

BECKHAM COUNTY OKLAHOMA 2036 LONG RANGE TRANSPORTATION PLAN



ADOPTED BY SORTPO POLICY BOARD
SEPTEMBER 29, 2016

Amendment #1
Adopted by SORTPO Policy
Board September 26, 2019

Southwest Oklahoma Regional Transportation Planning Organization

**Prepared by:
South Western Oklahoma Development Authority**

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

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**Resolution No. 2019-8
Adopting Amendment #1 to the 2036 Beckham County
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 2036 Beckham County Long Range Transportation Plan (LRTP) was prepared by SORTPO in consultation with member, state and federal transportation agencies and adopted on September 29th, 2016; and

Whereas, Amendment #1 relates to revision to the traffic analysis zone population and employment thresholds; and

Whereas, Amendment #1 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 SORTPO Policy Board hereby approves and adopts the 2036 Beckham County 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

Resolution No. 016
Adopting the Beckham County 036 Long Range Transportation Plan

Whereas, the Oklahoma Department of Transportation entered into an agreement with the Oklahoma Association of Regional Councils to oversee development of regional transportation planning and regional public participation in the non-metropolitan areas of the state; and

Whereas, the South Western Oklahoma Development Authority by Resolution 09-04 created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO); 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 Beckham County 2036 Long Range Transportation Plan (LRTP) was prepared by SORPTO in consultation and cooperation with member local and state governments and local, state and federal transportation agencies; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan in addition to the series of public meetings between October 2015 and September 2016 and the Plan was posted on the SORTPO website for public review and comment; 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 Beckham County 2036 Long Range Transportation Plan.

Approved and Adopted by the SORTPO Policy Board and signed this 29th day of September 2016.

Anita Archer, Secretary SORTPO Policy Board



Lyle Miller, Chairman SORTPO Policy Board

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Executive Summary

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) has developed the Beckham County 2036 Long Transportation Plan (LRTP). County transportation plans are being developed for one (1) or two (2) county areas at a time. Beckham County was selected as a project county due to its location on the I-40 interstate and regional significance for services and trade. 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, Beckham 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 Transportation Planning Organization (RTPO) is to develop transportation plans for each county resulting in a SORTPO Regional Transportation Plan. In October of 2009 by Resolution #09-04 SWODA created the Southwest Oklahoma Regional 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.

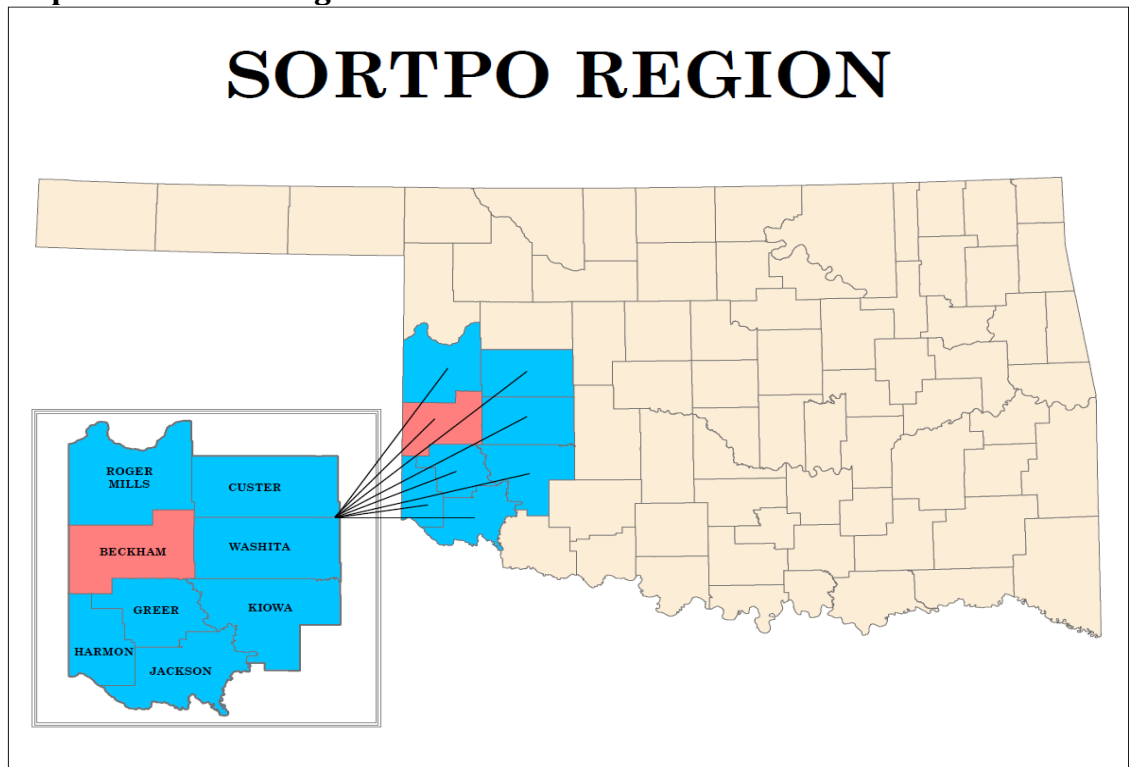
Beckham County is located in the western region (Map ES1) of Oklahoma on the west boundary of the SWODA region and covers 904 square miles. In 2014 (U.S. Census estimates), the county population was twenty-two thousand, one hundred and nineteen (22,119) resulting in a population density of 25 people per square mile. The county includes six (6) areas designated as a city or town, the largest being the town of Elk City. The town of Elk City encompasses 16.4 square miles, with a population of twelve thousand, six hundred six (12,606) (2013 U.S. Census estimates); the primary industry/occupation being the gas & oil industry. Located in the northeast corner of the county, Elk City is located approximately two miles west of the Washita/Beckham County line, and approximately 4 miles from the southwest corner of Beckham County.

The second largest city (by population) is the City of Sayre, with a land area of

5.61 square miles and a population of four thousand three hundred seventy-five (4,375) (2010 U.S. Census records). Sayre is the County seat of Beckham County, and is similar to Elk City in industry and occupational averages, but there is higher employment in the agriculture industry.

West of Sayre on Interstate Highway 40 is the town of Erick, Oklahoma. The third largest community in Beckham County has a population of one thousand, fifty-two (1,052) (2010 US census). Following in population are the Town of Carter (pop. 256), Sweetwater (which is in both Beckham and Roger Mills Counties, pop. 87), and Texola (pop. 36). Energy services (gas and oil production) and agriculture are the predominant industries throughout these communities and the county.

Map ES1: SORTPO Region



Source: SWODA

The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. This planning process follows the four "c's" identified by federal transportation regulations:

- Consideration means that one or more parties takes into account the opinions, actions and relevant information from other parties in making decisions or determining a course of action.
- Consultation means that one or more parties confer with other identified parties in accordance with and established process and,

prior to taking actions, consider the views of the other parties and periodically inform them about action(s) taken.

- Cooperation means that the parties involved in carrying out the transportation planning programming processes work together to achieve a common goal or objectives.
- Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

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 general 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 page), online surveying and the development of a website dedicated to SORTPO's regional planning.

Key Issues, Trends and Challenges

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

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

Key Issues:

- Access to healthcare and emergency services.
- Lack of Transit Services.
- Forced school consolidation.

- Need to improve State Highway 6 south to State Highway 34 to Altus from a 2 lane to 4 lane facility.
- Balance growth and preservation of downtown and growth along the I-40.
- Marketing for growth and investment.
- Maintenance and renovation of Interstate access and supporting/connecting highways and roads.
- Improvements of rail crossings.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Competition for medical professionals between urban and rural.
- Growth occurs in Elk City at faster rate.
- People work/shop in Elk City but live somewhere else which impacts the city's infrastructure.
- Age of infrastructure.
- Competition for industry/business.
- Working together regionally to attract/maintain workforce, industry and community
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Access to health and related services is limited

Trends:

- Elk City's population and industry will increase and decrease along with the gas & oil industry fluctuations.
- Population decline and growth throughout county is impacted by the energy sector.
- Freight traffic will grow.
- Development in Elk City is primarily to the north (with new school construction) and east of the City with the development of the Hobby Lobby and other growth centers in the future.
- Industrial development: Along SH 6.
- The population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.

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 Beckham 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 and areas of concern (Table ES1). Table ES2 includes a list of projects through the year 2036. The table includes projects identified in ODOT 8 Year Construction Work Program 2016-2023. Other projects include development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

Table ES1: Beckham County Locally Funded Transportation Projects

CITY/TOWN	LOCATION	DESCRIPTION
Elk City	20 th Street (Pioneer Rd – Merritt Rd)	2 lanes to 4 lanes
Elk City	Bicycle Routes	Country Club Rd., Washington Ave., Peace Ave., Randall
Elk City	Sidewalks	
Regional Drive	Parallel to I-40	Extend

Source: SORTPO

Table ES2: Beckham County Recommended Transportation Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2016-2020	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR
Beckham County	2016-2020	Develop data collection standards.	SPR
Beckham County	2016--2020	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR
Beckham County	2016-2020	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2016-2020	Resurface I-40 from mile marker 7.82 to 13.8 (FFY 2016 – 24354(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of Way SH34 over the north fork of the Red River, 3.6 MI north of the Greer County Line (FFY 2016 - 26999(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH34 over the north fork of the Red River (FFY 2016 – 26999(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Resurface and minor bridge work I-40 begin at mile marker 13.8 and extend east to mile marker 17.3 (FFY 2016 – 27022(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way I-40B over Elk Creek located .15 MI east of SH6 JCT. (FFY 2016 - 27900(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way bridges and approaches SH6 over Sadler Creek 1.7 MI north of SH55 JCT. (FFY 2016 – 28775(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH6 over Sadler Creek 1.7 MI north of SH55 (FFY 28775(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way SH6 bridge and approaches both north and	8 Year Construction

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
		south bound over I40 in Elk City. (FFY 2016- 30998(05))	Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH6 bridge and approaches both north and south bound over I40 in Elk City. (FFY 2016- 30998(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge repair RCB 4.0 MI east of west I-40B JCT. (FFY 2016 – 32208(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Resurface begin 1.27 MI north of SH55 west JCT. and extend north 10.38 MI. (FFY 2016 – 21960(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge rehabilitation Merritt Rd. over I40 2.28 MI east of I40B west exit near Elk City. (FFY 2016 – 30396(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Pavement begin DBR 6.68 MI north of SH152 extend north 1.43 and I40 begin 14.77 MI east of I40B NE of Sayre. (FFY 2016 – 30396(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Resurface I-40 begin at mile marker 33 and end at mile marker 40. (FFY 2017 – 27023(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches I-40B over Elk Creek .15 MI east of SH6 JCT in Elk City. (FFY 2017 – 27900(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way I-40B over the east fork of Elk Creek 1.1 MI west of	8 Year Construction

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
		I40 east JCT. in Elk City. (FFY 2017 – 29004(05))	Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities I-40B over the east fork of Elk Creek 1.1 MI west of I40 east JCT. in Elk City. (FFY 2017 – 29004(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge rehabilitation on Cemetery Rd. over I40 1.9 MI east of (40B east JCT. in Sayre. (FFY 2017 – 31775(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge rehabilitation over Farmrail railroad 3.2 MI east of I40B west JCT. in Elk City (east and west bound). (FFY 2017 – 317790(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Right of way for bridge rehabilitation over Falcon Rd. 3.4 MI east of I40B west JCT in Elk City (east and west bound). (FFY 2017 – 31781(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge and approaches SH34 over the north fork of the Red River 3.6 MI north of the Greer County line. (FFY 2018 – 26999(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches SH34 overflow bridge of the north fork of the Red River, 2.4 MI north of the Greer County line (FFY 2018 – 287704(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches SH 6 over Sadler Creek 1.7 MI north of SH55 west JCT. (FFY 2018 – 28775(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-	Right of way SH 34 over CRI & P railroad 5.5 MI north of SH152.	8 Year Construction

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
	2020	(FFY 2018 – 29511(05))	Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH 34 over CRI & P railroad 5.5 MI north of SH152. (FFY 2018 – 29511(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches both north and south bound bridges over I40 in Elk City SH6. (FFY 2018- 30998(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches over the east fork of Elk Creek located 1.1 MI west of I40 east JCT. (west bound bridge/I40 Business in Elk City) (FFY 2019 – 29004(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches over Little Turkey Creek 0.2 MI west of SH30 JCT. (west bound bridge I40 Business Erick. (FFY 2019 – 29005(40))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way I40B over the north fork of the Red River and Short Creek 1.4 MI and 1.8 MI north of I40 in Sayre (FFY 2019 – 30329(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities I40B over the north fork of the Red River and Short Creek 1.4 MI and 1.8 MI north of I40 in Sayre (FFY 2019 – 30329(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way SH152 east side of SH30 JCT and extend east 4.1 MI. (FFY 2019 – 30995(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH152 east side of SH30 JCT and extend east 4.1 MI. (FFY 2019 – 30995(06))	8 Year Construction Work Program

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
			(FFY 2016-2023)
Beckham County	2016-2020	Resurface I40B JCT in Sayre extend north 8.16 MI to the Roger Mills County line. (FFY 2019 - 31707(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge and approaches SH34 over CRI & railroad 5.5 MI north of SH152 (FFY 2021 - 29511(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Grade, drainage, bridge County Rd from SH30 extend 0.7 MI to SH152. (FFY 2016 - 24839(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Grade, drainage, surface EW 106 from SH 34 extend 4.5 MI west then 3.0 MI south on NS 198. (FFY 2016 - 24840(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Grade, drainage, surface EW 117 from SH30 to SH 152 7 MI. (FFY 2016 - 28698(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	County bridge over Indian Creek Crosstown Beam. (FFY 2016 - 30032(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Engineering bridge and approaches over tributary to Sand Creek approx. 6.0 MI south and 3.2 MI west of JCT I40/US283. (FFY 2016 30047(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Engineering bridge and approaches over Sweetwater Creek. (FFY 2016 - 30049(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Bridge and approaches over tributary to Sand Creek approx. 6.0 MI south and 3.2 MI west of JCT I40/US283. (FFY 2017 30047(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Bridge and approaches over Sweetwater Creek. (FFY 2017 - 30049(04))	ODOT CIRB Work Program 2016-2019
Beckham	2016-	Engineering bridge and	ODOT CIRB

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
County	2020	approaches over unnamed creek 4.0 MI south and 1.4 MI west of Sayre. (FFY 2017 – 30694(05))	Work Program 2016-2019
Beckham County	2021-2026	Bridge and approaches SH34 over CRI & railroad 5.5 MI north of SH152 (FFY 2021 – 29511(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2021-2026	Bridge and approaches I40 B over the north fork of the Red River and Short Creek 1.4 MI and 1.8 MI north of I40 in Sayre. (FFY 2021 – 30329(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2021-2026	Bridge rehabilitation I40 east and west bound bridges over the north fork of Red River 2.0 MI east of US 283. (FFY 2021 – 31001(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Engineering for bridge and approaches over Canadian River (FFY 2019 – 30074(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2021-2026	Collect traffic count data at specific locations within the county	SPR
Beckham County	2021-2026	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR
Beckham County	2021-2026	Widen and resurface SH152 begin at the Texas state line and extend east to the SH30 JCT. (FFY 2022-29430(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2026-2030	Collect traffic count data at specific locations within the county.	TBT
Beckham County	2026-2030	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBT
Beckham	2031-	Conduct speed study at	TBT

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
County	2035	intersection locations with high accident severity index and corridors with major attractors.	
Beckham County	2030-2035	Collect traffic count data at specific locations within the county.	TBT
Beckham County	2036-2040	Collect traffic count data at specific locations within the county.	TBT
Beckham County	2036-2040	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBT

Source: ODOT, SORTPO

The 2036 Beckham County LRTP provides a strategic framework to ensure that the multiple agencies work continuously, cooperatively, and comprehensively to implement the Plan in a coordinated fashion. 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 2036 Beckham 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 into 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 A) created the Southwest Oklahoma Rural Transportation Planning Organization (SORTPO). Map 1.1 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.

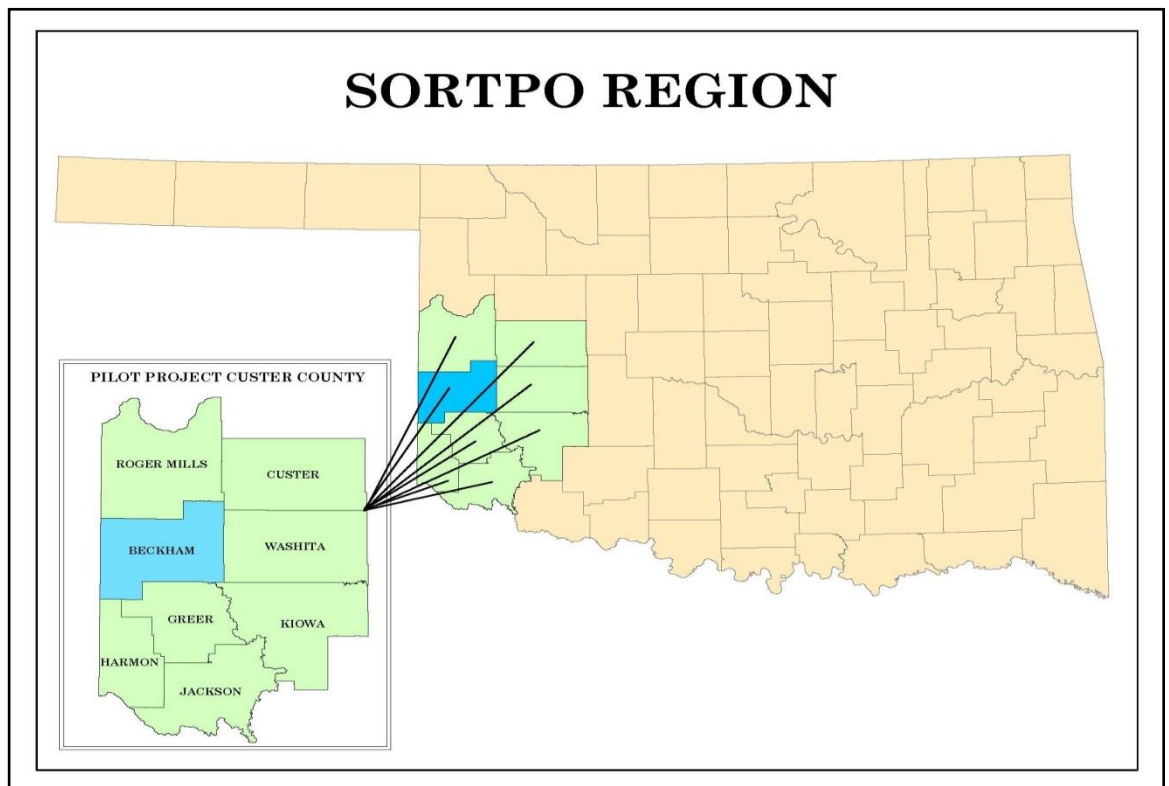
SWODA entered into a contract with OARC to participate in regional transportation planning efforts. SORTPO a member of the pilot project is tasked with developing a Long Range Transportation Plan (LRTP) for Beckham County. This plan will be a part of the region wide effort of SORTPO in their continuation 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 are issues. Developing a regional plan is a process that includes preparation of eight (8) county plans. SORTPO staff's goal is to create one (1) or two (2) county long range transportation plans per fiscal year (FY). Beckham County was selected as a project county due to its location on Interstate-40 (I40) and regional significance for services and trade. 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. The day-to-day activities of SORTPO are supported by a full time transportation planner. Additional SWODA staff members contribute to the transportation planning process to ensure the overall planning program is executed in a timely and efficient manner and in accordance with Federal regulations. Staff is housed within the SWODA Planning Department located in Burns Flat, Oklahoma. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support staffing operations are reimbursable to SORTPO by the FHWA State Planning & Research (SPR) program funds at 80% of the total amount of the work effort and the local match of 20% is provided by SWODA.

Map 1.1: SORTPO Region



Source: SWODA

Regional Transportation Planning

Regional transportation planning is a collaborative process designed to foster participation by all interested parties such as business communities, community groups, elected officials, and the general public through a proactive public participation process. Emphasis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is placed on extending public participation to include people who have been traditionally underserved by the transportation system and services in the region. 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. A regional approach to long range transportation planning is necessary because of the rural nature and diverse characteristics of the population in Oklahoma. 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 the planning of the future transportation system. The process allows the community to focus their attention on transportation in the context of Beckham County as well as the SORTPO region. The LRTP was developed within the regulatory framework of Map-21 and the Fixing America's Surface Transportation Act (FAST Act).

The LRTP establishes the goals, objectives and transportation strategies for addressing the region's transportation needs. This planning process follows the four "c's" identified by federal transportation regulations:

- Consideration means that one or more parties takes into account the opinions, actions and relevant information from other parties in making decisions or determining a course of action.
- Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), consider the views of the other parties and periodically inform them about action(s) taken.
- Cooperation means that the parties involved in carrying out the transportation planning programming processes work together to achieve a common goal or objectives.
- Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Purpose of Plan

The 2036 Beckham County 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 2036. The year 2036 was chosen as

the planning horizon year for the LRTP for the following reasons:

- The year 2036 is far enough into the future to allow for the anticipated growth of the area to be implemented and
- Allows the local governments and participating agencies to plan for long range solutions to anticipated needs.

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. The purpose of the long-range transportation plan is to direct investment of available resources toward meeting the region's highest priority needs. The needs are determined by comparing the plan's objectives, "What do we want to accomplish over the life of the plan?" with current conditions and forecasts, "Where are we starting, and how are demographics and economics expected to change?" The projects and policies that are included in the LRTP the plan arise from the needs and those needs also span the twenty-year planning period.

A key concept that underlies the discussion of needs is affordability. With limited fiscal resources, every jurisdiction that owns and operates part of the countywide transportation system must consider what they can afford to operate and maintain into the future. People of all ages are making different decisions about where they choose to live, and what constitutes a positive quality of life. Whether urban or suburban, more people desire a neighborhood that is walkable and bikeable and has access to schools and shopping and has to public transit.



Tables 1.1 and 1.2 illustrate survey results obtained during the planning process. Respondents indicated that adding shoulders to two lane highways, improving existing roadways, intersection improvements, maintenance and pedestrian facilities are the most important. When selecting projects survey responses have a high preference for projects that improve safety, pedestrian access, maintenance, condition of signage, and supports economic development. The full results are included in Appendix 5.2.

As a means of achieving the successful implementation of the LRTP, the plan has been developed in five year increments. The five-year increment format will offer realistic goals in Chapter 6 relative to the LRTP's short range implementation activities. The incremental approach also provides a reasonable opportunity in scheduling state and /or federally funded transportation improvements within the county.

Table 1.1: Beckham County Transportation System – Survey Results

	NOT IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	VERY IMPORTANT
Improve Technology of Signals	6	14	16	13
Intersection Improvements	5	9	17	19
Pedestrian Accommodations/Sidewalks	3	12	26	11
Maintenance Improvements	3	8	17	27
Bicycle Lanes	14	14	18	8
More Bus Service/Public transit	17	13	12	6
Availability of Passenger Rail Service	24	10	11	6
Connection to US/State Highways	6	9	19	22
Maintenance of Bridges	3	8	13	29
Protecting the environment	3	13	18	17
Condition of traffic signage	4	8	21	20
Improving access to freight rail service	10	20	17	10
Providing a smooth driving surface	1	4	22	37
Improve existing roadways; reconstruction of steep hills or sharp curves	3	5	22	27
Add shoulders on State or U.S. Highways	4	9	21	22
Improve signs along existing roadways	3	11	23	20

Source: SORTPO

Table 1.2: Beckham County Priority When Selecting Transportation Projects

	NOT IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	VERY IMPORTANT
Supports Economic Development	3	9	31	20
Improves Safety	3	4	19	31
Reduces Congestion	3	10	19	21
Bicycle Lanes or Facilities	14	16	21	4
Improve Pedestrian walkways	4	23	20	8
Improves Travel Choices	4	19	20	5
Reduces Energy Consumption/ Pollution	9	14	18	6
Improves freight movement	7	14	19	10
Other (specify)				

Source: SORTPO

Relationship and Requirements with State and Federal Agencies

The 2036 LRTP was 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 The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015. The FAST Act added two additional factors for a total of ten (Table 1.3), which SORTPO should strive to address through their LRTP planning process.

Table 1.3: 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.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism

Source: 23 USC Section 23 U.S.C 135 (d)(1)

In addition, The FAST Act continues Map-21 requirement to 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. 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 plans (Appendix 1).



Goals and Strategies

The LRTP format follows a hierarchy that includes goals, objectives and strategies to assist Beckham County in planning and prioritization of transportation system projects and studies. The Goals are founded on the principals that the transportation system must serve the needs of its community today; it must be responsive to change; and it has to be affordable for all users. 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 1.4 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 component of a community. Economic development, housing, the economy and natural resources also can play a role. Implementing goals is the responsibility of local, county and state governments and the RTPO. Strategies were developed in coordination with partner agencies. The strategies developed do not fall solely under the responsibility of SORTPO. Local and community agencies should consider their roles in affecting outcomes. It will be necessary to prioritize the strategies and build the data collection and analysis, for those deemed most important, into annual programs, such as the Planning Work Program (PWP).

Table 1.4: Beckham County Goal Categories

Goal	Description
1. Accessibility and Mobility (pg. 9)	Improve accessibility and mobility for people and freight.
2. Awareness, Education and Cooperative Process (pg. 9)	Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.
3. Freight & Economic Vitality (pg. 10)	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.
4. Environment (pg. 10)	Reduce impacts to the county's natural environment, historic areas and underrepresented communities resulting from transportation programs and projects.
5. Finance & Funding (pg. 11)	Seek and acquire a variety of transportation funding sources to meet the many diverse system

Goal	Description
	needs.
6. Maintenance and Preservation (pg. 11)	Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
7. Safety & Security (pg. 11)	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.
8. Community & Health (pg. 12)	Facilitate development of transportation projects and programs that support economic development and healthy lifestyles in the county and region.
9. Rt. 66 Enhancement & Preservation (pg.12)	Support the enhancement and preservation of historic Route 66 to aid tourism and preserve historic transportation assets.

Goal 1: Accessibility and Mobility

Improve accessibility and mobility for people and freight.

Strategies:

1. Support opportunities to expand the transit system(s) in the region that improves access to health care facilities, education facilities, recreation centers, cultural and tourist sites and employment.
2. Centers develop a system to collect and monitor changes in population, employment, and major employers by Traffic Analysis Zone (TAZ).
3. Conduct a freight assessment for the county.
4. Review transportation improvements and expansion of services to ensure that the facility for one (1) mode of transportation doesn't create barriers for the access or mobility of other modes.
5. Participate in ongoing efforts to upgrade the rail lines.

Goal 2: Awareness, Education and Cooperative Process

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

Strategies:

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

Goal 3: Freight & Economic Vitality

Support and improve the economic vitality of the county and region by providing access to economic development opportunities, such as business and industrial access, natural, scenic and historic resources or recreational travel and tourism.

Strategies:

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

Goal 4: Environment

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

Strategies:

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

Goal 5: Finance and Funding

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

Strategies:

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

Goal 6: Maintenance and Preservation

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

Strategies:

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

Goal 7: Safety and Security

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

Strategies:

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

Goal 8: Community & Health

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

Strategies:

1. Integrate healthy community design strategies and promote active transportation to improve the public health outcomes.
2. Support development of transportation systems that provide opportunities for populations walking, bicycling and utilizing non-motorized modes.

Goal 9: Rt. 66 Enhancement & Preservation

Support the enhancement and preservation of Historic Route 66 and transportation related assets.

Strategies:

1. Develop a regional map that identifies Historic Route 66 and its connectivity to scenic, historic and natural resources.
2. Increase visitor traffic to Historic Route 66 museum.
3. Expand Historic Route 66 museum.

4. Implement techniques and programs to enhance global connectivity of Historic Route 66 museum.
5. Ensure transportation access to the museum supports visitor traffic.
6. Conduct a traffic impact study on Historic Route 66, identifying current and future needs of tour buses, bicyclists, pedestrians and other vehicles.

Key Issues, Trends and Challenges

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

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

Key Issues:

- Access to healthcare and emergency services.
- Lack of Transit Services.
- Forced school consolidation.
- Need to improve State Highway 6 south to State Highway 34 to Altus from a 2 lane to 4 lane facility.
- Balance growth and preservation of downtown and growth along the I-40.
- Marketing for growth and investment.
- Maintenance and renovation of Interstate access and supporting/connecting highways and roads.
- Improvements of rail crossings.
- Problematic traffic issue locations (areas with high accidents, intersections, truck generators).

Challenges:

- Competition for medical professionals between urban and rural.
- Growth occurs in Elk City at faster rate.
- People work/shop in Elk City but live somewhere else which impacts the city's infrastructure.
- Age of infrastructure.

- Competition for industry/business.
- Working together regionally to attract/maintain workforce, industry and community
- Funding limitation - revenues continue to be limited to meet the transportation system needs over time.
- Access to health and related services is limited

Trends:

- Elk City's population and industry will increase and decrease along with the gas & oil industry fluctuations.
- Population decline and growth throughout county is impacted by the energy sector.
- Freight traffic will grow.
- Development in Elk City is primarily to the north (with new school construction) and east of the City with the development of the Hobby Lobby and other growth centers in the future.
- Industrial development: Along SH 6.
- The population is aging.
- Motor vehicles will continue to be the primary means of transportation.
- The energy sector and farming community will continue to rely heavily on trucks in rural areas.

Chapter 2: Current Conditions, Needs and Funded Improvements

This chapter provides a “snapshot” of current conditions that relate to transportation in Beckham County. Demographics, economic conditions, environmental factors, community development and transportation and traffic data each provide information for transportation planning. Beckham County is located western Oklahoma (Map 2.1). The county is bordered by Roger Mills County on the north, Custer and Washita counties on the east, Greer and Harmon counties on the south, and Wheeler and Collingsworth counties, Texas, on the west. The northwestern corner of the county is within the High Plains, and the remainder of the county lies in the Gypsum Hills physiographic region. The County is predominately rural, with the majority of the population being within the incorporated cities of Elk City, Erick and Sayre.



Pre-statehood transportation routes followed the waterways and American Indian trails. The Great Spanish Trail, beginning in Santa Fe, New Mexico, entered Oklahoma near Erick and traversed along the Red River and the North Fork of the Red River. Cattle drives through the county used the Western Trail, which linked areas along the Red River to Dodge City, Kansas, and passed through present Elk City. The Choctaw, Oklahoma and Gulf Railroad (controlled by the Chicago, Rock Island and Pacific Railway) built a line traversing the county east and west between 1901 and 1902. In 1910 the Wichita Falls and Northwestern Railway (later the Missouri, Kansas and Texas Railway) connected Beckham County towns from north to south. Historic Route 66, which came through Beckham County in 1928, was replaced by Interstate 40 in 1975. In addition to Historic Route 66; the county courthouse located in Sayre was completed in 1911 and added to the National Register of Historic Places in 1984 (NR 84002968). Tribal land in the county and region is illustrated on Map 2.1.

Transportation is crucial to keeping older adults independent, healthy and connected to friends, family and health providers. However, older residents' transportation needs differ based on their health, income, marital status, age, race and whether they live in a city, town or rural county area. The needs of this segment of the population will influence the demand for public transportation services, which is limited in the region.

- Elk City is located at the intersection of I-40 and Historic US Route 66 in western Oklahoma. Elk City is the largest community in Beckham County and is the primary retail center. In the 2010 US Census estimated that Elk City population was 11,706. In 2015 the US Census estimated population at 12,717. Elk City Central Business District is

located along Main and 3rd it is impacted by recent growth along the east I-40 corridor. Elk City economy is surrounded by the oil and gas industry, retail shops and farming and ranching. The Casa Grande Hotel, the Hedlund Motor Company building, the Storm House, and the Whited Grist Mill were listed in the National Register of Historic Places. The Historic Route 66 museum is located in Elk City and on the same site are the Transportation Museum, the Old Town Museum (which includes the Beutler Brothers Rodeo memorabilia collection), the Farm and Ranch Museum (with its windmill collection display) and the Blacksmith Museum.

- Erick is located slightly south of I-40 and is six miles from the Oklahoma –Texas line. The estimated population for Erick was 1,091 in 2014. Erick economy is surrounded by farming and ranching. Songwriter Roger Miller and Sheb Wooley, who hailed from Erick, had streets name in their honor. The First National Bank was listed in the National Register of Historic Places.

- Sayre is located on I-40 the town lies on the North Side of the North Fork of the Red River. Sayre is the county seat of Beckham County and is the second largest community. The estimated population was 4,746 in 2014. Sayre's economy is surrounded by farmland and ranching. The college merged with Southwestern Oklahoma State University in July 1987. Vocational-technical education was offered at the Sayre branch of the Western Technology Center in 1995. The J.W. Danner House, the Sayre Downtown Historic District, the Sayre City Park and the Sayre Champlin Service Station were added to the National Register.

- Texola is one of the smallest communities in Beckham County. In is located on I-40, one mile east of the Oklahoma-Texas border. The estimated population was 37 in 2014. The Magnolia Service Station was listed in the National Register of Historic Places.

- Carter is located at the intersection of State Highway 34 and 55 in the southeastern Beckham County. The population was estimated at 266 in 2014. The town is surrounded by farmers and ranchers. Most of the workers commute to Sayre or Elk City for employment. The Edwards Archaeological Site was listed in the National Register of Historic Places.

- Sweetwater is located on Roger Mills and Beckham County line at the intersection of State Highway 152/6 east-west and 30 north-south. The population was estimated at 90 in 2014. The surrounding community is surrounded by farming, ranching and the oil and gas industry.

Transportation planning in Oklahoma has typically been limited to urban areas. Rural or regional transportation planning has begun to evolve into an opportunity to consider both the short and long term transportation needs for areas outside of urban areas. This plan will consider growth and development patterns in the county and will not address development regulations. However, critically important complements to the growth area are the locations that may generate significant demands on the transportation 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 to seek new economic growth and diversification while striving to preserve the natural, historic and culture resources.

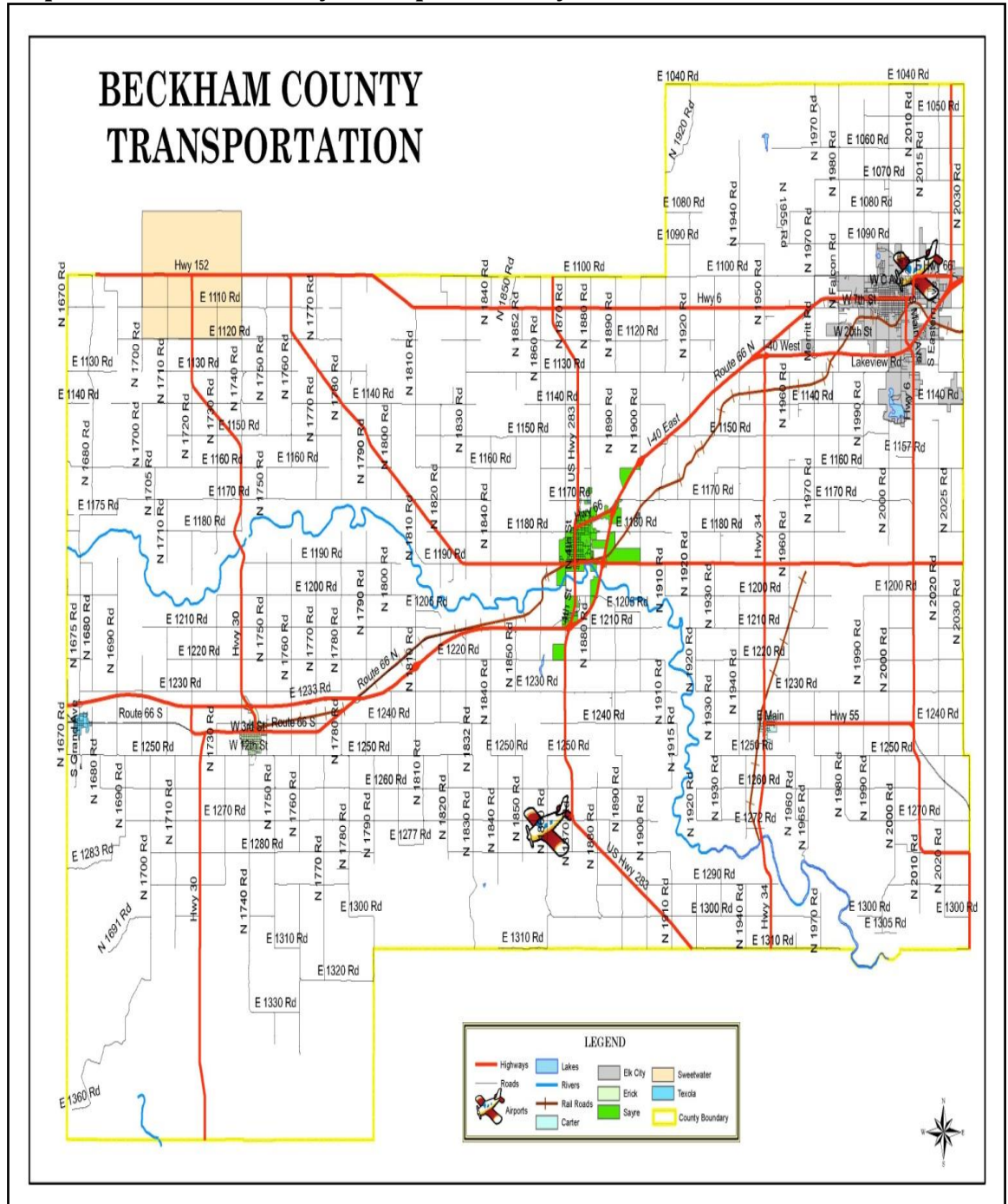
As the population fluctuates, either through economic changes, in or out migration or shifting within the region the needs of the communities including education, health care, social services, employment, and transportation remain relatively stable. Land use and development changes that particularly 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.

The SORTPO Region consists of eight counties representing an estimated population of 111,493 (2014 ACS). Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that contain urbanized areas that feature regional medical facilities, universities, military installations and governmental offices. Each County in the region although a separate entity as far as governmental services the counties is linked through commerce, employment and regional transportation. Population growth and shifts for the SORTPO region are dependent on many factors depending on a particular county. Beckham County’s deviations in the population and employment pattern are attributed to the volatile nature of the oil and gas industry and subsequent impact to declines in prices in the oil and gas industry. Although current data indicates this decline, historical data found in Table 2.1 illustrates Beckham County’s growth from 1980 to 2014.

With the heavy dependence on the oil and gas industry as the economic driving forces for the County it is necessary to collect data from additional sources to support the concept that although there is a current downward trend in population and employment there is historical data to support that the employment does rebound. Civilian labor force data 1990-2015 is illustrated in Figure 2.1. The information portrayed in this graph developed by the Federal Reserve Bank illustrates the fluctuation in the Beckham County Civilian Labor Force.

Figure 2.2 illustrates the Civilian Labor Force Not Adjusted Seasonally. Comparing the data in Figure 2.1 and 2.2 there are similarities in the employment growth between 1990-2015. Figure 2.3 illustrates 2000 and 2014 Beckham County Business Pattern for paid employees. This figure displays the significant increase in the mining and construction industry from 2000-2014.

Map 2.1: Beckham County Transportation System



Source: SWODA

Table 2.1: Beckham County Population 1980-2014 Estimate

	Census Population				
	1980	1990	2000	2010	2014 ACS ESTIMATED POPULATION
Carter	367	286	254	256	266
Elk City	9,579	10,428	10,510	11,693	12,680
Erick	1,375	1,083	1,023	1,052	1,091
Sayre	3,177	2,881	4,114	4,375	4,746
Sweetwater pt.				87	90
Texola	106	45	47	36	37
Balance of Beckham County	4,639	4,089	3,851	4,646	3,110
Beckham County, TOTAL	19,243	18,812	19,799	22,119	23,691

Source: American Fact Finder

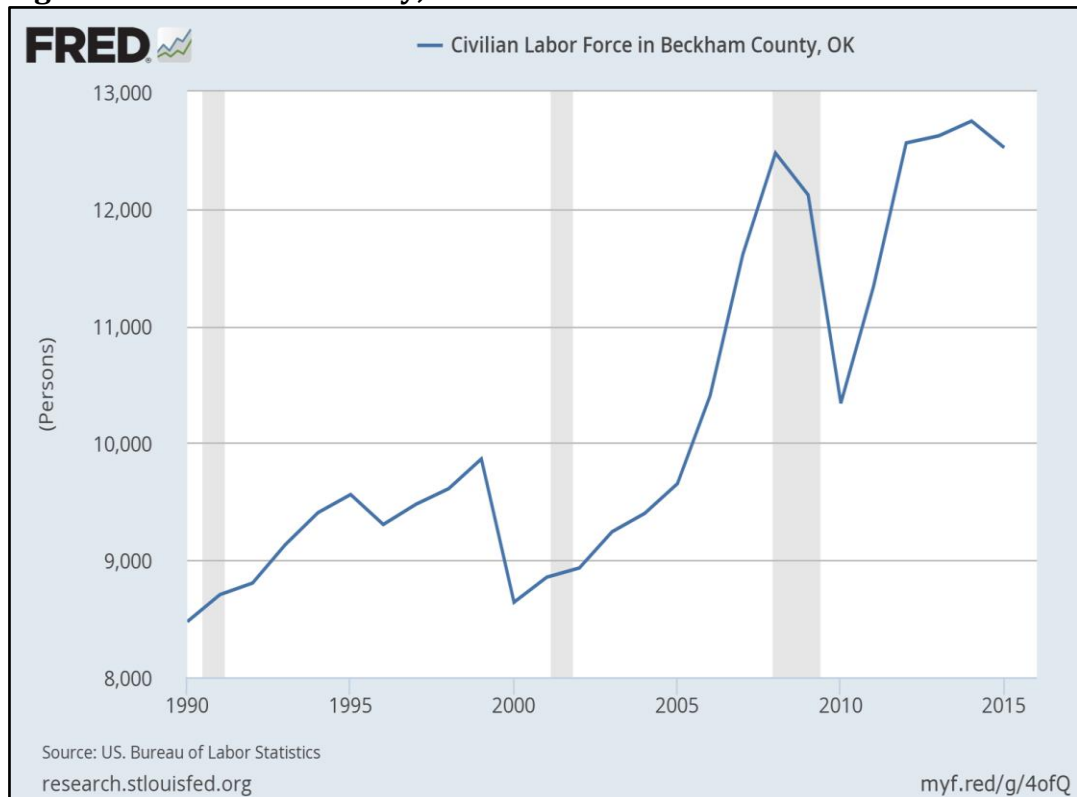
Information obtained from the 2010-2014 ACS provides facts on the makeup of the county. Below is information obtained from the ACS. Additional demographic data can be found in Appendices 2.1 – 2.7.

- This is data from Beckham County Occupied Housing Units – 7,770
 - Owner Occupied Units –4,888
 - Renter Occupied Units 2,882
 - 73.4% of housing units are single family detached
 - 11.9% of housing units are mobile home or other type
- Educational Attainment population 25 years and Older
 - High School Graduate – 30.9%
 - Some College – 31.6%
 - Bachelor's Degree – 2.0%
- Commute Patterns to Work Age 16 years and Older
 - Car, truck or van –926
 - Public Transportation –12
 - Walked –87
 - Other Means –99
 - Worked at Home –233
- Industry
 - Agriculture and forestry –2,265
 - Construction – 631
 - Retail Trade –1,227
 - Educational Services –1,466
 - Public Administration – 454

The County population is distributed between male (54.22%) and female (45.8%) with a median age of 34.7 years of age. The predominance of male to female and median age is attributed to the presence and dominance of the oil and gas industries in the county. This is comprised of mainly a young male workforce. Largest concentration of population is between the ages of 20-54 (48.9%) while the population for ages 19 years and under includes 27% of the population and the population age 60 years old and over represent 17% of the county's population.

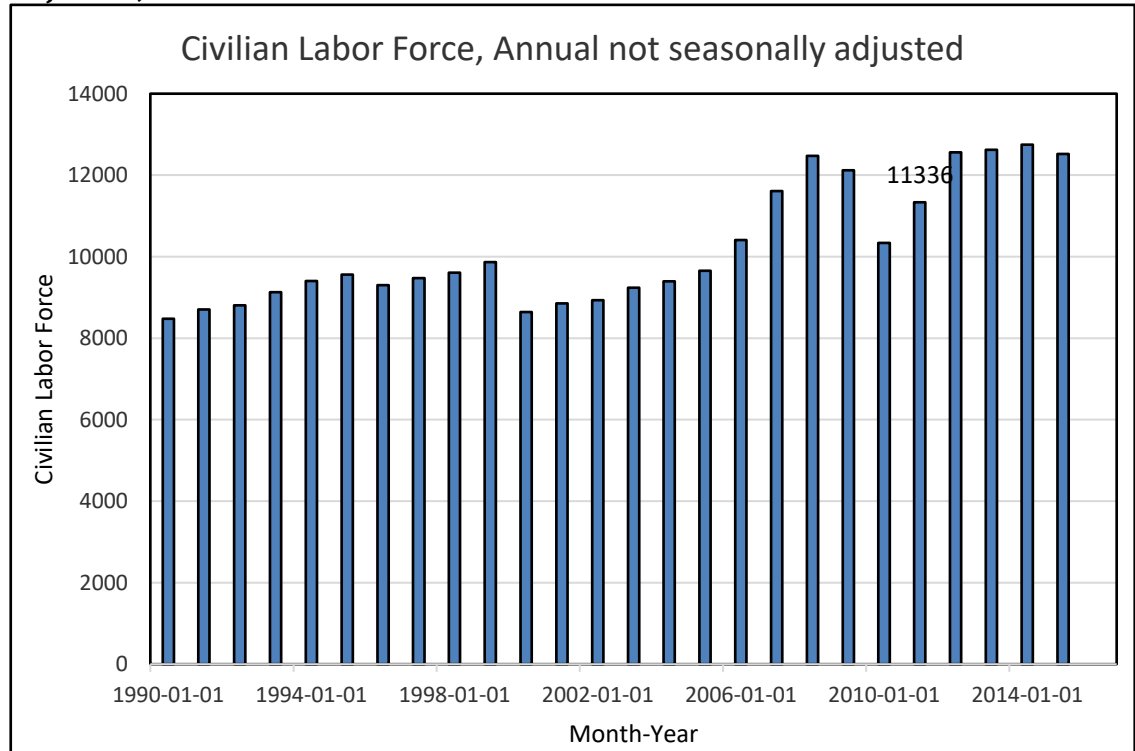
Transportation is crucial to keeping older adults independent, healthy and connected to friends, family, recreation, shopping and health services. However, older residents' transportation needs differ based on their health, income, marital status, age, race and whether they live in a city, town or rural county area. The needs of this segment of the population will continue to influence the transportation needs and services for this region.

Figure 2.1: Beckham County, Civilian Labor Force 1990 - 2015



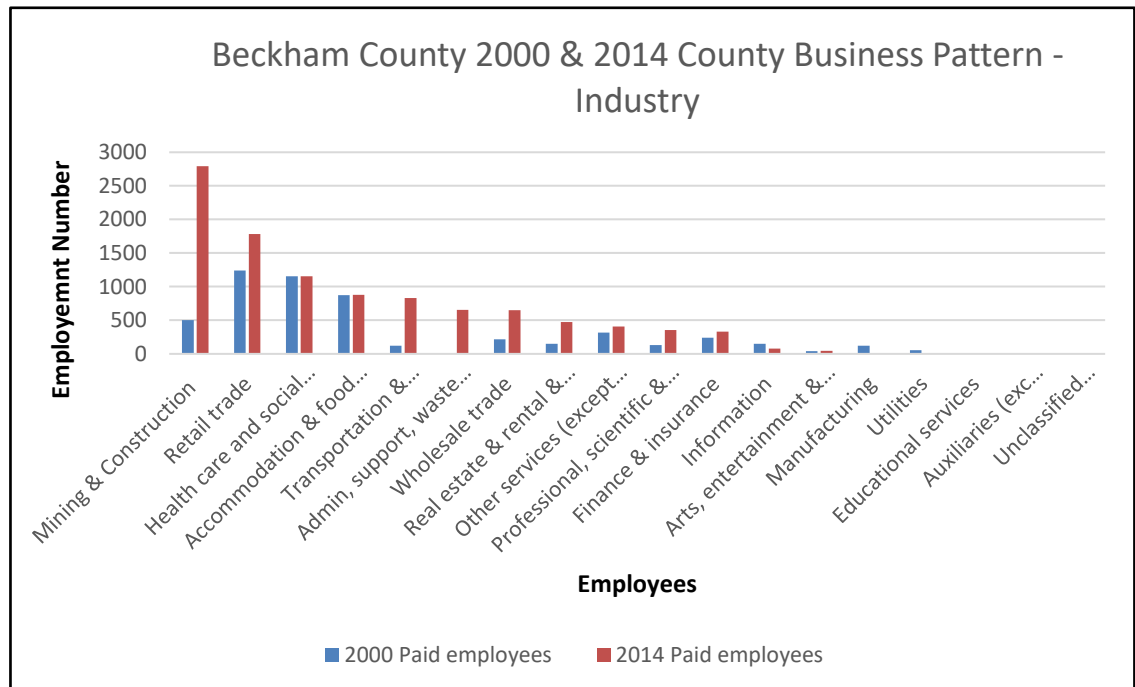
Source: US. Bureau of Labor Statistics
Release: Unemployment in States and Local Areas (all other areas)
Growth Rate Calculations | US recession dates

Figure 2.2: Beckham County, Civilian Labor Force, Annual not seasonally adjusted, 1990 - 2014



Source: Bureau of Labor Statistics

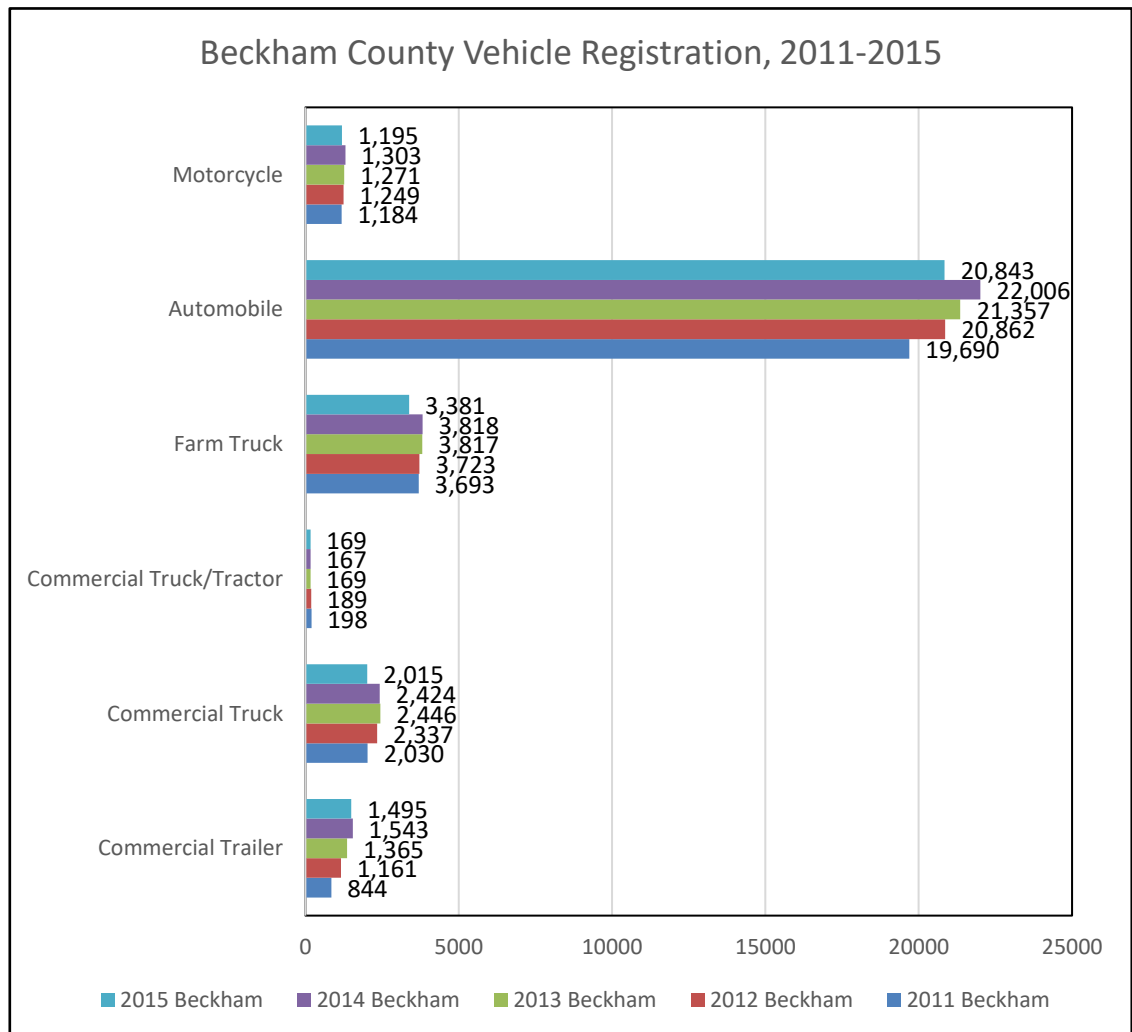
Figure 2.3: Beckham County, 2000 & 2014 Beckham County Business Pattern



Source: US Census Statistics

Figure 2.4 provides information related to vehicle registration data obtained from the Oklahoma Tax Commission (OTC). Automobile and commercial truck registration continues to show an increase annually. The historic growth in commercial truck registration and population growth can be attributed to the growth in the gas and energy employment sector since 2011. The data in the graph confirms that the primary vehicle is the automobile, which saw an increase of approximately 3,000 vehicles between 2011–2015. The 2014 ACS Population estimate of 23,691 when compared to vehicle registration supports the continuing trend of multiple vehicle ownership. Data obtained from the 2010-2014 ACS reveals that 28% of the population had access to three or more vehicles available; while 5% of the population did not have access to a vehicle. Commute patterns to work for Workers 16 years and older according to the 2010-2014 ACS identify that 85.7% workers drove alone, 9.7% carpooled, and 2.5% worked at home. Mean travel time was estimated at 18.5 minutes.

Figure 2.4: Beckham County Vehicle Registration, 2011-2015



Source: Oklahoma Tax Commission

Traffic Analysis Zones

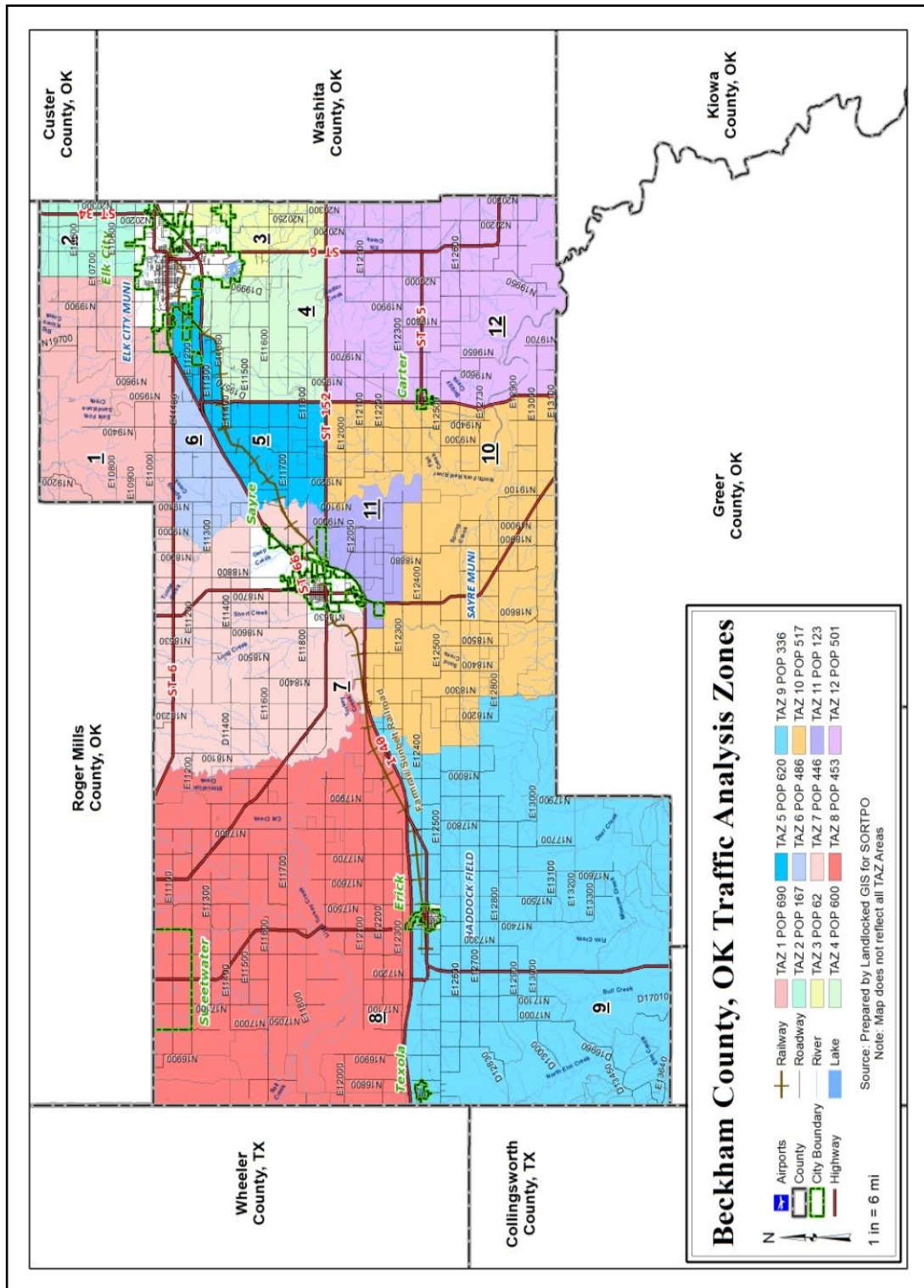
The Traffic Analysis Zone (TAZ) Program is a specialized computer program used for delineating zones in support of the Census Transportation Planning Products (CTPP). TAZ delineation follows the decennial census and is designed to allow planning agencies the ability to define areas to associate demographic 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 2015 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

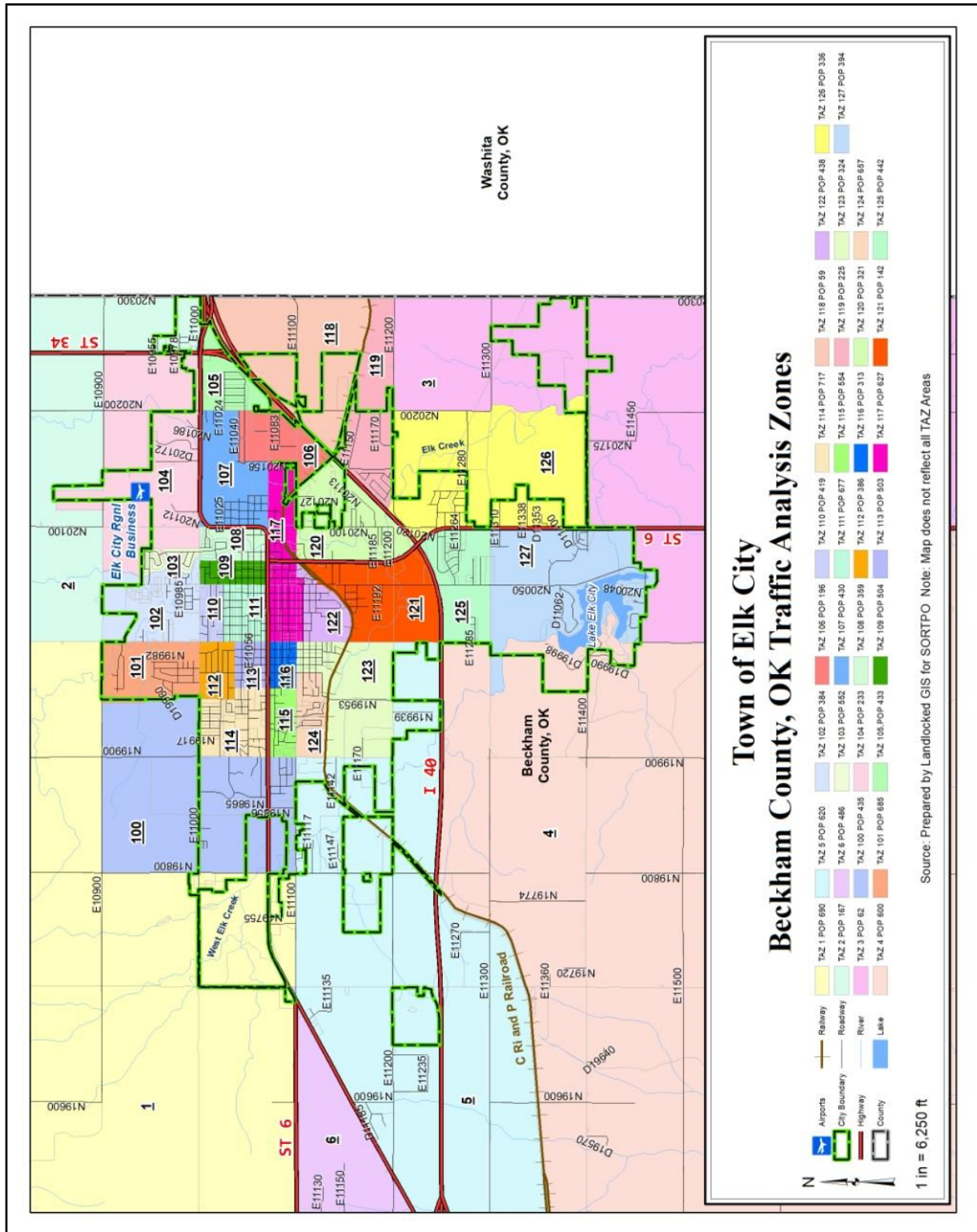
Geographically, the County and cities/towns were subdivided into fifty (50) TAZ's and the socio-economic data (including population and employment) are summarized for each TAZ. Map 2.2 illustrates the revised TAZ boundaries for the areas of the county. Maps 2.3 through 2.5 illustrate TAZ areas for Elk City, Sayre, and Erick. The 2010 population of twenty-three thousand, six hundred and ninety-one (23,691) and employment of eleven thousand three hundred thirty-six were distributed into the new TAZs. Appendix 2.8 provides information on the population and employment data by TAZ. TAZ 3, 4, 8, 9, 10, 11, 12, 101, 103, 109, 111, 113, 114, 117, 124, 200, 201, 202 has the largest concentration of population and TAZ 102, 108 includes the largest employment population centers. Appendix 2.9 identifies Beckham County major employers by TAZ.

Map 2.2: Beckham County Traffic Analysis Zones

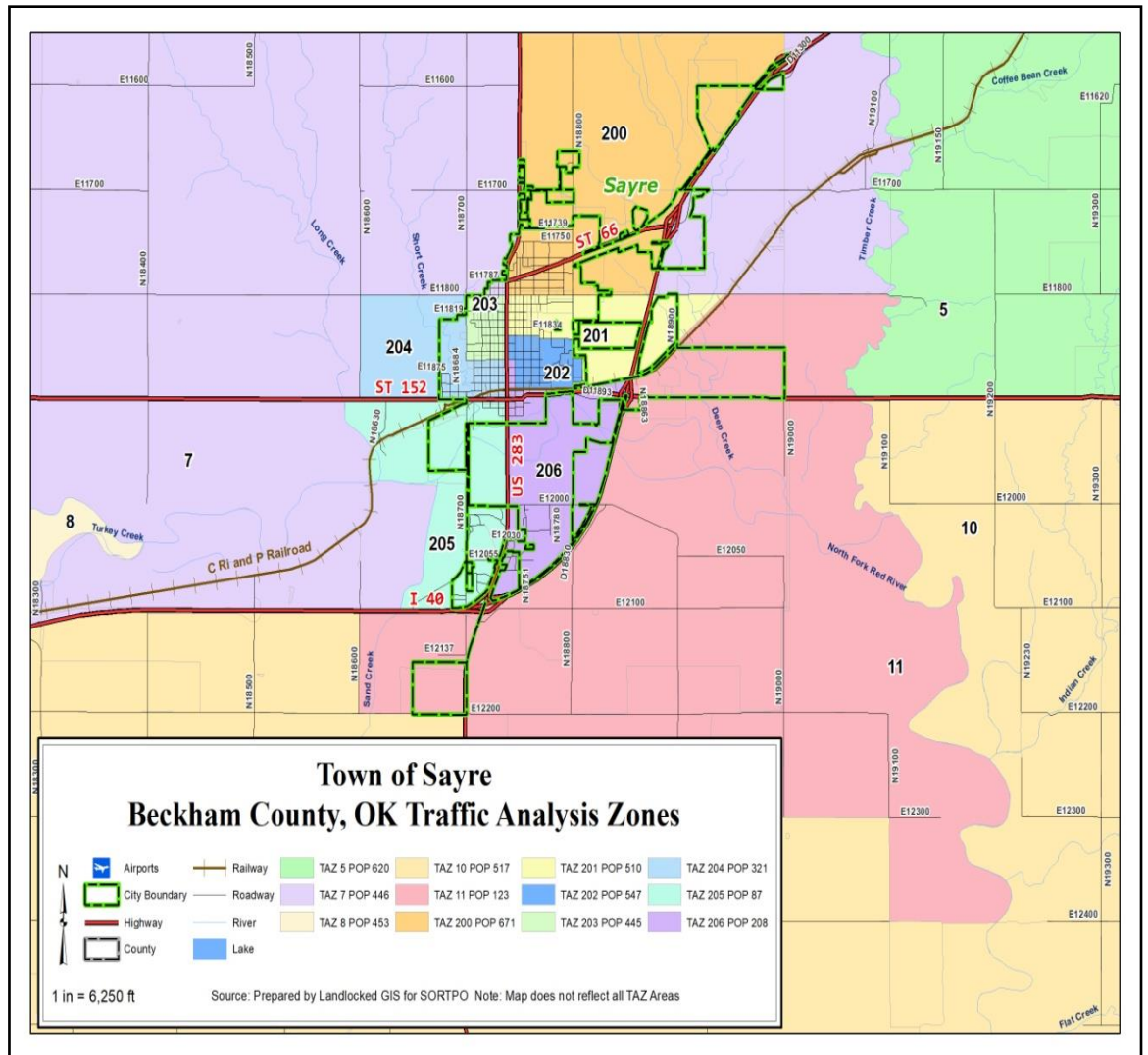


Source: SWODA/ Landlocked GIS

Map 2.3: Elk City Area Traffic Analysis Zones

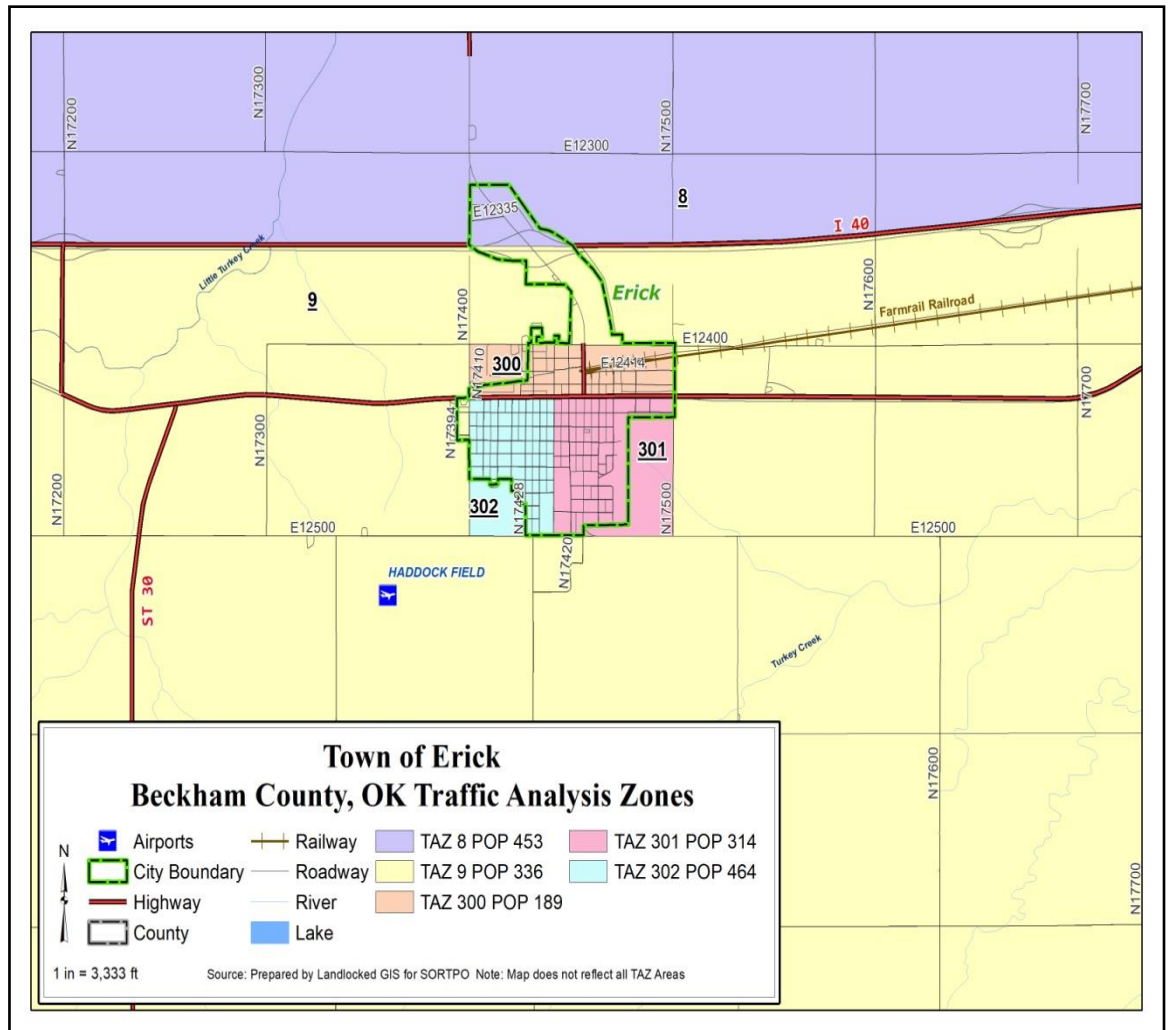


Map 2.4: Sayre Area Traffic Analysis Zones



Source: SWODA/ Landlocked GIS

Map 2.5: Erick Traffic Analysis Zone



Source: SWODA/ Landlocked GIS

Physical Development Constraints and Conditions

There are transportation facilities, land ownership, existing development and environmental features that affect the growth of Beckham County. Map 1 illustrates the location highways and airports. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the cities of Elk City and area surrounding this City. Development regulations guide growth in the cities of Sayre and Elk City. The most significant commercial growth areas continue to occur along the I-40 corridor. Major employers as illustrated in Appendix 2.9 reflect stability in the meat processing/packaging industry, with projected growth in the energy industry, including gas, oil and wind energy and medical and health related fields.

Beckham County major constraints for development include I-40, tribal land, rail lines and the population centers being in the far easternmost areas of the county. I-40 is a physical barrier splitting the county from the northeast corner to the western central border of the county on the Texas line. Access to the portion of the county on either side of I-40 is limited to designated crossings. This access is predominantly for motorized vehicles. In addition to I-40 there are state highways (SH) in the county: SH-152 bisects the county running east/west and SH-34 connects through the south to the Texas border, 6 and 30 connect the smaller communities, while US-283 divides the county running north/south. 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. Map 2.1 illustrates the location of the highways, rail lines and airports. Cheyenne-Arapaho tribal territory encompasses the entire county based upon information obtained from the U.S. Census Bureau Tiger Files. (Appendix 2.10 Cheyenne Arapaho Tribal Territory).

Beckham County is home to environmental features natural and cultural resources which can influence the transportation system. There are many different types of environmentally sensitive areas and potential impacts to the natural and human environment that may be affected by various actions associated with the 2036 LRTP. These include (but are not necessarily limited to):

- Threatened and Endangered Species
- Wetlands
- Floodplains
- Surface and Ground Waters
- Storm water Management and Erosion and Sediment Control
- Hazardous Materials
- Air Quality
- Historical/Cultural Resources
- Right-of-Way/Property Impacts, Including Impacts to Parks, Farmland

and Neighborhoods

- Scenic View sheds
- Traffic and Train Noise

State and federal environmental regulations, require that environmental considerations be addressed in transportation decision making, plans and programs. Most transportation capital and maintenance projects have the potential to affect natural and human-made resources in both positive and negative ways. Appendix 2.11 and Appendix 2.12 provides description of significant environmental features to be considered in development of residential, commercial/industrial or transportation projects.

Public Safety Issues

The vulnerability of a region's transportation system and its use in emergency evacuations are issues receiving new attention with the threat of intentional damage or destruction caused by terrorist events and natural disasters. Therefore, security goes beyond safety and includes the planning to prevent, manage or respond to threats toward a region and its transportation system and users. There are many programs to help manage security concerns and emergency issues. SORTPO and its member jurisdiction transportation and emergency service staff are regular participants in security planning and preparation activities include development of the Beckham County Hazard Mitigation Plan. Ongoing participation in these planning activities helps prepare for and to better manage transportation safety and security situations.

MAP-21 required all states to prepare and annually evaluate their Strategic Highway Safety Plan (SHSP). A SHSP is a statewide, coordinated safety plan which includes goals, objectives and emphasis areas for reducing highway fatalities and serious injuries on all public roads. More information on the Oklahoma SHSP can be found on the ODOT website (<http://www.okladot.state.ok.us/oshsp/index.htm>).

The safety of the traveling public, regardless of vehicle type or highway system classification, is of principal concern for ODOT and SORTPO. Safety strategies are developed based on an analysis of key contributing factors such as crash data, highway inventories, traffic volumes, and highway configurations such as geometric challenges. When undesirable patterns become evident, specific countermeasures are identified based on a more in depth and detailed analysis of crash locations and causes.

Collisions

To help identify safety issues, traffic safety data must be analyzed. Trend analysis based upon multiple-years' worth of data provides a more accurate indication of the safety condition in



the county. An analysis of collision records collected and maintained by ODOT was performed for the calendar years 2011-2015. A total of 2,216 collisions were reported in Beckham County during this time period. The highest concentration of collisions occurred along I-40B beginning at the Beckham County Line east and extending west of the Beckham County Line. Table 2.2 identifies the number of collisions (in highest concentration), location and accident severity index for the years 2011-2015.

Between 2011-2015 there were thirty with (30) collisions with twenty (20) fatalities occurring on highways. The majority of collisions occurred with a fixed object (18.1%) with rear-end collisions comprising 16.3 %. Figure 2.5 illustrates collision by vehicle type, where semi-tractor and semi-trailer are identified with 28.4 % of all vehicles involved in collisions and passenger vehicles-4 door represent 22.5%. Driver condition for cause of collisions includes failed to stop (13.7%), negligent driving (12.4%), DWI (7.8%), improper stop (3.8%), improper parking (3.5%), unsafe speed (2.9%). Appendices 2.13-2.17 provide supplemental information on collision data.

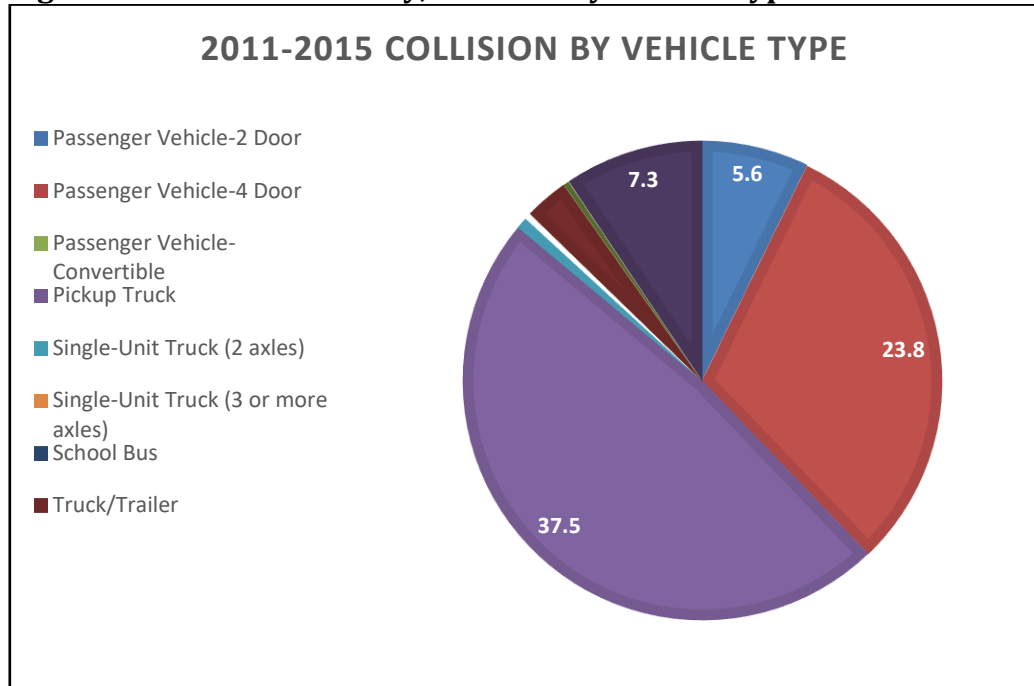
Table 2.2: Beckham County Collision Concentration, 2011- 2015

CITY	HWY	STREET NAME	STREET NAME	SEV INDEX	NO. COLLS.	RANK
Elk City	I-40B	3 rd St.	Randall Ave.	42	31	1
Elk City	I-40B	3 rd St.	Pioneer Rd.	32	27	2
Elk City	I-40		SH-6 UP*13*	28	19	3
Elk City		Eastern Ave.	7 ST. (1)	28	19	4
Elk City	I-40		SH-6 UP*13*	28	13	5
Elk City	I-40B	Airport Blvd.	*17*	27	19	6
Elk City	I-40B	3 rd St.	Main St.	25	20	7
Elk City		Washington Ave.	2 nd St.	24	16	8
Elk City	SH-6	Main St.	20 th St.	23	19	9
	I-40		I-40B OP*4*	23	14	10
Elk City	SH-6	Main St.	7 th St.	22	18	11
Elk City	I-40B	Airport Blvd.	Eastern/Katy Ln.	21	14	12
Elk City	SH-6	Main St.	Broadway	20	17	13
Elk City		Randall Ave.	7 th St.	20	15	14
	I-40B		Merritt Rd./Old 66	19	12	15
Elk City	I-40B	3 rd St.	Washington Ave.	18	14	16
Sayre	I-40B		Electra St.	18	10	17
	SH-6			18	5	18
Elk City	I-40		SH-6 UP*13*	17	11	19

CITY	HWY	STREET NAME	STREET NAME	SEV INDEX	NO. COLLS.	RANK
	SH-6		NS 195(57)	17	8	20

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

Figure 2.5: Beckham County, Collision by Vehicle Type 2011-2015



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 2.3. The scope of the LRTP does not include solutions to the areas of concern.

Table 2.3: Beckham County Transportation Areas of Concern

CITY/TOWN	LOCATION	DESCRIPTION
Elk City	Merritt Rd/SH6/Hutchins	Intersection study/modification
Beckham County	I40 westbound/SH6	Modify transition lane
Elk City	Country Club Road and 3 rd Street	Intersection study/modification
Elk City	Regional Drive/7 th Street (Hobby Lobby/Big Box Retail)	Intersection study/modification

CITY/TOWN	LOCATION	DESCRIPTION
Elk City	Colonel Buckley Drive	Traffic Study
Elk City	3 rd Street/Pioneer	Intersection/traffic study. Impact on road/intersection due to high school, 2 elementary schools and middle school.
Elk City	Pioneer/Country Club Road	Intersection/traffic study. Impact on road/intersection due to high school, 2 elementary schools and middle school.

Source: SORTPO

Existing Roadway Network

The state owned highway system in Oklahoma is comprised of the State numbered route highways, the US numbered route highways and the Interstate Highway System. The state system of highways encompasses 12,264 centerline miles as measured in one direction along the dividing stripe of two lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated by over 6,800 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads. On the average, passenger vehicles, buses and trucks traveled more than 68.8 million vehicle miles each day (daily vehicle miles traveled) in 2014 on the state owned highway system (not including toll roads).

Oklahoma's rural nature and historically agricultural and energy based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,600 miles of Oklahoma highways are two-lane facilities without paved shoulders Appendix 2.18 illustrates the location of two lane highways with no shoulders. Appendix 2.19 illustrates the Steep Hill/Sharp Curves areas of concern (statewide).

Preserving the transportation system has emerged as a national, state and local transportation priority. Aging infrastructure continues to deteriorate, reducing the quality of the system and increasing maintenance costs. All roads deteriorate over time due to environmental conditions and the volume and type of traffic using the roadway. Without proper maintenance, roadways wear out prematurely. ODOT's annual evaluation of pavement conditions and safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves in 2015 reveals about 28% or approximately 3,466 of the State's 12,264 miles of highway rate as critical or inadequate which includes 2,858 miles of two-lane highway. The Interstate System in Oklahoma

is the highest class of highway and is designed to be the critical transportation link. While the 673 miles of interstate account for only 5.5% on the centerline miles of our state system, it carries 33.6% of daily miles travelled.

Traffic Count

Traffic count data was collected from ODOT (Appendix 2.20). Traffic counts are collected by ODOT and data included in this plan reveal that the largest volume of traffic is carried US 283 from the Beckham County Line north through Cheyenne to SH 47.

Road Classification

Functional classification is a well-established system utilized by the Federal Highway Administration (FHWA) for grouping streets and highways into classes based on roadway characteristics and intended services. Basic to this process is the recognition that individual roads and streets cannot serve travel independently; rather, most travel involves movement through a network of roads. Thus, it is necessary to determine how to channelize travel within the network in a logical and efficient manner. Functional classification (Appendix 2.21) defines the extent to which roadways provide for through travel versus the extent to which they provide access to land parcels. An interstate highway provides service exclusively for through travel, while a local street is used exclusively for land access. Each roadway has a classification number based on its location, access, and capacity characteristics. Functional class and jurisdiction are important not only in relation to operational and maintenance responsibility, but also in how roadway improvement projects can be funded. It is important to note that Rural Local and urban local streets which are not eligible for federal funds. Beckham County functionally classified roads are illustrated on the Functional Classification Map in Appendix 2.22.

Funding eligibility limitations include:

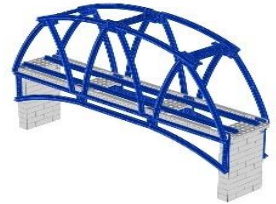
- FHWA National Highway Performance Program (NHPP) can be used only on the National Highway System, which comprises the Interstates, all other Principal Arterials, and all designated NHS Connectors.
- FHWA Surface Transportation Program (STP) can be used on any facility except Local Roads and Rural Minor Collectors.
- FHWA Highway Safety Improvement Program can be used to address safety problems on any public road.

Bridges

Federal law requires that all bridges be inspected biennially; those that have specific structural problems may require more frequent inspections. Inspections include evaluation and rating of numerous elements of the substructure, superstructure, and deck, with special attention paid to fracture-critical members. Underwater inspections occur no less than every 5 years to

check for scour around bridge piers. Bridges are composed of three basic parts: deck, superstructure and substructure. If any of these components receives a condition index value of 4 or less in the National Bridge Index, it is considered structurally deficient.

- **Functionally Obsolete:** A bridge term used when any of the geometric properties of a bridge are deficient such as being too narrow or load posted; any restriction of strength or weight.
- **Structurally Deficient:** A bridge term used when the physical condition of any of the bridge elements are lacking. These properties have a major bearing in qualifying a bridge for federal bridge replacement or rehabilitation funds.



Bridges are rated on a numerical scale of “1” to “7” that translates into a range of Poor, Fair, Good, and Excellent. Bridges are also described as “Structurally Deficient” and “Functionally Obsolete” (Appendix 2.23). The former may have any of a number of structural problems noted in the inspection; while some may be closed or load-posted, many remain safe for traffic. The latter are bridges that do not meet current design standards. They may have narrow lanes, or inadequate clearances, but they may also be structurally sound.

Beckham County (including 36 city/town owned) is home to 218 bridges, culverts, and structures that are critical for regional mobility. These structures enable vehicles, bicycles, pedestrian and wildlife to cross an obstacle. More specifically, culverts are structures designed to increase water flow, while bridges are structures that span more than 20 feet between supports. Like roads, bridges and culverts deteriorate over time due to weather and normal wear-and-tear with the passage of vehicles. To ensure safety and minimize disruption to the transportation network these structures undergo regular inspections by qualified engineers. Inspections help locate and identify potential problems early and trigger protection mechanisms when a problem is found. The bridges and culverts in the county vary greatly in their age with the oldest constructed in 1905 and most recent construction occurred in 2016. Thirty-two (32) bridges and culverts have been replaced or constructed since 2011. County bridges (off-system) include nine bridges identified as structurally deficient and nine identified as functionally obsolete.

Table 2.4: Beckham County Bridge Data

	<i>Beckham County</i>	<i>State Bridges in CED #7</i>
Number of Bridges (includes I-40)	218	122
Structurally Deficient	9	14
Functionally Obsolete	9	-

Source: CED District #7

Traffic Control

Traffic signals are a key element of traffic control. Their location and timing affect the mobility of vehicles and pedestrians. National studies demonstrate that poorly timed traffic signals are responsible for a significant proportion of urban traffic congestion. Signal timing that does not allow sufficient time for pedestrians to cross a street can contribute to safety problems and act as a barrier to walking. The Manual on Uniform Traffic Control Devices (MUTCD) establishes minimum warrants that are to be met for installation of a signal, and for designation of exclusive turn lanes and movements. Signal ownership is an important element, as each jurisdiction may have its own protocols for maintaining and retiming signals. Currently no collective data on ownership this is needed.



Freight System

The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) (Appendix 2.24.) The FAST Act included the Interstate System—including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. All Interstate System roadways may not yet be reflected on the national and state NHFN maps (Map 2.9).

Figure 2.6 illustrates the long haul truck volume in 2011 and corridors. Map 2.10 illustrates the Oklahoma 2014 High Volume Truck Corridors. Table 2.5 and Map 2.11 identifies significant county and regional freight corridors developed by the SORTPO Policy Board.



To assist with the inspection and enforcement of truck permits Ports of Entry (POE) facilities were constructed by ODOT. This system of POE monitors freight ingress at the state line and allows better enforcement of vehicle and freight laws. The POE (Map 2.12) are state-of-the-art facilities established as the mechanism to create a more controlled freight transportation environment on the highway system.

Map 2.9: National Highway Freight Network, Oklahoma

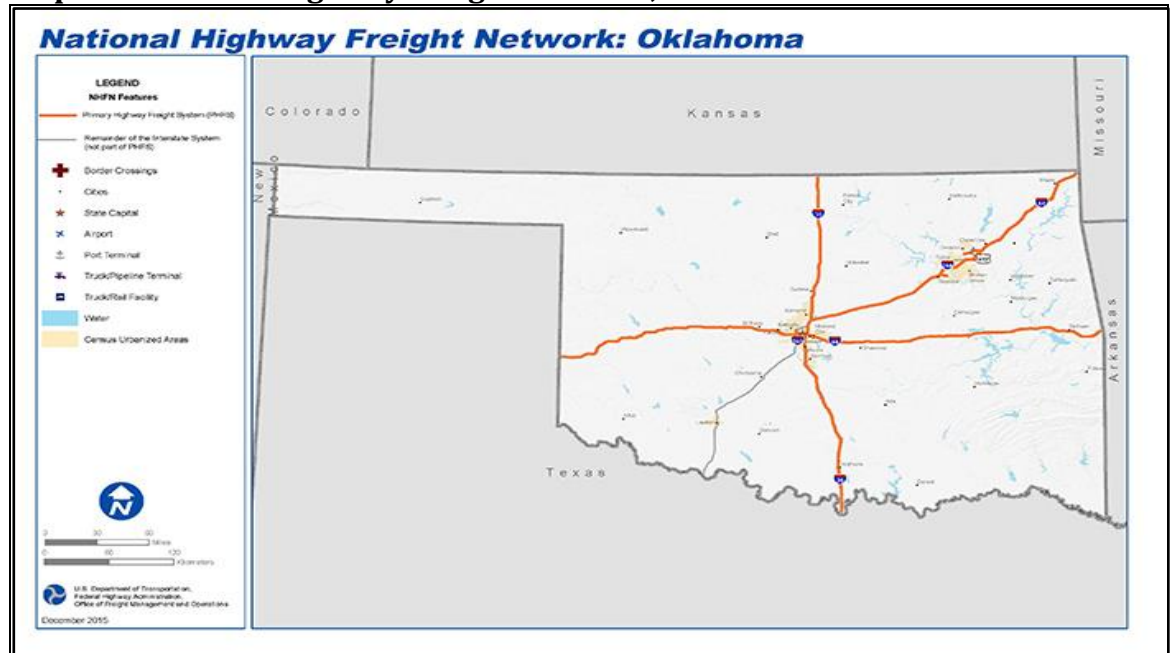


Figure 2.6: Average Daily Long Haul Traffic on NHS 2011



Source: Freight Analysis Framework (FAF)

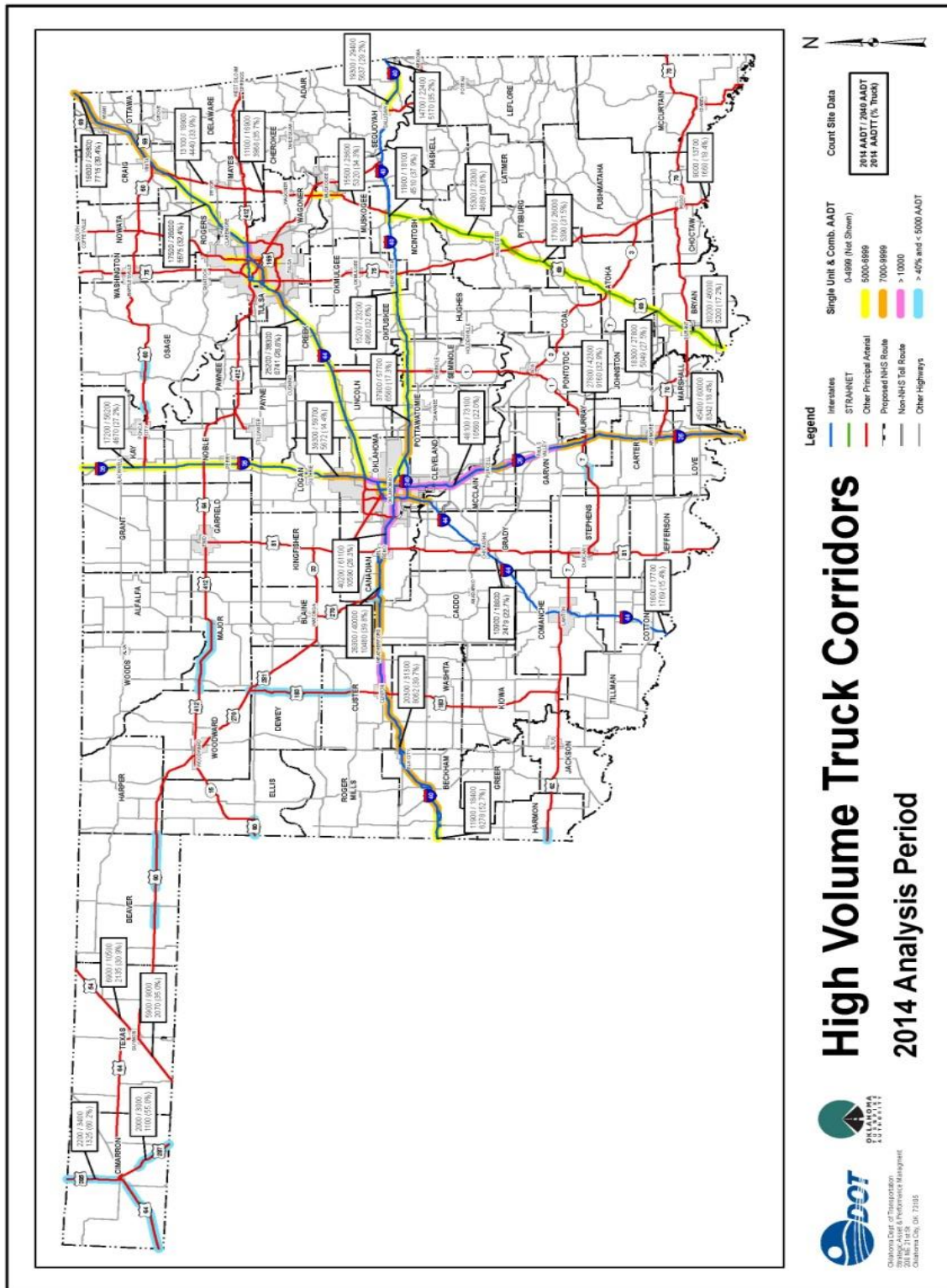
Table 2.5: Beckham County Significant Freight Corridors

CITY/TOWN	LOCATION/DESCRIPTION
Elk City	Bar-S (7 th Street from I-40)

Elk City	20 th Street/Falcon Road (Industrial Park)
Elk City	Falcon Road north of SH 6 (Truck bypass)
Elk City	SH 6 (west /extension of 3 rd Street)
County	SH 6 (west to the state line)
County/Region	SH 6 (south of Elk City / US 283 to Altus to the Texas State line)
County/Region	US 283 (south to Mangum/ Altus south to the Texas State line)
County/Region	SH 34 (south of I-40 / SH 6)
County/Region	SH 9 (between US 283 –SH 34/ SH 6)

Source: SORTPO

Map 2.11: High Volume Truck Corridors 2014 Analysis

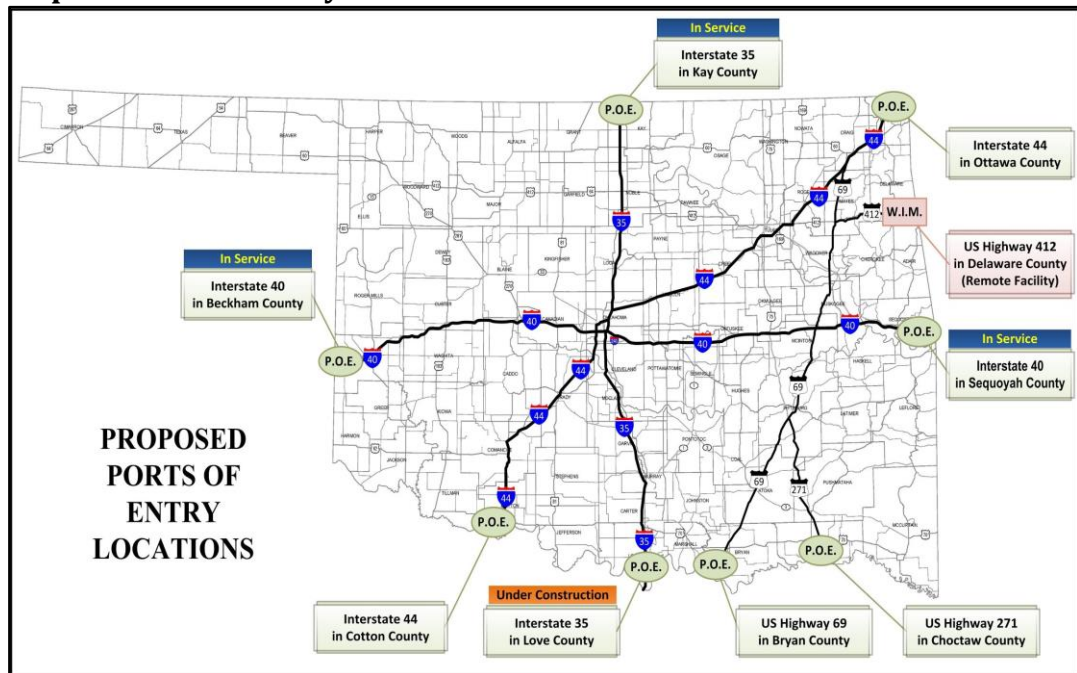


Map 2.10: Beckham County Significant Freight Corridors

SORTPO REGIONAL FREIGHT MAP



Source: SWODA

Map 2.9: Ports of Entry

Source: ODOT

Rail

ODOT Rail Programs Division oversees and monitors five different railroad companies operating through leases on approximately 125 miles of State owned track and serves as a liaison between ODOT and rail companies for ODOT projects which involve railroads or railroad property. In August 2014, ODOT and the Stillwater Central Railroad completed a \$75 million sale of the Sooner Sub rail line between Midwest City and Sapulpa. With the sale of this 97.5 mile, ODOT announced a \$100 million initiative to improve safety at the State's railroad crossings. Most of the money for this program comes from the \$75 million sale of the Sooner Sub. Improvements are to be made to more than 300 rail crossings statewide and will add flashing lights and crossing arms to many of these crossings. Federal funding, as well as funds provided by railroad companies will also be used in completing the three to four-year program.

The state-owned tracks are leased by privately operated railroads. Statewide there are three (3) Class I railroads and nineteen (19) Class III railroads. Class I railroad lines include Burlington Northern Santa Fe Railway (BNSF), Union Pacific Railroad (UPRR), and Kansas City Southern Railway Co. (KCS). There are no Class I railroad lines in the county however there is one (1) Class III railroad, Farmrail (Map 2.1). 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 have 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 Beckham 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 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. Potential future TAP projects include:

- SORTPO Region, Highway 66 (Texola, Erick, Sayre and Elk City), get designation by State or Federal Government for a National or State

Bike Route.

- Elk City, Main Street, 2 blocks of sidewalks.

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. All services are open to the public. Additional services provided include contracted services to schools, businesses, health providers, churches and private organizations. Destinations include medical, shopping, school, employment, TANIF, head start, airport, and social venues. Vehicles operated in Beckham County include four vehicles: 2 fourteen passenger vans and 2 mini vans, which meet ADA requirements. These vehicles are operated five days a week, eight hours daily. Ridership total for 2011-2015 is 30,000. The vehicles models are 2011 and older and have 200,000 miles or more. Red River Transportation ridership is comprised of 30% elderly and 30% disabled. Vehicle replacement is anticipated in the next two years.

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 ODOT 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. Beckham County is home to three public airports (Table 2.6). 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. Beckham County aviation sites include as illustrated on Map 2.1.

Table 2.6: Beckham County Public Airports

City	County	Facility Name	Ownership	Use
Elk City	Beckham	Elk City Regional Business	PU	PU
Erick	Beckham	Haddock Field	PU	PU
Sayre	Beckham	Sayre Municipal	PU	PU

Source: Oklahoma Aeronautics Commission

Chapter 3: Future Conditions and 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 2036. 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 2036.

Future Conditions

Beckham County population and employment projections are highly dependent on the cyclical oil and gas industry. Recent changes in this industry at the international, national and state level have reduced drilling activity in the region, resulting in a decline in the region’s population and employment. A review of historical demographic and employment data (Chapter 2) indicates a beginning decline in 2015 this decline can be described as typical in a region dependent on the oil and gas industry. It is projected that the oil and gas industry volatility will stabilize and population and employment will react accordingly. With the stabilization of the employment opportunities population will regain losses and continue to grow. Although the employment sector is heavily concentrated in the mining and construction industry, other industries that continue to grow include health care, retail and wholesale.

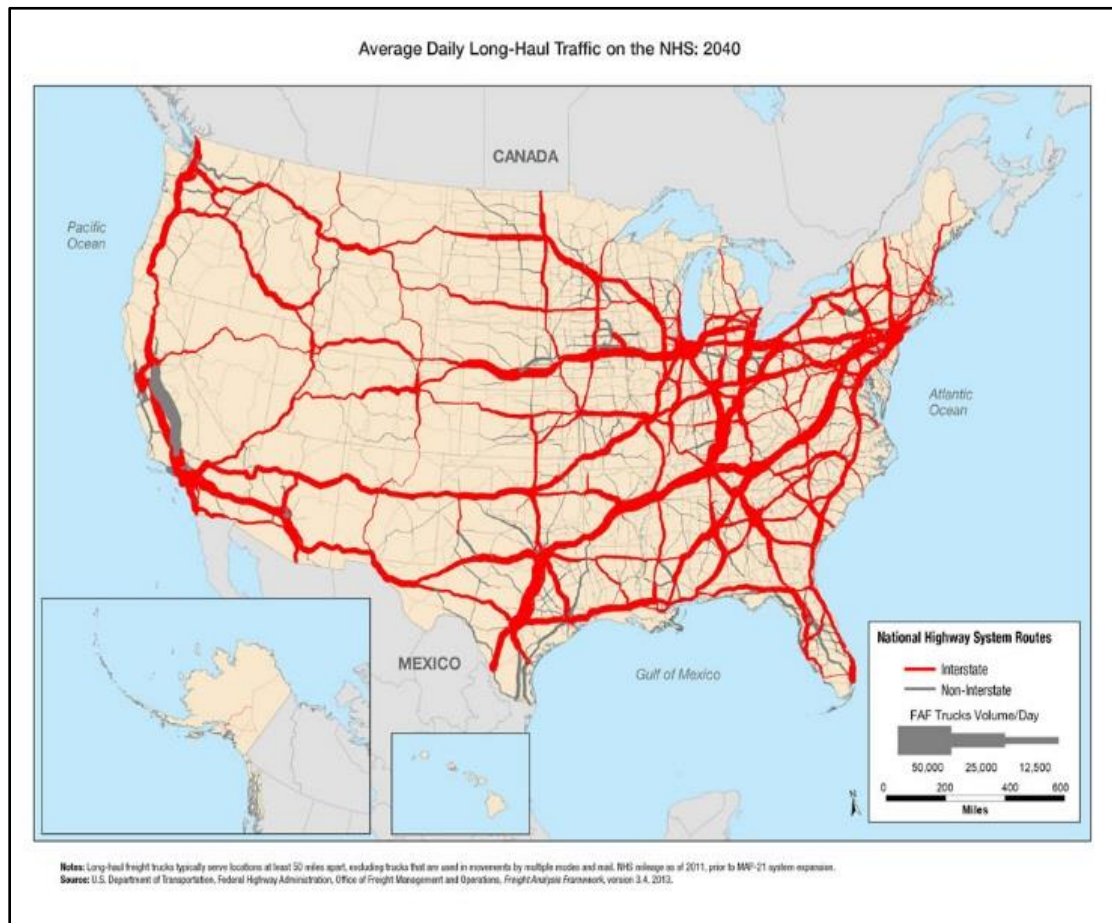


With the changing economy at the regional and state level the population projection developed for Beckham County was based on historic population growth from 1980 – 2014 (estimate). Growth was calculated at approximately 10% per decade and a 3% growth between 2030 and 2036, totaling a 2036 population projection of 26,916. Employment projection and population projections were developed based on local development knowledge, location of employment and activity centers and proposed development. The 2036 population projection of 26,916 and employment projection totaling 15,775 fifteen thousand seven hundred seventy-five were distributed through the TAZs with primary distribution in the cities of Elk City and Sayre and TAZs abutting these cities. In the general, population growth will be greatest in the following TAZs: 3, 4, 5, 8, 9, 11, 100, 101, 111, 114, 115, 117, 118, 124, 200, 201 and 202. Employment is predicted to see an increase of 5,436 in the labor force. Employment growth will be greatest in TAZs: 11, 108, 110, 118. Appendix 3.1 provides the Beckham County 2036 projected population and employment by TAZ.

Within Beckham 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 2036 population projection of 26,916 and data derived on vehicle registration (Chapter 2) 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 Interstate and road system in proximity to I-40 and US and state highways. Figure 3.1 illustrates the Projected Average Daily Long Haul Traffic on NHS.

Figure 3.1: Projected Average Daily Long-Haul Traffic on NHS 2040



Source: Freight Analysis Framework (FAF)

2036 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

Funded transportation projects in Beckham County include improvements to the I-40 corridor, bridge repair and replacement and routine maintenance. Appendix 3.2 illustrates and identifies the location of projects included in the ODOT Eight Year Construction Program 2016-2023.

Future Projects

Planned improvements identified in Table 3.1 are unfunded local (city/county) projects. The projects were identified through a public survey, public meetings and local expertise.

Table 3.1: Future Projects

CITY/TOWN	LOCATION	DESCRIPTION
Elk City	20 th Street (Pioneer Rd – Merritt Rd)	2 lanes to 4 lanes
Elk City	Bicycle Routes	Country Club Rd., Washington Ave., Peace Ave., Randall
Elk City	Sidewalks	Main Street, Pioneer Rd to the schools
Regional Drive	Parallel to I-40	Extend

Source: SORTPO

Chapter 4: Financial Summary

Financial Assessment

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

Federal

In general, transportation revenues continue to follow an unsustainable trajectory as multiple factors force the funding available for transportation to continue a downward trend. For example, both the Oklahoma and federal gas tax rates are fixed on a per-gallon basis, and therefore gas tax revenues are not responsive to inflation. As the cost of transportation infrastructure projects increases, the amount of revenue generated from the gas tax remains static. It is not possible to maintain past levels of transportation investments as per capita collections continue to decline. Additionally, as cars become more fuel efficient, drivers pay less in gas taxes. At the same time, the wear and tear on roadways caused by these vehicles remains the same. The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical in order to understand the expected annual federal funding availability and prepare projects accordingly. Each year, the legislation is funded through the Administration's budgeting and the congressional appropriations processes. The primary source for the dedicated federal transportation funding appropriation is the gasoline and diesel tax deposits directed to the Highway Trust Fund.

The department of transportation in each state is designated as the cognizant or recipient agency to interact with the representative federal agency, the Federal Highway Administration. Therefore, federal funding for roads and bridges is administered by ODOT regardless of facility ownership. All traditional, congressionally identified or discretionarily funded city street and county road projects that utilize federal highway funding are administered by and through ODOT.

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. Motor fuels taxes, consisting of the 18.4-cent per gallon tax on gasoline and 24-cent per gallon tax on diesel fuels, are the trust fund's main dedicated revenue source. Taxes on the sale of heavy vehicles, truck tires and the use of certain kinds of vehicles bring in smaller amounts of revenue for the trust fund.

Surface Transportation Program (STP) is federal funds utilized on road

projects. 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 fund. taxes. Appendix 4.1 identifies the transportation funding categories.

State

Funding for highway improvements in Oklahoma comes primarily from two sources – federal and revolving funds including federal and state motor fuel taxes directed to the Highway Trust Fund and the State Transportation Fund along with the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund as initiated by House Bill 1078 in 2005. House Bill 2248 and House Bill 2249 provide funding to reduce the number of structurally deficient bridges and deteriorating road conditions on the state highway system.

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¢). There is also a transportation dedicated 5 cents per gasoline gallon equivalent excise tax on natural gas used for motor vehicle fuel Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. The motor fuel taxes that are deposited to the State Transportation Fund (STF) are gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel, and the gasoline tax is the largest generator of revenue to the STF. The motor fuel tax revenues are also apportioned to municipalities and county governments for road and bridge repair and maintenance and to Native American Tribes.

In addition to the above taxes the ROADS Fund is guaranteed an annual apportionment equal to the amount apportioned for the previous year plus an additional \$59.7 million until it reaches a cap of \$575 million. In FY 2015 the Fund received \$416.8 million. In addition, the County Improvement for Roads and Bridges (CIRB) fund, as administered by ODOT was increased to 20% of motor vehicle registration fees and capped at \$120 million beginning in SFY 2016. Table 4.1 summarizes the state funding categories supporting transportation. Appendix 4.2 summarizes transportation funding categories, funding eligibility and funding limits provided at the state level.

Table 4.1: State Funding Categories

	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Budget
State Transportation Fund	\$206,405,702	\$208,707,119	\$197,228,227	\$184,901,463

	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Budget
Motor Fuel Tax – HP Bridges	\$6,047,108	\$6,130,546	\$6,238,149	\$6,200,000
Income Tax	\$297,400,000	\$357,100,000	\$416,800,000	\$476,500,000
Total allocation	\$509,852,810	\$571,937,665	\$620,266,376	\$667,601,463
OTA Transfers	\$41,340,937	\$41,712,534	\$44,049,331	\$42,000,000
Total State Revenue	\$551,193,747	\$613,650,199	\$664,315,707	\$709,601,463
CIP Debt Service	\$11,526,973	\$11,358,296	\$0	\$0
ROADS Debt Service	\$32,367,490	\$35,971,788	\$42,599,529	\$36,434,743
Highways and Bridges	\$495,399,284	\$554,420,115	\$612,316,178	\$662,766,720
Lake & Industrial Access	\$5,000,000	\$5,000,000	\$2,500,000	\$3,500,000
Passenger Rail	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Public Transit	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Intermodal	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000

	FY13 Actual	FY14 Actual	FY15 Actual	FY16 Budget
Total Allocation	\$551,193,747	\$613,650,199	\$664,315,707	\$709,601,463

Source: ODOT

Public transportation 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.

The total expenditures identified in Table 4.1 are within the total federal, state and local revenues estimated for the 2036 LRTP and are adequate to fund the projects listed. Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. While most taxes are not tied to fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Oklahoma's state budget continues to experience historic downfall revenues and these downfalls have a negative impact on the transportation system. With this plan development it is anticipated that there will continue to be a downfall in available revenue for transportation programs and projects. Therefore, the coordination with local, regional and statewide agencies in the development of transportation programs and projects is significant in order to accomplish the projects.

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 statewide 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 -2015 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.

In the summer of 2006 a law created the County Improvements for Roads and Bridges (CIRB) program. The funds apportioned to the program are in equal amounts to the eight Transportation Commission Districts. The sole purpose of the funds is for the construction or reconstruction of county roads or bridges on the county highway system that are the highest priority. Funds may accumulate annual funding for a period of up to five years for a specific project. 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 Beckham County. The county uses a small percentage of tax revenues for maintenance and minor improvements, relying on outside funding sources for major improvements.

The County Commissioners established Circuit Engineering Districts (CEDs) to provide common engineering and project support services. All potential transportation projects are initiated by the County Commissioners and are coordinated with the appropriate CED who directs the development of the recommended list of projects to be considered by ODOT for inclusion in the CIRB Construction Work Plan. ODOT and the Transportation Commission have the responsibility for the expenditure of the CIRB funding. When the CIRB Construction Work Plan is approved, ODOT coordinates and cooperates with the Counties and the CEDs in management of the project.

Local

The main source of funding for community transportation projects is found in the general operating budgets. Generally, these funds are derived by city sales tax and fees. Funding for rural transportation projects may also be available through federal sources such as Community Development Block Grants (CDBG) through Oklahoma Dept. of Commerce, Economic Development Administration (EDA), and US Department of Agriculture Rural Development (USDA RD) programs. Oklahoma has limited funding available for projects through Rural Economic Action Plan (REAP) administered by Councils of Government (COG).

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 and The FAST Act. SORTPO has an adopted Public Participation Plans (PPP) that was followed in the development and adoption of the plan.

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).

Beckham County's racial and ethnic composition is 88.4% White, followed by 14.1% Hispanic or Latino, and 4.5% 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 Beckham 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:

- FAST Act Federal Planning Factors,
- MAP-21 Federal Planning Factors,
- 2012 Transit Gap Overview and Analysis
- Oklahoma Mobility Plan,
- 2012 Freight Flow Study,
- ODOT 2040 Long Range Transportation Plan,
- Cheyenne-Arapaho Comprehensive Plan, and
- 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 of 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.

**ALL
ARE
WELCOME**

The SORTPO has hosted 15 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 RTPPO were published in local newspapers and SORTPO website. Surveys were distributed throughout the County and were made available on at www.sortpo.org. The survey and responses are included in Appendix 5.2. Appendix 5.3 provides additional information supporting SORTPO'S public engagement and outreach in development of the LRTP.

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 Roger Mills County projects included in the current ODOT eight (8) year construction program and CIRB will be constructed by the year 2036.

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 of 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.

Committed Improvements

The ODOT 8 Year Construction Work Program 2016-2023 assembles 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. ODOT policy prohibits start of future projects until all funding is in place and federal regulations dictate 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.

Table 6.1 includes a list of projects through the year 2036. The table includes projects identified the ODOT 8 Year Construction Work Program for years 2016-2019. Funding for projects in years 2020-2023 is not in place. Other projects include development of studies, plans, and collection of data that can be included in SORTPO's Planning Work Program (PWP).

Table 6.1: Recommended List of Projects

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2016-2020	Develop procedures to identify and collect traffic count data at specific locations within the county.	SPR
Beckham County	2016-2020	Develop data collection standards.	SPR
Beckham County	2016-2020	Establish procedures that enhance the consultation and coordination of transportation planning with local, regional, state and tribal government representatives.	SPR
Beckham County	2016-2020	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR
Beckham County	2016-2020	Resurface I-40 from mile marker 7.82 to 13.8 (FFY 2016 – 24354(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of Way SH34 over the north fork of the Red River, 3.6 MI north of the Greer County Line (FFY 2016 - 26999(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH34 over the north fork of the Red River (FFY 2016 – 26999(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Resurface and minor bridge work I-40 begin at mile marker 13.8 and extend east to mile marker 17.3 (FFY 2016 – 27022(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-	Right of way I-40B over Elk Creek located .15 MI east of SH6	8 Year

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
	2020	JCT. (FFY 2016 - 27900(06))	Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way bridges and approaches SH6 over Sadler Creek 1.7 MI north of SH55 JCT. (FFY 2016 – 28775(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH6 over Sadler Creek 1.7 MI north of SH55 (FFY 2016-28775(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way SH6 bridge and approaches both north and south bound over I40 in Elk City. (FFY 2016- 30998(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH6 bridge and approaches both north and south bound over I40 in Elk City. (FFY 2016- 30998(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge repair RCB 4.0 MI east of west I-40B JCT. (FFY 2016 – 32208(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Resurface begin 1.27 MI north of SH55 west JCT. and extend north 10.38 MI. (FFY 2016 – 21960(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge rehabilitation Merritt Rd. over I40 2.28 MI east of I40B west exit near Elk City. (FFY 2016 – 30396(04))	ODOT Asset Preservation Plan

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2016-2020	Pavement begin DBR 6.68 MI north of SH152 extend north 1.43 and I40 begin 14.77 MI east of I40B NE of Sayre. (FFY 2016 – 30396(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Resurface I-40 begin at mile marker 33 and end at mile marker 40. (FFY 2017 – 27023(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches I-40B over Elk Creek .15 MI east of SH6 JCT in Elk City. (FFY 2017 – 27900(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way I-40B over the east fork of Elk Creek 1.1 MI west of I40 east JCT. in Elk City. (FFY 2017 – 29004(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities I-40B over the east fork of Elk Creek 1.1 MI west of I40 east JCT. in Elk City. (FFY 2017 – 29004(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge rehabilitation on Cemetery Rd. over I40 1.9 MI east of (40B east JCT. in Sayre. (FFY 2017 – 31775(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Bridge rehabilitation over Farmrail railroad 3.2 MI east of I40B west JCT. in Elk City (east and west bound). (FFY 2017 – 317790(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Right of way for bridge rehabilitation over Falcon Rd. 3.4 MI east of I40B west JCT in Elk City (east and west bound). (FFY 2017 – 31781(04))	ODOT Asset Preservation Plan

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2016-2020	Bridge and approaches SH34 over the north fork of the Red River 3.6 MI north of the Greer County line. (FFY 2018 – 26999(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches SH34 overflow bridge of the north fork of the Red River, 2.4 MI north of the Greer County line (FFY 2018 – 287704(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches SH 6 over Sadler Creek 1.7 MI north of SH55 west JCT. (FFY 2018 – 28775(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way SH 34 over CRI & P railroad 5.5 MI north of SH152. (FFY 2018 – 29511(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH 34 over CRI & P railroad 5.5 MI north of SH152. (FFY 2018 – 29511(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches both north and south bound bridges over I40 in Elk City SH6. (FFY 2018- 30998(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches over the east fork of Elk Creek located 1.1 MI west of I40 east JCT. (west bound bridge/I40 Business in Elk City) (FFY 2019 – 29004(04))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Bridge and approaches over Little Turkey Creek 0.2 MI west of SH30 JCT. (west bound bridge I40 Business Erick. (FFY 2019 –	8 Year Construction Work Program (FFY 2016-

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
		29005(40)	2023)
Beckham County	2016-2020	Right of way I40B over the north fork of the Red River and Short Creek 1.4 MI and 1.8 MI north of I40 in Sayre (FFY 2019 – 30329(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities I40B over the north fork of the Red River and Short Creek 1.4 MI and 1.8 MI north of I40 in Sayre (FFY 2019 – 30329(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Right of way SH152 east side of SH30 JCT and extend east 4.1 MI. (FFY 2019 – 30995(05))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Utilities SH152 east side of SH30 JCT and extend east 4.1 MI. (FFY 2019 – 30995(06))	8 Year Construction Work Program (FFY 2016-2023)
Beckham County	2016-2020	Resurface I40B JCT in Sayre extend north 8.16 MI to the Roger Mills County line. (FFY 2019 – 31707(04))	ODOT Asset Preservation Plan
Beckham County	2016-2020	Grade, drainage, bridge County Rd from SH30 extend 0.7 MI to SH152. (FFY 2016 – 24839(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Grade, drainage, surface EW 106 from SH 34 extend 4.5 MI west then 3.0 MI south on NS 198. (FFY 2016 – 24840(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Grade, drainage, surface EW 117 from SH30 to SH 152 7 MI. (FFY 2016 – 28698(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	County bridge over Indian Creek Crosstown Beam. (FFY 2016 – 30032(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Engineering bridge and approaches over tributary to Sand Creek approx. 6.0 MI south and 3.2 MI west of JCT	ODOT CIRB Work Program 2016-2019

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
		I40/US283. (FFY 2016 30047(05))	
Beckham County	2016-2020	Engineering bridge and approaches over Sweetwater Creek. (FFY 2016 – 30049(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Bridge and approaches over tributary to Sand Creek approx. 6.0 MI south and 3.2 MI west of JCT I40/US283. (FFY 2017 30047(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Bridge and approaches over Sweetwater Creek. (FFY 2017 – 30049(04))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Engineering bridge and approaches over unnamed creek 4.0 MI south and 1.4 MI west of Sayre. (FFY 2017 – 30694(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2016-2020	Engineering for bridge and approaches over Canadian River (FFY 2019 – 30074(05))	ODOT CIRB Work Program 2016-2019
Beckham County	2021-2026	Collect traffic count data at specific locations within the county	SPR
Beckham County	2021-2026	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	SPR
Beckham County	2026-2030	Collect traffic count data at specific locations within the county.	TBT
Beckham County	2026-2030	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBT
Beckham County	2031-2035	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBT
Beckham County	2030-2035	Collect traffic count data at specific locations within the county.	TBT

GENERAL LOCATION	PROJECT YEAR	DESCRIPTION	FUNDING STATE / FEDERAL
Beckham County	2036-2040	Collect traffic count data at specific locations within the county.	TBT
Beckham County	2036-2040	Conduct speed study at intersection locations with high accident severity index and corridors with major attractors.	TBT

Source: ODOT, SORTPO

APPENDICES

Appendix A: Resolution 09-04

RESOLUTION NO. 09-04

CREATION OF THE RURAL TRANSPORTATION PLANNING ORGANIZATION COMMITTEE

WHEREAS, local business and community leaders have expressed a strong desire to convene and discuss transportation needs and goals in the eight-county SWODA Region, and

WHEREAS, regional transportation planning is encouraged by legislation of the Federal Highway Administration, and

WHEREAS, SWODA is the federally recognized regional planning organization for the eight-county area, and

WHEREAS, the SWODA Board of Trustees seeks to facilitate the planning process for surface, air and rail development to aid the region in economic development, workforce development, business and industry growth, tourism development and other pursuits;

NOW THEREFORE, BE IT RESOLVED by the Board of Trustees of the South Western Oklahoma Development Authority does hereby create the Rural Transportation Planning Organization as a standing committee of the Authority.

PASSED AND APPROVED this 13th day of October 2009.


T.L. GRAMLING, Chairman

ATTEST:


MIKE BROWN, Secretary

Appendix B: Acronyms

ADA	Americans with Disabilities Act
CIP	Capital Improvement Program
COEDD	Central Oklahoma Economic Development District
CORTPO	Central Oklahoma Regional Transportation Planning Organization
EJ	Environmental Justice
FAST Act	Fixing America's Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
INJ	Injury
IRI	International Roughness Index
JCT	Junction
LEP	Limited English Proficiency
LOS	Levels of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MUTCD	Manual of Uniform Traffic Control Devices
NHFN	National Highway Freight Network
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
NRHP	National Register of Historic Places
OARC	Oklahoma Association of Regional Councils
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PHFS	Primary Highway Freight System
PPP	Public Participation Plan
PWP	Planning Work Program

RTPO	Regional Transportation Planning Organization
S/L	State Line
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
SWODA	South Western Oklahoma Development Authority
TAZ	Traffic Analysis Zone
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation

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 totaling those numeric values.

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.

Capital Improvement Plan 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.

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 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, airports, international border crossings, public transportation and transit facilities, interstate bus terminals and rail and intermodal transportation facilities.

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.

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

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

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.

US DOT has established 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 fatalities 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 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. 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.

Appendix 2: Current Conditions

Appendix 2.1: Beckham County, Socio Economic Information, 2010-2014

SEX AND AGE	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS %
Total population	22,941	*****	22,941
Male	12,445	+/-171	54.2%
Female	10,496	+/-171	45.8%
Under 5 years	1,840	+/-43	8.0%
5 to 9 years	1,871	+/-252	8.2%
10 to 14 years	1,172	+/-251	5.1%
15 to 19 years	1,402	+/-157	6.1%
20 to 24 years	1,682	+/-204	7.3%
25 to 34 years	3,634	+/-249	15.8%
35 to 44 years	2,858	+/-179	12.5%
45 to 54 years	3,058	+/-149	13.3%
55 to 59 years	1,426	+/-185	6.2%
60 to 64 years	1,209	+/-192	5.3%
65 to 74 years	1,456	+/-33	6.3%
75 to 84 years	839	+/-97	3.7%
85 years and over	494	+/-97	2.2%
Median age (years)	34.7	+/-05	(X)
18 years and over	17,269	*****	75.3%
21 years and over	16,324	+/-194	71.2%
62 years and over	3,487	+/-155	15.2%
65 years and over	2,789	+/-48	12.2%
65 years and over	2,789	+/-48	2,789
Male	1,184	+/-31	42.5%
Female	1,605	+/-35	57.5%
Race			
Total population	22,941	*****	22,941
One race	21,148	+/-295	92.2%
Two or more races	1,793	+/-295	7.8%
One race	21,148	+/-295	92.2%
White	19,551	+/-286	85.2%

SEX AND AGE	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS %
Black or African American	775	+/-86	3.4%
American Indian and Alaska Native	314	+/-122	1.4%
Cherokee tribal grouping	126	+/-94	0.5%
Chippewa tribal grouping	0	+/-17	X
Navajo tribal grouping	36	+/-45	0.2%
Sioux tribal grouping	0	+/-17	X
Asian	70	+/-60	0.3%
Asian Indian	0	+/-17	X
Chinese	0	+/-17	X
Filipino	15	+/-19	0.1%
Japanese	12	+/-19	0.1%
Korean	1	+/-3	X
Vietnamese	10	+/-21	X
Other Asian	32	+/-53	0.1%
Native Hawaiian /Other Pacific Islander	8	+/-12	X
Native Hawaiian	0	+/-17	X
Guamanian or Chamorro	0	+/-17	X
Samoan	0	+/-17	X
Other Pacific Islander	8	+/-12	X
Some other race	430	+/-187	1.9%

Source: 2010-2014 ACS

Appendix 2.2: Beckham County, Housing Occupancy 2010-2014

	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS %
Housing Occupancy			
Total housing units	9,763	+/-204	9,763
Occupied housing units	7,770	+/-377	79.6%
Vacant housing units	1,993	+/-305	20.4%
Homeowner vacancy rate	2.5	+/-2.0	(X)
Rental vacancy rate	6.5	+/-3.8	(X)

Source: 2010-2014 ACS

Appendix 2.3: Beckham County, Educational Attainment 2010 – 2014

	TOTAL		% OF ENROLLED POPULATION			
			In public school		In private school	
	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS	MARGIN OF ERROR
Population 25 years and over	14,974	+/-147	8,124	+/-134	6,850	+/-94
Less than 9th grade	6.0%	+/-1.4	7.9%	+/-2.2	3.7%	+/-1.7
9th to 12th grade, no diploma	10.5%	+/-2.2	11.9%	+/-3.6	8.9%	+/-2.1
High school graduate/GED	39.7%	+/-3.0	41.7%	+/-4.0	37.2%	+/-4.0
Some college, no degree	20.8%	+/-2.6	17.7%	+/-3.0	24.5%	+/-3.6
Associate's degree	6.1%	+/-1.5	5.7%	+/-1.9	6.6%	+/-2.0
Bachelor's degree	11.1%	+/-1.7	11.4%	+/-2.3	10.8%	+/-2.3
Graduate or professional degree	5.8%	+/-1.8	3.7%	+/-1.7	8.2%	+/-2.3
Percent high school graduate or higher	83.5%	+/-2.5	80.2%	+/-3.8	87.4%	+/-2.7
Percent bachelor's degree or higher	16.9%	+/-2.6	15.2%	+/-3.1	19.0%	+/-3.1

Source: 2010-2014 ACS

Appendix 2.4: Beckham County, Housing Units and Vehicles Available 2010– 2014

	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS	MARGIN OF ERROR	2010-2014 ACS	MARGIN OF ERROR
Occupied Housing Units	7,770	+/-377	4,888	+/-360	2,882	+/-342
Units in Structure						
1, detached	73.4%	+/-3.5	87.7%	+/-3.0	49.2%	+/-7.0
1, attached	3.3%	+/-1.3	1.2%	+/-0.8	7.0%	+/-3.6
2 apartments	4.5%	+/-1.8	1.0%	+/-0.9	10.3%	+/-4.4
3 or 4 apartments	2.3%	+/-1.3	0.0%	+/-0.4	6.2%	+/-3.5
5 to 9 apartments	1.8%	+/-1.1	0.0%	+/-0.4	4.8%	+/-3.0
10 or more apartments	2.8%	+/-1.1	0.0%	+/-0.4	7.6%	+/-3.0
Mobile home or other	11.9%	+/-2.9	10.1%	+/-2.8	15.0%	+/-6.4

Vehicles Available						
No vehicle available	5.0%	+/-1.4	2.5%	+/-1.2	9.1%	+/-3.2
1 vehicle available	31.3%	+/-4.0	20.0%	+/-3.3	50.3%	+/-7.9
2 vehicles available	35.8%	+/-3.8	42.1%	+/-4.6	25.1%	+/-6.3
3 or more vehicles available	28.0%	+/-3.8	35.4%	+/-4.5	15.5%	+/-5.5

Source: 2010-2014 ACS

Appendix 2.5: Beckham County, Employment Status and Commute to Work 2010 - 2014

	2010-2014 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Employment Status				
Population 16 years and over	17,843	+/-100	17,843	(X)
In labor force	9,973	+/-617	55.9%	+/-3.5
Civilian labor force	9,973	+/-617	55.9%	+/-3.5
Employed	9,654	+/-626	54.1%	+/-3.5
Unemployed	319	+/-131	1.8%	+/-0.7
Armed Forces	0	+/-17	0.0%	+/-0.1
Not in labor force	7,870	+/-628	44.1%	+/-3.5
Civilian labor force	9,973	+/-617	9,973	(X)
Percent Unemployed	(X)	(X)	3.2%	+/-1.3
Commuting to Work				
Workers 16 years and over	9,510	+/-649	9,510	(X)
Car, truck, van - drove alone	8,153	+/-523	85.7%	+/-3.7
Car, truck, van - carpooled	926	+/-333	9.7%	+/-3.3
Public transit -not taxicab	12	+/-21	0.1%	+/-0.2
Walked	87	+/-83	0.9%	+/-0.8
Other means	99	+/-74	1.0%	+/-0.7
Worked at home	233	+/-105	2.5%	+/-1.1
Mean travel time to work (min)	18.5	+/-2.1	(X)	(X)

Appendix 2.6: Beckham County Occupation and Industry 2010 – 2014

Occupation	2010-2014 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Civilian employed population 16 years and over	9,654	+/-626		(X)
Management, business, science, and arts occupations	2,394	+/-388	24.8%	+/-3.4
Service occupations	1,578	+/-369	16.3%	+/-3.5
Sales and office occupations	2,270	+/-301	23.5%	+/-3.1
Natural resources, construction, and maintenance occupations	1,855	+/-332	19.2%	+/-3.2
Production, transportation, and material moving occupations	1,557	+/-297	16.1%	+/-3.1

Industry				
Civilian employed population 16 years and over	9,654	+/-626	9,654	(X)
Agriculture, forestry, fishing and hunting, and mining	2,265	+/-376	23.5%	+/-3.5
Construction	631	+/-155	6.5%	+/-1.6
Manufacturing	343	+/-122	3.6%	+/-1.3
Wholesale trade	240	+/-101	2.5%	+/-1.1
Retail trade	1,227	+/-260	12.7%	+/-2.6
Transportation and warehousing, and utilities	529	+/-176	5.5%	+/-1.7
Information	78	+/-58	0.8%	+/-0.6
Finance and insurance, and real estate and rental and leasing	486	+/-149	5.0%	+/-1.6
Professional, scientific, and management, and administrative and waste management services	557	+/-228	5.8%	+/-2.3
Educational services, and health care and social assistance	1,466	+/-285	15.2%	+/-2.7
Arts, entertainment, and recreation, and accommodation and food services	873	+/-280	9.0%	+/-2.8
Other services, except public administration	505	+/-130	5.2%	+/-1.3
Public administration	454	+/-156	4.7%	+/-1.6

Occupation	2010-2014 ACS	MARGIN OF ERROR	PERCENT	MARGIN OF ERROR
Class of Worker				
Civilian employed population 16 years and over	9,654	+/-626	9,654	(X)
Private wage and salary workers	7,434	+/-521	77.0%	+/-3.4
Government workers	1,254	+/-251	13.0%	+/-2.5
Self-employed in own not incorporated business workers	927	+/-300	9.6%	+/-2.9
Unpaid family workers	39	+/-37	0.4%	+/-0.4

Source: 2010-2014 ACS

Appendix 2.7: Mode of Travel to Work Beckham County

Mode to Work	2010-2014 ACS	PERCENT	MARGIN OF ERROR
Total Workers	9,649	100.0	278
Drove alone	8,287	85.9	263
2-person Carpool	627	6.5	103
3-or-more-person Carpool	223	2.3	84
Public Transportation	21	.2	13
Bike	16	.2	16
Walked	89	.09	53
Taxi, Motorcycle and Other means	123	1.3	33
Worked at Home	263	2.7	60

Source: CTPP

Appendix 2.8: Beckham County 2010 Population and Employment by TAZ

RVSD TAZ No.	2010 POP	2010 EMPL	2036 POP	2036 EMPL
1	299	75	400	150
2	323	135	500	135
3	578	225	700	500
4	566	145	600	300
5	321	125	620	150
6	185	100	486	145
7	358	150	446	250
8	588	355	600	395
9	600	145	650	165
10	500	145	545	165
11	500	300	1821	550
12	500	225	575	225
100	435	45	700	55
101	685	125	700	135
102	384	533	600	545
103	552	300	552	325
104	233	366	600	385
105	433	340	433	355
106	196	229	215	235
107	430	325	500	350
108	359	430	400	475
109	504	260	504	285
110	419	310	435	615
111	577	336	677	345
112	386	310	415	395
113	503	303	550	325
114	717	235	750	245
115	554	324	600	350
116	313	335	385	345
117	627	324	700	325
118	59	345	800	600
119	225	324	500	420
120	321	334	550	350
121	142	350	142	355
122	438	287	503	290
123	324	300	500	300
124	657	387	700	385

RVSD TAZ No.	2010 POP	2010 EMPL	2036 POP	2036 EMPL
125	442	310	504	315
126	336	355	504	375
127	394	345	525	345
200	671	325	671	335
201	510	330	510	335
202	547	292	547	325
203	445	0	555	0
204	321	275	321	285
205	87	250	250	300
206	208	185	208	285
300	189	277	189	315
301	314	295	314	315
302	464	293	464	325

Source: SORTPO

Appendix 2.9: Beckham County Major Employers 2036

MAJOR EMPLOYER	ADDRESS	CITY	TAZ	2015 NO. of EMPLOYEES
Ace Hardware	1210 S. Main St.	Elk City	120	20
Apache Corporation	3900 W. 3rd St.	Elk City	123	94
Atwood's	2901 S. Main St.	Elk City	125	30
Bar-S Food Com.	1514 E. 7th St.	Elk City	120	115
Beck Trucking	112 Calhoun		5	28
Beckham County Courthouse	302 E Main St	Sayre	206	116
Bell Ave. Nursing/Center	2301 Bell Ave.	Elk City	114	86
Bronco Oilfield Services	4001 W. 7th St.	Elk City	1	69
C&J Energy	301 Venture Rd.	Sayre	206	100
Chesapeake/Four Point Energy	501 S. Eastern	Elk City	118	85
City of Elk City Gov. Services	320 W. 3rd St.	Elk City	117	147
Cudd Pressure Control	723 S. Merritt Rd.	Elk City	4	160
Dolese	2319 W 13 th St	Elk City	123	12
Dr. Pepper Bottling	322 S. Jefferson	Elk City	117	15
Elk City Nursing Home	301 Garrett St.	Elk City	114	51
Elk City Public Schools	222 W. Broadway Ave.	Elk City	111	248
Elkwood Sr. Living	1000 Elkwood	Elk City	100	40
Enogex	1316 Airport Rd.	Elk City	104	45
Erick Public School	319 S. Pine	Erick	301	42
Farmers Co-Op	720 S. Main	Elk City	120	5
Flying J Truck Stop	2400 4th St.	Sayre	206	30
Great Plains National Bank	2017 W. 3rd St.	Elk City	114	50
Great Plains	1801 W. 3rd St.	Elk	114	383

MAJOR EMPLOYER	ADDRESS	CITY	TAZ	2015 NO. of EMPLOYEES
Regional Medical		City		
Hampton Inn	102 Regional	Elk City	118	20
Holiday Inn	2101 E. 3rd	Elk City	105	21
Hutchinson Oil	515 S. Main St.	Elk City	121	125
Integrated Production Services	1205 Merritt Rd	Elk City	4	100
La Quinta Inn & Suites Hotel	2611 E Highway 66	Elk City	104	20
Mud Transport	409 S. Pioneer	Elk City	100	10
North Fork Correctional Facility	1605 E Main St	Sayre	11	100
Northfork Elec Co-Op	301 E. Main St.	Sayre	206	38
Puckett Food Store	407 N. 4th St.	Sayre	204	27
Redman Pipe & Supply	315 W. 20th	Elk City	121	4
S & T Oilfield	109 W. Broadway	Elk City	117	13
Sayre Public School	716 Highway 66	Sayre	205	87
Superior Fabrication	801 S. Eastern	Elk City	118	175
SWOSU at Sayre	409 E. Mississippi	Sayre	200	75
Wal-Mart	210 Regional Dr.	Elk City	118	300

Source: Workforce Improvement Board, Ok Dept. of Commerce

Appendix 2.11: 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 two (2) major rivers in the county, supplied by numerous streams; however, following years of extreme drought, many of these streams 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 Beckham 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 2.12: Environmental Features Table

DESCRIPTION	LOCATION
Beckham County Courthouse	Sayre
Casa Grande Hotel	Elk City
J.W. Danner House	Sayre
Edward Archeological Site	Carter
First National Bank	Erick
Hedlund Motor Company Building	Elk City
Magnolia Services Station	Texola
Historic Rt.66	Beckham
National Route 66 Museum	Elk City
Sayre Champlin Service Station	Sayre
Sayre City Park	Sayre
Sayre Downtown Historic District	Sayre
Sayre Rock Island Depot	Sayre
Storm House	Elk City
West Winds Motel	Erick
Whited Grist Mill	Elk City
North Fork Red River	Beckham
Elk City 1 Wind Farm	Beckham
Elk City 2 Wind Farm	Beckham
Big Smile Wind Farm	Beckham

Source: SORTPO

Appendix 2.13: Beckham County Collision Total, 2011-2015

	FAT	INCAP INJ	NON INCAP INJ	POSSIBLE INJURY	PROPERTY DAMAGE	TOTAL
Collisions	30	119	265	289	1,513	2,216
Persons	35	156	411	435	x	1,037

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

Appendix 2.14: Beckham County Collisions by Type of Collisions, 2011 - 2015

TYPE OF COLLISION	TOTAL				
	FAT	INJ	PD	TOT	PCT.
Rear-End (front-to-rear)	1	93	267	361	16.3
Head-On (front-to-front)	3	14	12	29	1.3
Right Angle (front-to-side)	2	119	199	320	14.4
Angle Turning	2	78	243	323	14.6
Sideswipe Same Direction		17	69	86	3.9
Sideswipe Other Direction	1	6	14	21	0.9
Fixed Object	8	132	260	400	18.1
Animal		18	43	61	2.8
Overturn/Rollover	11	144	80	235	10.6
Other Single Vehicle Crash		7	27	34	1.5
Other	2	28	289	319	14.4
Total	30	673	1513	2216	100

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

Appendix 2.15: Beckham County Vehicle by Vehicle Type, 2011 - 2015

Vehicle Type	TOTAL				
	FAT	INJ	PD	TOT	PCT.
Passenger Vehicle-2 Door	0	1	4	5	2.1
Passenger Vehicle-4 Door	0	22	30	52	21.8
Passenger Vehicle-Convertible	0	0	0	0	0
Pickup Truck	1	16	26	43	18.0
Single Unit Truck (2 axles)	0	1	2	3	1.3

Vehicle Type	TOTAL				
	FAT	INJ	PD	TOT	PCT.
Single Unit Truck (3 or more axels)	0	0	1	1	0.4
Truck/Trailer	0	3	16	19	7.9
Truck-Tractor (bobtail)	0	0	1	1	0.4
Truck-Tractor/Semi-Trailer	1	13	57	71	29.7
Motorcycle	1	5	0	6	2.5
Farm Machinery	0	0	0	0	0
ATV	0	0	0	0	0
Sport Utility Vehicles	1	15	12	28	11.7
Passenger Van	0	2	1	3	1.3
Truck More Than 10,000 lbs.	0	0	0	0	0
Van (10,000 lbs. or less)	0	0	1	1	0.4
Total	4	79	156	239	100

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

Appendix 2.16: Beckham County Collision Locations, 2011-2015

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	FAT	INJ	PD	TOT	FAT	INJ	PD	TOT	FAT	INJ	PD	TOT	FAT	INJ	PD	TOT
2011	3	101	204	308		29	82	111	2	16	18	36	5	146	304	455
2012	7	94	172	273	1	29	99	129	0	20	14	34	8	143	285	436
2013	4	103	196	303		23	90	113	0	21	16	37	4	147	302	453
2014	4	85	184	273		22	107	129	0	17	19	36	4	124	310	438
2015	7	81	199	287	1	18	94	113	1	14	19	34	9	113	312	434
Total:	25	464	955	1,444	2	121	472	595	3	88	86	177	30	673	1,513	2,216

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

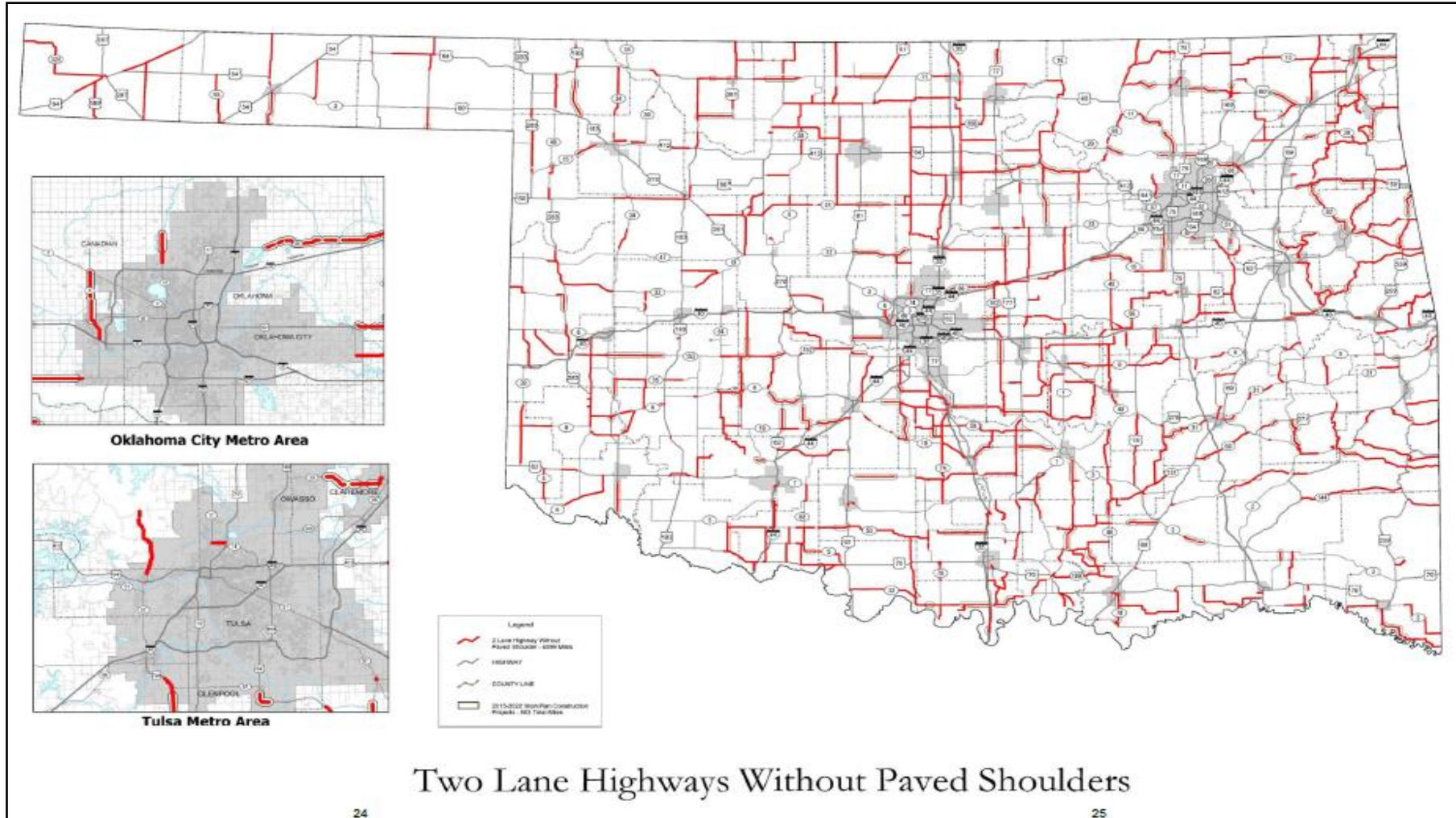
Appendix 2.17: Beckham County Collision by Driver Action, 2011 – 2015

Unsafe/ Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Total	Pcnt
Failed to Yield		2	2																	2	2	4	0.1
Failed to Stop	2	138	326		1	3		2				1		1	1		8	14	2	150	345	497	13.7
Failed to Signal		20	37											1	1		1	3		22	41	63	1.7
Improper Turn			5																		5	5	0.1
Improper Start		24	107															6		24	113	137	3.8
Improper Stop			8																		8	8	0.2
Improper Backing		3	2																	3	2	5	0.1
Improper Parking		4	112														1	12		5	124	129	3.5
Improper Passing		1	1															8		1	9	10	0.3
Improper Lane Change		4	16															2		4	18	22	0.6
Left of Center		12	47														2	5		14	52	66	1.8
Following Too Close	1	14	19							1	1					2	3		4	18	19	41	1.1
Unsafe Speed		18	81														1	4		19	85	104	2.9

Unsafe/ Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Fat	Inj	PD	Total	Pcnt
DWI	4	107	147	1	2		1	1			1					2	10	8	8	121	155	284	7.8
Inattention			1	1	34	27		5	7		1		1	11	11	1	2	1	3	53	47	103	2.8
Negligent Driving	3	113	238		1	1		1		1	27	40		1		1	3	20	5	146	299	450	12.4
Defective Vehicle		4	23						1									2		4	26	30	0.8
Wrong Way		19	54		1	1			1			1						4		20	61	81	2.2
No Improper Action		1	3																	1	3	4	0.1
Other	8	367	1,005					1			1					1	17	58	9	386	1,063	1,458	40.0
Total	33	883	2,288	3	39	33	1	10	9	3	31	43	1	14	14	12	53	171	53	1,030	2,558	3,641	100
Percent	0.9	24.3	62.8	0.1	1.1	0.9		0.3	0.2	0.1	0.9	1.2		0.4	0.4	0.3	1.5	4.7	1.5	28.3	70.3	100	

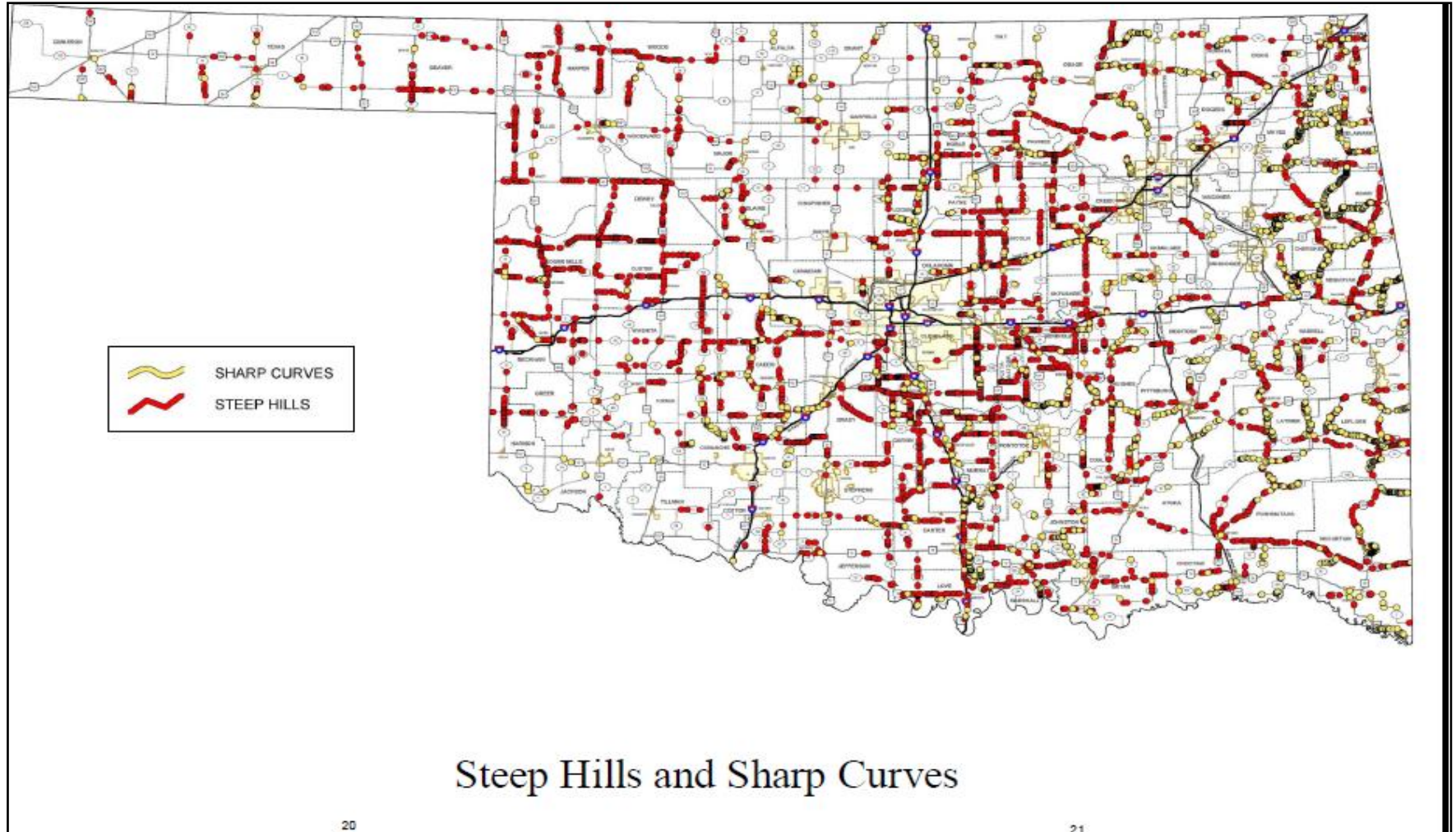
Source: ODOT Traffic Engineering Div. Collision Analysis and Safety Branch

Appendix 2.19: Two Lane Highways Without Paved Shoulders



Source: Oklahoma Department of Transportation

Appendix 2.18: Steep Hills and Sharp Curves



Source: Oklahoma Department of Transportation

Appendix 2.21: Functional Classification and Road Systems

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 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:

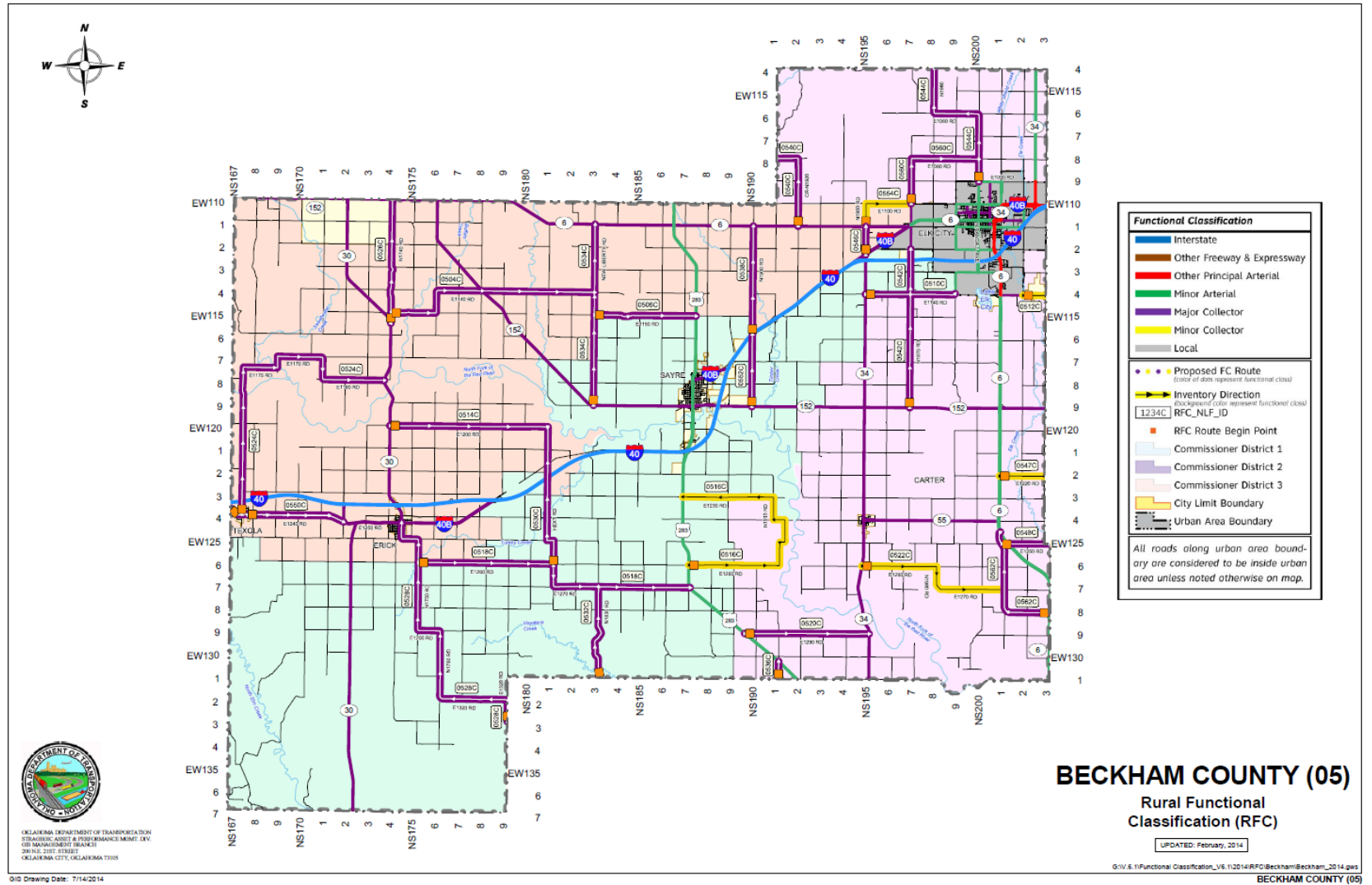
- LOS A: Describes a condition with low traffic volumes with little or no delays. There is little or no restriction in maneuverability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily. Operating capacity 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.

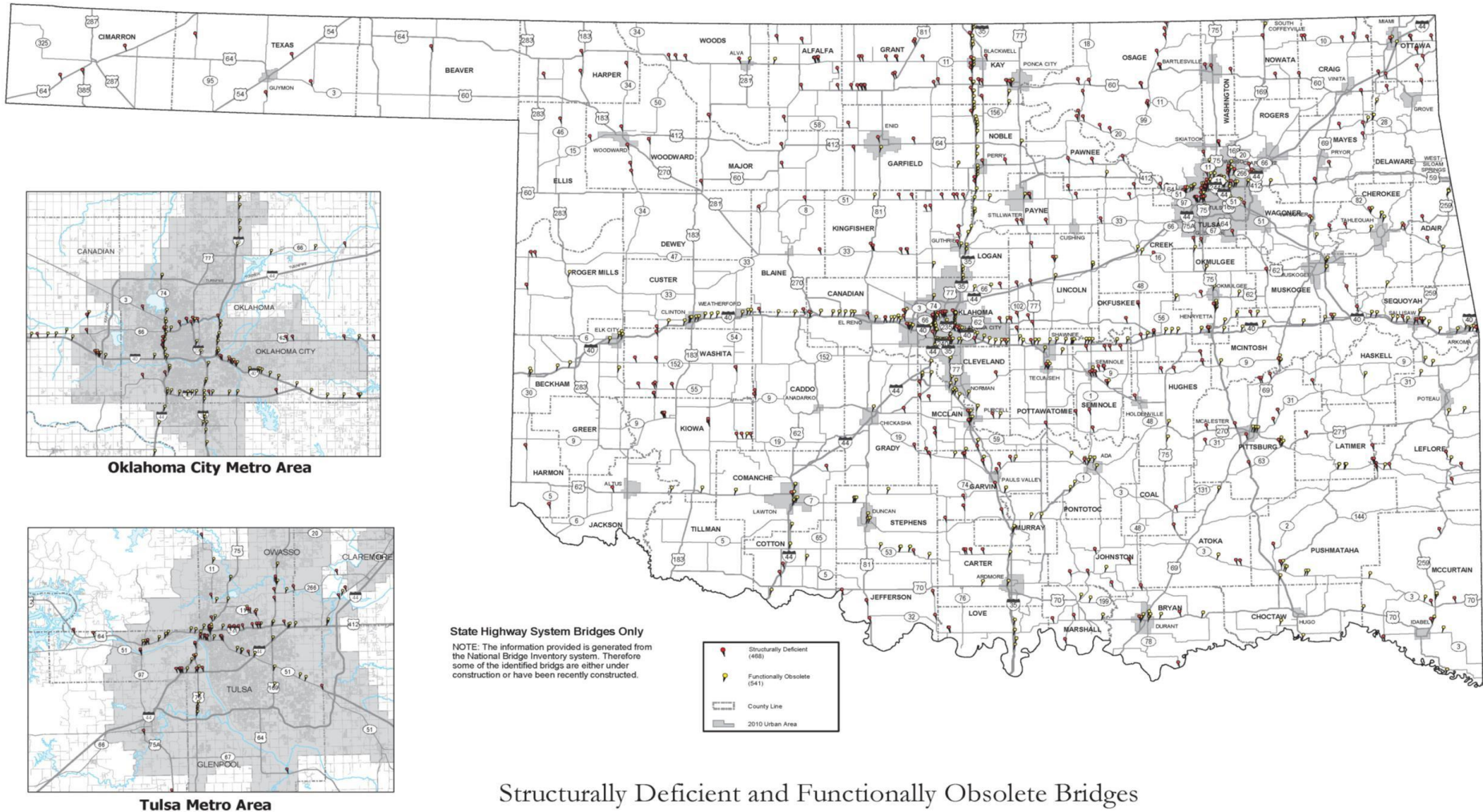
- LOS E: Describes operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns. Operating capacity can be measured as between ninety percent (90%) to ninety-nine percent (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 2.22: Beckham County Functional Classification Map



Appendix 2.23: Structurally Deficient and Functionally Obsolete Bridges



Source: Oklahoma Department of Transportation

Appendix 2.24: National Highway Freight Network – Oklahoma

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities

Primary Highway Freight System (PHFS) Routes			
ROUTE No.	START POINT	END POINT	LENGTH (MILES)
Creek Type	I44	U75	4.9
I240	I44	I35	4.61
I244	OK3R	I44	3.52
I35	TX/OK Line	OK/Ks Line	236.13
I40	TX/OK Line	I35	151.76
I40	I35	OK/AR line	177.96
I44	I240	4.68 Miles North of I40	7.92
I44	I35	OK/MO Line	194
U412	OK6P	I44	6.4
Subtotal			787.19

PHFS Intermodal Connectors			
FACILITY ID	FACILITY NAME	FACILITY DESCRIPTION	LENGTH (MILES)
OK2L	Williams Pipeline Station	21st St. (33rd W. Avenue to Burlington Northern RR at 23rd St.)	1.27
OK3R	Burlington Northern Railroad	23rd St. (BN Terminal to Southwest Avenue) SW Avenue (23rd St. to I-244 ramp.)	0.56
OK5P	Port of Catoosa	SR 266 (Port to US 169)	11.42
OK6P	Johnston's Port 33 (Verdigris River near Muskogee)	From US 412/NS 414, south 0.25 miles, east 1 mile to Terminal	1.14
Subtotal			14.39
PHFS TOTAL			801.58

Interstate Not on the PHFS			
ROUTE No.	START POINT	END POINT	LENGTH (MILES)
I235	I40	I44	5.14
I240	I35	I40	11.68
I244	S. 21st St.	I44	12.24
I44	TX/OK Line	I240	114.91
I44	0.35 miles S. of S66	I35	7.7
I444	I244 S	I244 N	2.5
Subtotal			154.15

Appendix 3: Future Conditions

Appendix 3.1: Beckham County 2036 Population and Employment Projections by TAZ

RVSD TAZ No.	2010 POP	2010 EMPL	2036 POP	2036 EMPL
1	299	75	400	150
2	323	135	500	135
3	578	225	700	500
4	566	145	600	300
5	321	125	620	150
6	185	100	486	145
7	358	150	446	250
8	588	355	600	395
9	600	145	650	165
10	500	145	545	165
11	500	300	1821	550
12	500	225	575	225
100	435	45	700	55
101	685	125	700	135
102	384	533	600	545
103	552	300	552	325
104	233	366	600	385
105	433	340	433	355
106	196	229	215	235
107	430	325	500	350
108	359	430	400	475
109	504	260	504	285
110	419	310	435	615
111	577	336	677	345
112	386	310	415	395
113	503	303	550	325
114	717	235	750	245
115	554	324	600	350
116	313	335	385	345
117	627	324	700	325
118	59	345	800	600
119	225	324	500	420
120	321	334	550	350
121	142	350	142	355

RVSD TAZ No.	2010 POP	2010 EMPL	2036 POP	2036 EMPL
122	438	287	503	290
123	324	300	500	300
124	657	387	700	385
125	442	310	504	315
126	336	355	504	375
127	394	345	525	345
200	671	325	671	335
201	510	330	510	335
202	547	292	547	325
203	445	0	555	0
204	321	275	321	285
205	87	250	250	300
206	208	185	208	285
300	189	277	189	315
301	314	295	314	315
302	464	293	464	325

Source: SORTPO

Table 3.2: Beckham County Funded Improvements

ODOT CONST. WORK PROGRAM 2016-2023 BECKHAM MILLS COUNTIES					
FFY 2016					
BECKHAM	Div. 5 IS040	5.980 Mi.	Let 02/2016	I-40 FROM MILE MARKER 7.82 TO 13.8	\$11,167,000
24354(04)			FFY 2016		
RESURFACE					
BECKHAM	Div. 5 SH034	0.400 Mi.	Let 11/2015	SH-34: OVER THE NORTH FORK OF THE RED RIVER, 3.6 MILES NORTH OF THE GREER COUNTY LINE.	\$33,000
26999(05)			FFY 2016	R/W FOR 26999(04) & 28770(04)	
RIGHT OF WAY					
BECKHAM	Div. 5 SH034	0.200 Mi.	Let 11/2015	SH-34: OVER THE NORTH FORK OF THE RED RIVER. UT FOR 26999(04)	\$83,000
26999(06)			FFY 2016	& 28770(04).	
UTILITIES					
BECKHAM	Div. 5 IS040	3.500 Mi.	Let 02/2016	I-40: RESURFACE AND MINOR BRIDGE WORK BEGINNING AT MP	\$7,145,000
27022(04)			FFY 2016	13.8AND EXT EAST TO MP 17.3.	
RESURFACE					
BECKHAM	Div. 5 IS040B	0.100 Mi.	Let 11/2015	I-40B: OVER ELK CREEK LOCATED .15 MILE EAST OF THE SH 6 JCT IN	\$321,000
27900(05)			FFY 2016	ELK CITY R/W FOR 27900(04)	
RIGHT OF WAY					

BECKHAM 27900(06) UTILITIES	Div. 5 IS040B	0.100 Mi.	Let 11/2015 FFY 2016	I-40B: OVER ELK CREEK LOCATED .15 MILE EAST OF THE SH 6 JCT IN ELK CITY UTILITIES FOR 27900(04)	\$380,000
BECKHAM 28775(05) RIGHT OF WAY	Div. 5 SH006	0.200 Mi.	Let 01/2016 FFY 2016	SH-6: BRIDGE AND APPROACHES OVER SADLER CREEK LOCATED 1.7 MILES NORTH OF THE SH-55 WEST JUNCTION. RW FOR 28775(04)	\$65,000
BECKHAM 28775(06) UTILITIES	Div. 5 SH006	0.200 Mi.	Let 01/2016 FFY 2016	SH-6: OVER SADLER CREEK LOCATED 1.7 MILES NORTH OF SH-55 WEST UT FOR 28775(04)	\$87,000
BECKHAM 30998(05) RIGHT OF WAY	Div. 5 IS040	0.200 Mi.	Let 02/2016 FFY 2016	I-40: SH-6 BRIDGE AND APPROACHES, BOTH NB & SB BRIDGES OVER I-40IN ELK CITY. ROW FOR (04).	\$250,000
BECKHAM 30998(06) UTILITIES	Div. 5 IS040	0.200 Mi.	Let 02/2016 FFY 2016	I-40: SH-6 BRIDGE AND APPROACHES, BOTH NB & SB BRIDGES OVER I-40IN ELK CITY. UT FOR (04).	\$250,000
BECKHAM 32208(04) BRIDGE REPAIR	Div. 5 IS040B	0.100 Mi.	Let 09/2016 FFY 2016	I-40B: REPAIR RCB LOCATED 4.0 MILES EAST OF THE WEST I-40B JCT IN ELK CITY.	\$200,000

FFY 2017					
BECKHAM	Div. 5 IS040	7.000 Mi.	Let 02/2017	I-40: FROM MILE MARKER 33 TO 40	\$9,012,500
27023(04)			FFY 2017		
RESURFACE					
BECKHAM	Div. 5 IS040B	0.100 Mi.	Let 06/2017	I-40B: OVER ELK CREEK LOCATED 0.15 MILE EAST OF THE SH-6 JCT	\$2,535,160
27900(04)			FFY 2017	IN ELK CITY	
BRIDGE & APPROACHES					
BECKHAM	Div. 5 IS040B	0.200 Mi.	Let 11/2016	I-40B: IN ELK CITY: OVER THE EAST FORK OF ELK CREEK 1.1 MI WEST	\$31,400
29004(05)			FFY 2017	OF I-40EAST JCT. RW FOR (04)	
RIGHT OF WAY					
BECKHAM	Div. 5 IS040B	0.200 Mi.	Let 11/2016	I-40B: IN ELK CITY: OVER THE EAST FORK OF ELK CREEK, 1.1 MI	\$51,000
29004(06)			FFY 2017	WEST OF I-40EAST JCT. UT FOR (04)	
UTILITIES					
ROGER MILLS	Div. 5 US283	0.250 Mi.	Let 07/2017	US-283: OVER DEAD WARRIOR CREEK, 7.4 MILES NORTH OF THE	\$2,130,246
FFY 2018					
BECKHAM	Div. 5 SH034	0.400 Mi.	Let 11/2017	SH-34: OVER THE NORTH FORK OF THE RED RIVER, 3.6 MILES NORTH OF THE GREER COUNTY LINE.	\$9,693,954
26999(04)			FFY 2018		
BRIDGE & APPROACHES					
BECKHAM	Div. 5 SH034	0.200 Mi.	Let 11/2017	SH-34: OVERFLOW BRIDGE OF THE NORTH FORK OF THE RED	\$6,627,557

28770(04)			FFY 2018	ROVER, 2.4 MI NORTH OF GREER C/L.	
BRIDGE & APPROACHES					
BECKHAM	Div. 5 SH006	0.200 Mi.	Let 06/2018	SH-6: BRIDGE AND APPROACHES OVER SADLER CREEK LOCATED 1.7	\$1,769,359
28775(04)			FFY 2018	MILES NORTH OF THE SH-55 WEST JUNCTION.	
BRIDGE & APPROACHES					
BECKHAM	Div. 5 SH034	0.500 Mi.	Let 11/2017	SH-34: OVER CRI & P RAILROAD, 5.5 MILES NORTH OF SH-152 RW FOR 29511(04)	\$54,500
29511(05)			FFY 2018		
RIGHT OF WAY					
BECKHAM	Div. 5 SH034	0.500 Mi.	Let 11/2017	SH-34: OVER CRI & P RAILROAD, 5.5 MILES NORTH OF SH-52 UT FOR	\$43,600
29511(06)			FFY 2018	29511(04)	
UTILITIES					
BECKHAM	Div. 5 IS040	0.200 Mi.	Let 08/2018	I-40: SH-6 BRIDGE AND APPROACHES, BOTH NB & SB BRIDGES OVER	\$5,830,000
30998(04)			FFY 2018	I-40IN ELK CITY.	
BRIDGE & APPROACHES					

ODOT CIRB WORK PROGRAM 2016-2019

FFY2016					
BECKHAM	CO RD	0.76 MI		Grade, Drain & Bridge CO RD from SH 30 ext. 0.7 MI to SH 152	\$2,845,000
24839(04)			FFY 2016		
Grade, Drain & Bridge					
BECKHAM	CO RD	7.5 MI		Grade Drain and Surface EW 106 from SH 34 EXT 4.5 MI West then 3.0 MI South on NS 198	\$6,676,566

24840(04)			FFY 2016		
Grade, Drain					
BECKHAM	CO RD	7.0 MI		Grade, drain surface EW 117 from SH 30 to SH 152 approx. 7 MI	\$2,742,000
28698(04)			FFY 2016		
Grade, Drain & Surface					
BECKHAM	COBRGE	0.3 MI		County Bridge over Indian Creek Crosstown Beam	\$422,000
30032(04)			FFY 2016		
Grade, Drain & Bridge					
BECKHAM	COBRGE	.03 MI		Bridge and approaches over trib. To Sand Creek approx. 6.0 MI South & 3.2 MI West of JCT I-40/US 283 PE for 30047(04)	\$36,019
30047(05)			FFY 2016		
Bridge & Approaches					
BECKHAM	COBRGE	.03 MI		Bridge and approaches over Sweetwater Creek PE for 30049(04)	\$35,991
30049(05)			FFY 2016		
Bridge & Approaches					
FFY2017					
BECKHAM	COBRGE	0.03 MI		Bridge and approach over Trib to Sand Creek Approx. 6.0 MI South & 3.2 MI West of JCT I-40/US 283	\$438,300
30047(04)			FFY 2017		
Bridge & Approaches					

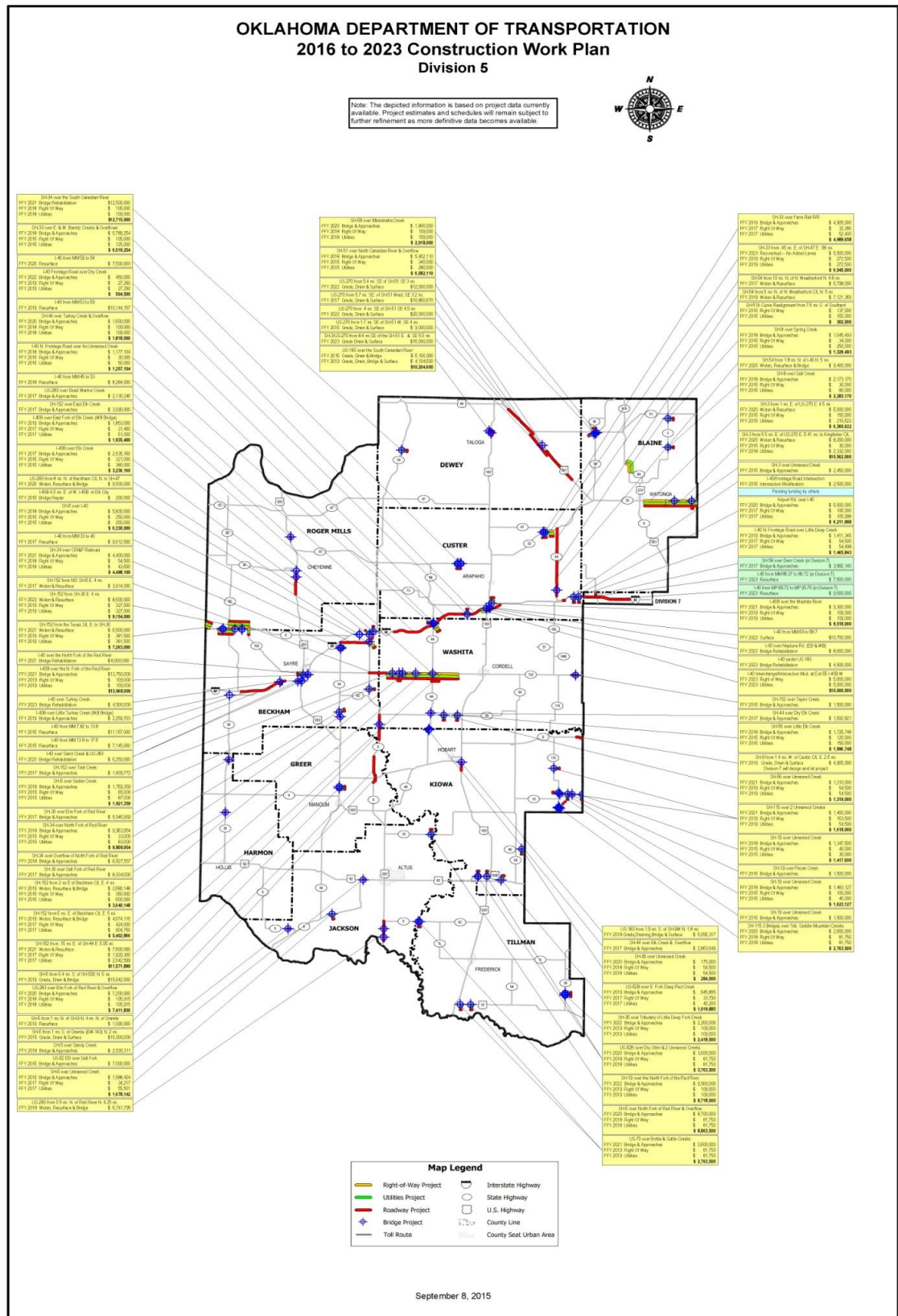
BECKHAM	COBRGE	0.25 MI			\$437,500
30049(04)			FFY 2017	Bridge and approaches over Sweetwater Creek	
Bridge & Approaches					
BECKHAM	COBRGE	0.25 MI			\$35,000
30694(05)			FFY 2017	Bridge & approaches over unnamed creek, located 4.0 MI South and 1.4 MI west of Sayre (Engineering)	
Bridge & Approaches					
ASSET PRESERVATION PLAN					
FFY 2016					
BECKHAM	SH6	10.38 MI		Begin 1.27 Miles N of the SH 55 West JCT and extend north 10.38 miles	\$1,649,652
21960(04)			FFY 2016		
RESURFACE					
BECKHAM	I40	0.1 MI		Bridge Rehab Merritt Road over I-40. Located 2.28 miles east of the I40-B west exit near Elk City	\$1,228,600
30396(04)			FFY 2016		
BRIDGE REHAB					
BECKHAM	SH6	6.72 MI.		Begin DBR 6.68 MI North of SH 152 extend North 1.43 & I-40 begin 14.77 MI east of I40B NE of Sayre and extend east 5.29 MI.	\$1,649,173
31111(04)			FFY 2016		
Pavement Rehab					
					\$4,527,425

FFY 2017					
BECKHAM	I 40	.10 MI		Bridge rehab on Cemetery Rd. over I40, 1.9 MI east of I40B east JCT in Sayre	\$1,250,000
31775(04)			FFY 2017		
Bridge Rehab					
BECKHAM	I 40	.10 MI		Bridge rehab over Farmrail RR, 3.2 MI East of the I40B west JCT in Elk City (east & west bound)	\$494,400
3177904			FFY 2017		
Bridge Rehab					
BECKHAM	I 40	.10 MI		Bridge rehab over Falcon Rd., 3.4 MI east of the I40B west JCT in Elk City (east & west bound)	\$492,958
31781(04)			FFY 2017		
RIGHT OF WAY					
					\$2,237,358
	US 283	8.21 MI		Begin at the I40B JCT in Sayre & extend north 8.16 MI to the Roger Mills C/L	\$1,400,000
31707(04)			FFY 2019		
Resurface					

FFY 2019				
I40B	0.200 Mi.		I-40 BUSINESS IN ELK CITY: BRIDGE AND APPROACHES OVER THE EAST FORK OF ELK CREEK LOCATED 1.1 MILES WEST OF THE I-40 EAST JCT. (WEST BOUND BRIDGE)	\$1,853,000
29004(04) BRIDGE & APPROACHES		FFY 2019		
I40B	0.200 Mi.		I-40 BUSINESS IN ERICK: BRIDGE AND APPROACHES OVER LITTLE TURKEY CREEK LOCATED 0.2 MILE WEST OF THE SH-30 SOUTH JCT. (WEST BOUND BRIDGE)	\$2,259,703
29005(04) BRIDGE & APPROACHES		FFY 2019		
I40B	0.450 Mi.		I-40B OVER THE NORTH FORK OF THE RED RIVER AND SHORT CREEK LOCATED 1.4 AND 1.8 MI NORTH OF I-40 IN SAYRE. RW FOR 30329(04)	\$109,000
30329(05) RIGHT OF WAY		FFY 2019		
I40B	0.450 Mi.		I-40B OVER THE NORTH FORK OF THE RED RIVER AND SHORT CREEK LOCATED 1.4 AND 1.8 MI NORTH OF I-40 IN SAYRE. UT FOR 30329(04)	\$109,000
30329(06) UTILITIES		FFY 2019		
SH152	4.000 Mi.		SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXT EAST 4.1 MILES. RW FOR (04)	\$327,000
30995(05) RIGHT OF WAY		FFY 2019		
SH152	4.100 Mi.		SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXTEND EAST 4.1 MILES. UT FOR (04)	\$327,000
30995(06) UTILITIES		FFY 2019		

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

Appendix 3.2: ODOT 8-year Construction Work Program 2016-2023



Appendix 4: Financial

Appendix 4.1: Federal Funding Categories

Streets & Highways	
Federal Highway Administration Formula Program	<ul style="list-style-type: none"> • 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:	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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
	<p>Discretionary Programs:</p> <ul style="list-style-type: none"> • Sec. 5309 – Discretionary Capital Program • Other Discretionary Earmarks
Public Transit Revolving Fund	
Railroad	

Source: FHWA

Appendix 4.2: Funding Category Summary

State	FUNDING ELIGIBILITY
County Equipment Revolving Fund	
Industrial, Historic site and Lake Access Funds	Can be used on city streets and county roads.
County Improvements for Roads and Bridges, (CIRB)	Only contract projects let thru ODOT
Federal	
Federal Bridge Funds Bridge Replacement Funds (BR)	Bridge < 50 sufficiency rating & functionally obsolete or structurally deficient.
Bridge Rehabilitation (BH)	Bridge between 50 & 80 sufficiency rating.
Preventive Maintenance (PM)	Must have a systematic process for project selection.
Safety Bridge Inspection	Mandated by the Federal Highway Administration, FHWA, on bridge length structures.
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.
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.
Circuit Engineering 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 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Circuit Engineering District Revolving Fund	\$4,463,612.89	\$3,759,042.61	\$4,257,973.22	\$3606,553.448
Counties for Bridge & Road Improvement	\$29,469,291.00	\$24,556,139.05	\$28,025,910.64	\$23,430,017.08
Counties for Roads	\$233,167,431.04	\$224,693,222.81	\$252,415,798.31	\$254,470,157.23
County Improvement Road and Bridge Revolving Fund	\$96,381,44.43	\$99,297,039.31	\$129,693,227.84	\$138,133,545.79
County Road Fund	\$16,567,078.24	\$17,075,040.15	\$18,701,249.31	\$17,701,249.31
County Road Improvement Revolving Fund	\$23,162,249.21	\$23,869,001.05	\$26,138,425.71	\$26,138,425.71
High Priority State Bridge Revolving Fund	\$6,3036,200.98	\$5,932,688.65	\$6,159,069.25	\$6,225,331.10
Public Transit Revolving Fund	\$3,850,000.00	\$3,850,000	\$3,850,000	\$3,850,000
Railroad Maintenance Fund	\$666,387.67	\$716,415.44	\$837,887.56	\$826,792.79

	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Rebuild Oklahoma Access & Driver Safety Fund	\$250,700,000.00	\$292,400,000.00	\$352,100,000.00	\$411,800,000.00
State Hwy. Construction & Maintenance Funds	\$2,079,421.18	\$3,123,679.15	\$7,246,116.42	\$4,785,497.76
State Transportation Fund	\$208,864,879.28	\$204,316,899.57	\$213,905,376.86	\$214,115,706.14

Source: Oklahoma Tax Commission

Appendix 4.4: Beckham County CIRB Funding FY 2015-2019

	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Beckham County	\$12,722,611	\$474,237	\$437,500	\$35,000	\$13,669,348

Source: ODOT

Appendix 5: Public Participation

Appendix 5.1: Beckham County Socio Economic Characteristics

	Beckham County	Oklahoma
Total Population (2010 Census)	22,119	3,751,351
Average household size	2.72	2.56
Average household income	\$49,027	\$47,529
Median age	34.7	36.2
Persons 65 years and over	12.5%	14.7%
Median selected monthly owner costs with mortgage*	\$1,134	\$1,150
Median gross rent*	\$700	\$717
Percent in poverty*	15.0%	16.6%
Percent with a disability under age 65 years*	11.7%	11.3%
Percent without health insurance coverage, under 65 years	16.5%	17.8%
Percent veterans	4.9%	10.6%
Percent foreign born*	2.6%	5.6%
Language other than English spoken at home, 5 years and older*	7.9%	9.6%
Mean travel time to work (min)	18.5	21.2

Source: US Census – 2015 Census Estimates

*2010-2014 ACS

Appendix 5.2: Survey

Public Opinion Survey ("Stakeholder's Survey")

1. In which city/county do you reside?
Beckham
2. Do you work or attend school outside your home? 43 Yes No 11
 - a. If so, How many days per week? 5-7
 - b. In which city/county do you work or attend school? Sayre/Elk City
 - c. What type of transportation do you use most often to go to work/school? (Circle one)
Drive (alone) 50 Carpool Bus Motorcycle Bicycle/
Walk

Other (please specify) Utility vehicle
3. How many miles do you travel (round trip) for work/school? 1-10:34 ,
15-20:7, 30+:12, 50+2
4. How much time does it usually take to travel to and from work/school (round trip)? 2-5 mins:3, 10-20 mins: 28, 30+ mins: 5, 50+ min:3
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)	37	9	8	1	0
Carpool with others	0	1	1	6	12
Bus/Public Transportation	0	0	0	2	18
Motorcycle	0	0	0	3	18
Bicycle/Walk	1	1	0	3	16
Other (specify)	0	0	0	0	0

6. How many total miles do you travel for these other trips per day? (Circle your response)
 Less than 1 mile 1 2 – 5 miles 13 6-10 miles 11
 11-20 miles 8 21-30 miles 8 31 – 50 miles 2 50 miles +
 10

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	6	14	16	13
Intersection Improvements	5	9	17	19
Pedestrian Accommodations/Sidewalks	3	12	26	11
Maintenance Improvements	3	8	17	27
Bicycle Lanes	14	14	18	8
More Bus Service/Public transit	17	13	12	6
Availability of Passenger Rail Service	24	10	11	6
Connection to US/State Highways	6	9	19	22
Maintenance of Bridges	3	8	13	29
Protecting the environment	3	13	18	17
Condition of traffic signage	4	8	21	20
Improving access to freight rail service	10	20	17	10
Providing a smooth driving surface	1	4	22	37
Improve existing roadways; reconstruction of steep hills or sharp curves	3	5	22	27
Add shoulders on State or U.S. Highways	4	9	21	22
Improve signs along existing roadways	3	11	23	20

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

	Not Important	Somewhat Important	Important	Very Important
Supports Economic Development	3	9	31	20
Improves Safety	3	4	19	31
Reduces Congestion	3	10	19	21
Bicycle Lanes or	14	16	21	4

	Not Important	Somewhat Important	Important	Very Important
Facilities				
Improve Pedestrian walkways	4	23	20	8
Improves Travel Choices	4	19	20	5
Reduces Energy Consumption/Pollution	9	14	18	6
Improves freight movement	7	14	19	10
Other (specify)	0	0	0	0

9. What are some specific locations with traffic problems that you encounter?
Hwy 6 west of Elk City four corners, 3rd and main street, Intersection at 7th and Eastern the stop light on both side turning area is too small for semi-trucks, around school zones delayed traffic signals, Country Club and Pioneer and 3rd and Randell. In Sayre we have HWY 283 by the Fly I entrance, HWY 66 and Electra by Doug Gray's Auto.

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)

Age Group: 18-24 - 11 25-34 - 8 35-44 - 9 45-54 - 5 55-65 - 8 65-74 - 3 Over 75 - 1
 Gender: Male 36 Female 8
 Household Income: Under \$34,000 - 5 \$35,000-\$50,000 - 9 \$50,001-\$75,000 - 13 \$75,000+ - 19
 Race or Ethnicity: 34 Whites, Caucasian 5 Black 2, Hispanic 1
 Hispanic? Yes, No

11. Please provide additional comments regarding transportation improvement needs.

For more information, contact Carol Bingham 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: Public Outreach

On March 10, 2016 a stakeholder's meeting was held at City Hall in Elk City, Oklahoma. Prior to this meeting invitation were sent to local stakeholders.

SORTPO staff distributed a copy of the Beckham County 2036 LRTP on August 30, 2016 to the following agencies: Beckham County Courthouse in Sayre Oklahoma and City Hall of Elk City. No comments were received.

A legal notice advertising SORTPO's public hearing to adopt the Beckham County 2036 Long Range Transportation Plan was placed in the Sayre Record and the Elk City Daily News newspaper starting on August 31, 2016 through September 1, 2016. The SORTPO Policy Board held a public hearing on September 29, 2016 to receive comments on the Beckham County 2036 LRTP prior to its' adoption. No comments were received.

Amendment #1

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 #1, 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 #1....

Public Review and Comments Received

(Beginning August 26, 2019 – September 24, 2019)

Agency	Contact Name	Comments