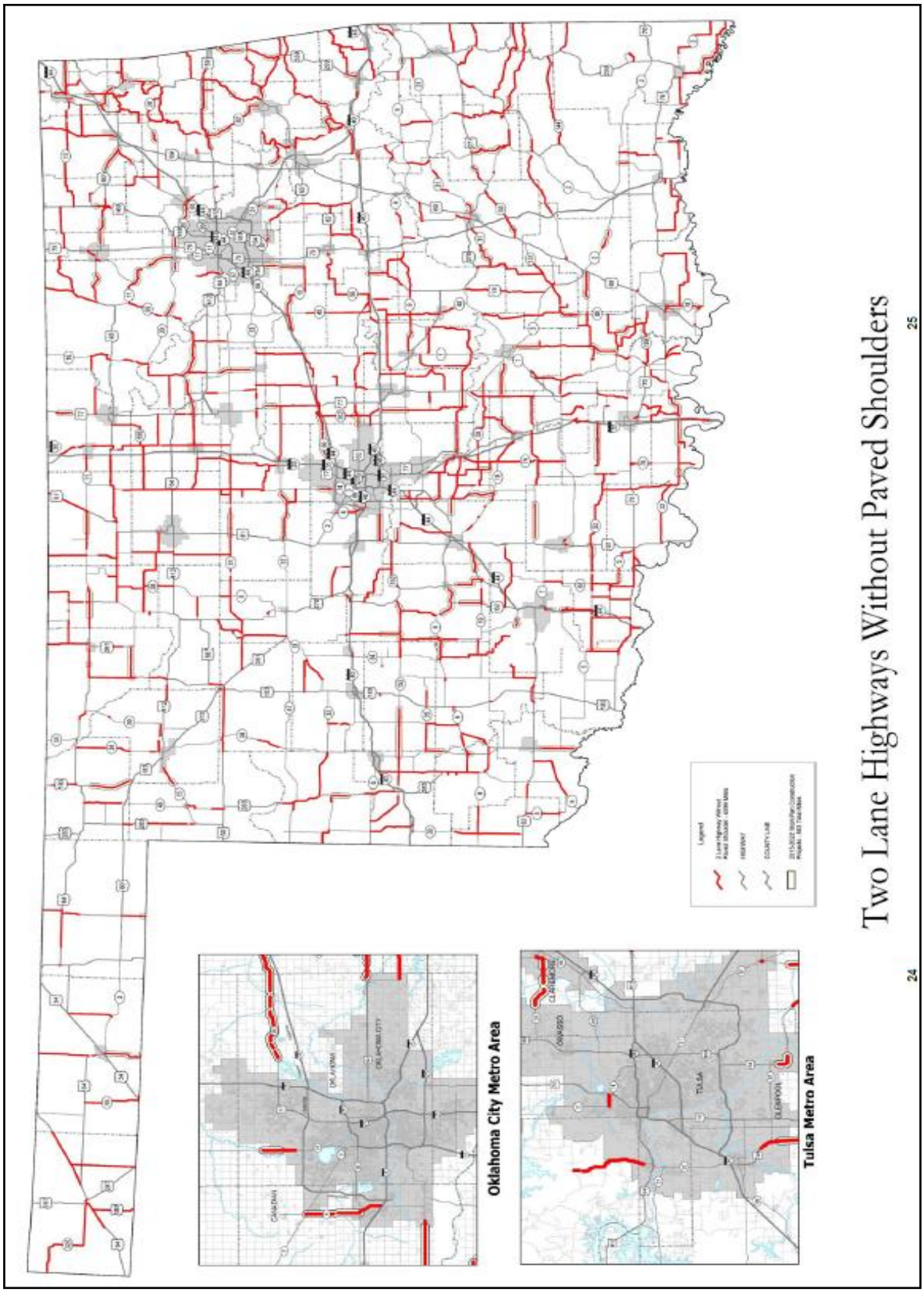


Appendix 2.9 Custer County Accident Index Map (1/1/2010 – 12/31/2014)

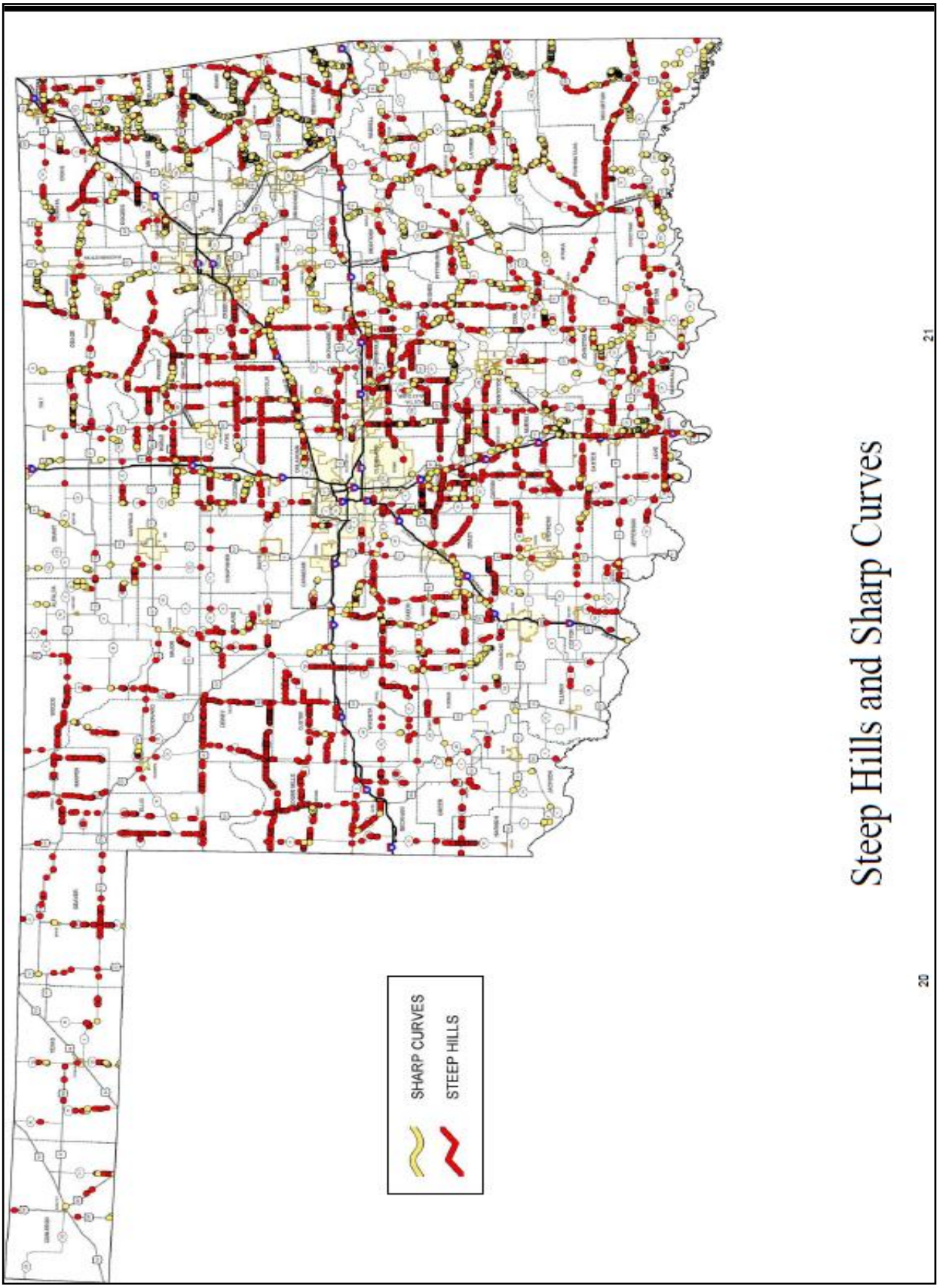


Source: ODOT SAFE-T: Statewide Analysis for Engineering & Technology

Appendix 2.10 Two Lane Highways Without Paved Shoulders



2.11 Steep Hills and Sharp Curves (statewide)

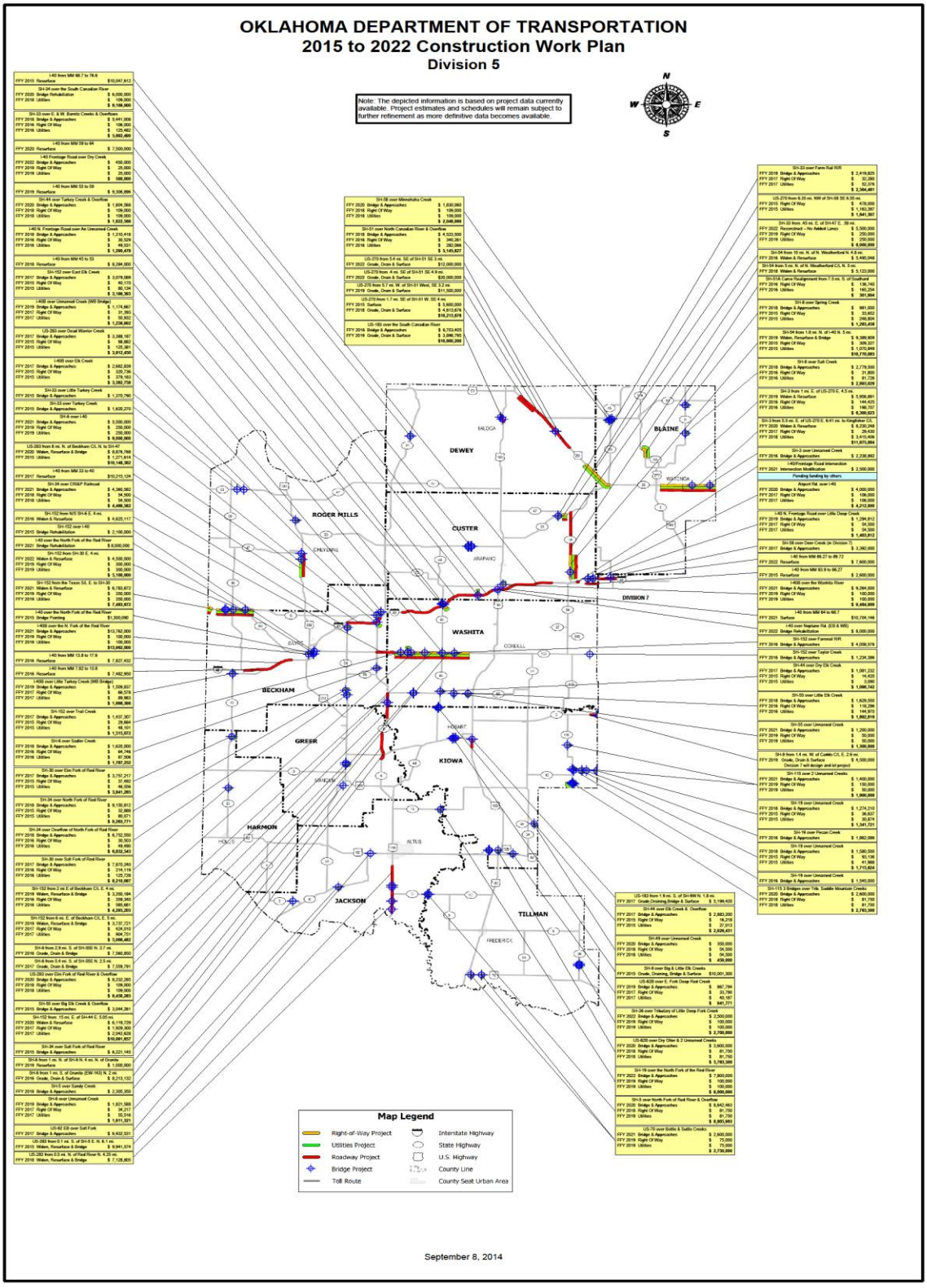


Appendix 2.12 Drive to Worktable

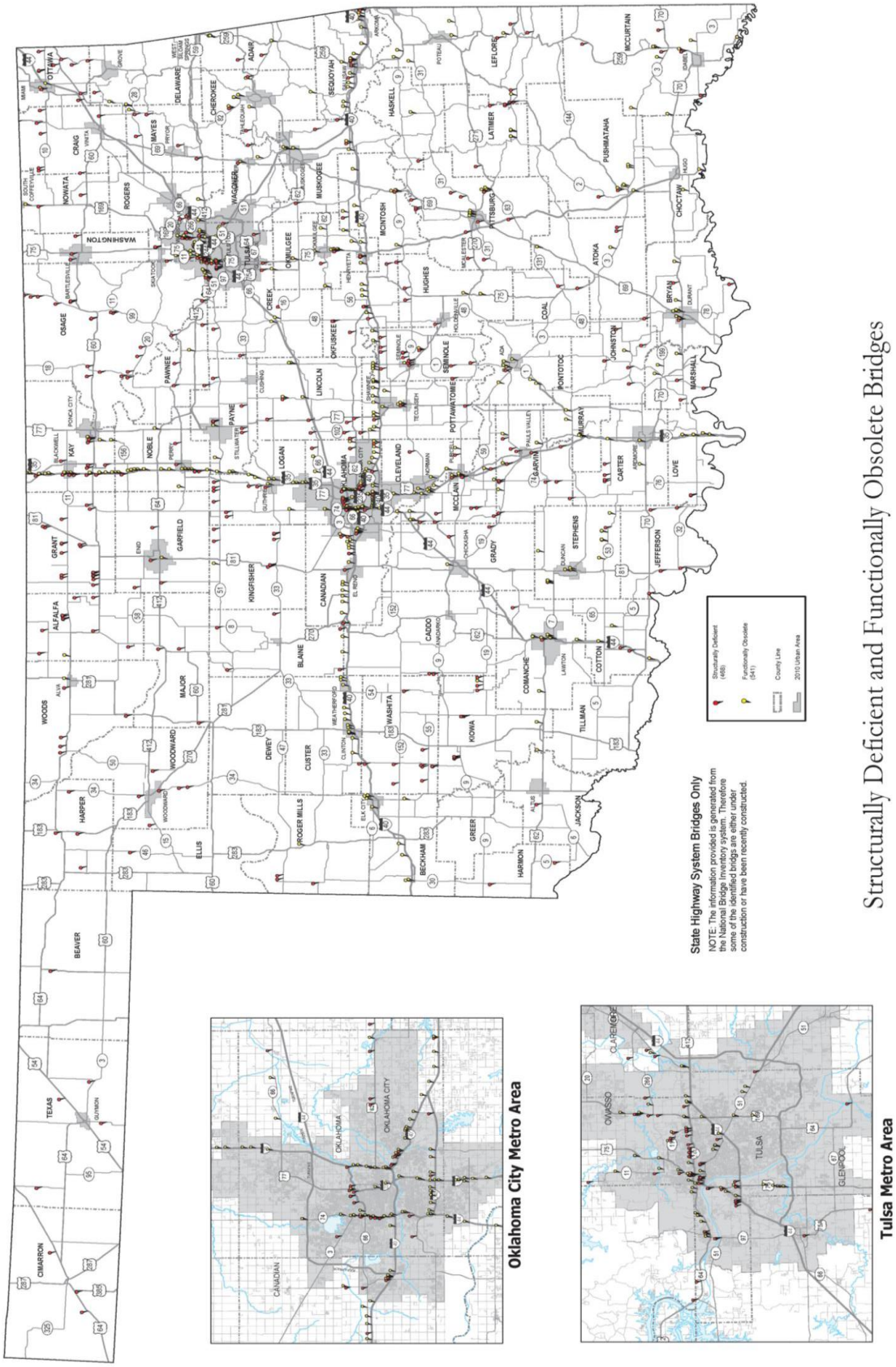
	CTPP2000			2006-2010 ACS		
	Number	**Percent**	**MOE (+/-) ***	**Number**	**Percent**	**MOE (+/-) ***
	At Place of Residence					
Total Workers	12,190	100.0	326	13,108	100.0	402
Drove alone	9,810	80.5	317	10,749	82.0	472
2-person Carpool	1,270	10.4	141	950	7.2	256
3-or-more-person Carpool	320	2.6	72	473	3.6	382
Public Transportation	25	0.2	20	23	0.2	22
Bike	20	0.2	18	37	0.3	41
Walked	310	2.5	71	366	2.8	126
Taxi, Motorcycle and Other means	124	1.0	45	86	0.7	119
Worked at Home	310	2.5	71	424	3.2	124

Mean Travel Time by Mode to Work[13]	**Census 2000**		**2006-2010 ACS**	
	Minutes	**MOE (+/-)**	**Minutes**	**MOE (+/-)**
Total Workers (does not include workers who worked at home)	15.7	0.9	17.4	1.7
Drove alone	15.2	0.9	16.4	1.9
Carpooled	20.8	2.7	28.9	12.5
Public Transportation	10.0	4.0	46.1	66.7
Taxi, Motorcycle, Walk, Bicycle and Other means	9.7	2.7	6.6	3.0

Appendix 2.13 - ODOT 8-year Construction Work Plan



Appendix 2.14 County Bridge Inventory



Appendix 2.15 International Roughness Index

CODE	DESCRIPTION
1	Interstate
2	Principal Arterial – Other Freeways and Expressways
3	Principal Arterial – Other
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

County	Function Class	IRI_AVG
Custer	1	58.1885
	3	108.161
	4	94.13382
	5	82.31182

County	IRI_AVG
Custer	74

Good IRI < 95
Acceptable IRI 96-169
Poor IRI < 170

Source: Oklahoma Dept. of Transportation 2014

Appendix 2.16 GRIP Public Road Mileage Report

10/17/2014 GRIP - Public Road Mileage Report

PUBLIC ROAD MILEAGE REPORT

COUNTY NAME: CUSTER (20) DIVISION: 5
10/17/2014

MILEAGE BY FUNCTIONAL CLASS

FUNCT. CLASS	MILEAGE	LANE	CERTIFIED	DVMT
INTERSTATE	30.69	122.76	0.00	670,519
EXPRESSWAY	0.00	0.00	0.00	0
PRINCIPAL ART	29.45	79.04	0.00	138,902
MINOR ART	75.23	156.02	8.57	141,589
MAJ/URB COLL	321.01	644.56	226.12	151,605
MINOR COLL	38.99	77.98	38.99	5,904
LOCAL	1244.67	2486.19	1119.66	158,823
PARK	12.45	24.90	0.00	286
TOTALS	1752.49	3591.45	1393.34	1,267,630

SPECIAL SYSTEMS

TOLLROADS		URBAN AREA TYPE	
INTERSTATE	0.00	RURAL	1524.35
NON-INTERSTATE	0.00	SMALL URBAN	228.14
TOTAL TOLL	0.00	URBANIZED	0.00

RURAL-MUNICIPAL	
RURAL	1536.18
MUNICIPAL	216.31

NATIONAL HIGHWAY SYSTEM	
TOTAL NHS	54.93
NHS_CONNECTOR	0.00

MILEAGE BY SURFACE TYPE

SURFACE	MILEAGE
CONCRETE	25.50
ASPHALT	962.56
GRAVEL	707.03
GRADED	52.44
BRICK	0.49
PRIMITIVE	4.47
TOTALS	1752.49

MILEAGE BY DATABASE

DATABASE	MILEAGE
HIGHWAY MI	193.61
UFC MI	40.12
CO COLL MI	261.64
LOCAL MI	1244.67
PARK MI	12.45
TOTALS	1752.49

OTHERS	
DEFENSE ROUTE	73.31
STRAHNET	30.69
PRIVATE ROADS	18.58
CORPS ENG.	0.00
OTHER ST. GOVT	0.00
WILDLIFE DEPT	0.00

http://gisweb/grip3/MileageReport.aspx?radioReportType=County&selCounty=CUSTER 1/1

Appendix 3

Appendix 3.1 – 2035 Population and Employment Projections

RVSD TAZ	2010 Population	2035 Population	2010 Employment	2035 Employment
1	401	425	80	120
2	396	375	184	215
3	739	750	180	215
4	641	700	75	75
5	226	400	400	475
6	251	450	280	300
7	781	800	240	285
8	645	700	350	445
9	561	700	345	445
10	446	500	130	150
11	779	800	150	160
100	352	385	150	225
101	611	635	40	50
102	212	235	25	35
400	0	600	0	0
401	259	600	0	0
402	5	700	0	0
403	2	700	600	750
404	334	400	0	0
405	576	600	394	485
406	375	400	0	0
407	607	635	465	550
408	475	475	0	0
409	442	445	0	0
410	245	400	0	0
411	675	675	250	305
412	461	461	325	485
413	467	467	125	155
414	399	485	585	800
415	590	600	125	175
416	690	700	245	325
417	418	500	105	155
418	520	575	45	85
419	525	525	145	165
420	413	435	135	155

RVSD TAZ	2010 Population	2035 Population	2010 Employment	2035 Employment
421	543	545	345	505
422	598	600	330	505
423	480	485	172	235
424	48	100	135	185
425	10	25	135	185
426	37	40	125	175
427	214	225	475	555
428	485	485	385	485
n/a	n/a	n/a	n/a	n/a
n/a	n/a	n/a	n/a	n/a
300	181	400	0	0
301	370	370	0	0
302	637	637	0	0
303	423	485	0	0
304	562	565	0	0
305	509	525	0	0
306	529	585	545	635
307	396	400	225	285
308	351	365	325	385
309	424	424	125	285
310	60	60	825	890
311	181	181	900	985
312	651	675	175	225
313	654	675	225	300
314	442	442	750	800
315	653	653	75	125
316	823	823	600	675
317	394	400	0	0
318	6	6	385	415
319	221	285	425	565
320	10	10	150	175
321	259	285	150	175
n/a	n/a	n/a		
n/a	n/a	n/a		
n/a	n/a	n/a		
n/a	n/a	n/a		

Source: SORTPO

Amended by SORTPO Policy Board 9/27/16

Appendix 3.2:

- ODOT 8 Year Projects (after 3 years)
- Local Projects
- CIRB

STIP Amendments FFY 2105

JP#	Year	Description	Federal	State	Other
29523(07)	03/24/15	I-40 NORTH FRONTAGE ROAD, OVER LITTLE DEEP CREEK, 5.3 MI EAST OF SH-54 PE FOR 29253(04), EC-1583J	208,350.00	23,150.00	231,500.00
30331(07)	03/24/15	I-40B OVER THE WASHITA RIVER, 0.5 MILE EAST OF THE US-183 JCT IN CLINTON. PE FOR 30331(04) PE-1583A	394,480.00	98,620.00	493,100.00
31482(05)	04/16/15	I-40: INTERCHANGE MOD, EXIT 65(I-40B-GARY BLVD) & I-40B & LEXINGTON/OLIVER JUST NORTH OF THE INTERCHANGE (EC 1637 POE & ASSOC.INC PE FOR 31482(04))	1,004,800.00	251,200.00	1,256,000.00

Appendix 4

Appendix 4.1 Federal Funding Categories

Streets & Highways	
Federal Highway Administration Formula Program	• Bridge Replacement and Rehabilitation (BR) • Congestion Mitigation/Air Quality (CMAQ) • Highway Safety Improvement Program (HSIP) • Interstate Maintenance (IM) • National Highway System (NHS) • Surface Transportation Program (STP) (Statewide, Urbanized Area, Enhancement and Safety)
Federal Highway Administration Discretionary Programs:	• American Recovery and Reinvestment Act of 2009 (ARRA • Demonstration Funds • High Priority Projects (HPP) • Intelligent Transportation Systems (ITS) • Transportation Community Systems Preservation (TCSP) • Other Discretionary Earmarks
Federal Transit Administration Formula Programs	• Sec. 5307 – Urbanized Area Funds (Oklahoma City UZA and Norman UZA) • Sec. 5310 – Elderly and Persons with Disabilities Program • Sec. 5311 – Non-Urbanized Area Formula Program • Sec. 5316 – Jobs Access and Reverse Commute (JARC) • Sec. 5317 – New Freedom (NF) • Congestion Mitigation/Air Quality (CMAQ) – Transferred from FHWA to FTA
	Discretionary Programs: • Sec. 5309 – Discretionary Capital Program • Other Discretionary Earmarks
Public Transit Revolving Fund	
Railroad	

Source: FHWA

4.2 Funding Category Summary

STATE	FUNDING ELIGIBILITY	FUNDING LIMITS
County Equipment Revolving Fund		$4.5 to$ 5 million a year
Industrial, Historic site and Lake Access Funds,	Can be used on city streets and county roads.	$2.5 million, FY 2011, industrial access. $2.5 million, FY 2011, lake/historic access
County Improvements for Roads and Bridges, (CIRB)	Only contract projects let thru ODOT	Averages $75 million/year, divided evenly between ODOT's Field Divisions
Federal		
Federal Bridge Funds Bridge Replacement Funds (BR) Bridge Rehabilitation (BH) Preventive Maintenance (PM) Safety Bridge Inspection	Bridge < 50 sufficiency rating & functionally obsolete or structurally deficient. Bridge between 50 & 80 sufficiency rating. Must have a systematic process for project selection. Mandated by the Federal Highway Administration, FHWA, on bridge length structures.	BR, BH and PM all together limited to $16.5 million in odd numbered years and $20 million in even numbered years. Safety Bridge Inspection funded with $3.5 million in odd numbered years.
Surface Transportation Program	Road projects, grade, drain and surface on county major and minor collectors. Funding may provide up to 80 percent of the construction costs. Local governments fund the remaining 20 percent match plus costs for engineering, right of way and utility relocation.	$6 million for roadway projects $20 million for safety bridge inspections, replacement or repair of county bridges. ODOT is currently funding the 20 percent match on regular safety bridge inspection costs and 100 percent of all the county fracture critical bridge inspection costs.
Emergency Relief (ER) Funds	Disaster funding.	
Emergency Transportation and Revolving Fund (ETR)	The funds are split amongst the eight CEDs. Counties can apply to their CED and borrow any amount of money from the fund.	In FY 2009, ODOT made a one-time appropriation of $25 million to the Emergency and Transportation Revolving Fund.
Circuit Engineering		$3.5 million annually

STATE	FUNDING ELIGIBILITY	FUNDING LIMITS
District Revolving fund		
County Road & Bridge Improvement Fund (CBR)	County Built, contract projects and maintenance on roads/bridges	

Source: ODOT

Appendix 4.3 Apportionment of Statutory Revenues

	FY 2010-2011	FY 2011-2012	FY 2012-2013
Circuit Engineering District Revolving Fund	$4,177,355	$4,463,613	$3,759,043
Counties for Bridge & Road Improvement	$27,468,584	$29,469,291	$24,556,139
Counties for Roads	$227,595,325	$233,167,431	$224,693,223
County Improvement Road and Bridge Revolving Fund	$87,902,919	$96,381,454	$99,297,039
County Road Fund	$15,703,140	$16,567,078	$17,075,040
County Road Improvement Revolving Fund	$21,975,669	$23,162,249	$23,869,001
Public Transit Revolving Fund	$3,8500,000	$3,850,000	$3,850,000
Railroad Maintenance Fund	$619,364	$666,388	$716,415
State Hwy. Construction & Maintenance Funds	n/a	$2,079,421	$3,123,679
State Transportation Fund	$206,749,394	$208,864,879	$204,316,900

Source: Oklahoma Tax Commission

4.4 County CIRB Funding FY 2015-2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Custer County	$5,631,898	$2,487,830	$1,064,388	$157,700	$2,442,500	$11,784,316

Source: ODOT

Appendix 5

Appendix 5.1

Custer County Population by Race Percentage

White alone, percent, 2013 (a)	84.6%
Black or African American alone, percent, 2013 (a)	3.3%
American Indian and Alaska Native alone, percent, 2013 (a)	7.0%
Asian alone, percent, 2013 (a)	1.5%
Native Hawaiian and Other Pacific Islander alone, percent, 2013 (a)	0.1%
Two or More Races, percent, 2013	3.6%
Hispanic or Latino, percent, 2013 (b)	16.2%
White alone, not Hispanic or Latino, percent, 2013	70.7%

(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

Source: US Census 2010 projections

Appendix 5.2

Public Opinion Survey (aka "Stakeholder's Survey")

1. In which city/county do you reside?
   _____

2. Do you work or attend school outside your home? Yes No

   a. If so, How many days per week? _____
   b. In which city/county do you work or attend school? _____
   c. What type of transportation do you use most often to go to work/school? (Circle one)
      Drive (alone) Carpool Bus Motorcycle Bicycle Walk

      Other (please specify) _____

3. How many miles do you travel (round trip) for work/school? _____

4. How much time does it usually take to travel to and from work/school (round trip)?_____

5. What are your usual methods of transportation for other trips such as shopping, appointments, social outings?

	Every Day	3-4 Times a Week	1-2 Times Week	1-2 Times a Month	Never
Car (alone or with household members)					
Carpool with others					
Bus/Public Transportation					
Motorcycle					
Bicycle/Walk					
Other (specify)					

6. How many total miles do you travel for these other trips per day? (Circle your response)
   Less than 1 mile 2 – 5 miles 6-10 miles
   11-20 miles 21-30 miles 31 – 50 miles 50 miles +

7. Please indicate how important each of the transportation system components is to you.

	Not Important	Somewhat Important	Important	Very Important
Improve Technology of Signals				
Intersection Improvements				
Pedestrian Accommodations/Sidewalks				
Maintenance Improvements				
Bicycle Lanes				
More Bus Service/Public transit				

Availability of Passenger Rail Service				
Connection to US/State Highways				
Maintenance of Bridges				
Protecting the environment				
Condition of traffic signage				
Improving access to freight rail service				
Providing a smooth driving surface				
Improve existing roadways; reconstruction of steep hills or sharp curves				
Add shoulders on State or U.S. Highways				
Improve signs along existing roadways				

8. Which do you think should be a priority when selecting transportation projects?

	Not Important	**Somewhat Important**	**Important**	**Very Important**
Supports Economic Development				
Improves Safety				
Reduces Congestion				
Bicycle Lanes or Facilities				
Improve Pedestrian walkways				
Improves Travel Choices				
Reduces Energy Consumption/Pollution				
Improves freight movement				
Other (specify)				

9. What are some specific locations with traffic problems that you encounter?

_____

_____

10. So, that we can ensure this survey has reached a variety of individuals in the community, please provide the information below: (Circle your response)

Your Age Group: 18-24 25-34 35-44 45-54 55-65 65-74 Over 75
Gender: Male Female
Household Income: Under $34,000 $35,000-$50,000 $50,001-$75,000 $75,000+
Race or Ethnicity: _____ Hispanic? Yes, No

11. Please provide additional comments regarding transportation improvement needs.

_____

_____

For more information, contact Alex Damon at 580-562-4882 ext. 118
Completed surveys may be mailed to: SORTPO, P.O. Box 569, Bldg. 420 Sooner Dr. Burns Flat, OK 73624

Appendix 5.3 Survey Results

Compiled results as of

1. In which City/County do you reside? Custer: 25 Washita: 2, Kiowa: 2 Beckham: 2 Canadian: 2
2. Do you work or attend school outside your home? Yes 28 No 4
   a. If so, How many days per week? 5+: 19 4: 2 less: 1
   b. In which City/County do you work or attend school? Custer: 17 Other: 9
   c. What type of transportation do you use most often to go to work/school?
   (Circle one)

   Drive (alone)28 (100%) Carpool Bus Motorcycle Bicycle Walk

   Other (please specify) _____
3. # of miles travel (rnd trip) for work/sch? 1-4: 10 5-9: 6 10-14:2 20+:3 30+:2 40+:1 50+:5
4. How much time does it usually take to travel to and from work/school (round trip)?
   2-5min: 6 5-10min: 10 20+min: 3 30+min: 7 hr+: 2
5. What are your usual methods of transportation for other trips such as shopping, appointments, social outings?

	Every Day	3-4 Times a Week	1-2 Times Week	1-2 Times a Month	Never
Car (alone or with household members)	16	12	3	1	
Carpool with others			2	8	
Bus/Public Transportation					
Motorcycle				2	
Bicycle/Walk			3	2	
Other (specify)					

6. How many total miles do you travel for these other trips per day? (Circle your response)
   Less than 1 mile 2 – 5 miles 7 6-10 miles 3
   11-20 miles 9 21-30 miles 5 31 – 50 miles 50 miles + 8
7. Please indicate how important each of the transportation system components is to you.

	Not Important	Somewhat Important	Important	Very Important

(continued)	Not Important	Somewhat Important	Important	Very Important
Providing a smooth driving surface		2	13	18
Improve existing roadways; reconstruction of steep hills or sharp curves		6	9	15
Add shoulders on State or US Highways	1	2	16	12
Improve signs along existing roadways	2	6	13	10

11. Which do you think should be a priority when selecting transportation projects?

	Not Important	Somewhat Important	Important	Very Important
Supports Economic Development		4	15	11
Improves Safety		1	9	22
Reduces Congestion	1	4	18	9
Bicycle Lanes or Facilities	9	11	7	3
Improve Pedestrian walkways	5	11	10	4
Improves Travel Choices	3	9	14	4
Reduces Energy Consumption/Pollution	1	9	16	5
Improves freight movement	1	10	13	7
Other (specify)				

12. What are some specific locations with traffic problems that you encounter?
(W'ford): Washington & Main St. 11 Lawter Rd: 3 School Zones/bus stops 2 Main St (Hobart)
(Clinton) Bus.Rte 40 & McDonald's 2 (W'ford) 3rd, 4th, & Main St. Oil & gas traffic

13. So that we can ensure this survey has reached a variety of individuals in the community, please provide the information below (Circle your response) :

Your Age Group: 18-24 1 25-34 3 35-44 5 45-54 7 55-65 10 65-74 4 Over 75 1
Gender: Male 23 Female 7 NA 2
Household Income: Under $34,000 2 $35,000 to $50,000 1 $50,001 - $75,000 5 Over $75,000 13
Race or Ethnicity: _Caucasian 23 Native American 1 ___Hispanic? Yes No

14. Please provide additional comments regarding transportation improvement needs
Shoulders/paving, signage/enforcement, Public Transportation, Commuter Rail OKC to Tulsa
Standards for county rds, Arapaho Rd, oilfield traffic/lanes too narrow, sidewalks, emergency routes

_____

For more information, contact Alex Damon at 580-562-4882 ext. 135
Completed surveys may be mailed to: SORTPO, 420 Sooner Dr. Burns Flat, OK 73624

Appendix 5.4 Public Outreach

Newspapers: October 22nd article in Weatherford Daily news about SORTPO;

One of the fastest growing towns in the USA!

Weatherford Daily News

WDN

Wednesday, October 22, 2014

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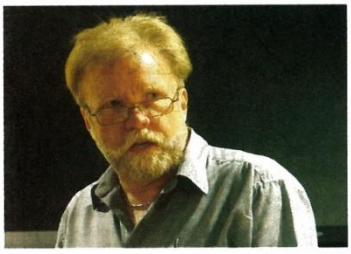

Jessica Kelsey/WDN

Alex Damon of SORTPO spoke to members of Rotary about a 20 year plan the Southwest Oklahoma Regional Transportation Planning organization hopes to implement within a year.

SORTPO spokesman presents plan

Jessica Kelsey
Staff Reporter

Southwest Oklahoma Rural Transportation Planning Organization (SORTPO) is calling on the public to help create a 20 year improvement plan.

Alex Damon of SORTPO spoke to members of Kiwanis Tuesday explaining SORTPO's long term plan to improve transportation around Southwest Oklahoma.

According to SORTPO, "the objective of SORTPO is to coordinate with rural stakeholders and the public to compile a statewide list of capacity/mobility projects, develop scoring criteria and prioritize a list of rural roadway projects."

SORTPO is a part of South Western Oklahoma Development Authority (SWODA) which covers eight counties in Southwest Oklahoma.

"We found out pretty rapidly there would be no way we could look at all eight counties to develop this kind of plan," said Damon. "We got permission to select a county to start to put our 20 year plan into place. Custer County became that county of choice largely because of current growth, projected growth and because of the changes that are happening in municipalities, like in Weatherford."

Damon said a large part of the plan's success relies on public participation. Because of this, SORTPO created

Please see **SORTPO,**
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SORTPO

•Continued from Page One

a Public Participation Plan to help gather the public opinion.

People can visit the website www.sortpo.org and fill out surveys as well as submit suggestions to help SORTPO gather information that will help with their 20 year plan.

"What we want from the public is information about what people think we need to be looking at," said Damon. "We are here to serve as a planning organization... We want people to let us know what, other than I-40, needs to be looked at. Is the issue high speed or congestion? What is it you want us to look at?"

Damon said the information SORTPO is busy gathering includes traffic analysis zones, average daily traffic and statewide analysis for engineering and technology data. SORTPO is even using detailed accident reports to help decide which areas of transportation need the most focus.

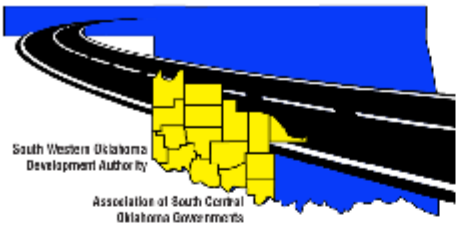
SORTPO hopes to have the plan in place by June 2015 according to Damon.

Radio (description): Wright radio (KCLI 99.3FM, 1320AM, KWEY 95.5FM, 1590AM, KKZU101.7FM, have all carried news stories regarding the SORTPO Long-Range Plan. Alex Damon (SWODA staff) was interviewed exclusively on KCLI on April 14th, 2015, regarding the plan, public surveys, and public participation.

Presentations at Civic Club meetings 10/21/14, 4/09/15

Stakeholder meetings (dates) preliminary Sept. 11, 2014

Press Release



SOUTHWEST OKLAHOMA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

August 26, 2019

PRESS RELEASE

"For Immediate Release"

Southwest Oklahoma Regional Transportation Planning Organization
420 Sooner Dr. PO Box 569, Burns Flat, OK 73624
580-562-4882

Comment period on Amendment #2 2035 Custer County Long Range Transportation Plan is open for 30 days

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) is seeking public comment on the Amendment #2 2035 Custer County Long Range Transportation Plan. This amendment modifies the population and employment thresholds by traffic analysis zones. Prior to adoption of the plan there is a 30-day public comment period which will end on September 24. 2-10. During this comment period individuals, agencies, and organizations are encouraged to review the document and submit comments. The Plan is available from the SORTPO offices located at

ASCOG
802 W. Main St.
Duncan, OK 73533

SWODA
420 Sooner Dr.,
PO Box 569,
Burns Flat, OK 73624

For additional information contact Julie@swoda.org

Amendment #1

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) Policy Board has established a 30-day public review and comment period beginning August 29, 2016 and ending September 27, 2016 and scheduled a public hearing on September 29, 2016 to consider adopting a resolution amending the 2035 population and employment projections and supporting narrative and table(s) included in the 2035 Custer County Long Range Transportation Plan. The Plan is available to view at the County Commissioners office in Custer County Courthouse in Arapaho, Oklahoma. The SORTPO Policy Board public hearing is scheduled for September 29, 2016 at 10:00 a.m. at the South Western Oklahoma Development Authority (SWODA) in Burns Flat.

Amendment #2

The SORPTO Policy Board at their August 22, 2019 established a 30-day public review and comment period (August 26, 2019 – September 24, 2019 for Amendment #2, modifying population and employment thresholds Traffic Analysis Zone maps and Tables.

At their September 26, 2019 meeting the SORTPO Policy Board held a public hearing to receive comment on Amendment #2….

(Beginning August 26, 2019 – September 24, 2019

Agency	Contact Name	Comments