

SOUTHWEST OKLAHOMA REGIONAL TRANSPORTATION PLAN

-

MOVING PEOPLE AND GOODS

Long Range Transportation Policy Plan

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Resolution

RESOLUTION NO. 2023 - 1
RESOLUTION ADOPTION THE 2043 SOUTHWEST OKLAHOMA REGIONAL
TRANSPORTATION PLAN: MOVING PEOPLE AND GOODS

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

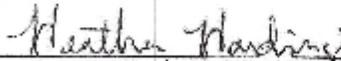
Whereas, the 2043 Southwest Oklahoma Regional Transportation Plan: Moving People and Goods was prepared by SORTPO in consultation with member, state, and federal transportation agencies; and

Whereas, the Plan has been presented to the general public for review and comment in accordance with the SORTPO Public Participation Plan and the Plan was posted on the SORTPO website for public review and comment (December 5, 2022 - January 4, 2023); and

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

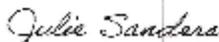
NOW, THEREFORE BE IT RESOLVED, that the SORTPO Policy Board hereby approves and adopts the 2043 Southwest Oklahoma Regional Transportation Plan: Moving People and Goods.

Approved and Adopted by SORTPO Policy Board and signed this 26th day of January 2023.



Heather Harding, Chairman SORTPO Policy Board

ATTEST:



Julie Sanders, Director of Transportation SORTPO

Acronyms

AADT	Average Annual Daily Traffic
ACS	American Community Survey
ADA	Americans with Disabilities Act
ASCOG	Association of South-Central Oklahoma Governments
BLVD	Boulevard
BNSF	Burlington Norther Santa Fe
CA	Community Airport
CAAA	Clean Air Act Amendments of 1990
CED	Circuit Engineering District
CIP	Capital Improvement Program
CIRB	County Improvement for Roads and Bridges
C/L	County Line
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
COEDD	Central Oklahoma Economic Development District
COG	Council of Government
DA	District Airport
EDA	Economic Development Administration
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST Act	Fixing America's Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
HHS	Health and Human Services
HTF	Highway Trust Fund

HWY	Highway
IIJA	Infrastructure Investment and Jobs Act
IRI	International Roughness Index
LEP	Limited English Proficiency
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NHFN	National Highway Freight Network
NHS	National Highway System
NODA	Northern Oklahoma Development Authority
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
OARC	Oklahoma Association of Regional Councils
OCARTS	Oklahoma City Area Regional Transportation Study
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
ODOC	Oklahoma Department of Commerce
OTC	Oklahoma Tax Commission
PHFS	Primary Highway Freight System
POE	Port of Entry
PPP	Public Participation Plan
PWP	Planning Work Program
RBA	Regional Business Airport
REAP	Rural Economic Action Plan
RTPO	Regional Transportation Planning Organization
RTP	Regional Transportation Plan
SD	Structurally Deficient
SH	State Highway
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
SORTPO	Southwest Oklahoma Regional Transportation Planning Organization

SPR	State Planning & Research
STP	Surface Transportation Program
SWODA	South Western Oklahoma Development Authority
TAP	Transportation Alternate Program
TMA	Transportation Management Area
US	United States
USDA	United States Department of Agriculture
VMT	Vehicle Miles Traveled

Regional Transportation Planning Overview

Introduction

Transportation planning means more than deciding where to build roads, sidewalks, bikeways and transit and freight routes. It is about taking care of what we have and building great communities. It is about ensuring that no matter where you are or where you are going, you can have safe, dependable, healthy, and affordable options to get there. It is about nurturing a strong economy, advancing equity, and protecting the quality of life we all value.

The Southwest Oklahoma - Moving People and Goods Regional Transportation Plan (RTP) is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle, and walking – and the movement of goods and freight throughout the SORTPO region. The Plan identifies the region’s most urgent transportation needs and priorities for investment over the next 20 years. It also establishes goals and strategies to help meet those needs. Since the spring of 2020, SORTPO has been working with local, regional, tribal, and state partners, as well as the public, to develop a Plan that facilitates a safe, dependable, healthy, and affordable transportation system. This system will be developed to efficiently move products and goods, to responsibly consider the environment and to properly ensure connectivity to education facilities, health services and work opportunities; leading to a stronger region increasing economic prosperity and quality of life.

SORTPO’s region is comprised of sixteen (16) counties, one hundred-twenty (120) cities and towns and nineteen (19) conservation districts. Although much of the region is comprised of large tracts of farming and agriculture lands there are multiple areas that are more populated and serve as the region’s medical, educational and employment centers. This region contains small urban areas that feature regional medical facilities, universities, military installations, and governmental offices. Population growth and shifts for the SORTPO region are dependent on many factors depending on a county. Each county in the region, although a separate entity, is interconnected through commerce, employment, health services, education, and transportation. Total population for the SORTPO region according to the 2020 U.S. Census Bureau was 411,859. Table 1.1 provides historical decennial census population data for the region. Data from this table reveals that over 30-year period (1990-2020) six counties (Beckham, Comanche, Custer, Grady, McClain, and Stephens) showed population growth; with Grady and McClain counties showing the largest increase in population for this period. Map 1.1 on the next page illustrates the region.

RTPO Pilot Program

In April 2012, ODOT and the Oklahoma Association of Regional Councils (OARC) implemented a RTPO Pilot Program in 3 areas of the state representing SWODA, Northern Oklahoma Development Authority (NODA) and Central Oklahoma Economic Development District (COEDD). In October 2009 SWODA created the Southwest Oklahoma Regional Transportation Planning Organization (SORTPO). SORTPO’s region expanded from 8 to 16 counties in 2016.

Map 1.1: SORTPO Transportation Region

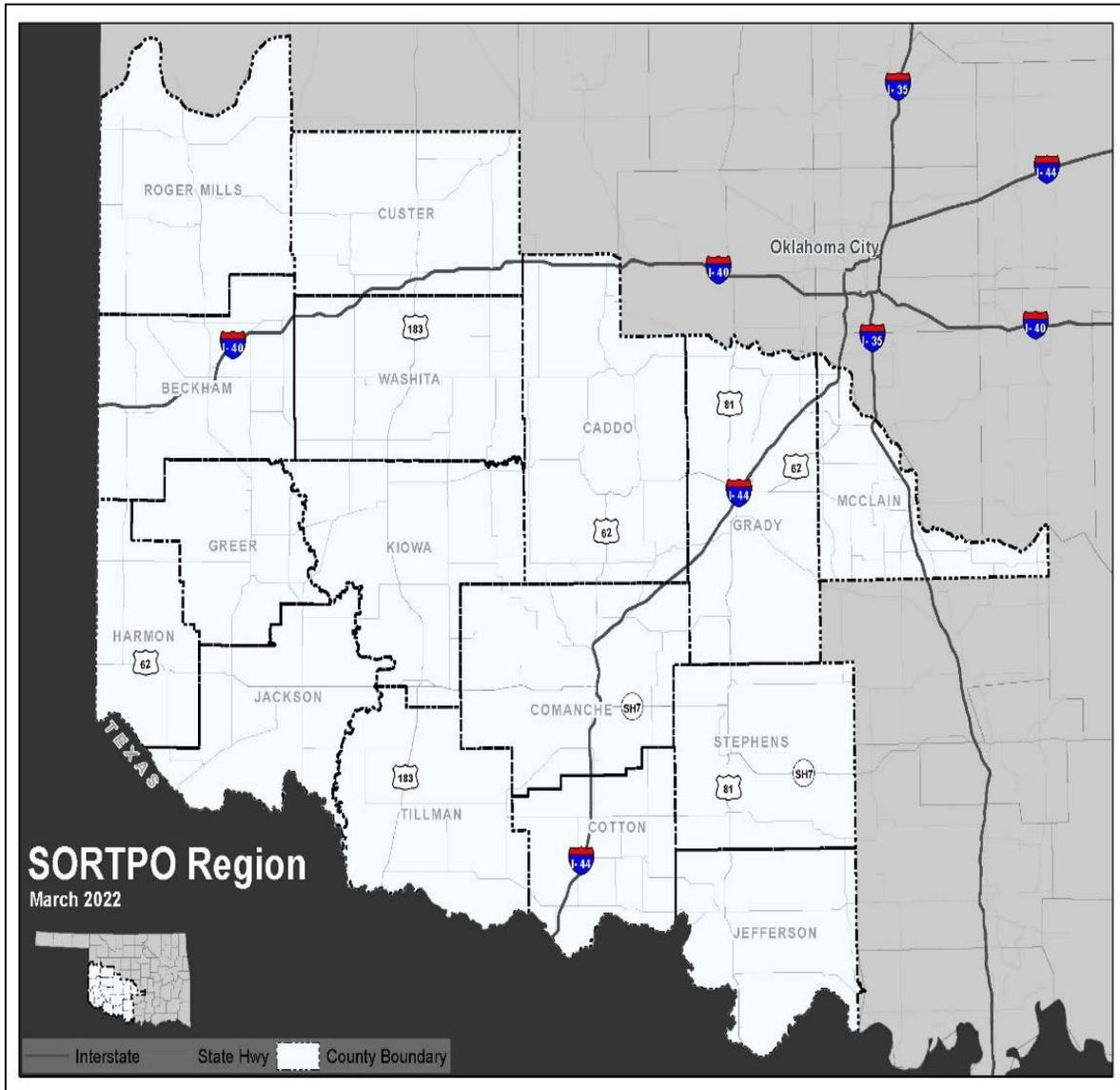


Table 1.1: SORTPO Region Historical Decennial Population (1990-2020)

	1990 Census Pop.	2000 Census Pop.	2010 Census Pop.	2020 Census Pop.	30 Year Change
Beckham	18,812	19,799	22,119	22,410	3,598
Caddo	29,550	30,150	29,600	26,945	(2,605)
Comanche	111,486	114,996	124,098	121,125	9,639
Cotton	6,651	6,614	6,193	5,527	(1,124)
Custer	26,897	26,142	27,469	28,513	1,616
Grady	41,747	45,516	52,431	54,795	13,048
Greer	6,559	6,061	6,239	5,491	(1,068)
Harmon	3,793	3,283	2,922	2,488	(1,305)
Jackson	28,764	28,439	26,446	24,785	(3,889)
Jefferson	7,010	6,818	6,472	5,337	(1,673)
Kiowa	11,347	10,227	9,446	8,509	(2,838)
McClain	22,795	27,740	34,506	41,662	18,867
Roger Mills	4,147	3,436	3,647	3,442	(705)
Stephens	42,299	43,182	45,508	42,848	549
Tillman	10,384	9,287	7,992	6,968	(3,416)
Washita	11,441	11,508	11,629	10,924	(517)
Total	383,682	393,198	416,717	411,859	28,177

Source: US Census Bureau

Regional Transportation Planning

The regional transportation planning process provides for the consideration and implementation of transportation strategies, projects and services that work toward addressing the travel needs of the region. This Plan provides a framework for the process and, fosters participation by all interested parties such as business communities, community groups, elected officials, and the public through a proactive public participation process. The Plan is a valuable 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 RTP is to direct investment of available resources toward meeting the region’s highest priority needs. The needs are determined by comparing the Plan’s goals, “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 strategies included in the RTP arise from the needs and span the twenty-year planning period.

SORTPO Process

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 process of developing the RTP provides an opportunity for participating in the planning of the future transportation system. A key concept that underlies the discussion of needs is affordability. With limited fiscal resources, every jurisdiction that owns and operates part of the regionwide transportation system must consider what they can afford to operate and how to 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. Factors impacting these decisions include transportation, employment, housing, and amenities such as active living facilities, access to health services and shopping; all playing vital roles in the communities' economies. Planning creates opportunities for individuals and communities to define and articulate their collective desires and aspirations for enhancing the quality of life in our region and their communities. It allows the people and their elected leaders to take stock of the successes that have been achieved in their communities through years of challenging work. It also requires us to think carefully about and be accountable for our future choices, ensuring we get the greatest possible return on public investments. Planning also allows us to identify where investments are most needed to deliver the vision a plan articulates. This planning process follows the three "Cs" identified by federal transportation regulations: *Continuing, Cooperation and Comprehensive*. The RTP was developed within the regulatory framework of Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) and Infrastructure Investment and Jobs Act (IIJA).

The Three C's Process
Comprehensive: Consideration of a wide range of strategies and investments.
Cooperative: Participation by all relevant agencies, organizations, and the public.
Continuing: Including an ongoing performance-based monitoring, evaluation, and update process.

Regional Transportation Plan

Transportation planning helps shape the region's economic health and quality of life, influencing patterns of growth and economic activity through accessibility to land. Transportation also affects public issues, like air quality, access to employment and safety. The RTP process is more than merely listing road and bridge projects; it requires developing goals, objectives, and performance measurement to achieve the region's needs. This Plan is the region's blueprint for future transportation improvements and investments based on transportation goals comments collected from a survey and comments received during the public review period. Development of this Plan by SORTPO provides for consideration and implementation of projects, strategies and services that should consider the national performance goals, and planning factors identified in the Infrastructure Investment Jobs Act (IIJA).

The Regional Transportation Plan: Southwest Oklahoma Moving People and Goods (RTP) establishes the goals, objectives, and transportation strategies for addressing the region's transportation needs and includes asking the following questions.

1. Where are we now? – Current conditions, issues
2. Where do we want to go? - Goals and objectives
3. How are we going to get there? – Development of policies and procedures to prioritize projects.

The RTP is a document developed for use by the municipal, county and state governments, agencies, businesses, and residents as a guide to maintain and improve the region's transportation system through 2043 allowing sufficient time into the future for the local and state governments and participating agencies to reach goals established by the RTP. Along with the region's municipalities, county governments, transportation providers, tribal transportation programs, ODOT and other major stakeholders all have a role in implementing this RTP to achieve the goals.

Federal Requirements

Federal transportation legislation first established performance-based planning requirements for metropolitan planning organizations (MPOs) in 2012 with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was continued in 2015 with the Fixing America's Surface Transportation (FAST) Act and in 2021 with the IIJA.

The requirement is for a streamlined and performance-based process for transportation planning, implementation, and evaluation that shows how these together will address national transportation goals. National goals for performance areas include:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway and transit system infrastructure assets in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **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.

Planning Factors

Planning Factors were established in MAP-21 and FAST Act as areas to consider when developing the transportation plan. The planning goals and strategies identified in the RTP address the 10 national 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. Improve infrastructure conditions to achieve a state of good repair.
3. Reduce congestion.
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 stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Goals, Objectives, Performance Indicator for Implementation

Regional goals, objectives and strategies provide the planning process with a basis for identifying options, evaluating alternatives, and making decisions on future transportation investments. Goals were developed from meetings held with stakeholders, technical committee and policy board meetings and are consistent with the state plan and support the FAST Act federal planning factors. Performance measures/strategies were developed in coordination with partner agencies. Table 1.3 displays SORTPO's goals alignment with the federal planning factors. Goals are broad statements and define a desired result/outcome. Whereas Objectives support a goal and provide strategies on how the goal will be accomplished. Performance indicators serve as the basis for measuring objectives with technical analysis and data. Implementation of the plan is a joint responsibility amongst municipal, county governments and SORTPO.

Table 1.2: Goals, Objectives, and Performance Indicator

Category	Goal	Objectives	Performance	Planning Factors
Freight & Economic Vitality	A transportation system that supports the region and state economy through the efficient movement of people and goods.	1. Improve the transportation system by developing streets and highways that are accessible to, or compatible with, multiple modes of transportation by utilizing design standards consistent with the Oklahoma Department of Transportation or local standards.	1. Develop Complete Streets Plan. 2. Collaborate with active living/healthy living agencies to enhance movement of people. 3. Implement a Mobility Management Program.	1, 2, 3, 4, 6, 7
		2. Coordinate freight transportation planning with economic development organizations to ensure needs are met.	1. Develop a regional freight plan 2. Identify existing and potential regional freight bottlenecks and identify mitigation projects. 3. Identify regional truck routes. 4. Upgrade rail tracks, bridges, trusses to support the standardized railcar weight of 286,000 pounds. 5. Limit incompatible landuse that negatively impact airport operations.	
Environment & Resilience	Protect and enhance the environment, support social justice, and promote energy conservation.	1. Transportation improvements should protect open space, critical habitat and wildlife, neighborhoods, and residents.	1. Establish GIS maps and datafiles. 2. Identify alternative fuel corridors. 3. Identify evacuation routes. 4. Investigate technologies that reduce environmental impacts and reduce wildlife/vehicle collisions.	2, 3, 5, 6, 7, 8, 9
Maintenance & Preservation	Preserve the existing transportation network and promote efficient system management.	1. Enhance the efficacy of transportation through system management.	1. Identify the location of structurally deficient bridges and improvements.	1, 2, 3, 4, 6, 7, 8
		2. Invest in technologies and programs to improve travel times.	2. Collect data on travel time and compare with historic data.	

Category	Goal	Objectives	Performance	Planning Factors
		3. Maintain roads, bridges, sidewalks, trails, lighting, signals, and drainage systems.	3. Collect information annually on number of off system bridges replaced, number of shoulders added, new signalization, sidewalks, bicycle facilities.	2, 3, 4, 5, 6, 9, 10
Safety & Security	The regional transportation system is safe and secure for all users.	1. Accommodate truck movement and minimize conflict with passenger vehicles.	1. Evaluate needs for efficient truck movement and incorporate into design standards. 2. Develop a truck route program.	1, 2, 3, 4, 5, 6
		2. Reduce fatalities and serious injuries as well as enabling effective emergency management operations.	Number of fatalities, rate of fatalities per 100 million vehicles miles traveled, number of serious injuries, rate of serious injuries per 100 million VMT or per 1000 population (Ok Safety Plan)	
		3. Reduce the transportation system's vulnerability to natural and human-caused incidents and threats, including climate change and terrorism.	Include emergency management or responders to regional stakeholders list.	
		4. Reduce the number of bicycle and pedestrian crashes	1. Prioritize projects that increase safety for the non-motorized public. 2. Educate public on the cost and danger of road sign vandalism.	
Access to Destinations	A dependable, affordable, and efficient multimodal transportation system supports the prosperity of the people and businesses by connecting them to destinations through the region and beyond.	1. Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities.	1. Increase by 3 the number of municipal and county governments with a complete street plan, bicycle plan and pedestrian plan. 2. Create and support electronic database and mapping of nutrition sites, healthcare, recreation and tourism sites, education, and major employment centers.	2, 4, 5, 6, 10

Category	Goal	Objectives	Performance	Planning Factors
		2. Increase the availability of transit, bicycling and walking facilities.	1. Identify potential Safe Routes to School Projects, Transportation Alternative Program projects, trails projects, and other projects supporting the non-motorized public.	
Consultation & Partnerships	Develop partnerships and consult with partners to receive input into the transportation planning process.	1. Support an open, inclusive, and participatory transportation planning process.	1. Number of outreach activities conducted. 2. Increase social media presence.	1, 5, 6, 9, 10
		2. Establish partnerships with other federal, state, and local governmental agencies to promote continued interagency cooperation.	1. Incorporate regional businesses and agencies into the planning process.	
		3. Provide meaningful opportunities for public involvement in the transportation planning process.	1. Review and update the Public Participation Plan.	

Source: SORTPO

Performance Measures

Federal and state legislation have focused on measuring progress toward RTP goals to ensure that resources are producing the desired results. SORTPO intends to utilize the performance targets identified by ODOT listed in Table 1.2 below.

Table 1.3: ODOT 2018 Performance Targets

Safety	2018 Highway Safety Improvement Plan Target	
Number of Fatalities	Stay below 691	
Number of Serious Injuries	Stay below 14,083	
Fatality Rate	Stay below 1.41	
Serious Injury Rate	Stay below 28.90	
Number of Non-Motorized Serious Injuries and Fatalities	Stay below 698	
Pavement	2020 Target	2022 Target
Interstate National Highway System (NHS) pavements in Good Condition	Stay above 50%	Stay above 50%
Interstate NHS pavements in Poor Condition	Stay below 3%	Stay below 3%
Non-Interstate NHS pavements in Good Condition	Stay above 45%	Stay above 45%
Non-Interstate NHS pavements in Poor Condition	Stay below 5%	Stay below 5%
Bridge	2020 Target	2022 Target
NHS Bridges in Good Condition	Stay above 55%	Stay above 60%
NHS Bridges in Poor Condition	Stay below 5%	Stay below 7%
System Performance	2020 Target	2022 Target
Travel Time Reliability on Interstate National Highway System	Stay above 90%	Stay above 90%
Travel Time Reliability on non-Interstate	2020 Not Required	Stay above 90%
Truck Travel Time Reliability Index on Interstate NHS	Stay below 1.33	Stay below 1.33

Source: ODOT Performance Measures & Target Setting, 2018

Key Issues, Challenges and Trends

There are many issues facing the area that have a direct or indirect impact on the transportation system. Rural communities have problematic transportation issues such as intersections, congestion and limited or no access to transit. This section is intended to identify these issues, challenges, and trends. (Table 1.4). At the onset of the transportation planning process, the SORTPO staff, policy board and technical

committee members identified key issues, trends and challenges that impact the transportation system. Key issues, challenges and trends were also identified through public surveys, stakeholder meetings, public comments, other plans, data sources, and reports.

Table 1.4: Trends and Issues

Demographics	
Trend/Issue	Implication
The region experienced slight population decrease since 2010. Nationwide the population growth has slowed every year since 2015.	The region’s population has decreased by less than 1%. Beckham, Custer, Grady, and McClain counties saw an increase in population between the 2010 and 2020 decennial census. Counties that experience a 10% or more decrease between 2010 and 2020 decennial census include: Caddo, Comanche, and Stephens.
The region’s population is aging (2020 ACS). The proportion of people ages 65+ is growing faster than those younger than 30.	Median age ranges from 31.9 (Custer County) to 43.1 (Kiowa County). Older populations in rural areas have fewer travel options. Typically, older populations have greater need for public or human services transportation.
Workforce changes/remote work.	Less time spent traveling by car. Not all workers can work from home/hybrid.
The mean travel time to work by County (ACS 2020).	17.6 minutes (Comanche County) to 28.7 minutes (Jefferson County)
Economic	
Trend/Issue	Implication
Over the past decade the region’s economy is repositioning as a regional center.	The region is capitalizing on health centers, employment centers, education centers, and tourism.
Ecommerce impact on retail trade and transportation.	Ecommerce relies on the trucking industry for long haul, regional transfers, and last mile delivery. Increase delivery at homes; increase in number of warehouse/distribution sites. Customer demand for same day/next day delivery is increasing. Reduced spending and employment and tax revenue generation at brick-and-mortar retail stores.
Transportation Modes	
Trend/Issue	Implication
Travel is continuing to evolve to include a focus on alternative transportation, clean energy, and safety.	The COVID pandemic led to more employees working from home, less business traffic in downtowns/urban areas, more people walking/riding bicycles.

Public transportation. Investment in technology can lead to an increase transit efficiency.	Without adequate, timely and accessible public transportation, residents fall into a transportation desert. The demand for transportation varies based on age.
Telecommunications	Impact of increase in employee telecommuting.
Achieving equity in access, mobility, and safety in rural areas.	Coordination and engagement of traditionally underserved populations will need more investment to achieve.
Freight	
<i>Trend/Issue</i>	<i>Implication</i>
Investment needed to meet needs for Class III rail.	Oklahoma is a through state freight flow. National traffic drives Oklahoma rail movement for Class I. Need Oklahoma investment in large scale rail freight to include upgrade rail infrastructure to 286k pound compliant. Invest in pull off/rest areas for truck freight.
Increase in light duty trucks from warehouse to residential – Last mile deliveries	Ecommerce increases and travel on residential streets increases.
Technology & Environment	
<i>Trend/Issue</i>	<i>Implication</i>
Autonomous vehicles	Increase opportunities for people who do not/cannot drive.
Increased automation	Jobs lost.
Federal administration moves to invest and prioritize projects that support clean energy	Increase option in cleaner fuel vehicles, reducing CO2 emissions. Buildout of designated alternative fuel corridors
Investment in broadband/internet capabilities in rural regions.	Rural regions become more competitive with internet access. Investment in new technologies.
Other Trends/Issues	
<i>Trend/Issue</i>	<i>Implication</i>
Healthcare transportation services	Access to in person healthcare appointments. Cost of service is high. Telehealth options if adequate broadband services. Services beyond the 9-5 work hours.
Active Living	Increase in number of bicycle/pedestrian crashes. Increase in pedestrian improvements can help reduce transportation costs.
Resilience in transportation	Impacts from natural disasters, pandemics, intentional attacks. Resilient transportation allows people, goods, and response teams to react effectively and efficiently.

Financial & Regional Projects

This section examines the sources of funding that will be available for transportation investments within the region in the coming years and the general areas of expenditure for those revenues. This chapter identifies the revenues that can reasonably be expected to be available based on the following assumptions:

- Federal funding levels equal to FAST Act funding levels
- State funding levels consistent
- Municipalities
- Counties
- Local match

This Plan considers ODOT reports and plans to guide in the forecasting of future revenues and expenditures. While the use of this information is convenient it does not take into consideration what to expect in the future such as a pandemic that may curtail travel resulting in a loss of fuel tax revenues, increase in the number of alternative fuel vehicles, natural disaster, or other potential changes that may negatively impact the funding of transportation projects.

Federal

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 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. In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was approved and includes the 5-year Reauthorization of the Highway Bill.



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 20 cents per gallon tax on gasoline and 20 cents per gallon tax on diesel fuels, and 5 cents per gasoline gallon equivalent excise tax on natural gas used for motor vehicle the trust fund's main dedicated revenue source.

State

Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget, and the Highway Trust Fund. Three key components for Oklahoma transportation funding and investment include: House Bill 1078 (Rebuilding Oklahoma Access and Driver Safety), House Bill 2248 and House Bill 2249. 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. The Oklahoma Legislature authorizes ODOT's annual budget comprised of federal and state motor fuel taxes, State Transportation Fund, Rebuilding Oklahoma Access, and Driver Safety (ROADS).

Primary revenue sources for the Highway and Construction and Maintenance program are derived from the motor fuel taxes (gasoline excise tax, diesel fuel excise tax, special fuel use tax and special fuel decals). 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.

The ODOT 8-Year Construction Work Program FFY 2023-2030 assembles projects according to anticipated state and federal fund categories. Regarding 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.

Local Transportation Revenue

Federal transportation planning regulations require the Plan to account for all transportation revenues and spending expected to occur in the region over the period of the plan, including revenues used by local units of government (cities and counties) on the local road, bicycle, and pedestrian systems. Because most of local transportation spending occurs on the local system, the local transportation revenues and spending are not covered in the regional Plan in detail.

Local transportation revenue comes from a variety of sources including sales tax, special assessments, county highway fund (gasoline and diesel fuel tax), as well as motor vehicle registration fees and a portion of the of the state's gross production tax on oil and gas in the case of counties that have oil and gas production.

In the summer of 2006, a law created the County Improvements for Roads and Bridges 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 specifically for the CIRB category are collected from state gasoline and diesel tax, special fuel tax and state gross production tax on oil. 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.

The main source of funding for municipal transportation projects is found in the general operating budgets. 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 Department of Commerce (ODOC), 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 the COGs. Projects included the project list were selected through information collected through surveys collected in 2022, public meetings and projects identified in adopted plans. Table 1.5 lists regional projects identified through public surveys and public comment.

Table 1.5: SORTPO Transportation Projects

Type	City/County	Project Location
Access	SORTPO	Better access to I-35 from Highway 77
Access	SORTPO	Change in I35 Highway 9 at Riverwind casino
Bike & Ped	Altus - Olustee	Widen Highway 6 from Olustee to Altus for bicycles
Bike & Ped	Apache	Bike lanes and sidewalks in Apache
Bike & Ped	Beckham	Sidewalks on Highway 30 going North through Erick. Many pedestrians use this way to walk to Love's Travel Stop and the Dollar General.
Bike & Ped	Beckham	Widen shoulders and add bike and walking lanes-Beckham County.
Bike & Ped	Blanchard	Bicycle lanes and sidewalks in Blanchard
Bike & Ped	Canute	Canute area- bicycle/walking paths, beginning outside of town(Rt 66)
Bike & Ped	Chickasha	Bicycle lanes in the municipalities specifically Chickasha
Bike & Ped	Chickasha & Tuttle	Widen Highway 92 between Chickasha and Tuttle with shoulders and bike lanes.
Bike & Ped	Clinton	Construct a Pedestrian Sidewalk along Gary Boulevard (I-40 business loop) in Clinton from the intersection of S. Glenn Smith Road extending East approximately 1.05 miles East to end at Airport Road, to include light poles, ADA accessibility, and handrails.
Bike & Ped	Cotton	Bicycle Lane on Highway 53 in Cotton County
Bike & Ped	Duncan	ADA crosswalks
Bike & Ped	Duncan	Bridge connecting Fuqua Part East and West in Duncan, create bicycle lanes, install sidewalks along US 81, connect the Heritage Trails to all city parks.
Bike & Ped	Duncan	Crosswalk @ Elk & Mockingbird and Elk & Archway in Duncan.
Bike & Ped	Frederick & Tipton	More sidewalks in Tipton and or Frederick in residential areas.

Type	City/County	Project Location
Bike & Ped	Hammon	Construct a Pedestrian Sidewalk adjacent to Whiteshield Street (Highway 33) in Hammon, OK, Roger Mills Co., from the intersection of Whiteshield Street (Highway 33, E/W) and 11th Street (Highway 34, N/S) extending approximately 1 mile East to end at the entrance to Cheyenne and Arapaho Tribes' Hammon Travel Center, in Custer Co.
Bike & Ped	Highway 152 from Minco to Cordell	Widen Highway 152 from Minco to Cordell include turn lanes, shoulders, and bike lanes.
Bike & Ped	Highway 4	Include bike lanes on Highway 4.
Bike & Ped	Highway 62	Widen HWY 62 shoulder for pedestrians and bicyclist
Bike & Ped	Highway 81	Highway 81 needs widening to include bike, pedestrian safe passage.
Bike & Ped	Hobart	More sidewalks in Hobart
Bike & Ped	Jefferson	Maintenance of US Hwy 89 in the Town of Ringling, Okla. approx. 1-1/4 mile. Deteriorated shoulders, sidewalks hazardous for residents to walk, no water drainage.
Bike & Ped	Kiowa	Areas in towns of Kiowa County to include bike lanes. More crosswalks
Bike & Ped	Lawton	Add sidewalks on Cache Rd.
Bike & Ped	Lawton	Widen and install bike lanes on Lee Blvd between 112th and Hwy 7.
Bike & Ped	Marlow	Sidewalks and bike paths Marlow
Bike & Ped	Newcastle	Bicycle lanes and sidewalks in Newcastle.
Bike & Ped	Purcell	Bicycle lanes and sidewalks, pedestrian over/under I-35 and across bridge crossing Walnut Creek.
Bike & Ped	SORTPO	Create bicycle lanes on Rt 66 throughout Oklahoma.
Bike & Ped	SORTPO	Widen roads and sidewalks to accommodate bicycles and walkers.
Bike & Ped	Stephens	DO NOT put wide rumble strips in middle of the shoulder. That placement makes it impossible for safe bicycle travel
Bike & Ped	Stephens	More Bike lanes in Stephens Co

Type	City/County	Project Location
Bike & Ped	Tuttle	Widening with pedestrian ways along SH-37 and SH-4 in Tuttle, specifically 37 (and SH-92) in the downtown area.
Bike & Ped	Washita	SH 44 needs a sidewalk and more lighted crosswalks at Cimarron Rd and further up the highway at the MODA office in Burns Flat to crossover to the new Family Dollar store.
Bike & Ped	Waurika	Sidewalks in Waurika - especially down the major streets
Bike & Ped	Weatherford	Construct a pedestrian sidewalk/bike path with ADA access, hand rails and street lamps along Gary Boulevard/I-40 Business loop east of Clinton intersection of Gary Blvd and S. Glenn Smith Road extending 1.05 miles east to the intersection of Gary Blvd and Airport Road; Construct sidewalks from the east side to Pioneer Nutrition Center; Sidewalks from Davis St. to Main St.
Bike & Ped	Weatherford	Lawter Rd. in Weatherford from Rader Park to Washington
Bike & Ped	Weatherford	Lyle Rd. in Weatherford from Davis St. to Rader Park
Bridge	Comanche	Repair bridge on Whitfield Road that crosses over I-44 interstate.
Bridge	Jefferson	Change out old bridge on N2890 between Hwy 32 & E2080 Rd
Bridge	Jefferson	Replace bridge on 2090 road -- Jefferson County, from Ryan 9 miles east on highway 32, then south 1.5 miles
Bridge	Tillman	Bridge improvements over deep red creek on Highway 70
Bridge	Washita	Widen and improve the 2 bridges south of Sentinel, OK
Bypass	Chickasha bypass	Implement bypass of City of Chickasha from 81N at 62 to 81S at 19W.
Bypass	Comanche Bypass	Bypass around Comanche, from Comanche to Terral in Stephens and Jefferson counties

Type	City/County	Project Location
Bypass	Duncan Bypass	Better access on and off the Duncan By-Pass Highway at Plato and Elk Avenues. Bypass needs to be monitored for speeding. On/Off ramps for Bois D'Arc north and south bound. Install flashing lights on all Bypass crossroads. Increase lighting on the Bypass. Need a bridge/overpass at Elk Avenue. Reduced speed at Elk Ave. and Bypass. Increase signage. Repave the bypass between Gatlin Rd. and Camelback Rd. Right exit lane for Plato Rd. Stop putting jogs in the Duncan Bypass. It is going to turn into a chicane. Already see skid marks at the Beech overpass that come from drivers who lose orientation in the dark. 4 lane Bypass.
Bypass	Marlow Bypass	Highway 81 Bypass around Marlow
Congestion	Kiowa	SH 62/Hwy 283 congestion during cotton season.
Congestion	SORTPO	Relieve traffic I35 and Canadian river Highway 9
County	Jefferson	Improve NS2750 in Jefferson County is a gravel road that connects to 3 highways (79, 70 and 5).
Environment	Caddo	Flooding during heavy rain on SH 58 and 152 around Eakly
Environment	Chattanooga	Replace concrete ditches only Highway 36 in Chattanooga
Environment	Duncan	Access to green alternative transportation such as scooters along Heritage Trails, electric buses/railway connecting downtown, hospital & industrial parks.
Environment	Duncan	Flooding in front of Eastland Lawn Mowers
Environment	Duncan	Installation of alternative fueling stations
Environment	Grady	Better drainage - ponding on 19 Highway and 81
Environment	Hobart	Alternative fuel refueling site near Hobart
Environment	Lawton & Medicine Park	E-bike charging stations throughout Lawton and Medicine Park
Environment	Tillman	Increase availability of electric car chargers to increase viability of electric car use and purchase
Freight	Altus	Alternative route around Altus.
Freight	Highway 7 & 81	Easier access to the truck stop at Highway 7 west and Highway 81.

SORTPO Regional Transportation Plan

Type	City/County	Project Location
Freight	Highway 70	Highway 70 needs to be considered a freight route from Waurika to Highway 183.
Freight	McClain	Highway 74 Truck drivers take it often to get off congestion on I 35 it is the only road really connecting Goldsby, and Washington and Traffic is becoming out of control at this speed.
City	Lawton	Repair the "roller coaster" on Lee Blvd between 52nd street and 38th street.
City	Lawton	Widen Rogers Lane.
City	Lawton	Lawton Industrial Park Freight route south on 82nd to 32 to I44 south.
City	Madill	North First Street, Madill, OK needs to be 4 lane.
Freight	SORTPO	Closer connection to Interstate system for Stephens County (Lawton-Duncan Y) connecting Ada/Ardmore/I-35 with expansion back to I-44 at Lawton.
Freight	SORTPO	Dedicated truck route or turnpike from Purcell north to I-44 and I-40.
Freight	SORTPO	Lanes for trucks.
Freight	SORTPO	Loop just north of Ardmore (I-35) thru SW Oklahoma connecting to I-40 around Weatherford.
Freight	SORTPO	Make passing lanes on long hills.
Funding	Grandfield	Provide funding to improve city streets in Grandfield, OK.
Highway 7 & Bypass	Duncan	Add overpasses/underpasses to Highway 7 and Bypass.
Highway 7 to I-40	SORTPO	Connect 7 to I-40 as a transportation loop through SW Oklahoma for economic development and to relieve traffic congestion from I-35 also would connect Dallas to our area in time.
Industrial Access	City	Road connecting Family Dollar distribution center on Cherokee Rd to Highway 7 east.
Intersection	Comanche	Pumpkin center and SH 7 intersection.
Intersection	Elk City	Access to I40 on the west side of Elk City without going to Merritt
Intersection	Greer	Lighting at the intersection of US 283 and HWY 6 East of Mangum.

Type	City/County	Project Location
Intersection	Hwy 74/44	Need lighting at night at Hwy 73 & Hwy 44 junction
Intersection	Intersection	Evaluate intersection of St Hwy 152 and St Hwy 44 N of Alfalfa for visibility/safety.
Intersection	Intersection	The intersection of Highway 152 and Highway 44 needs an added turning lane from HWY 152. Eastbound traffic does not have time to slow down at the intersection for turning vehicles
Intersection	McClain	4-Way stop at intersection US 59, US 24 at county road 140th.
Intersection	McClain	Improvement at Sara Ave and Highway 62 - too many people pass on the right-hand side of the road (on the shoulder) due to cars waiting to turn left onto Sara Ave at Highway 62;
Intersection	SORTPO	Upgrading the interchange at I-35 and Highway 9 at the south end of the Canadian River bridge.
Intersection	Tillman	Fixing the 183 and 5 intersection in Frederick - right now there is a left-turn only lane from East to West, but not from West to East
Intersection	US 81/SH 7	Make the intersection of Highway 81 and Highway 7 at the Lawton/Duncan Y an overpass instead of a yellow blinking light.
Off ramps	Kiowa	US 62 off ramps have limited visibility when getting on US 183.
Off/On ramp	Clinton	Construct an Off Ramp for I-40 eastbound lane at Exit 69 located east of Clinton
Off/On ramp	Fletcher	Highway 44 toll road exit in Fletcher
Off/On ramp	SORTPO	More turnpike exits
Pavement Marking	Elk City	Striping of roads is a big problem in the Elk City area. Pioneer Rd., 3rd St., 20th St.
Pavement Marking	Pavement Marking	Repaint stripes on SH-92 from Chickasha to Lake Burtschi.
Pavement Marking	SORTPO	Update pavement markings
Pavement Marking	SORTPO	Widen for center line and curb on 4 miles of N2510 between 1270 Rd and Hwy 9 NW of Carnegie.

Type	City/County	Project Location
Pavement Marking	Stephens	Need to line the roads again on Elk in Stephens County.
Pavement Marking	Striping	81 and 62 need to be restriped
Pavement Marking	Striping	Marking roads clearly at intersections and major business inlets so that it is easy to see where the appropriate lane is.
Rail	Grady County	Add railroad arm bars to railroad crossings in Amber, Tuttle, etc. throughout county
Rail	McClain	Better railroad crossing barriers in the Wayne, Ok area
Rail	SORTPO	Clean up railroad rights of way (Farmrail.)
Rail	SORTPO	Partner with Gov't/Rail/Major Employers to develop a fast passenger light rail to move people from local commuter congregation parking lots to the major employment locale (e.g., a number of folks commute from Chickasha, OK area to Tinker AFB area (ditto Norman, OK) and likely similar large batches of commuters congregating for Altus AFB, Bar-S Foods, Goodyear etc
Rail	SORTPO	Railroad bridge at Bridgeport needs to be replaced to allow for more direct connection from Weatherford to the East.
Rail	SORTPO	Repair railroad crossings and add cross arms.
Rail	SORTPO	Upgrade all rail bridges to the 286,000 wt.
Rail	Tillman	Railroad crossing US183 north of Manitou in both directions
Rail	Tillman	Updating/improvement of rail lines in Tillman County
Rail	Washita	US 44 Remove the RR Crossing from US 44 just south of Burns Flat, OK and the old RR Light
Railroad	Rail crossing	Railroad crossing on Plato Rd. in Duncan.
Railroad	Rail loading	Railroad loading stations in industrial areas in Duncan.
Rest stops	SORTPO	More rest stops along 183
Rest stops	SORTPO	Rest stop/areas with amenities

SORTPO Regional Transportation Plan

Type	City/County	Project Location
Road & Maintenance	Beckham	Widen 1130 road from highway 34 east to Merritt school.
Road & Maintenance	Blanchard	Back roads that are barely paved Morgan Avenue in Blanchard as an example
Road & Maintenance	Burns Flat	Repaving roads in Burns Flat on the base,
Road & Maintenance	Burns Flat	Treat roads in Burns Flat when there are icy conditions
Road & Maintenance	Caddo	CR 1140 which runs from Lookeba, in Caddo County, out west to Sickles, be widened, repaved, and PROPERLY MARKED for the safety of our school busses and patrons who travel that road daily
Road & Maintenance	Caddo	Highway 62 and Highway 9, Fort Cobb to Anadarko a "scenic drive" but you can barely go the speed limit without tearing up your car
Road & Maintenance	Caddo	Pave County Road 1070 from County Street 2510 to Hwy 58 in Hydro.
Road & Maintenance	Caddo	Pave County Road 1080 from Bethel Road to Hwy 58 in Hydro and build support or bridge where creek runs through and washes out road at bottom of dirt/gravel hill near County Street 2510.
Road & Maintenance	Caddo	Road maintenance north side of Fort Cobb Lake
Road & Maintenance	Beckham	Resurfacing Highway 34 From Town of Carter North to Highway 6.
Road & Maintenance	Chickasha	County street 2840 from Chickasha north to County Road 1280, including railroad crossings
Road & Maintenance	Chickasha	Repair or rebuild 4th Street in Chickasha
Road & Maintenance	Clinton	I-40 refinishing needs to be done at exit 65 at Clinton in Custer County.

Type	City/County	Project Location
Road & Maintenance	Comanche	Black top Whitfield Road between Cyril and Sterling.
Road & Maintenance	Comanche & Kiowa	Repair old highway between Cache and Snyder that goes through Indianahoma
Road & Maintenance	Cotton	Loves store on Highway 70 in Randlett needs a turning lane
Road & Maintenance	Washita	Road between highway 6 and highway 44 "Cambridge Road" where the grain elevator is located is very uneven with way too many potholes45 mph on that road is too fast because of all the obstacles.
Road & Maintenance	Cyril	Repair roads in Cyril over both railroad track areas.
Road & Maintenance	Duncan	Duncan side roads near Main Street are horrible.
Road & Maintenance	Duncan	Widening the street on 2nd St between Highway 7 & Elder (or at least to Main St) and placing a sidewalk & bike lane.
Road & Maintenance	Elgin	4 lane through the town of Elgin.
Road & Maintenance	Grady	Resurfacing and widen E County Road 1370
Road & Maintenance	Greer	Resurfacing County Road - Greer County Location is 1/2 West of the Town of Willow, North 1 Mile. Resurface 2 Miles North to Highway 283
Road & Maintenance	Hobart	Broadway (north of Hobart) to Highway 55.
Road & Maintenance	Hobart	Hospital road (north of Hobart) at the railroad crossing
Road & Maintenance	Hobart	Paving all the roads and fixing the pod holes in Hobart and fixing the dips on the roads.

SORTPO Regional Transportation Plan

Type	City/County	Project Location
Road & Maintenance	Kiowa	Complete new paving of Ozark Trail Road.
Road & Maintenance	Kiowa	Completion of the US 183 4 lane project.
Road & Maintenance	Lawton	Connect Highway 36 and Highway 62 on west side of Lawton
Road & Maintenance	McClain	Better maintenance of Highway 77 and 74 south of Purcell with proper shoulder
Road & Maintenance	McClain	Johnson Road stop sign that people never stop at
Road & Maintenance	Merritt	Widen 1130 road from Highway 34 east to Merritt school.
Road & Maintenance	Rocky	Widen road in Rocky.
Road & Maintenance	Roger Mills	Improvement of Roads to our Federal parks and Black Kettle grasslands.
Road & Maintenance	SORTPO	DONT want to widen of US 183 to 4 lanes.
Road & Maintenance	SORTPO	Drive though the toll booth cash lane in Walters heading south. The pot holes and uneven road are atrocious
Road & Maintenance	SORTPO	Improve country roads and bridges
Road & Maintenance	SORTPO	Keeping intersections mowed so we can see oncoming traffic
Road & Maintenance	SORTPO	Smoother HE Bailey
Road & Maintenance	Stephens	Improve Beech Ave from Hulen to Baseline Rd

SORTPO Regional Transportation Plan

Type	City/County	Project Location
Road & Maintenance	Stephens	Improve Fuqua Road (N2990/2987)
Road & Maintenance	Stephens	Improve Refinery Rd to Empire Rd.
Road & Maintenance	Stephens	Resurface Old Highway 7 from Velma to Duncan.
Road & Maintenance	Striping	Secondary roads center lane marked.
Road & Maintenance	Tillman	Improve county roads E. 1950 & 3010
Road & Maintenance	Tillman	Hwy 5 Fixed - Tipton to Frederick
Road & Maintenance	Washita	Canute road to 152. Widen
Road & Maintenance	Washita	CR E1250Rd highly traveled and very poor (Correction line)
Road & Maintenance	Washita	CR N2160Rd highly traveled and very poor from Dill City to Hobart - needs to be widened
Road & Maintenance	Washita	CR N2170Rd highly traveled and very poor - needs to be widened
Road & Maintenance	Washita	It appears the outlying of the district lines are the least improved or hardly ever repaired.
Road & Maintenance	Washita	Widening and better pavement of East 1250 road from Sentinel area to US Highway 183
Road & Maintenance	Washita	Widening and better pavement of North 2160 road from Sentinel Area to Hobart/Old Hwy 9
Road & Maintenance	Weatherford	Simplifying lanes into downtown Weatherford leave lanes to 3 More parking Less backing out of parking into lanes of traffic

Type	City/County	Project Location
Road & Maintenance		Hatchetville road and Highway 19 is terrible patches are higher than ground level
Rt. 66	Clinton	Street lights on the stretch of road on HWY 66 from old VFW to the bridge going into Clinton
Rt. 66	Elk City	Resurfacing Highway 66 in Elk City from Highway 34 west into Elk City.
Rt. 66	Elk City	Resurfacing Highway 66 in Elk City from Pioneer Street west to I-40.
Rt. 66	Hobart	Repave all the town streets in Hobart, OK
Rt. 66		Maintenance and signage for Historic Route 66.
Safety	Duncan	Need to make the Northbound intersection of 2nd St & main in Duncan safer
Safety	Jefferson	Ryan - Highway 81 trucks do not slow down - unsafe - too fast by dollar store
Safety	McClain	Highway 74 is becoming quite dangerous.
Safety	McClain	Highway 74 is extremely busy when I-35 is shut down due to an accident or construction.
Safety	McClain	Speed limit on Highway 74 between Purcell police department and Johnson Road needs to be about 55 instead of 65
Safety	Safety	I-35 between Norman and Pauls Valley is one big accident waiting to happen - not sure why, but there are many accidents on this stretch of road
Safety	Safety	Safety crossings on state highways that run through municipalities.
Shoulder	Caddo	Widen Hwy 152 (East of Binger to the Minco Y) needs a shoulder
Shoulder	Roger Mills	Highway 33 east from 283 to Hammon - there is no shoulder.
Shoulders	Grady	Addition of shoulders on US 152/37 from Minco to Binger.
Shoulders	Jackson	Putting shoulders on Hwy 6 in Southwest Jackson County
Shoulders	Kiowa	Widening shoulders on Hwy 9 between Lone Wolf, OK to Hwy 183
Shoulders	McClain	Highway 74 has heavy traffic and has NO shoulder and most of the miles between Purcell and Maysville have deep drop offs.

Type	City/County	Project Location
Shoulders	McClain	Shoulders on Highway 74 from Center Rd. to Maple
Shoulders	Shoulders	Widen shoulders on narrow, curvy roads. (Example: Hwy 9 between Mountain View and Anadarko)
Shoulders	SORTPO	Highway 152 between Binger and Sayre needs to have widened shoulders and some added passing lanes due to heavy truck traffic
Shoulders	SORTPO	Widen shoulders to accommodate bicyclist and pedestrians on main roads.
Shoulders	Tillman	We are a wheat, cattle, farming community and at times of the year very busy with harvesters moving in and around our communities, Highway 70 is a very busy highway and has no shoulders
Signage	SORTPO	All signs need to be updated. Signs need to be put up for trucks to stay off the rural roads.
Signage	SORTPO	Many of our signs on HE Bailey are faded and difficult to read at night
Signage	SORTPO	Sign upgrades
Highway 9	County	Bridge across South Canadian River in Norman at Western or 36th connecting to Highway 9
Signage	Tillman	Signage is awful, leaving from Grandfield no signage for interstate or fuel, food, casinos but they are only 10 miles away, need signage for medical facilities in case of a traveler emergency
Signage	Tillman	Slow speed limit on US 183 bridge over US 62 south of Snyder
Signalization	Cleveland	Signalization of Highway-9 & 24th Ave NW / Santa Fe.
Signalization	Duncan	Synchronized signalization on Highway 81
Signalization	Grady County	Signalization of SH-37 and Morgan Rd.
Signalization	Grady County	Signalization of SH-4 and E Tyler Dr.
Signalization	Hammon	Install Traffic Safety Signs, flashing warning signs, or slower speed signs to warn motorist of cross traffic entering and exiting ahead along Highway 33 East and West of Hammon Travel Center located East of Hammon, OK in Custer Co.

Type	City/County	Project Location
Signalization	Highway 33 & 34	Construct turning lanes, merging traffic lanes, and/or install traffic safety signs, flashing warning signs, and slower speed limit signs along Highway 33, 1 mile east of Hammon, OK from the intersection of Highway 33 and Highway 34 in Roger Mills and Custer counties, at and prior to the entrances to the Cheyenne and Arapaho Tribes Travel Center and Lucky Star Casino facilities.
Signalization	Highway 7 & 81	Stoplight and improvements at the Lawton / Duncan Y
Signalization	Lawton	Synchronize Lights on main roads (Cache Rd, Gore Blvd, Lee Blvd)
Signalization	McClain	Signalization of Highway-74 & Center Rd.
Signalization	Stephens	Adding a red-light at the intersection of Highway 81 and Refinery Rd
Signalization	Tri City	More stop lights on Hwy 37 between Tri city and Tuttle
Speed	Jefferson	Change speed limit from 55 mph to 65 from Ryan, Ok to Waurika, Ok in Jefferson County, Ok on Highway 81.
Speed	SORTPO	Increase patrol and limit speed of semis on the I-40 interstate.
Speed	Stephens	Raise speed limit on us 81 between Marlow and Duncan
Speed limit	Speed	Change all 4 lane divided highways to 70 mph
Speed limit	Speed	Change I-40 between Weatherford and Clinton to 75;mph to match the rest of I-40
Technology	Duncan	Traffic cameras to report violations,
Technology	Duncan	Video for running red lights at camelback and Highway 81
Transit	SORTPO	Passenger train or bus system to run between Duncan/Rush Springs and Lawton/Marlow/OKC/Ardmore.
Transit	SORTPO	Public Transportation: expand service areas, hours of operation
Tribe	SORTPO	Collaborate with the tribal nations on improving traffic patterns to the casinos.
Turn Lane	Comanche	Elgin to put in a turn lane
Turn Lane	Jefferson	A turning lane and signal on US 81 in front of the Casino
Turn Lane	McClain	Turn lanes on Highway 74 from Center Rd. to Maple.

Type	City/County	Project Location
Turn Lane	SORTPO	Turn lanes on Highway 81
Turnpike / I35	SORTPO	Make the proposed turnpike around Norman and OKC connect to I35 north of Edmond.
US 81	Duncan	Beautification along Highway 81 in South Duncan
US 81	Stephens	Highway 81 through Duncan needs access roads (like in Chickasha)
US 81	Comanche	The exit/entrance to City Hall, Hillery Rd., Sonic, and North Avenue traveling east from US Highway 81 is very unsafe when our emergency vehicles leave City Hall (Fire/Police).
US 81	Duncan	Congestion on Highway 81 in front of Walmart and Braums.
US 81	Duncan	Corner of Elm and Highway 81
US 81/Chestnut	Duncan	Take out the ability to turn left off Highway 81 (headed south) at Chestnut.
Widen road	Caddo	5 state highways in Caddo County, Redo, and widen
Widen road	Caddo	Highway 62 Apache y to Apache; the gas line
Widen road	Caddo	Widening with substantial amount of shoulder on Highway 8 between Anadarko and Cyril.
Widen road	Carnegie	Widen for center line and curb on 4 miles of N2510 between 1270 Rd and Hwy 9 NW of Carnegie.
Widen road	Chickasha	Improve and widen 29th street in Chickasha - the current truck and snow route.
Widen road	Chickasha	Widen us62 through Chickasha
Widen road	Cotton	Highway 281/277 North of Randlett needs to be widen and paved
Widen road	Cotton	Widen shoulders from intersection of Highway 36 and Highway 5 going east on Highway 5 to Walters.
Widen road	Grady	Make I-44 between Newcastle and OKC a 6-lane road with improvement in interchanges by Newcastle Casino and interchange at Highway 37 and I-44
Widen road	Grady	Widen Highway 76 in Newcastle
Widen road	Grady	Widening of Highway 19

SORTPO Regional Transportation Plan

Type	City/County	Project Location
Widen road	Jackson	4 lanes US 283 from Altus South to the state line
Widen road	Jefferson	Widen 32 with shoulders
Widen road	Jefferson	Widen Highway 79 from red River to Highway 70 and to the east towards Ardmore
Widen road	Jefferson	Widen shoulders on US 81 and US 7 in Jefferson County
Widen road	Jefferson	Widening Hwy 70 from Carter County through Jefferson County, zero shoulders currently.
Widen road	Kiowa	Highway 9 through Hobart from Broadway east to Highway 44.
Widen road	Kiowa	Widening 283, wide loads are many every day and more passing lanes on hills
Widen road	McClain	Widen Highways 17 and 277
Widen road	McClain	Widening Highway 24 west out of town of Washington.
Widen road	McClain	Widening of Highway 39 from Purcell to Tabler.
Widen road	McClain	Widening of Highway 76 north from Blanchard to Highway 37, and south from Dibble crossroads to Lindsay
Widen road	Pavement Marking	Widen for center line and curb on 4 miles of N2510 between 1270 Rd and Highway 9 NW of Carnegie.
Widen road	Shoulders	A wide shoulder on Highway 55 north of Rocky
Widen road	SORTPO	Highway from HWY 6 to Quartz Mountain (access from West)
Widen road	SORTPO	Widen all US highway to 4 lanes
Widen road	SORTPO	Widen Highway 81
Widen road	SORTPO	Widening Highway 54 and 183
Widen road	SORTPO	Widening of Highway 6 to 4 lanes
Widen road	SORTPO	Widening of I-35
Widen road	SORTPO	Widening of US 183 to 4 lanes all the way to where it connects with US 287 in Texas
Widen road	SORTPO	Widen US 44
Widen road	SORTPO	Widening of US 287 to 4 lanes

Type	City/County	Project Location
Widen road	Stephens	4 lane Highway 7 from Duncan to Ratliff City
Widen road	Stephens	Highway 29 from Marlow to I-35 needs to be 4-Lane
Widen road	Stephens	Highway 53 East and West of Comanche needs to be widened
Widen road	Stephens	Shoulders need to be added to Hwy 53 by our school area
Widen road	Stephens	Widening bridges from Comanche to Walters
Widen road	Tillman	Bigger shoulders on Highway 36
Widen road	Tillman	Widening shoulders of Highway 5, 5c, 54

Public Involvement

Public Participation and Plan Development

The transportation planning process for the development of the Plan benefits from incorporating broad-based public input, which is received through an extensive public involvement process. The PPP brings consistency in outreach practices and ensures public awareness of key strategies. Public outreach efforts related to the development and adoption of the RTP follow the adopted PPP. Documentation of the outreach activities and copies of the materials are available from SORTPO.

The Plan conforms to guidelines set forth in transportation legislation, Fixing America's Surface Transportation (FAST) Act. SORTPO continually reviews the plan to ensure it remains viable for the public and compliant with all federal regulations. Specific public involvement requirements detailed in federal legislation include the following:

- Holding public meetings at convenient and accessible locations and times
- Employing visualization techniques to describe transportation plans and transportation improvement programs (TIPs)
- Making public information available in electronically accessible format and means.
- Requiring a minimum public comment period of 45 days before the public involvement process is initially adopted or revised.
- Providing timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects.
- Demonstrating explicit consideration and response to public input received during the planning and program development processes and including written and oral comments received on the draft transportation plan or TIP because of the public involvement process, as an appendix of the plan or TIP.
- Being consistent with Title VI of the Civil Rights Act of 1964 which ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation; and moreover, seeking out and considering the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low income and minority households.
- Identifying actions necessary to comply with the Americans with Disabilities Act of 1990.

The PPP was adopted by the SORTPO Policy Board on December 8, 2016, with the latest amendment on June 28, 2018. As part of Plan development process, SORTPO conducted surveys, presented information at public meetings, solicited input from local governments and included information on the SORTPO website. Local

government input included direct email communications soliciting input to identify transportation needs by soliciting input directly for elected officials, government agencies, and stakeholders were kept apprised of the LRTP planning status. Over 800 surveys were collected, and results of the survey are in Table 1.5. Legal advertisements announcing the public hearing date of January 26, 2023 to consider adopting the Regional Transportation Plan were placed in the following newspapers: The Elk City News, Hobart Democratic Chief, Mangum Star News, Newcastle Pacer, The Duncan Banner, The Express Star – Chickasha, Anadarko Daily News, Cheyenne Star, The Purcell Register, The Blanchard News, and The Clinton Daily News.

Environmental Justice

Pursuant to Executive Order 12898, Federal Actions to address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, and the subsequent U.S. Department of Transportation Order 5680.3, issued April 15, 1997, SORTPO promotes Environmental Justice (EJ) in all aspects of the transportation planning process.

SORTPO embraces nondiscrimination policies to make sure federally funded activities do not disproportionately adversely impact certain populations. These population include low-income populations as defined by the U.S. Department of Health and Human Services (HHS) Poverty Guidelines, as well as minority persons and populations (Black, Hispanic, Asian-American, American Indian and Alaskan Natives). As such, public involvement and outreach for the Plan must adhere to Presidential Executive Order 12898, Environmental Justice.

The consideration of vulnerable populations plays a vital role in regional planning and SORTPO's policy is to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SORTPO receives federal financial assistance. Additional protections are provided in other federal and state statutes for religion, sex, disability, and age.

SORTPO strives to ensure nondiscrimination in all programs and activities, whether they are federally funded or not. The SORTPO EJ program was adopted on June 28, 2018. The LEP Plan presents the sources of authority instructions for determining if the threshold to show the need for languages assistance is present. The LEP plan provide guidelines for SORTPO members to meet these needs and define the role of the Title VI program in that process. The planning process identifies the transportation needs of communities of concern. The process takes an analytical approach that identifies the benefits and burdens of transportation system investments for different communities of concern, imbalances that may exist, and responds to the analysis produced. In response, agency roles and the outreach needed to fully engage

vulnerable populations in the regional planning process, including complaint procedures and forms, are identified regarding communities of concern.

Compliance with Title VI and SORTPO's nondiscrimination policies is an ongoing effort ensuring communities of concern have equal access. Regardless of the population, transportation needs are a key concern. People rely on a range of transportation services to earn a living, secure education, and access medical care. Limited access to safe, affordable, reliable transportation options significantly impairs one's ability to live independently.

The goals of these activities are as follows:

- Comply with the public involvement and environmental justice requirements of the federal and state regulations.
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Provide opportunities for the public and community-based organizations to provide input on the subject areas addressed in the planning activities.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Inform members of the public about ongoing SORTPO planning activities, and their potential role in those activities.

Table 1.6 provides 2020 Census data by county for race and housing units. Table 1.7 illustrates population by county meeting indicators established in the Justice40 initiative to ensure federal funds are utilized in disadvantaged communities. Indicators include transportation access disadvantage, health disadvantage, environmental disadvantage, economic disadvantage, resilience disadvantage and equity disadvantage. Map 1.2 illustrates Disadvantaged Communities by Census Tracts. Map 1.3 illustrate in blue the areas of Persistent Poverty by census tract. Area of persistent poverty includes county that consistently had greater than or equal to 20 percent of the population living in poverty in the 1990, 2000 decennial census and 2020 Small Area Income Poverty Estimates or the census tract has a poverty rate of at least 20 percent as measured by the 2014-2018 ACS or the project is located in any territory or possession of the US.

Table 1.6: 2020 Census County Population, One Race and Housing Unit (PERCENT)

COUNTY	2020 POP	WHITE ALONE	BLACK OR AFRICAN AMERICAN ALONE	NATIVE AMERICAN OR ALASKAN	ASIAN ALONE	NATIVE HAWAIIAN	HISPANIC	TOTAL HOUSING UNIT OCCUPIED
Beckham	22,410	70.37%	0%	3.7%	0%	0%	11.11%	79.36%
Caddo	26,945	50%	0%	20.38%	0%	0%	11.54%	80.42%
Comanche	121,125	60.61%	3.93%	6.06%	0%	0%	12.12%	84.29%
Cotton	5,527	69.44%	0%	9.72%	0%	0%	6.94%	82.08%
Custer	28,513	51.35%	2.7%	8.11%	0%	0%	18.92%	83.97%
Grady	54,795	65.79%	2.63%	7.89%	0%	0%	7.89%	88.67%
Greer	5,491	73.33%	0%	0%	0%	0%	13.33%	74.19%
Harmon	2,488	53.33%	0%	0%	0%	0%	26.67%	74.5%
Jackson	24,785	50%	5.88%	2.94%	0%	0%	20.59%	91/51%
Jefferson	5,337	68.42%	0%	5.26%	0%	0%	10.53%	79.47%
Kiowa	8,509	71.43%	0%	7.14%	0%	0%	14.29%	75.9%
McClain	41,662	66.67%	0%	7.25%	0%	0%	11.59%	92.78%
Roger Mills	3,442	81.82%	0%	0%	0%	0%	9.09%	75.43%
Stephens	42,848	67.5%	0%	8.5%	0%	0%	12.5%	84.97%
Tillman	6,968	46.67%	46.67%	6.67%	0%	0%	26.67%	74.51%
Washita	10,924	73.33%	73.33%	0%	0%	0%	13.33%	82.58%

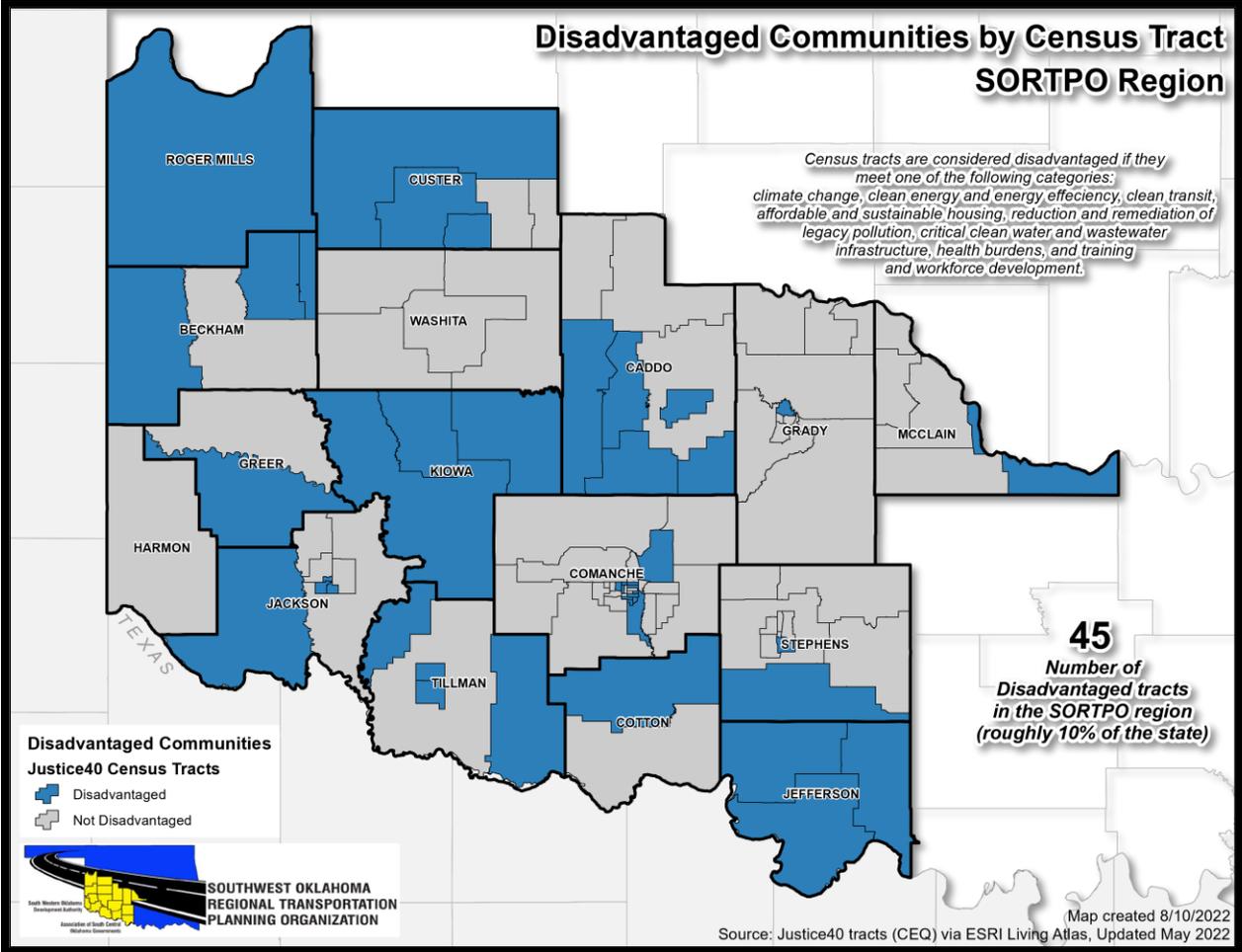
Source: US 2020 Decennial Census

Table 1.7: Justice40 Thresholds by County

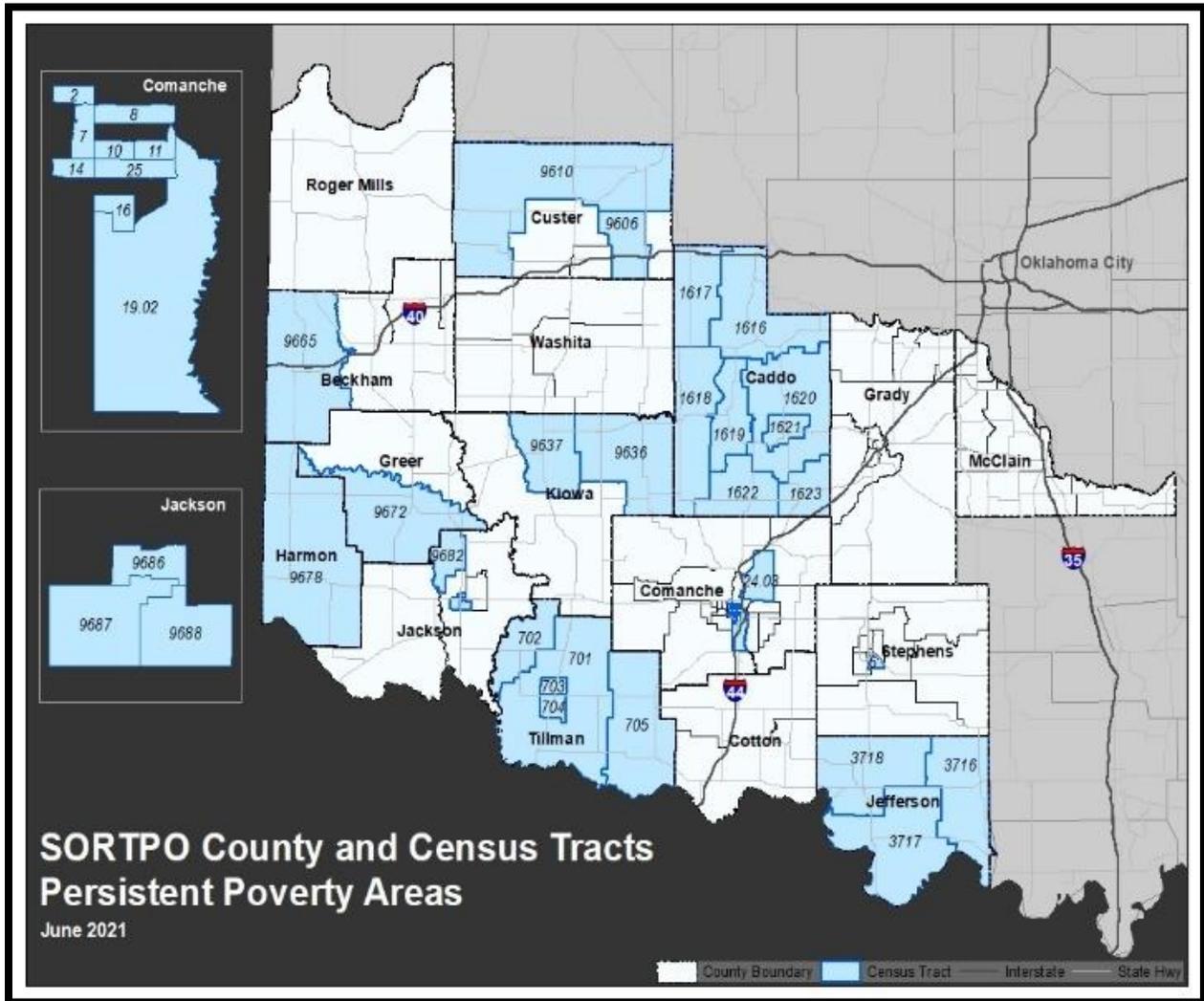
County	Total Tracts	Percent SORTPO Population	Disadvantaged Tracts	Percent County
Beckham	4	5.40	3	75
Caddo	8	7.00	5	62.5
Comanche	32	29.26	12	37.5
Cotton	2	1.42	1	50
Custer	5	6.97	3	60
Grady	10	13.06	1	10
Greer	2	1.42	1	50
Harmon	1	0.65	0	0
Jackson	8	6.06	4	50
Jefferson	3	1.49	3	100
Kiowa	3	2.15	3	100
McClain	6	9.22	2	33.33
Roger Mills	1	0.89	1	100
Stephens	11	10.50	2	18.18
Tillman	5	1.79	4	80
Washita	4	2.73	0	0
TOTAL	105		45	

Source: Justice40

Map 1.2: Disadvantaged Communities by Census Tracts



Map 1.3: SORTPO County and Census Tracts Persistent Poverty Areas



Tribal Consultation

As part of the Plan development and public outreach process, consultation with federally recognizes tribes in the region was initiated by email to each tribe. The following tribes were notified by email Apache Tribe of Oklahoma, Caddo Nation, Kiowa Indian Tribe, BIA Southern Plains, Comanche Nation, Cheyenne Arapaho, Chickasaw Nation, Quapaw Tribe of Indians, Ft. Sill Apache, Delaware Nation, and Wichita & Affiliate Tribes.

Appendix 1 – SORTPO Profile

SORTPO Region

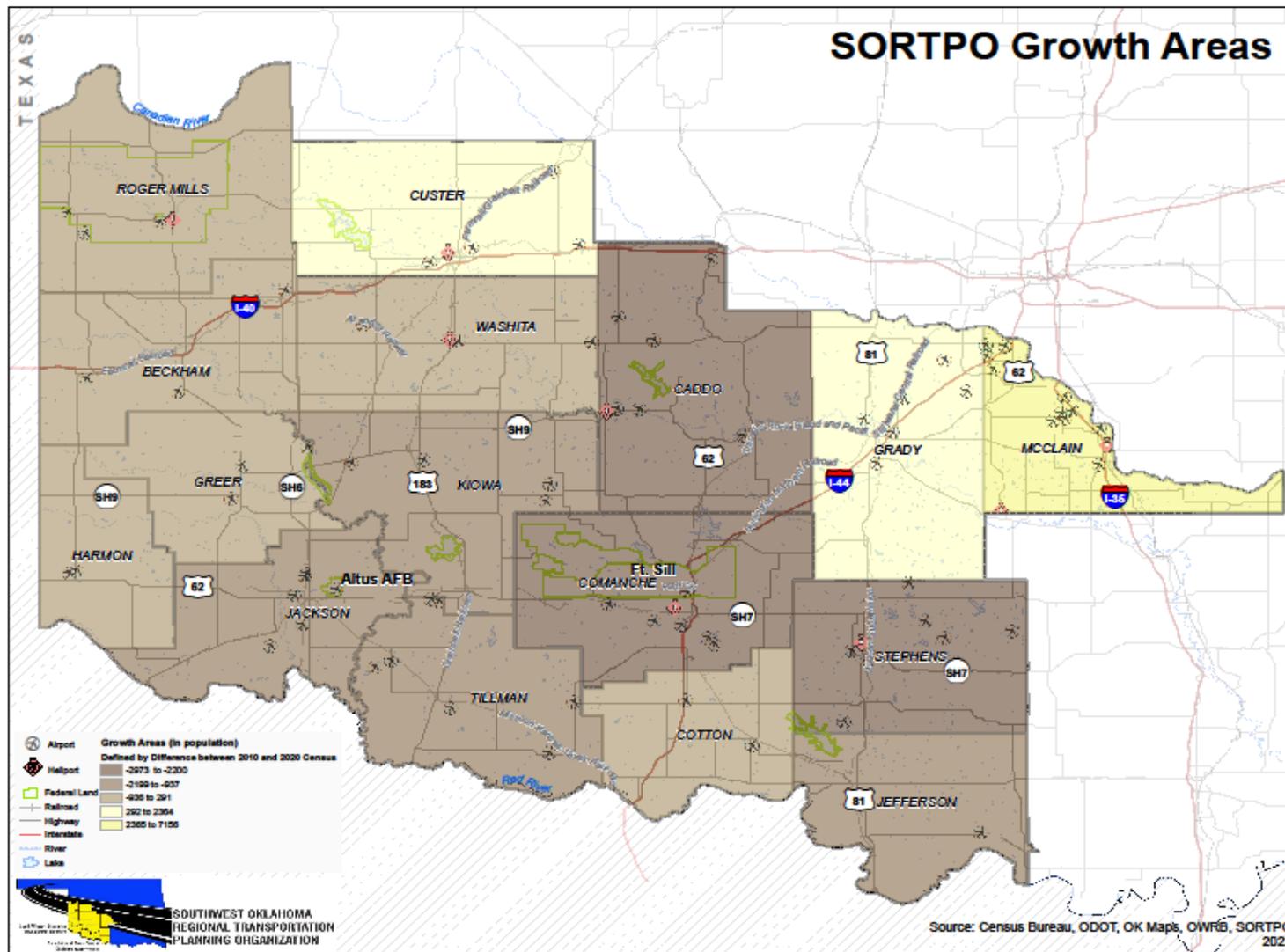
The SORTPO region is in the southwest quadrant of the State, bounded to the west and south by the Oklahoma / Texas state line, to the east US Highway 81 and to the north Interstate 40; except for 2 counties: McClain County is located east of I-35 and Roger Mills County is located north of I-40. The Region encompasses 14,180 square miles (9,075,200 acres). Within this region are sixteen counties (Beckham, Caddo, Comanche, Cotton, Custer, Grady, Greer, Harmon, Jackson, Jefferson, Kiowa, McClain, Roger Mills, Stephens, Tillman, and Washita), one hundred twenty (120) municipalities and 19 Conservation Districts. Two military installations (Altus Airforce Base and Fort Sill), six college/universities (Cameron University – Lawton, Cameron University - Duncan, Comanche Nation College – Lawton, Western State College – Altus, University of Science Arts of Oklahoma – Chickasha, Southwestern Oklahoma State University – Weatherford. Located in the region are sixteen regional airport. Map Appendix 1a illustrates the growth areas of the region.

Much of the Region’s acreage is agricultural in character, with pockets of urban places. The accompanying satellite imagery (Map Appendix 1b) highlights major land use patterns. Each county has urban concentrations that serve as home to more dense development and offer critical shopping, medical, and social services for the population. Below is a summary of each county.

County Overview

- Beckham County is in far western Oklahoma, on the west boundary of the SWODA region and covers 904 square miles. In 2020 (U.S. Census), the county population was 22,410 resulting in a population density of 24.79 people per square mile. The county includes six (6) areas designated as a city or town. The County is predominately rural, with most of the population being within the incorporated cities of Elk City, Erick, and Sayre, the largest being Elk City. 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 primary industry in the county includes oil and gas industry, agriculture, retail, education, and health sectors.

Map Appendix 1.a: Growth Areas

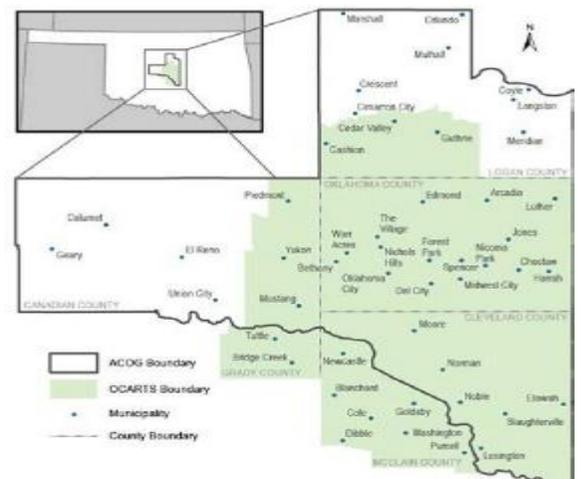


- Caddo County is in southwestern Oklahoma and covers 1,290 square miles. In 2020 (U.S. Census), the county population was 26,945 resulting in a population density of 20.89 people per square mile. The county includes thirteen (13) areas designated as a city or town with the largest being the city of Anadarko. The county is bordered by Blaine County to the north, Canadian County to the northeast, Custer County to the northwest, Comanche County to the south, Grady County to the east, Kiowa County to the southwest and Washita County to the west. Caddo County is drained by the Washita River and Pond and Sugar Creeks. The County is predominantly rural outside of the designated cities and towns. Primary industries include agriculture, education and healthcare, retail and arts, entertainment, and recreation sectors.
- Comanche County is in southwest Oklahoma and bordered on the north by Kiowa and Caddo counties, on the east by Grady and Stephens counties, on the south by Cotton and Tillman counties, and on the west by Tillman and Kiowa counties. The land was former Comanche, Kiowa, and Apache reservation lands in Indian Territory. Prior to statehood part of Comanche County were taken to create Tillman County and part of the county was taken increase the county square miles of Grady, Jefferson, and Stephens counties. Fort Sill was established in 1869. Comanche County covers 1,084 square miles. The northern area of the County consists of the Wichita Mountains. The county includes ten (10) areas designated as a city or town with the largest being the city of Lawton which is also designated as a Metropolitan Planning Organization (MPO). In 2020 (U.S. Census), the county population was 121,125 resulting in a population density of 111.74 people per square mile. Comanche County's economy is largely based in public administration, healthcare, education, manufacturing, and agriculture sectors.
- Cotton County is bordered by Comanche County on the north, Stephens County to the northeast, Jefferson County to the southeast, Clay County Texas to the South, Wichita County Texas to the southwest and Tillman County to the west. Cotton County covers 642 square miles. The county includes four areas designated as a city or town with the largest city being Walters. In 2020 (U.S. Census), the county population was 5,527 resulting in a population density of 8.61 people per square mile. Cotton County is bedroom community to Comanche and Stephens counties; with its economy largely based in the agriculture, public administration, healthcare, and education sectors.
- Custer County is bordered by Dewey County on the north, Blaine County to the east, Caddo County to the southeast, Washita County to the south, Beckham County to the southwest and Roger Mills to the west. Custer County covers 1002 square miles including the Washita National Wildlife Refuge. The county includes seven areas designated as a city or town with the largest being the city of Weatherford. In 2020 (U.S. Census), the county population was 28,513 resulting in a population density of 28.46 people per square mile. Custer County is home to Southwestern Oklahoma State University in Weatherford (SWOSU). The county's economy is largely based in the healthcare, education, retail, oil, gas, and agriculture sectors.

- Grady County is located within the Oklahoma City Metropolitan Statistical Area (MSA) The county is adjacent to Canadian County (north) and McLain County (east), Stephens County (South) and Comanche County (southwest). The Canadian River provides its northern border, and the Washita River runs through the county's middle. Grady County covers 1,105 square miles. The county includes twelve (12) areas designated as a city or town with the largest being the city of Chickasha. In 2020 (U.S. Census), the county population was 54,795 resulting in a population density of 49.59 people per square mile. Grady County is home to University of Arts and Science (USAO) in Chickasha. The county's economy is largely based in the agriculture and forestry, construction and manufacturing, education and healthcare, arts, entertainment and recreation, and retail sectors. The northeast corner of the County including Bridge Creek and Tuttle are included in the Oklahoma City Area Regional Transportation Study (OCARTS). The OCARTS study area also encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Logan Counties. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.
- Greer County is in far western Oklahoma and is bordered by Beckham County to the north, Kiowa County on the east, and Harmon County on the south. The northwestern corner of the county lies within the High Plains, and the remainder of the county lies in the Gypsum Hills physiographic region. The County is predominately rural, with much of the population being within the incorporated city of Mangum and the towns of Granite and Willow. Greer County covers 644 square miles. In 2020 (U.S. Census), the county population was 5,491 resulting in a population density of 8.53 people per square mile the county's economy is largely based in the agriculture and forestry, education and healthcare, public administration, and retail sectors.
- Harmon County is bordered by Greer County/Beckham County to the northeast, Jackson County to the east, the state of Texas on the west, and the Red River (Texas) on the south. The county lies in the Gypsum Hills physiographic region, it is drained by Red River and its tributaries, the Salt, and Elm Forks on the Red River and Lebos and Turkey Creek. The County is predominately rural, with most of the population being within the incorporated cities of Hollis and Gould. Greer County covers 538 square miles. In 2020 (U.S. Census), the county population was 2,488 resulting in a population density of 4.62 people per square mile. The county's economy is largely based in the agriculture and forestry and education and healthcare sectors.
- Jackson County is bordered by Greer County on the north, Harmon County on the west, Kiowa and Tillman counties to the east, Texas, and the Red River to the south. Most of the County lies within the Red Bed Plains physiographic region. The western third of the county is situated in the Gypsum Hills region and the northeastern corner is in the Wichita Mountains region. The County is predominately rural, with much of the population being within the incorporated city of Altus, and the towns of Blair and Olustee. Jackson County covers 804 square miles. The county includes eight areas designated as a city or town with

the largest being the city of Altus: home of Altus Air Force Base. In 2020 (U.S. Census, the county population was 24,785 resulting in a population density of 30.94 people per square mile. The county's economy is largely based in agriculture, retail trade, educational services, public administration, and government sectors.

- Jefferson County is bordered by Stephens County on the north, Carter County to the northeast, Love County to the east, Montague County, Texas to the south, Clay County, Texas to the southwest and Cotton County on the west. The County is predominately rural and covers 759 square miles. The county includes eight areas designated as a city or town with the largest being the city of Waurika. In 2020 (U.S. Census), the county population was 5,337 resulting in a population density of 7.03 people per square mile. The county's economy is largely based in education services, arts, entertainment and recreation, agriculture and forestry and public administration sectors. The County is also the home to Waurika Lake a US Army Corps of Engineer reservoir.
- Kiowa County is bordered by Washita County to the north, Caddo County to the east, Comanche County to the southeast, Tillman County to the south, Jackson County to the southwest and Greer County to the west. The county is mainly flatlands, although the southwest border includes the Washita Mountains. The North Fork of the Red River runs across the west border of the county. The County is predominately rural, with much of the population being within the incorporated cities of Hobart and Snyder. The county includes seven areas designated as a city or town. Kiowa County covers 1,031 square miles. In 2020 (U.S. Census), the county population was 8,509 resulting in a population density of 8.25 people per square mile. The county's economy is largely based in retail trade education services, arts, and public administration sectors.
- McClain County is bordered by to the north by the South Canadian River, Garvin County to the south, Grady county to the west and Pontotoc county to the east. The county includes eight areas designated as a city or town. The north quarter of the County including the cities of Blanchard, Newcastle, Purcell are included in the Oklahoma City Area Regional Transportation Study (OCARTS). The OCARTS study area also encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Logan Counties. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region. McClain County covers 580 square miles. In 2020 (U.S. Census), the county population was 41,662 resulting in a population density of 72.96 people



per square mile. The county's economy is largely based in retail trade, education services and healthcare, agriculture and forestry, arts, entertainment and recreation, construction and manufacturing and public administration sectors.

- Roger Mills County is bordered by Ellis County to the north, Dewey County to the northeast, Custer County to the east, Beckham County to the south, Wheeler County, Texas to the southwest and Hemphill County, Texas to the northwest. The county is home to four national protected areas: Antelope Hills, Black Kettle National Grassland, Break O'Day Farm National Historic Site and Washita Battlefield National Historic site. Roger Mills county is located above the petroleum-rich Panhandle-Hugoton Field, making it one of the leading sources of oil, natural gas, and helium. The county includes four areas designated as a city or town. Roger Mills County covers 1,141 square miles. In 2020 (U.S. Census estimates), the county population was 3,442 resulting in a population density of 3.02 people per square mile. The county's economy is largely based in agriculture and forestry, construction, and educational services sectors.
- Stephens County is bordered by Jefferson County to the south, Grady and Garvin Counties to the north, Comanche, and Cotton Counties to the west and Garvin and Carter Counties to the east. Stephens County on the eastern boundary of the SORTPO region and covers 891 square miles. The county includes eight areas designated as a city or town. Stephens County covers 891 square miles. In 2020 (U.S. Census), the county population was 42,848 resulting in a population density of 48.09 people per square mile. The county's economy is largely based in agriculture and forestry, construction and manufacturing, educational service and health care, arts, entertainment and recreation and retail trade sectors.
- Tillman County is bordered by Kiowa County to the north, Comanche County to the northeast, Cotton County to the east, Wichita County, Texas to the south, Wilbarger County, Texas to the southwest and Jackson County to the north. Tillman County's southern boundary is the Red River and the North Fork of Red River forms most of the western boundary. The county includes eight areas designated as a city or town. Tillman County covers 879 square miles. In 2020 (U.S. Census), the county population was 6,968 resulting in a population density of 7.93 people per square mile. The county's economy is largely based in agriculture and forestry, construction and manufacturing, educational service and healthcare, arts, entertainment and recreation and retail trade sectors.
- Washita County is bordered by Custer County to the north, Caddo County to the east, Kiowa County to the south, and Beckham County to the west. The county lies in the Western Redbeds Plains sub-region of Osage Plains. The county includes ten areas designated as a city or town. Washita County covers 1,009 square miles. In 2020 (U.S. Census), the county population was 10,924

resulting in a population density of 10.83 people per square mile. The county's economy is largely based in agriculture and forestry, construction, retail trade educational service and health care, and public administration.

Environmental, Historical, Cultural and Development Constraints

It is important for any planned transportation project to be considered considering its impact on environmental, historical, and cultural resources. Environmental factors include not only natural resources such as water quality, air quality, and wildlife, but also wetlands, threatened and endangered species, noise, historic and cultural sites, hazardous materials sites, and recreational areas. Therefore, it is critical that constraining resources be identified as early in the planning process as possible. Additionally, transportation projects should not unduly impact neighborhood resources such as minority populations, low-income areas, etc.

Environmental

Oklahoma is in the southern Great Plains. The terrain in southwestern Oklahoma is mostly plains. Geographic features include Wichita Mountains, Black Kettle National Grassland, Taovayan Valley, Antelope Hills, and Quartz Mountains. Oklahoma lies entirely within the drainage basin of the Mississippi River. The Red River which is the state's southern border drains the southern third of the state. Dotted throughout the southwest quadrant one can see oil/gas wells, wind turbines, vast areas of grassland, ranches, and water bodies.

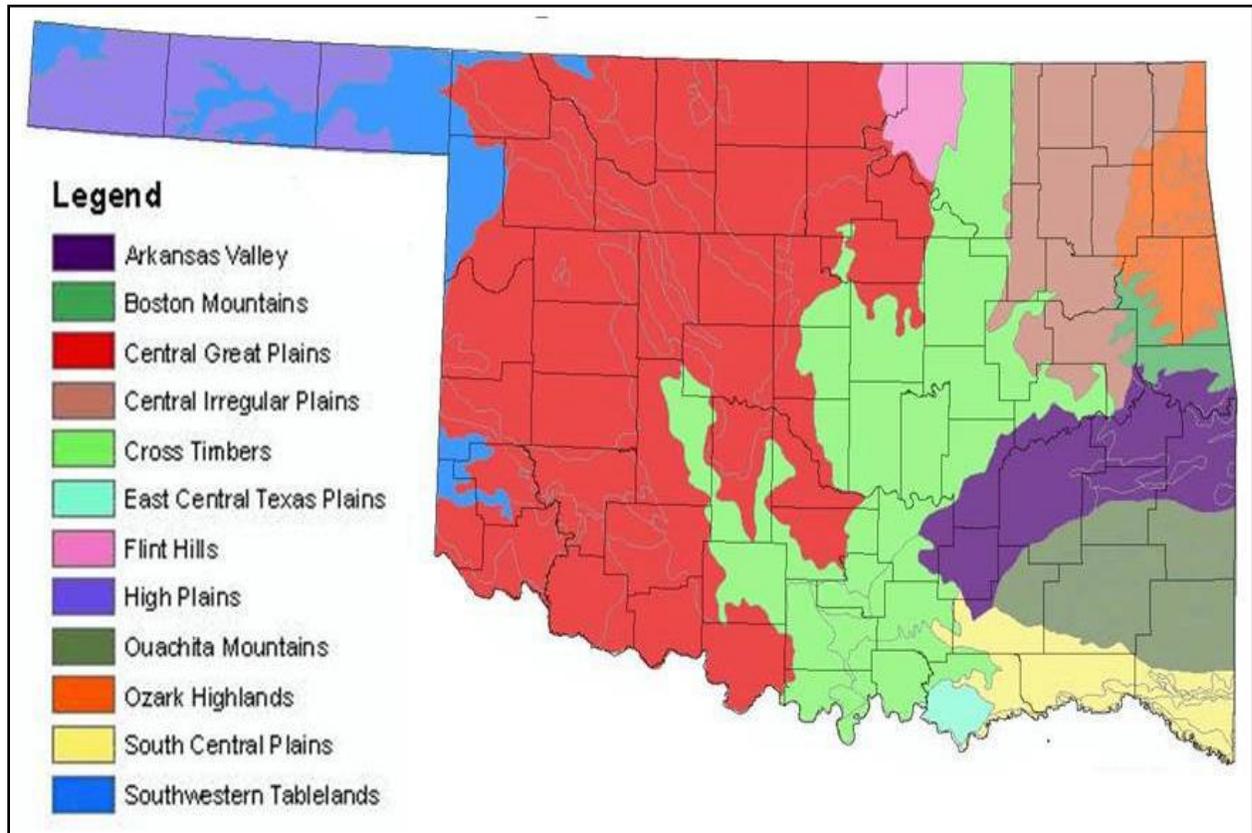
There are critical natural areas in the Region that pose practical obstacles for major highway improvements such as rivers, mountains and protected wildlife areas (Appendix Map 1c). Environmental factors that need to be routinely considered when planning roadways include, but are not limited to, the following:

- Sensitive public land resources State and National parks
- Native American Tribal
- Rivers of special quality Floodplains & wetlands
- Historic and Archeological resources

Certainly, soil conditions and other factors have an impact on development and related transportation systems, but these relatively minor factors will not be assessed here. The following factors can sometimes serve as major constraints to improving highway corridors and need to be considered early in the process. Oklahoma has four mountain ranges the Ouachita Mountains located in the southeastern Oklahoma), foothills of the Ozark Mountains (east central Oklahoma), Arbuckle Mountains (southcentral Oklahoma) and drain into the Illinois River on the Oklahoma side of the border (Appendix Map 1.c). Appendix Map 1.d illustrates land elevations.

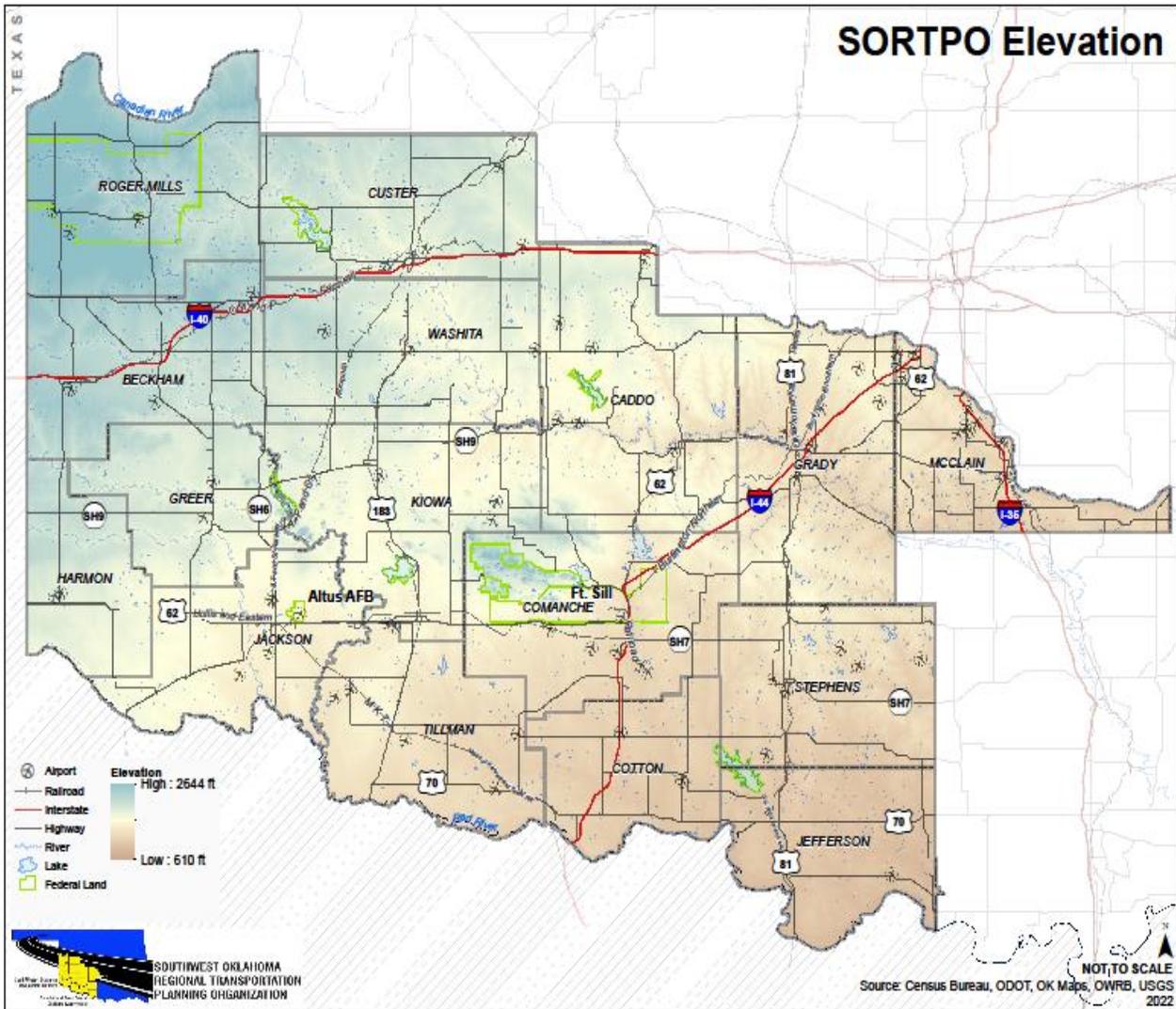
The following pages contain graphics and maps illustrating environmental/climate and cultural attributes for the SORTPO Region.

Appendix Map 1.c: Oklahoma Regions



Source: Office of Secretary of Environment

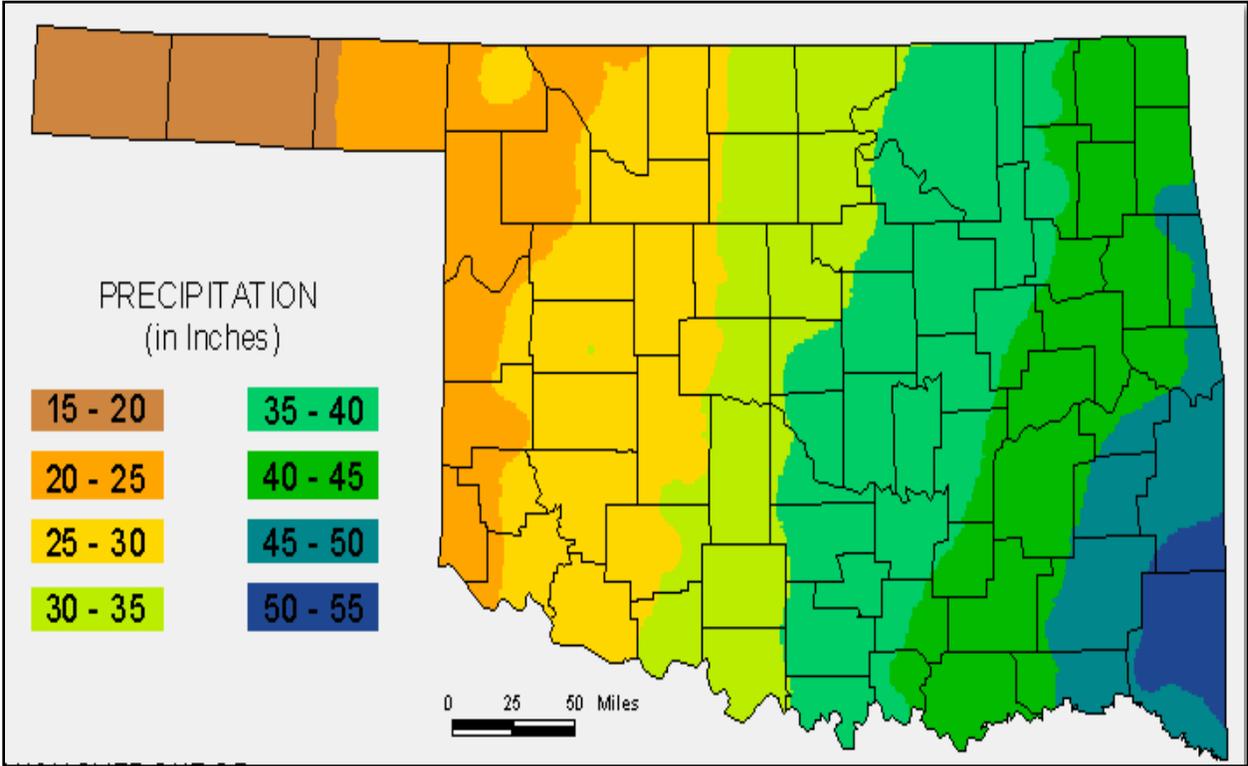
Appendix Map 1.d: SORTPO Elevation



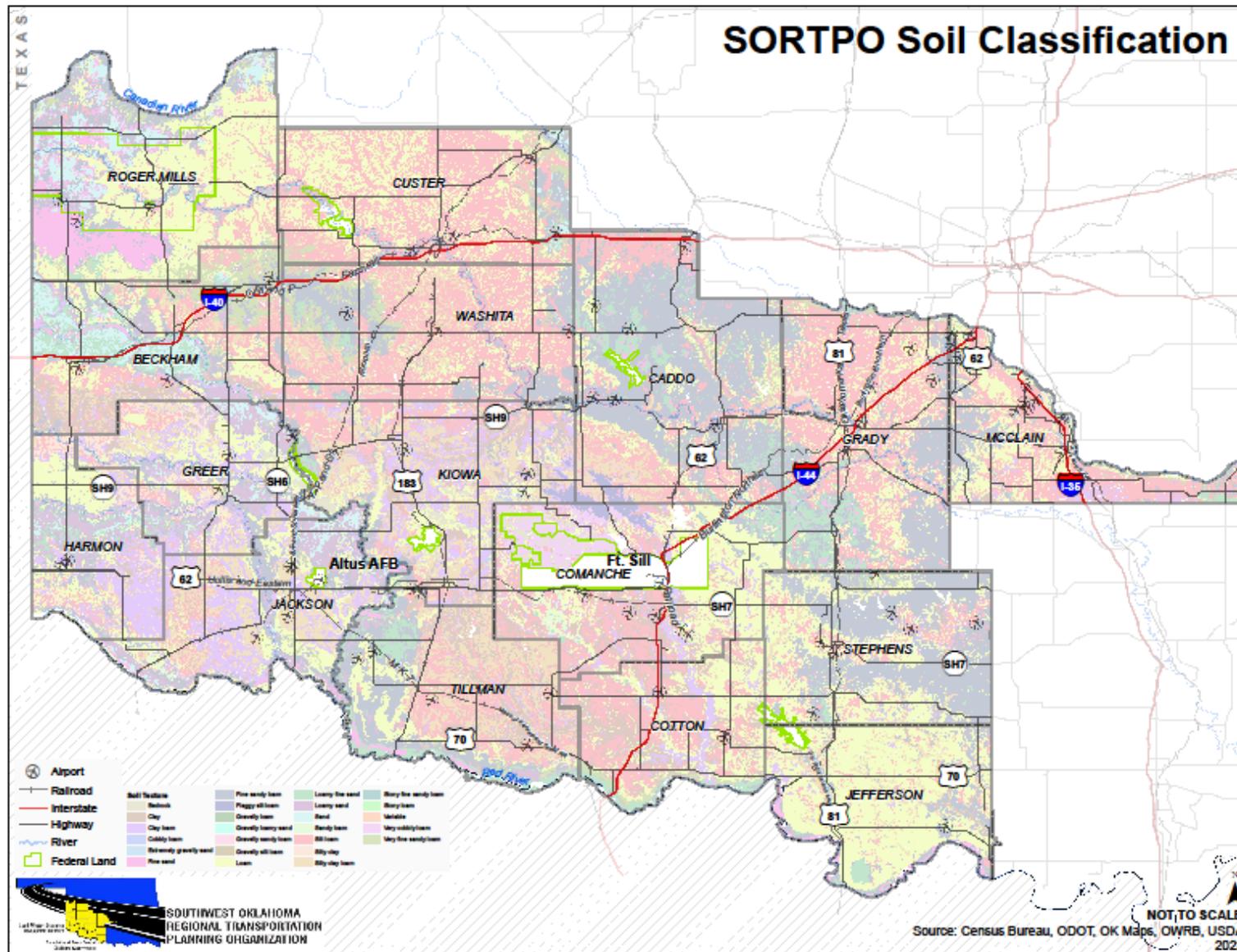
Climate

The climate in southwest Oklahoma during the summer are dry and hot while winters are shorter with less precipitation than the northern areas of Oklahoma. The mean annual temperature for the southwest quadrant of Oklahoma is 62F. Temperatures of 100 F or higher occur frequently May through September; averaging fifteen or more days with triple digit temperatures. The Oklahoma Climatological Survey presents month-by-month summaries of patterns and events. Oklahoma experiences extremes in weather including drought, flooding, ice storms and other events. (http://climate.ok.gov/index.php/climate/summary/reports_summaries) Summers feature frequent thunderstorms, whereas winter precipitation is usually rain, but may include occasional snow (Appendix Map 1.e).

Appendix Map 1.e: Oklahoma Annual Precipitation



Appendix Map 1.f: SORTPO Soil Classification



Protected Lands

Protected lands include preserved farmland, local and state parks, federal lands, including military installation, native American lands held in trust, school land. The National Park Service manages the Washita Battlefield National Historic Site (Roger Mills County). The Bureau of Reclamation (Department of Interior) manages facilities at Fort Cobb and Tom Steed. The U.S Fish and Wildlife Service manages the Washita and Wichita Mountain wildlife refuges in southwest Oklahoma.

Foss State Park (Custer County) contains 1,749 acres. The Foss Reservoir and dam provides municipal water supplies for the cities of Clinton, Cordell, Hobart, Butler, and Bessie.

Tom Steed Reservoir (Kiowa County) was created in 1975 and provides municipal and industrial water to the cities of Altus, Frederick, and Snyder as well as the Hackberry Flat Wildlife Management Area. Tom Steed Reservoir is the main feature of the Mountain Park Project of the U.S. Bureau of Reclamation. The Oklahoma Tourism and Recreation Department manages 6,100 acres on the east and south shores of the reservoir. The Oklahoma Department of Wildlife Conservation manages 5,150 acres of the west and north side of the reservoir area. Waterfowl and dove are plentiful, and other upland game species are increasing as more food and cover are developed.

Mountain Park Dam (Kiowa County) is located near Mountain Park, Oklahoma. The lake is maintained at sufficient elevation to provide a plunge pool for water released or spilled from the dam. Mountain Park dam impounds the waters of Tom Steed Reservoir.

Mountain Park Wildlife Management Area covers 5,400 acres in Kiowa County. The area is on the north and west sides of Tom Steed Reservoir.

Great Plains State Park (Kiowa County) is a 487-acre park located near the city of Mountain Park, Oklahoma. Great Plains State Park is nestled between the Wichita Mountains and the Tom Steed Reservoir.

Hackberry Flat Wildlife Management Area (Tillman County) covers 7,120 acres southeast Frederick. Drained in 1908 to permit farming, the area was restored to what the Oklahoma State Department Wildlife officials believe was its original condition.

Waurika Recreation Reservoir (Jefferson County) was constructed by the U.S. Army Corps of Engineers is a reservoir in southwestern Oklahoma, near Waurika. It is primarily in Jefferson County, but small parts of it are in Stephens County and Cotton County, Oklahoma. The lake supplies water for the cities

of Lawton, Duncan, Comanche, Temple, and Waurika. The wildlife management area comprises about 6,040 acres.

Fort Cobb State Park (Caddo County) is a 1,872-acre Oklahoma state park located near the city of Fort Cobb.

Wichita Mountains Wildlife Refuge (Comanche County) is located near Lawton and is oldest managed wildlife facility in the United States Fish and Wildlife Service system; comprising about 59,020 acres. The Refuge is managed by the U.S. Fish and Wildlife Service.

Sandy Sanders Wildlife Management Area (Beckham and Greer counties) covers 29,766 acres in Beckham and Greer Counties.

Altus Lugert Wildlife Management Area (Greer and Kiowa counties) covers 3,600 acres in Greer and Kiowa Counties.

Lake Hall (Harmon County) covers 36 acres.

Lake Jap Beaver (Jefferson County) covers 40 acres.

Washita County Wildlife Management Area covers 236 acres.

Lake Vanderwork (Washita County) covers 445 acres.

Fort Cobb Wildlife Management Area (Caddo County) covers 3,500 acres in Caddo County on the north end of Ft. Cobb Lake.

Lake Louis Burtschi (Grady County) covers 180 acres.

Grady County Wildlife Management Area covers 1,035 acres.

Black Kettle National Grassland (Roger Mills County) is a part of the Cibola National Forest and was designated a national grassland in 1960. The Grassland is named for Black Kettle, the Indian leader killed during an attack led by Lt. Col. George Custer in 1868. In 1938, the Soil Conservation Service began a replanting and restoration effort. Today, the grassland is used for recreation, oil and gas production, and cattle grazing. Dead Warrior Lake is a part of the Black Kettle National Grassland and covers 80 acres. Spring Creek Lake is 50 acres in size. A third lake is Skipout Lake covering 60 acres. A 1.75-mile hiking trail circles the lake. Croton Creek Watchable Wildlife Area has two trail loops totaling 1.6 miles.

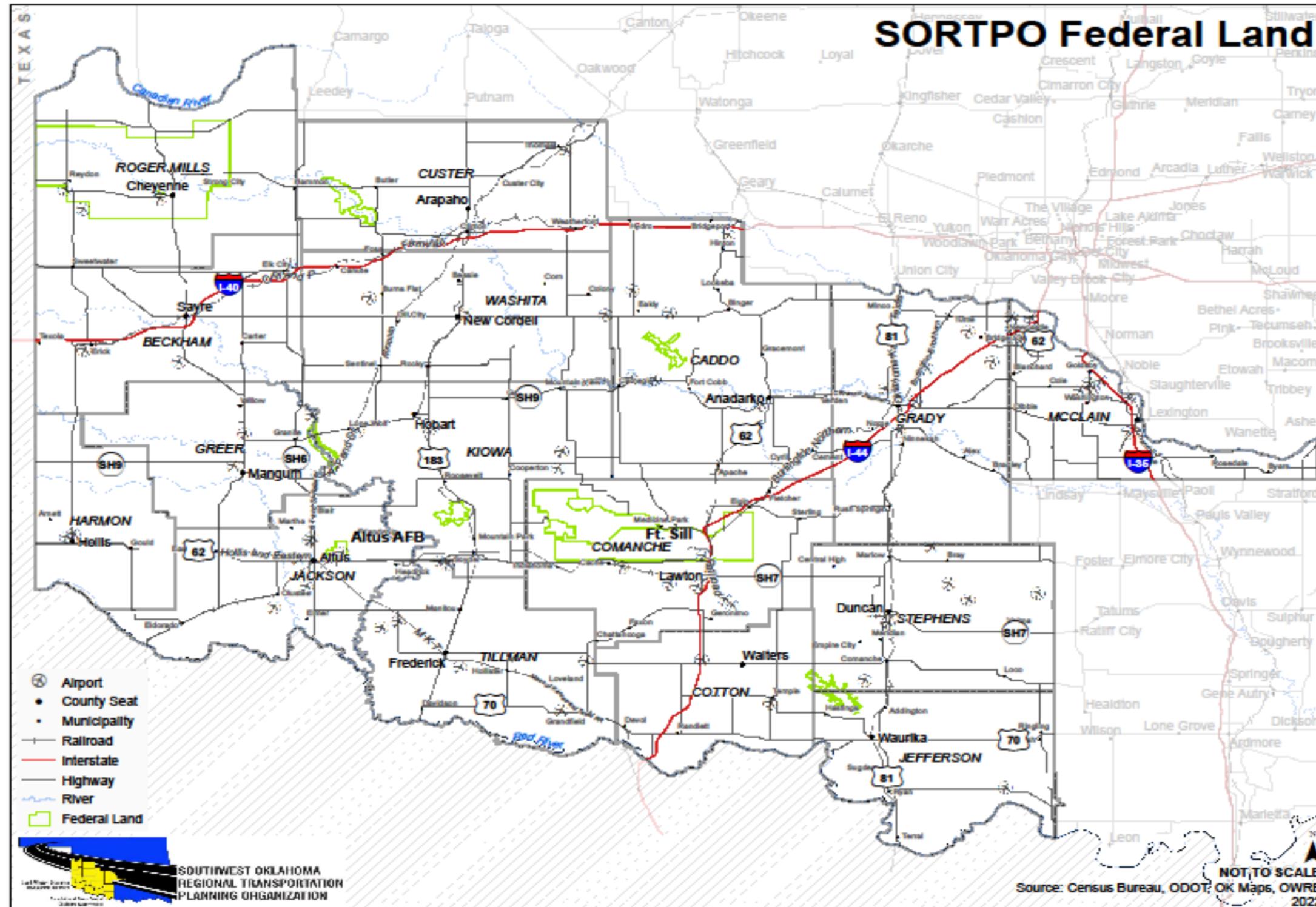
Washita Battlefield National Historic Site protects and interprets the site of the Southern Cheyenne village of Chief Black Kettle where the Battle of

Washita occurred. The site is a small portion of a large area that was listed on the National Register of Historic Places in 1966. The landmarked area encompasses the entire battlefield, which extends for some 6 miles through the city of Cheyenne. The Washita Battlefield National Historic Site offers walking trail and visitors center.

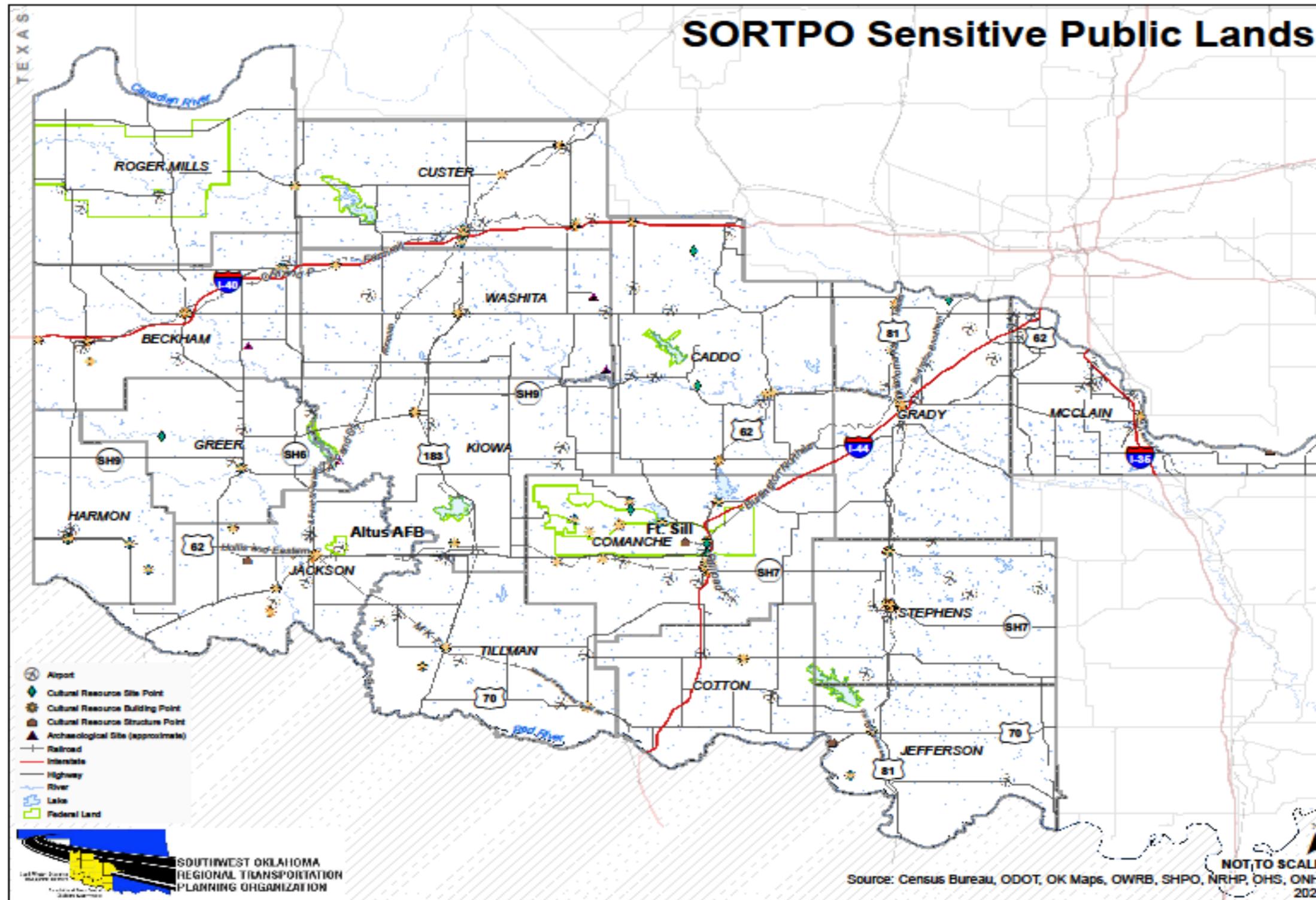
Tribal Lands

- Apache Tribe of Oklahoma is headquartered in Anadarko, Oklahoma (Caddo County). Tribal jurisdiction covers parts of Caddo, Comanche, Cotton, Grady, Jefferson, Kiowa, and Stephens counties.
- Caddo Nation headquartered in Binger, Oklahoma (Caddo County).
- Chickasaw Nation is headquartered in Ada, Oklahoma (Pontotoc County). Tribal jurisdiction includes Bryan, Carter, Garvin, Grady, Jefferson, Johnston, Love, McClain, Marshall, Murry, Pontotoc, and Stephens.
- Comanche Nation is headquartered in Lawton, Oklahoma (Comanche County). Tribal jurisdictional area is in Caddo, Comanche, Cotton, Grady, Jefferson, Kiowa, Stephens, and Tillman counties.
- Cheyenne & Arapaho Tribal Nations are headquartered in Concho, Oklahoma (Canadian County). Tribal jurisdictional area includes Beckham, Blaine, Canadian, Custer, Dewy, Ellis, Kingfisher, Roger Mills and Washita counties.
- Delaware Nation is headquartered in 2 miles north of Anadarko, Oklahoma (Caddo County). Tribal jurisdictional area is located within Caddo County.
- Fort Sill Apache Tribe of Oklahoma is headquartered in Apache, Oklahoma (Caddo County). The tribal jurisdictional areas include Caddo, Comanche, and Grady counties in Oklahoma.
- Kiowa Tribe of Oklahoma is headquartered in Carnegie, Oklahoma (Kiowa County). Tribal jurisdictional area includes Caddo, Comanche, Cotton, Grady, Kiowa, Tillman, and Washita Counties.
- Wichita and Affiliated Tribes are headquartered in Anadarko, Oklahoma (Caddo County). Tribal jurisdictional areas are in Caddo County.

Map Appendix 1.h: Federal Land



Map Appendix 1.i: SORTPO Sensitive Public Lands



Historic and Archaeological Resources

Along with natural constraints in the Region, certain man-made resources can have environmental implications in the planning of new and improved highway corridors. Historic and archaeological sites and districts can be found throughout the region and because the road network has generally followed historical trails and travel ways from hundreds of years previous, the widening or other improvement of existing routes may have impacts on such historic resources. Map Appendix 1.10 illustrates properties designated historic.

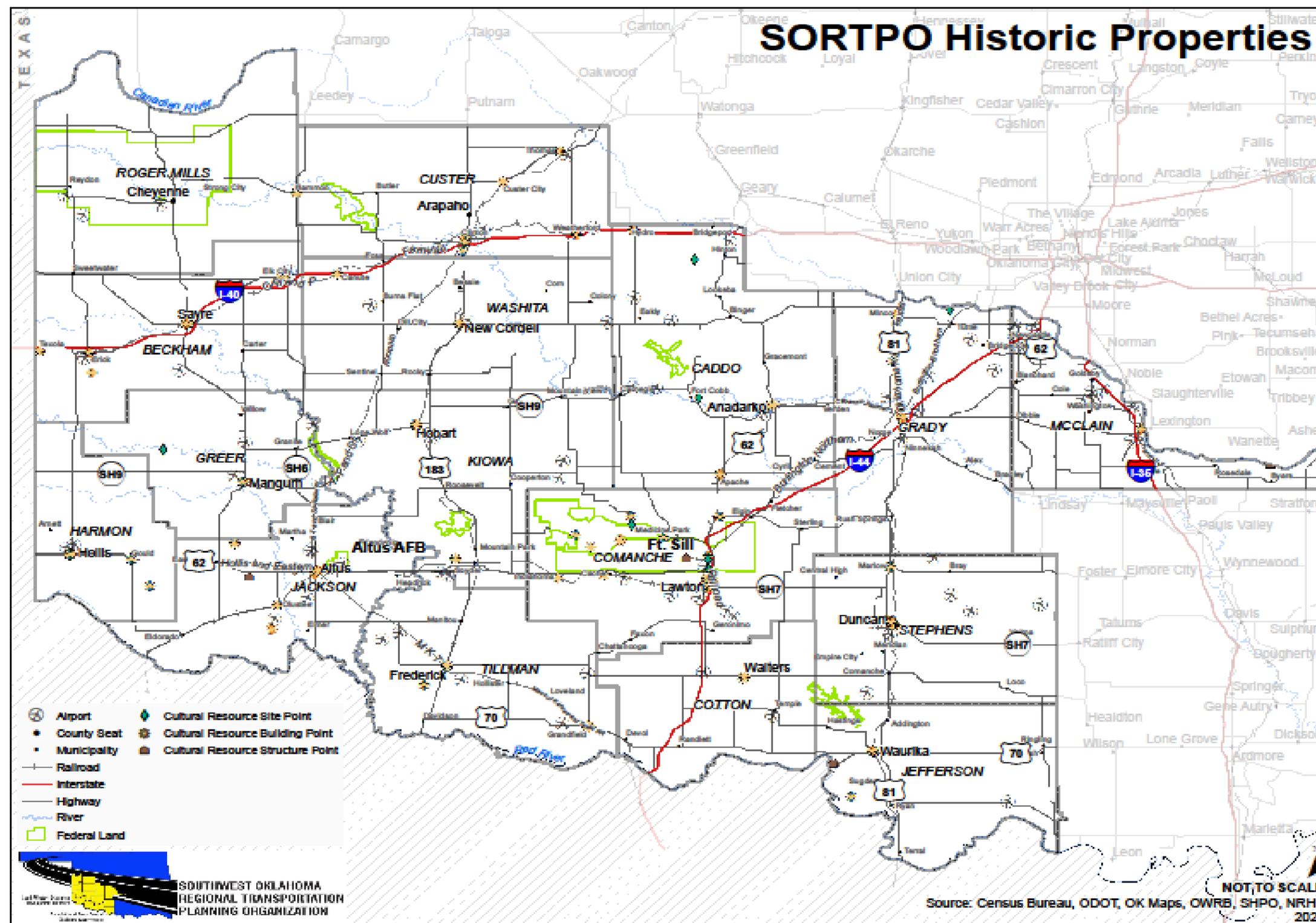
Air Quality

The Oklahoma Department of Environmental Quality (ODEQ) is responsible for developing and enforcing a regulatory program based on Clean Air Act Amendments of 1990 (CAAA). In 2008 EPA changed the ozone threshold to 0.075 ppm to be designated as an "attainment area." Currently, all areas in the SORTPO region are designated as an "attainment area. There are two air quality-monitoring stations operated by ODEQ located in Lawton.

There continues to be a trend of ground-level ozone transport from Dallas-Fort Worth through Oklahoma, considering that prevailing winds during the ground-level ozone season are predominantly from the south. The transport of pollution by prevailing wind patterns is one factor that cannot be controlled by communities in the region.

The USEPA under the Regional Haze Rule enforces regulations to increase visibility at national parks and wilderness areas by cutting haze causing emissions at coal fired power plants. Utilities in Oklahoma added air scrubbers to coal plants or replaced them with natural gas. However, much of the Haze that impacts SORTPO's region is caused by air quality in Texas, carried into the region by southerly winds. ODEQ on September 28, 2016, submitted the Five-Year Progress Report on Oklahoma's Regional Haze State Implement Plan to EPA. <https://www.deq.ok.gov/air-quality-division/air-quality-rules-planning/regional-haze/>

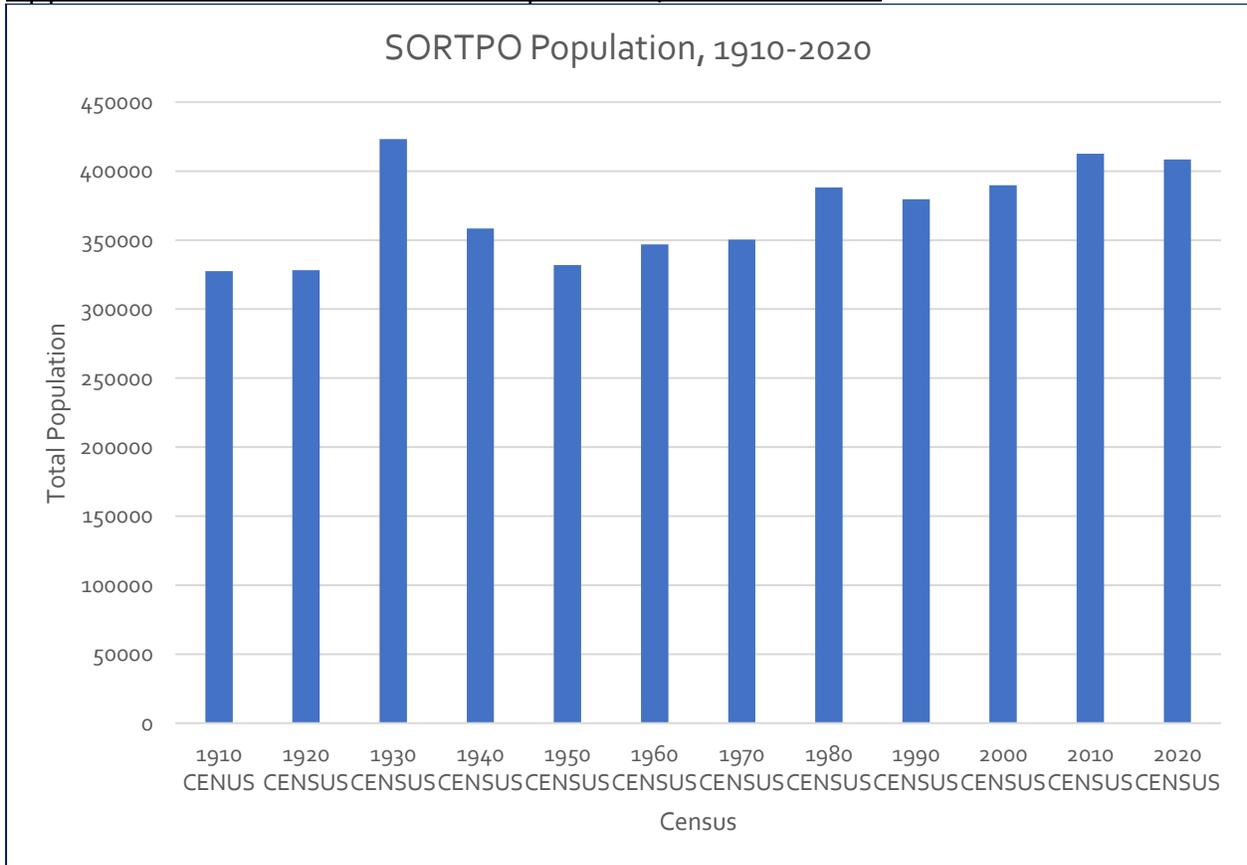
Map Appendix 1.j: SORTPO Historic Properties



Demographic & Population Trends

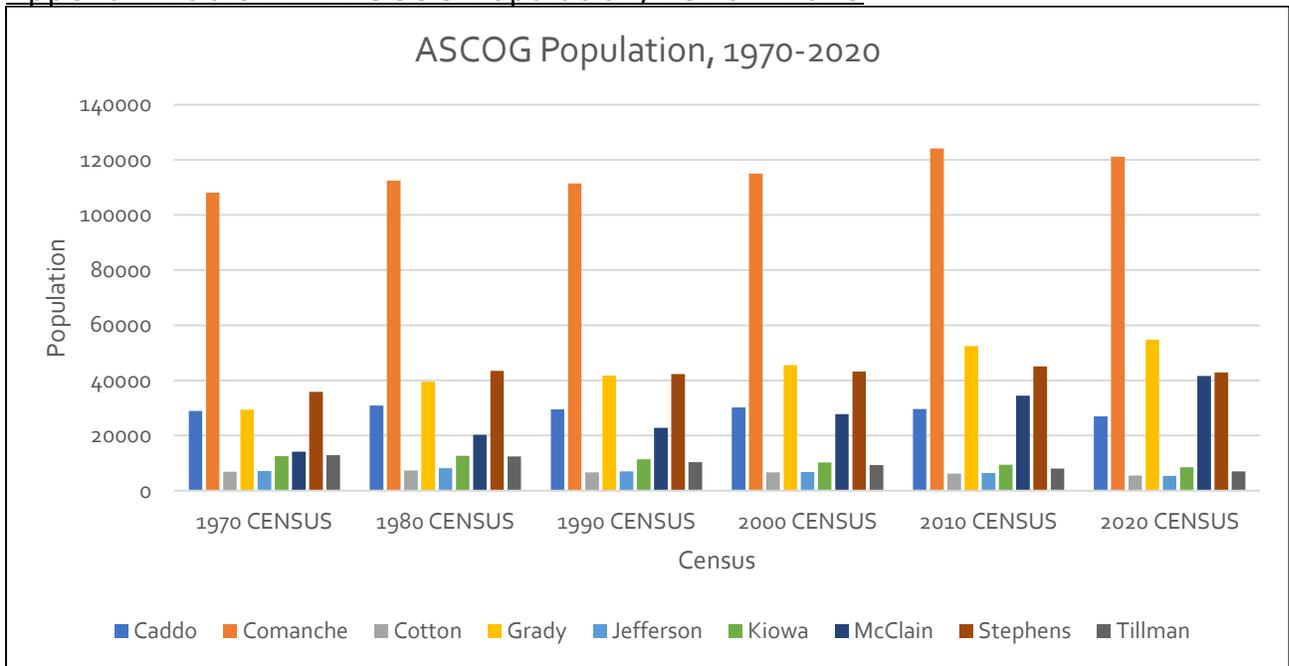
Appendix Table 1.1 – Table 1.4 provide population census data. Except for a slight decrease between 2010 and 2020 population growth in the region experienced gains. The fastest growing counties include Custer, Grady, and McClain.

Appendix Table 1.1: SORTPO Population, 1910 - 2020



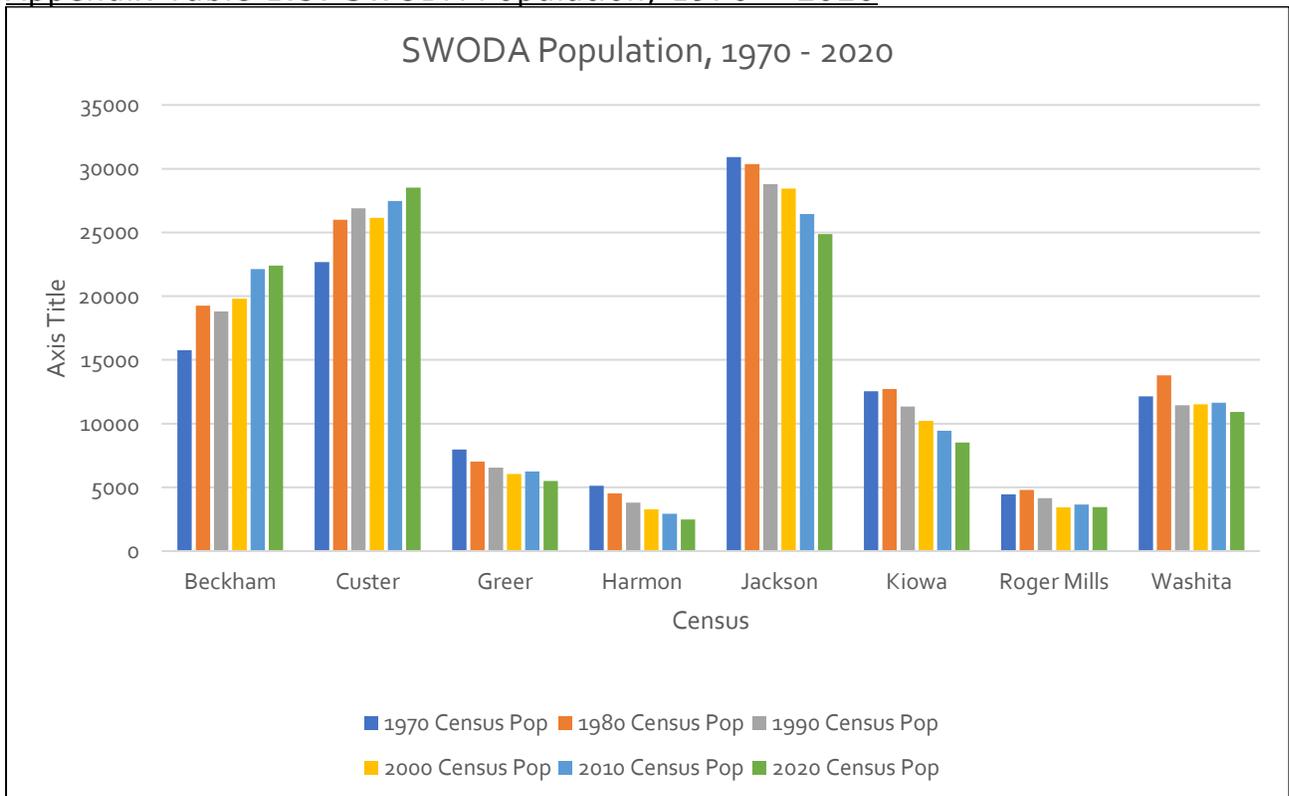
Source: US Census Bureau

Appendix Table 1.2: ASCOG Population, 1970 - 2020



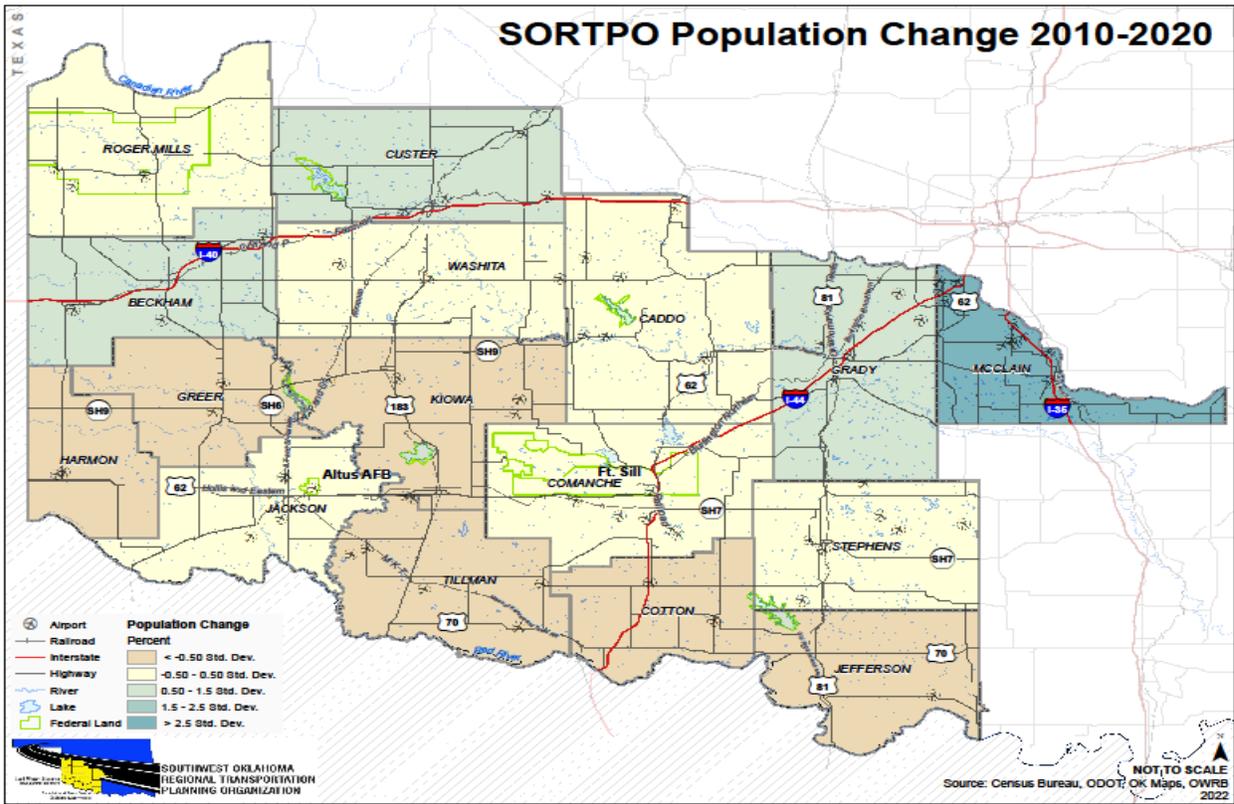
Source: US Census Bureau

Appendix Table 1.3: SWODA Population, 1970 - 2020

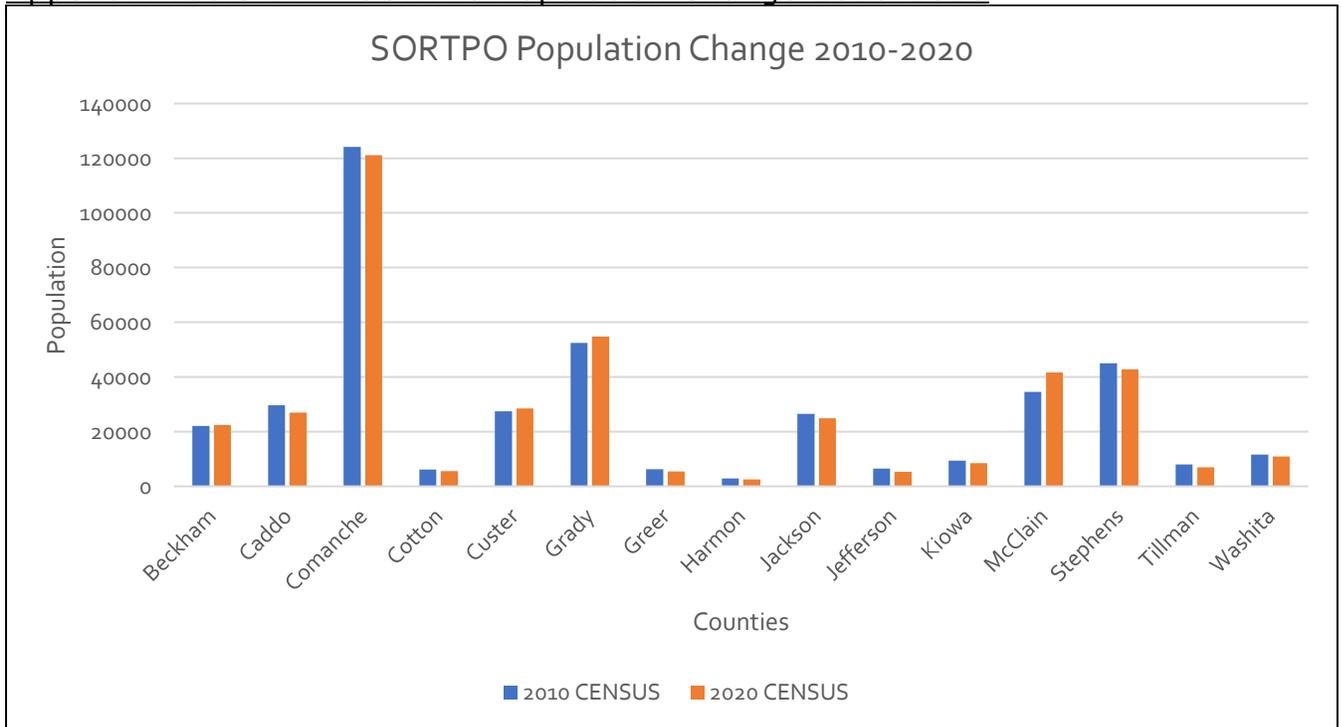


Source: US Census Bureau

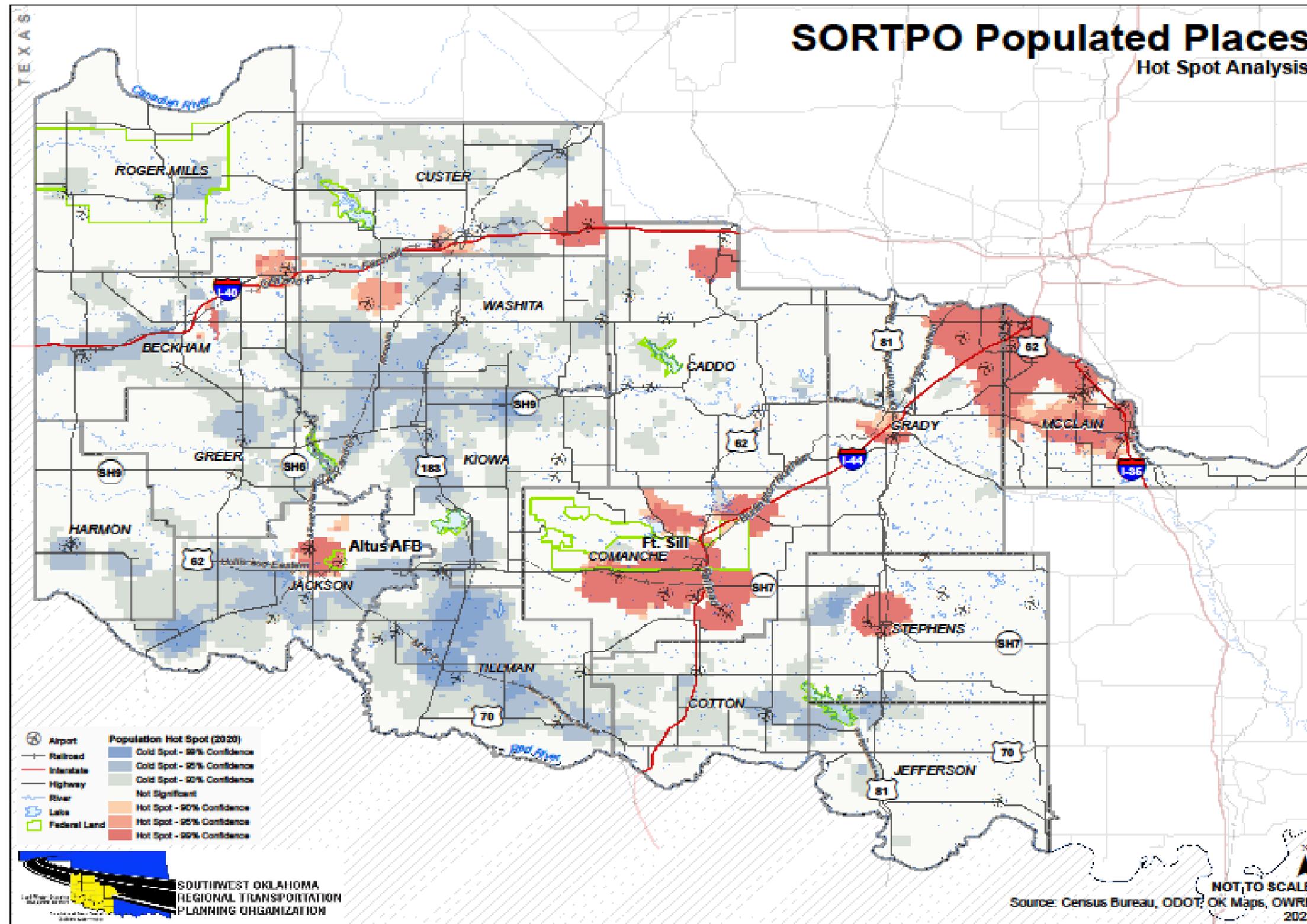
Appendix Map 1.h - Population Change, 2010 - 2020



Appendix Table 1.4 - SORTPO Population Change 2010-2020



Appendix Map 1.i – SORTPO Populated Places



Highest growth

4 counties increased population from 2010 to 2020: Beckham, Custer, Grady, and McClain. A portion of two counties Grady and McClain are part of the Oklahoma City MSA. The SORTPO Transportation Policy Board established population and employment projections. These numbers were developed with consideration given to previous projection data (county long range transportation plans), growth and development and historical data. Appendix Tables 1.5 and 1.6 illustrate the projections.

Appendix Table 1.5 - SORTPO Population Projection

COUNTY	2000 CENSUS	2010 CENSUS	2020 CENSUS	2020-2010	2020-2000	L RTP 2040 Project	2043 Projection
Beckham	19799	22119	22410	291	2611	26916	26916
Caddo	30150	29600	26945	-2655	-3205	30552	26945
Comanche	114996	124098	121125	-2973	6129	137651	124098
Cotton	6614	6193	5527	-666	-1087	5489	4527
Custer	26142	27469	28513	1044	2371	30989	30989
Grady	45516	52431	54795	2364	9279	67356	59000
Greer	6061	6239	5491	-748	-570	6247	5491
Harmon	3283	2922	2488	-434	-795	3177	2000
Jackson	28439	26446	24785	-1571	-3564	28933	24875
Jefferson	6818	6472	5337	-1135	-1481	5467	4337
Kiowa	10227	9446	8509	-937	-1718	9426	8509
McClain	27740	34506	41662	7156	13922	47203	47203
Roger Mills	3436	3647	3442	-205	6	4495	3442
Stephens	43182	45048	42848	-2200	-334	49753	42848
Tillman	9287	7992	6968	-1024	-2319	6425	6425
Washita	11508	11629	10924	-705	-584	11861	11861
TOTAL	393198	416257	411769	-4398	18661	471940	429466

Source: SORTPO

Appendix Table 1.6 - SORTPO Employment Projection

COUNTY	2010	2012	2016	Civilian Labor Force FRED 2020	L RTP EMPL Proj	2043 Projection
Beckham	10330	12507	11010	10075	15775	11500
Caddo	11816	11652	11908	12049	11422	11422
Comanche	51446	50601	49391	48266	54271	48266
Cotton	3005	2872	2886	2732	2350	2350

COUNTY	2010	2012	2016	Civilian Labor Force FRED 2020	L RTP EMPL Proj	2043 Projection
Custer	14146	15623	15181	15210	17535	17535
Grady	25351	25461	26059	26632	31367	31367
Greer	2186	2066	2186	1904	2504	1904
Harmon	1313	1409	1291	1199	850	1199
Jackson	11453	11030	10991	10766	12482	12482
Jefferson	2676	2592	2705	2578	2306	2306
Kiowa	4311	4255	4104	3544	4072	3544
McClain	17165	17508	18943	19882	21657	21657
Roger Mills	1796	2098	1809	1856	2213	1856
Stephens	19936	20492	18974	18635	22614	18635
Tillman	3402	3399	3309	3054	2784	2784
Washita	5453	5625	5312	5153	5048	5133
	185785	189190	186059	183535	209250	193940

Source: FRED

Development Patterns

Historically development patterns were guided by population, availability of utilities and employment locations. However, impacts of pandemic of 2020 has affected the way we work, travel, shop, receive healthcare, access education, as well as increase in the number of people walking/bicycling. There continues to be “big-box” malls and shopping however the trend to repurpose these facilities into shared retail/health/office spaces is something to monitor. Also, the potential for instant delivery services threatens to transform downtowns into vacant buildings as more in store shopping is changing to shopping by digital app with direct delivery. There is a greater demand for convenience. Technology and innovation have provided consumers and businesses with alternatives to many of the activities prior to the COVID 19 pandemic. Appendix Map 1.j illustrates population density.

Beckham County major constraints for development include I-40, tribal land, rail lines and population centers 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.

Caddo County major constraints for development include highways, recreation areas (lakes), Washita River, Wichita Mountains, Red Rock Canyon Park, rail lines, and tribal land. es). Highways are a physical barrier splitting the county from the north to the south and east to west and the railroad runs diagonally from the northwest to the southeast in the county. US 281 runs north and south through central Caddo County. US 281 connects with I-40 in the northern part of Caddo County. US 281 junctions at Anadarko with SH 62, running east and west, in central Caddo County.

Comanche County physical and environmental constraints to development include HE Bailey (I-44), US and State highways, existing development, lakes, Wichita Mountains Wildlife Refuge, military installation, rail lines, and tribal land. Concentration of growth can be found in the Lawton Metropolitan Area.

Cotton County constraints include both physical and manmade have shaped and impacted the development of the County. Cotton County major physical constraints for development include HE Bailey Turnpike (I-44), State Highways, agriculture land and tribal lands. HE Bailey (I-44) is a physical barrier splitting the county from the north to the south to the Texas Stateline. State Highway 65 bisects the County from north to south in the eastern half of the County and SH 5 bisect the County east to west along the northern portion of the County. US 70 bisects the County east and west along southern portion of the county.

Custer County major constraints include transportation, land ownership, existing development and environmental features that affect the growth of Custer County. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the cities of Clinton and Weatherford and along the I-40 corridor. Growth in Clinton and Weatherford are guided by development codes. There are limited to no regulations guiding development and growth in areas outside of the populated cities. The most significant commercial growth areas continue to occur east and west along the I-40 corridor. Custer County major constraints for development include highways, rail lines, lakes, creeks, cities and towns, large land ownership, and tribal land.

Grady County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Grady County. These constraints both physical and manmade have shaped and impacted the development of the county. Grady County major constraints for development include highways (US 81, US 277, US 62, SH 9, SH 6, and I-44/HE Bailey Turnpike), Union Pacific (UP) rail lines, lakes, creeks, cities and towns, large land ownership,

and tribal land. Significant areas of development and growth include Chickasha and Tuttle.

Greer County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Greer County. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the city of Mangum and area surrounding this city. Development regulations guide growth in the town of Granite and Willow. Greer County major constraints for development include the US and State Highway system, towns, large acreage farms, Quartz Mountain State Park, and Oklahoma State Reformatory. State Highways 34, 6, 44 and US 283 bisect the County north and south and SH 9 bisect the County east and west. Map 2.1 on page 13 illustrates the location of the highways. Quartz Mountain State Park is located east of Granite and encompasses 4,540 acres.

Harmon County major constraints for development include US 62 and SH 5 and 30, towns/communities, environmental features, and large farming operations. There are transportation facilities, large tract farming operating, existing development and environmental features that affect the growth of Harmon County. These constraints both physical and manmade have shaped and impacted the development of the county. Most of the population is concentrated in the town of Hollis. US 62 bisects the county east and west, entering the County from the east and extending to the Texas state line. State Highway 5 extends south of Gould and US 62 to the Jackson County line. State Highway 30 begins at Hollis US 62 and extends to the Beckham County line.

Jackson County major constraints for development include cities and towns, railroad, highways, Altus Air Force Base, and large acreage farms. Rail lines in Jackson County include: Farmrail Corporation which separates the county from north to south traveling from Elmer through Altus to Blair and continuing north to Clinton. Wichita, Tillman & Jackson (WT&J) Railway begins in Altus and travels south east through Tillman County connecting with Frederick and extending south into Texas connection with the Burlington Northern Santa Fe (BNSF) in Wichita Falls, Texas. The Stillwater Central (SLWC) enters the County from the east and runs parallel to US 62 extending to Altus. The BNSF begins at Snyder and runs parallel to US 62 and shares the rail space with SLWC to Altus. BNSF at Altus travels southwest through Olustee Eldorado and enters Texas connecting to BSNF line that extends to Amarillo, TX and the Dallas Fort Worth metroplex.

Jefferson County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Jefferson County. These constraints both physical and manmade have shaped and impacted the development of the county. Jefferson County major constraints for development include US 81, US 70, rail lines, tribal land, Waurika Reservoir Lake, and the towns.

US 81 is a physical barrier splitting the county from the north to the south to the Texas Stateline. US highway 70 bisects the County from east to west along the southern portion of the county linking this County to I-44. The Union Pacific Railroad lines run parallel to US 81 linking Texas to Canada. Waurika Reservoir Lake a US Corp of Engineer Lake is located on Beaver Creek, a tributary of the Red River, about six miles northwest of Waurika, Oklahoma. The lake lies in portions of Jefferson, Cotton, and Stephens Counties.

Kiowa County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Kiowa County. These constraints both physical and manmade have shaped and impacted the development of the county. Current growth is concentrated in the city of Hobart and area surrounding this City. Kiowa County major constraints for development include the US and State Highway system, towns, large acreage farms, rail line, tribal land, and Quartz Mountain State Park. State Highways 115, 54, 44 and US -183 bisect the county north and south. US-62, SH-9, 19, bisects the county east and west. The Kiowa Tribe, Comanche Nation, Apache Tribe, and Fort Sill Apache Tribe.

McClain County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of McClain County. These constraints both physical and manmade have shaped and impacted the development of the county. McClain County major constraints for development include: the Canadian River, I-35, I-44, state and US highways, railroad, large land ownership, and tribal land.

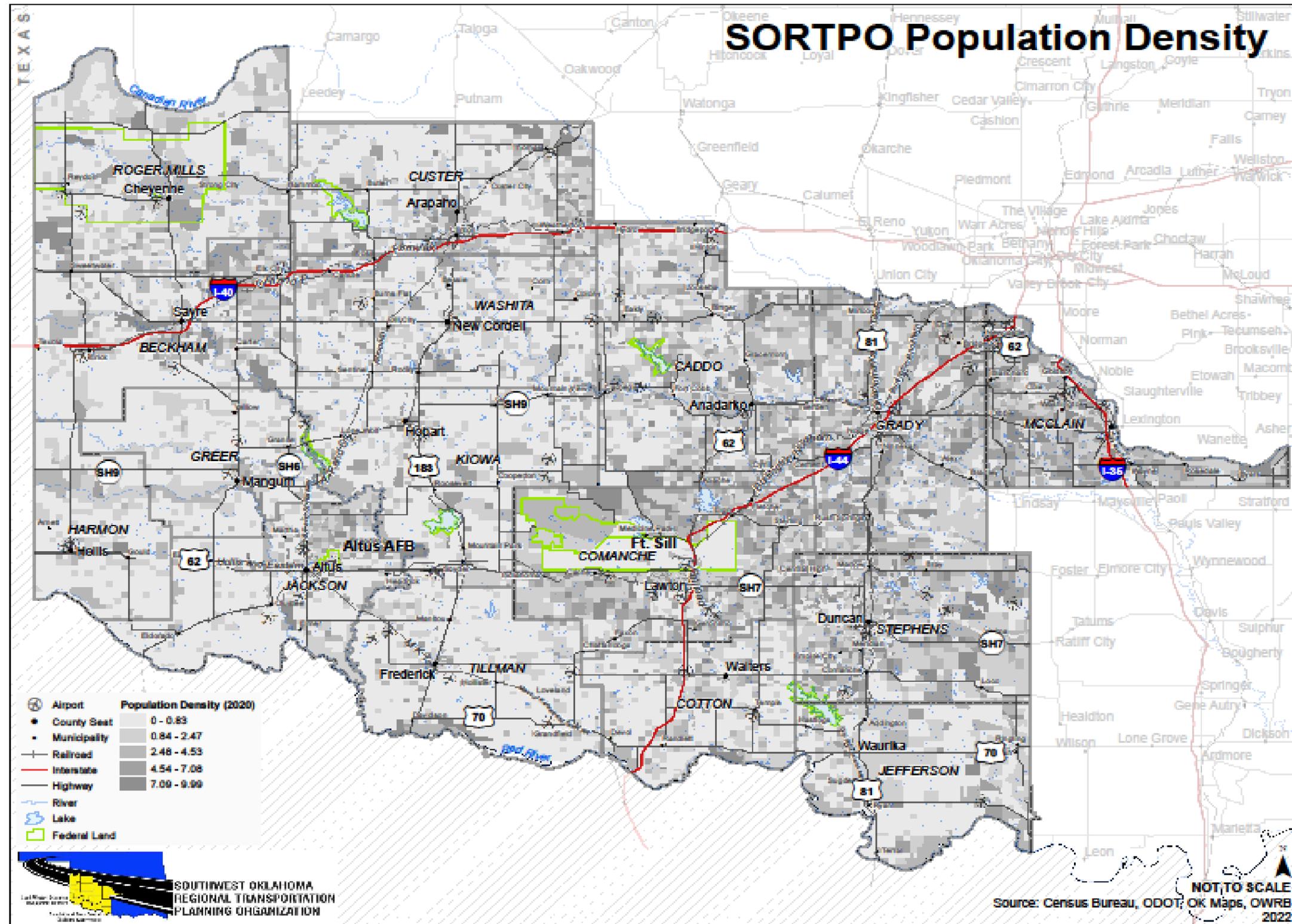
Stephens County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Stephens County. These constraints both physical and manmade have shaped and impacted the development of the county. Stephens County major constraints for development include US 81, SH 7, SH 29, SH 53, Union Pacific (UP) rail lines, lakes, creeks, cities and towns, large land ownership, and tribal land. US 81 is a physical barrier splitting the county from the north to the south, the UP-rail line is parallel to the east of this highway. State Highway 7 bisects the county east to west and connects to two Interstates (I-35 and I-44). State Highway 29 extends east of SH 81 from Marlow to I-35. State Highway 53 is in the southern 1/3 of the County connecting east to SH 76.

Tillman County major constraints include transportation facilities, land ownership, existing development and environmental features and other constraints that affect the growth of Tillman County. These constraints both physical and manmade have shaped and impacted the development of the county. Tillman County major constraints for development include SH 5, SH 54, US 183, US 70, cities and towns, airport, Hackberry Flat Wildlife Management Area, large land ownership, rail lines and tribal land. Highway's area a physical barrier splitting the county from the north to

the south and east to west, the railroad runs diagonally from the northwest west to the southeast in the county. US 70 connects the southern half of the county east to I-44 in Cotton County.

Washita County major constraints include transportation facilities, land ownership, existing development and environmental features that affect the growth of Washita County. These constraints both physical and manmade have shaped and impacted the development of the county. The largest municipality in the county is the city of New Cordell; which is also the county seat. Development regulations guide growth in the city of New Cordell. Washita County major constraints for development include the US and State Highway system, towns, and large acreage farms. State Highways 152, 55, 54a and 54B run east-west and State Highways 44, 42, 54 and 115 provide north-south transportation. US 183 traverses north-south through the county. I-40 crosses the north corner of the county.

Appendix Map 1.j: SORTPO Population Density



Employment and Economy

Agriculture

In terms of revenue generated, Oklahoma's top five agricultural products are cattle and calves, hogs, broilers (young chickens), wheat, and dairy products.

Livestock

Oklahoma is one of the leading (#5) sources of beef in the country and, not surprisingly, the production of beef cattle is the leading source of agricultural income in the state. Other important livestock products are hogs (#8), broilers (young chickens), dairy products (milk), chicken eggs, sheep and lambs, turkeys, and fish (farm-raised catfish). Oklahoma's most valuable crop is wheat and the state ranks among the leading (#4) producers in the country. Greenhouse and nursery products rank second with hay, cotton, soybeans, corn for grain, pecans, grain sorghum, peanuts, watermelons, and rye.

Energy

Oklahoma is in the heart of the U.S. Mid-Continent oil region where crude oil and natural gas wells can be seen across much of Oklahoma. However, fossil fuels are not the state's only energy resources. Winds that blow across the open plains and low hills of the prairie that covers most of Oklahoma give the state significant wind energy potential, and wind provides a substantial and increasing share of Oklahoma's electricity generation. Solar potential in the state is widespread and the available solar energy resource increases across Oklahoma.

Although Oklahoma's economy is diverse, the state is best known for its energy-intensive petroleum and natural gas industries. Because Oklahoma is a major crude oil and natural gas producing state, almost two and a half times as much energy is produced in the state. Almost four times as much natural gas is produced in Oklahoma as is consumed in the state; surplus natural gas is added to the volumes transported by the interstate pipelines that cross through the state. Although oil fields predominate in the eastern half of the state and natural gas fields in the west, oil wells are found throughout Oklahoma.

Oklahoma's legislature established a renewable energy goal for the state's electric utilities in 2010. The goal required that 15% of a utility's total installed generation capacity within the state of Oklahoma use renewable sources by 2015. A variety of renewable energy resources were allowed, including wind, solar, biomass, hydropower, geothermal, and hydrogen. Energy efficiency and demand-side management could be used to meet up to 25% of the overall goal. In 2018, almost one-third of the state's installed generating capacity used renewable resources.

Wind

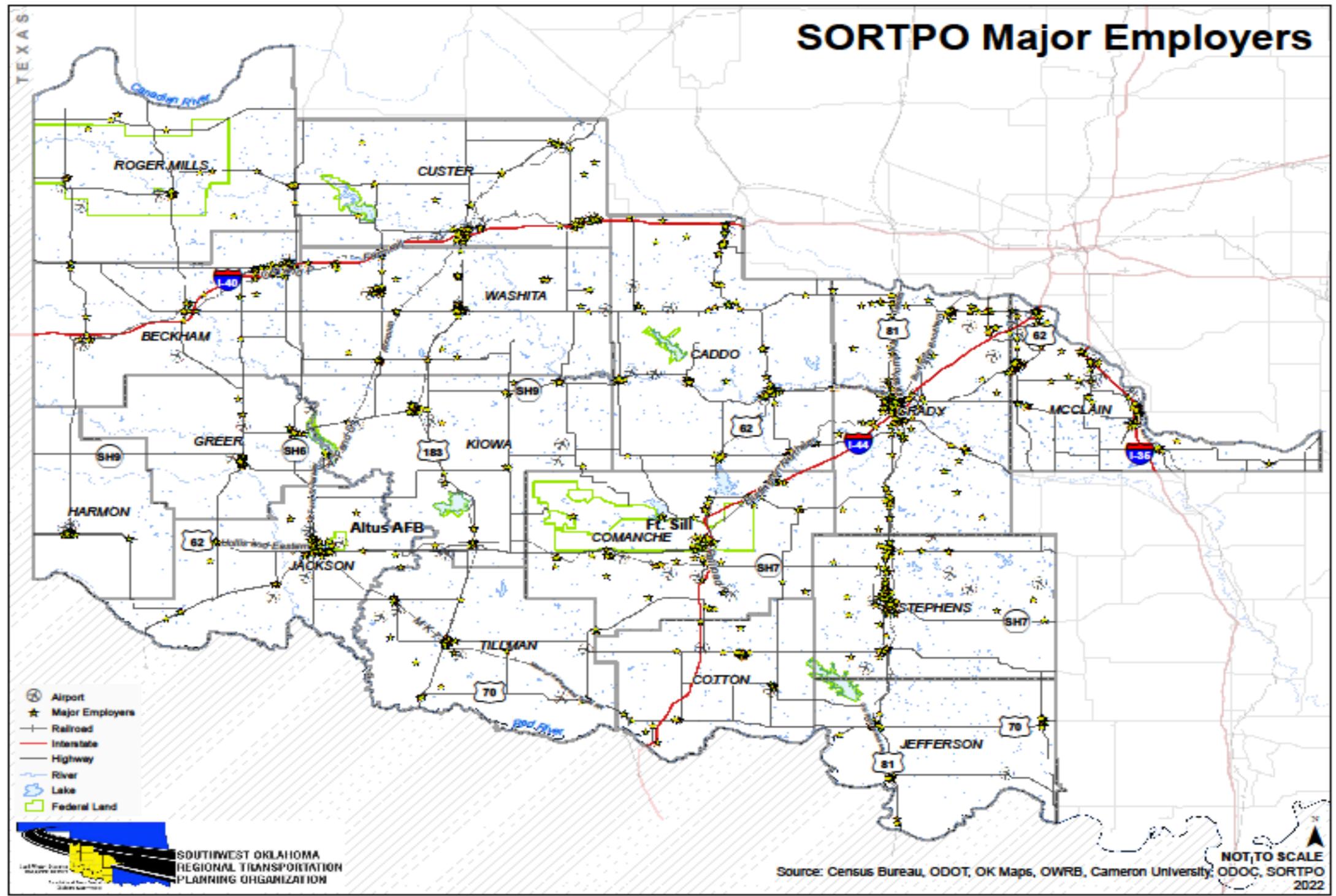
Wind energy generated by 3,336 wind turbines is estimated to power the equivalent of 2.3 million homes according to the U.S. Geological Survey, AWEA and Lawrence

Berkeley National Laboratory. Most of Oklahoma's turbines are in the western half of the state and are part of 58 distinct, multiple-turbine wind farm projects.

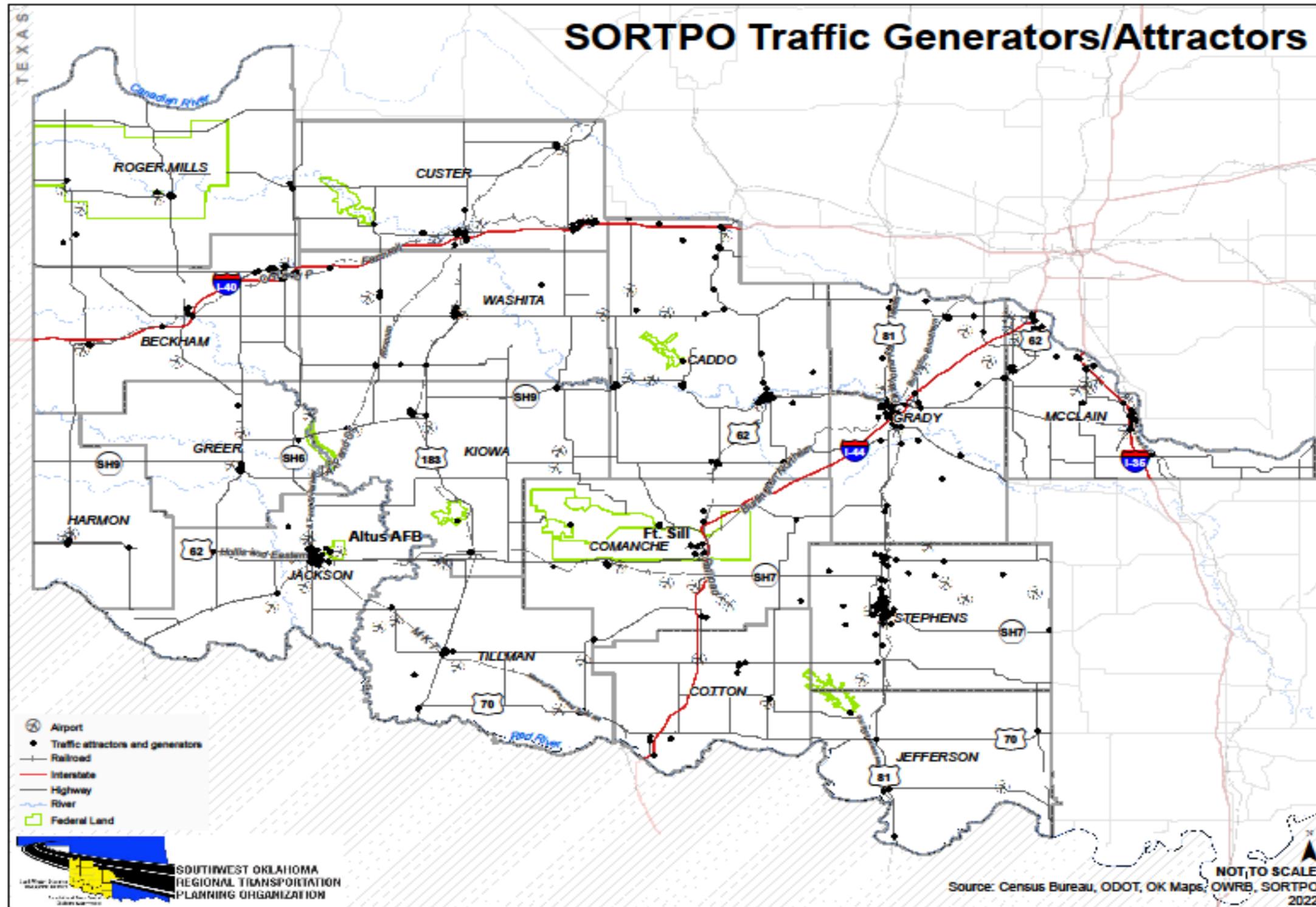
Major Employers

Major employers in southwest Oklahoma vary based on the population size of the municipality. For example, a municipality with a population of less than 1000 largest employers could include: education, convenience store/fast food, retail, government as a major employer. Appendix Map 1.j illustrates SORTPO's major employers. Appendix Map 1.k illustrates locations of major traffic generators.

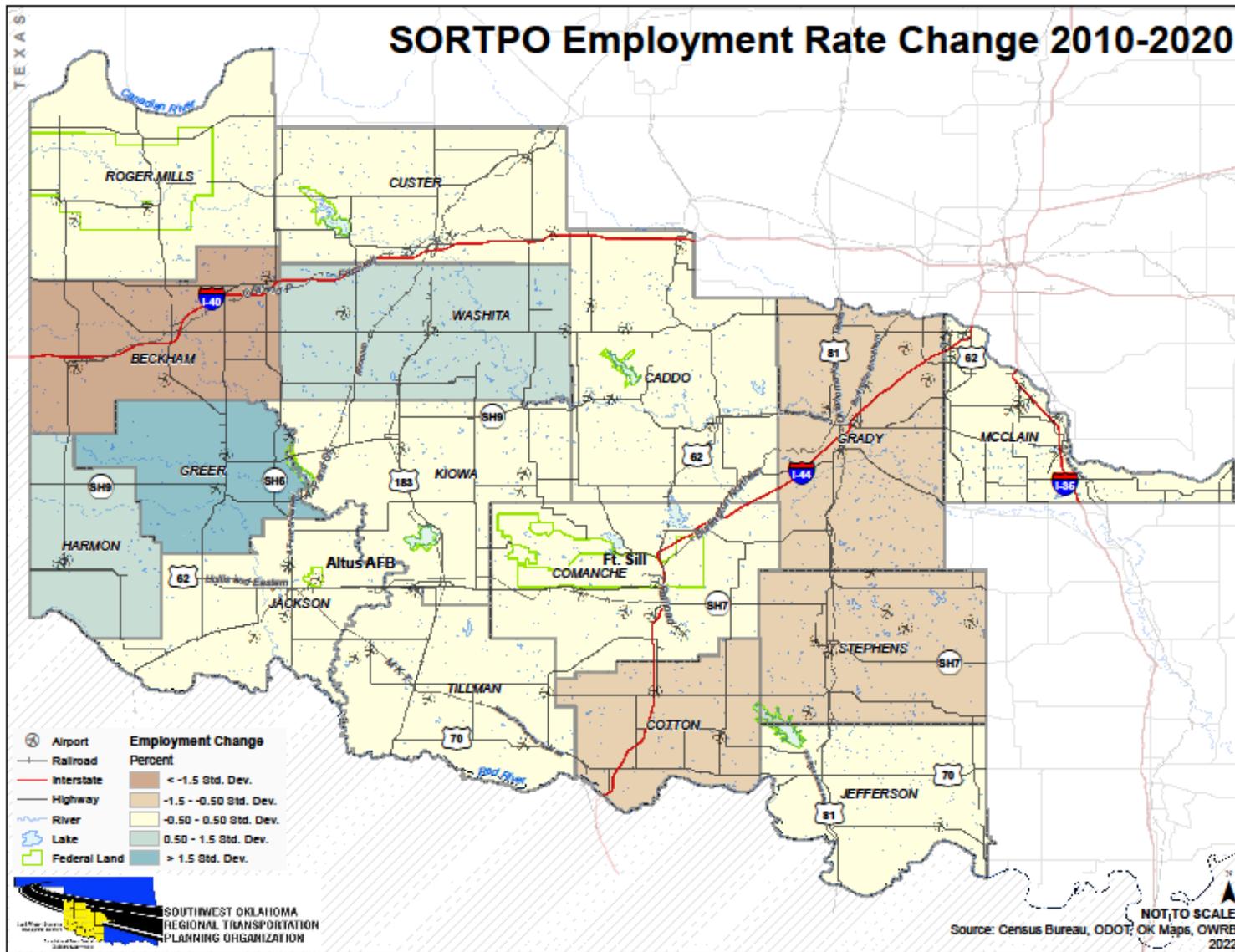
Appendix Map 1.j: SORTPO Major Employers



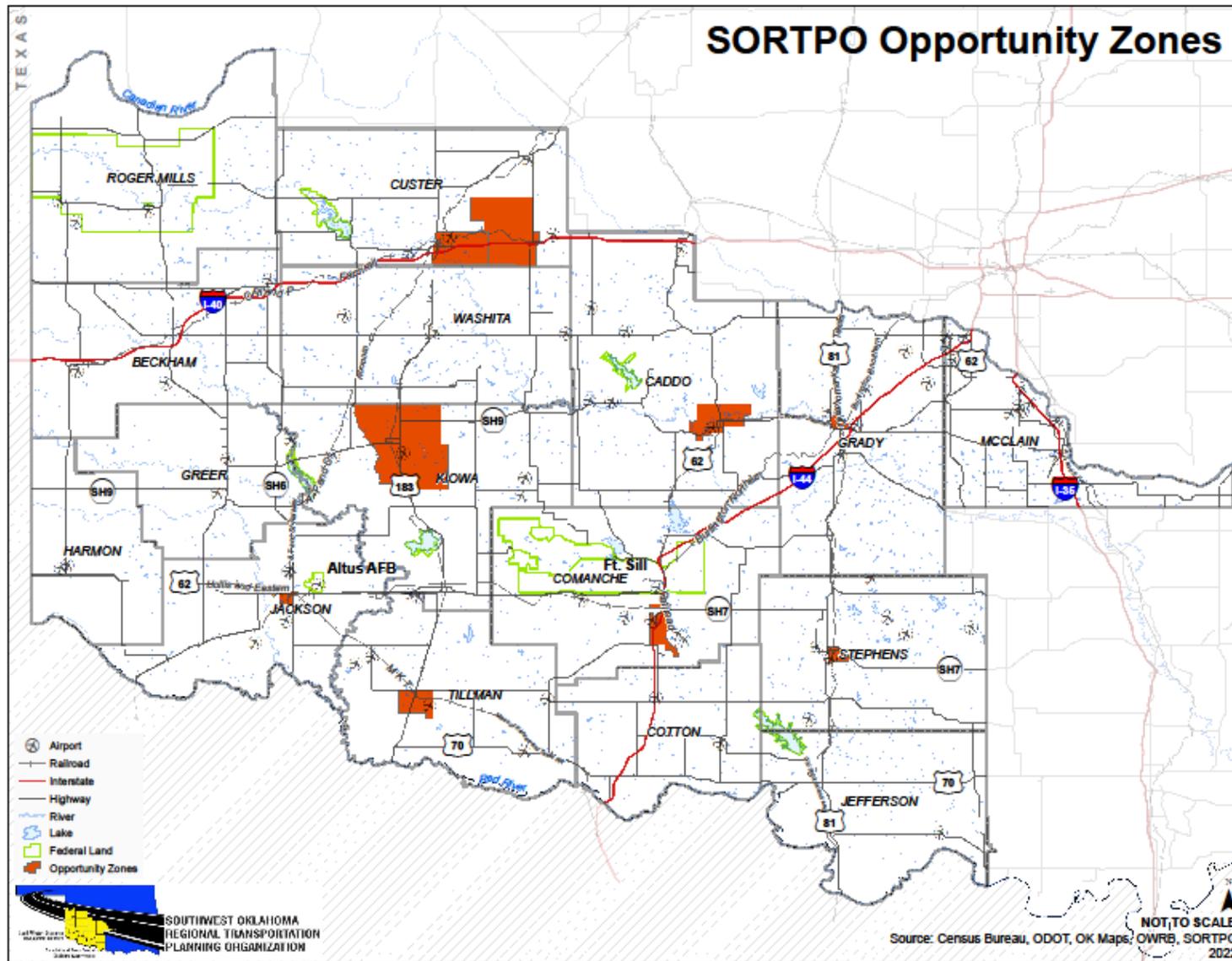
Appendix Map 1.k: SORTPO Traffic Generators / Attractors



Appendix Map 1.I: SORTPO Employment Rate Change 2010 - 2020



Appendix Map 1.m: Opportunity Zones



Appendix 2 - Transportation Needs

A region's transportation system requires a variety of options for moving people and goods safely and efficiently within and through the region. Identifying transportation needs in the region, one must consider the ways in which people and goods move and how this movement is changing. The most important purpose of this document is to plan for a specific and desirable future transportation system based on the needs and priorities of the county's residents and businesses. To ensure that the right decisions are made and to be able to demonstrate that transportation decisions are leading to a desired future, it is vital that the MPO knows the starting point. This starting point is established through a thorough overview and analysis of the current transportation system. Analyzing and measuring the current system provides the basis for identifying future transportation needs, allocating limited funding, and monitoring plan implementation.

Roadways & Bridges

SORTPO's transportation infrastructure is primarily composed of state-owned highways, bridges and local (city/county) roads and bridges. The highway and bridge network forms the backbone of transportation infrastructure within and through the region serving freight, agriculture, public transit, national defense, and commerce. The SORTPO Region is served by US and State highways, Interstates and local roads which are part of the essential inventory of highways serving the region including as shown in Appendix Table 2.1.

Appendix Table 2.1: SORTPO Roadways and Highways

US Highway	State Highway	Interstate
US 283	SH 47	I-44
US 183	SH 33	I-40
US 281	SH 30	I-35
US 81	SH 34	
US 271	SH 44	
US 277	SH 73	
US 70	SH 54	
US 64	SH 58	
	SH 8	
	SH 152	
	SH 115	
	SH 19	
	SH 49	
	SH 36	
	SH 5	
	SH 65	
	SH 53	
	SH 7	
	SH 29	
	SH 76	
	SH 39	

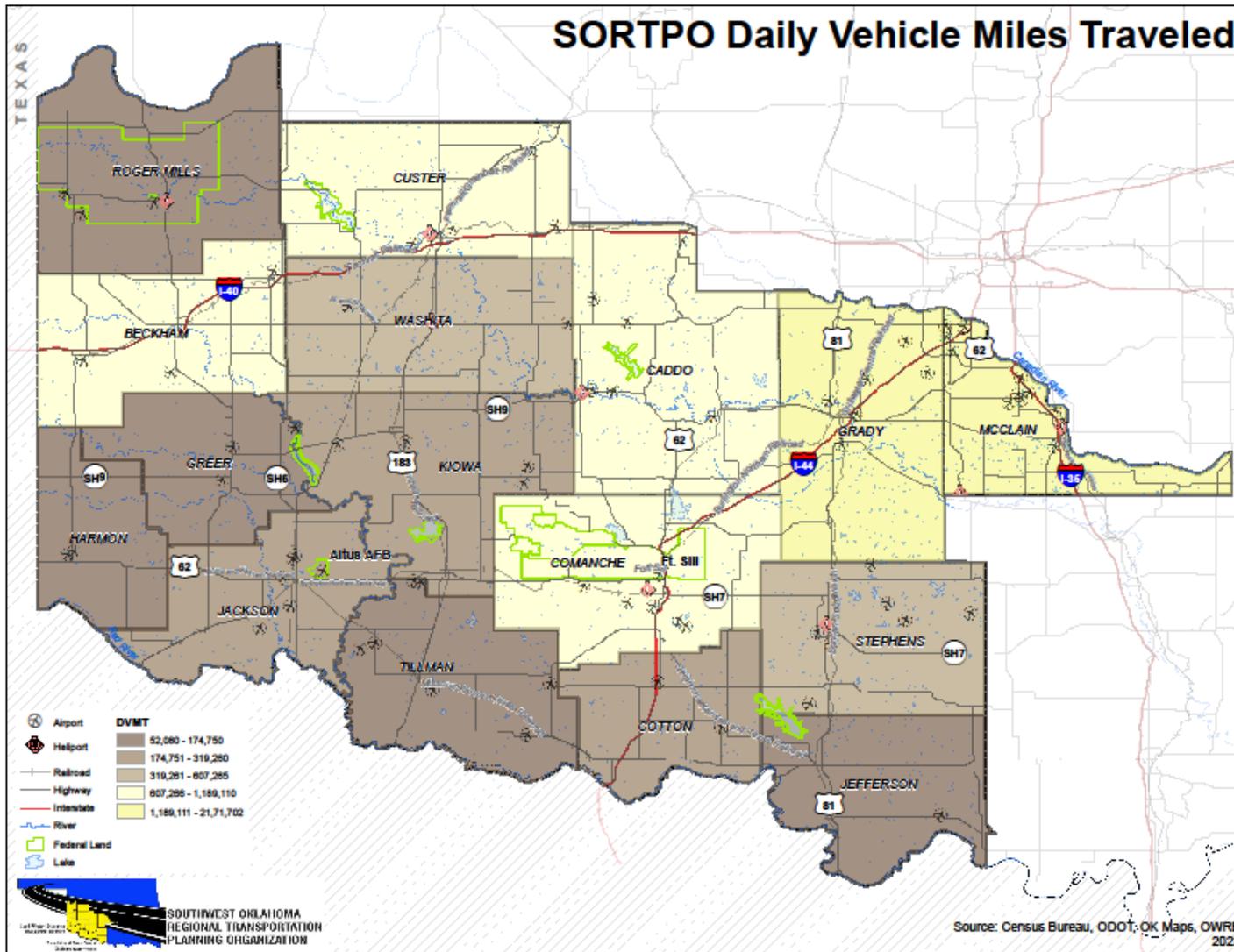
US Highway	State Highway	Interstate
	SH 92	
	SH 4	
	SH 59	
	SH 89	
	SH 6	
	SH 152	
	SH 73	

Source: ODOT

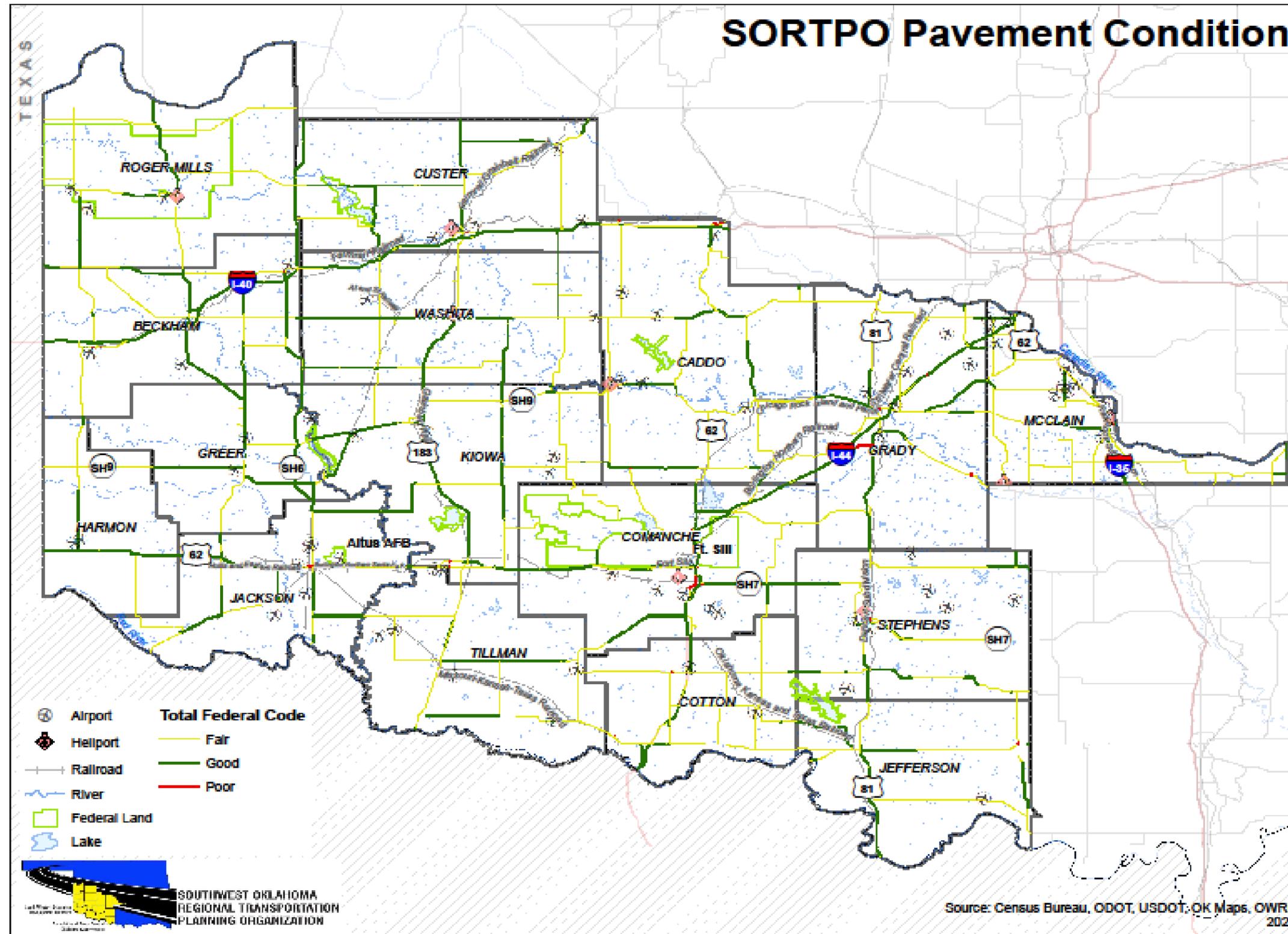
Roadways

In 2020, the region's network comprised a total of 24,060.77 centerline miles of roadway. Of that total, 88.75% of roadway miles are locally owned, 10.86% are ODOT-owned, and the remaining 0.39% are owned by other state agencies such as the US Corp of Engineers, tribal governments, and the Oklahoma Turnpike Authority. Although local municipalities maintain the greatest share of roadway mileage the vast majority (66.02%) of vehicle miles traveled in the county occur on ODOT-owned roadways. Appendix Map 2.1 illustrates the mileage of roadway and its associated daily vehicular miles of travel as of 2020. Appendix Map 2.2 illustrates pavement conditions. Appendix Map 2.3 illustrates two laned unpaved roadways and Appendix Map 2.4 illustrates location of steep hills and sharp curves.

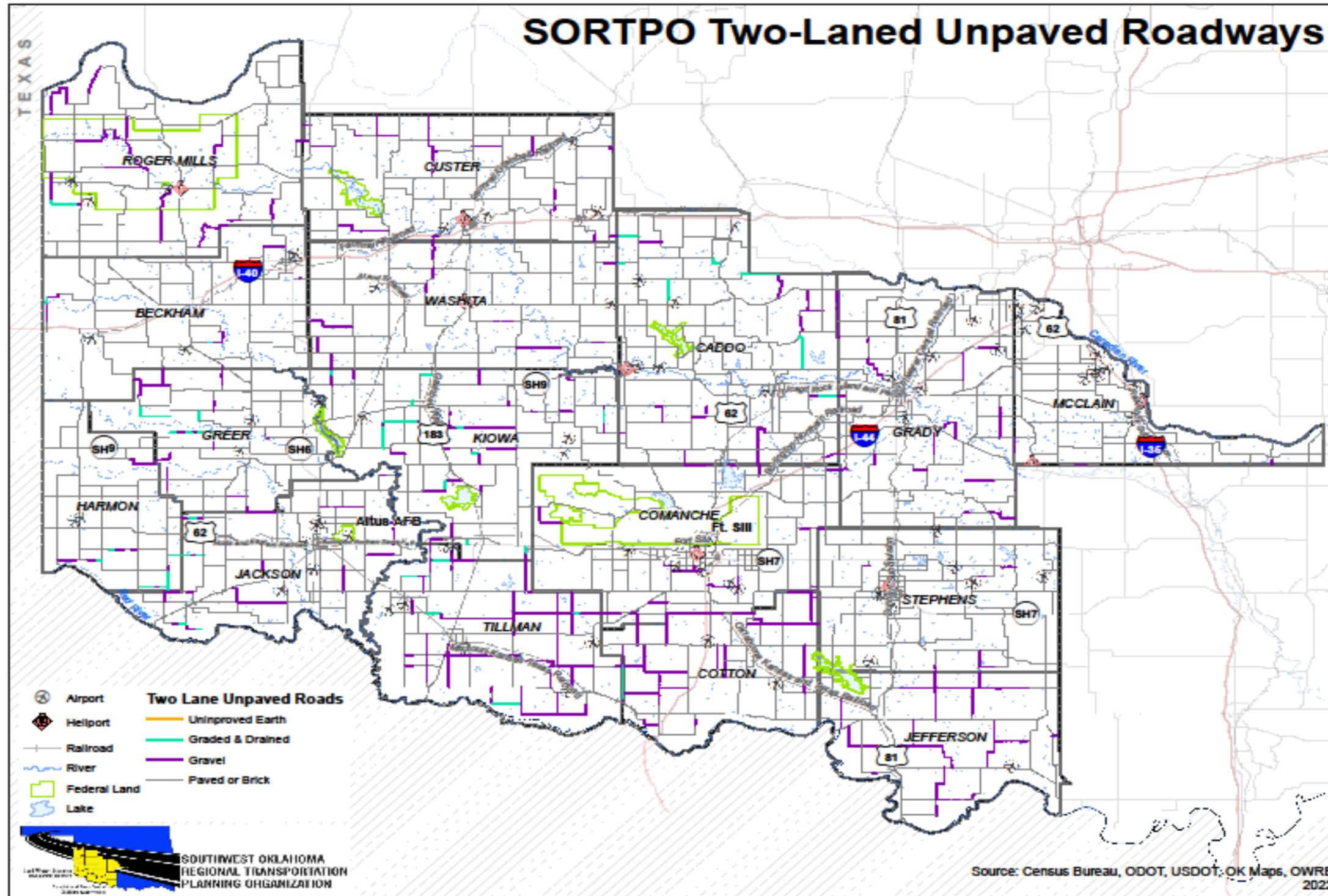
Appendix Map 2.1: SORTPO Daily Vehicle Miles Traveled, 2020



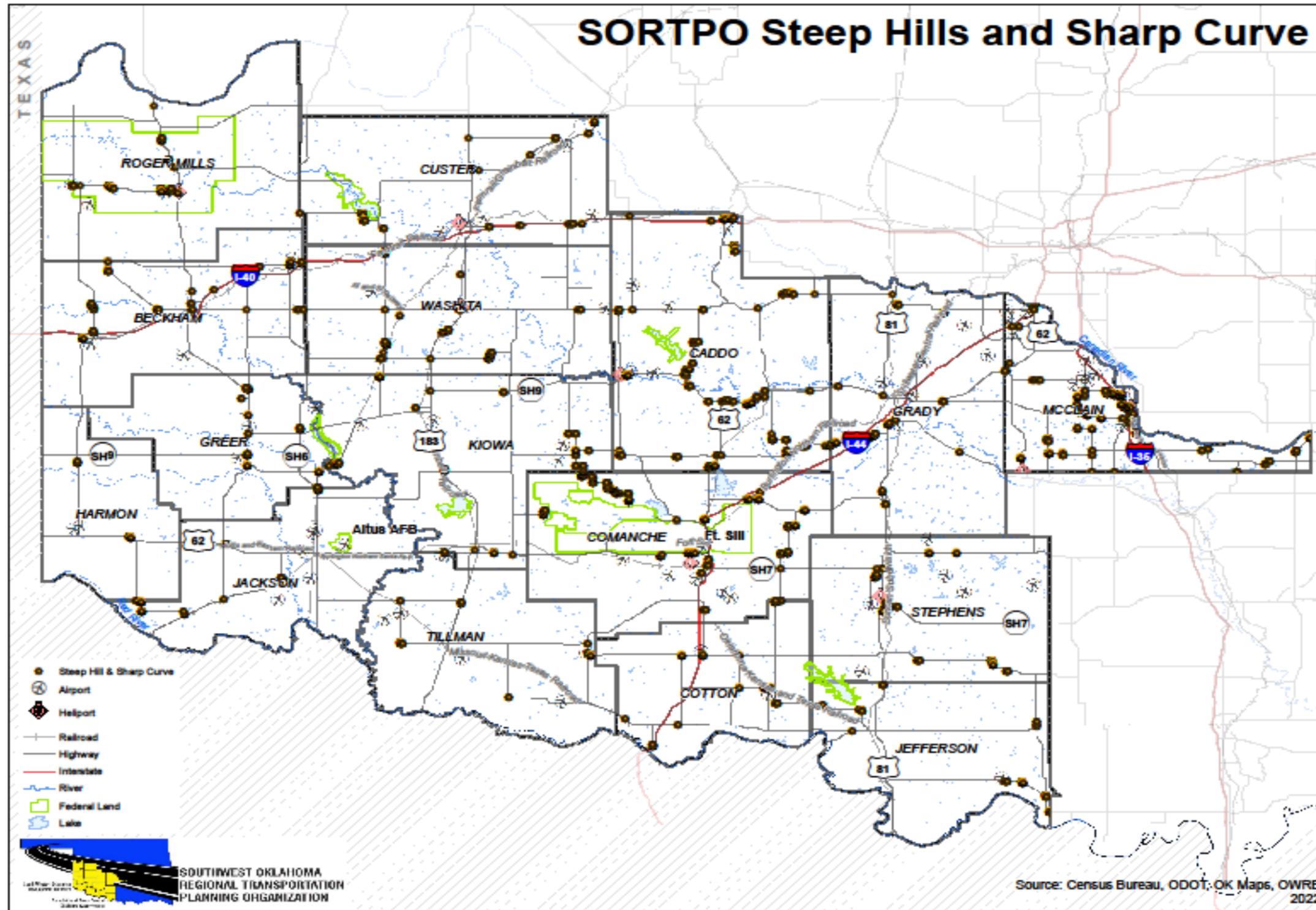
Appendix Map 2.2: SORTPO Pavement Condition



Appendix Map 2.3: SORTPO Two - Lane Unpaved Roadways



Appendix Map 2.4: SORTPO Steep Hills and Sharp Curve



Bridges

The ODOT Bridge Management System (BMS) includes state bridges at least eight feet long and local bridges at least twenty feet long. Federal legislation (Surface Transportation Assistance Act of 1978) requires that all bridges twenty feet or longer must be inspected every two years. Data from the BMS indicated that SORTPO region has a total of 1,574 bridges (726 on system maintained by ODOT) and 763 local bridges (culverts). Appendix Map 2.5 illustrates the On-system bridges and Appendix Map 2.6 illustrates the off-system bridges. ODOT calculates a sufficiency rating to quantify the physical condition of bridges and help prioritize repairs. Several components are inspected, including the bridge deck, superstructure, and substructure. Structurally deficient bridges may be closed or posted with weight or speed restrictions to allow the bridge to remain open in a limited condition until it is repaired. A bridge considered "functionally obsolete" may be in good condition but was built to design standards that no longer apply. It may not have sufficient vertical clearance, adequate lane, or shoulder widths, or may be susceptible to flooding. Appendix Map 2.7 identifies bridges identified as structurally deficient bridges.

Functional Classification & Federal-Aid System

Each roadway is classified based on its function and a range of characteristics, including daily traffic volumes, intended purpose, design characteristics, and location. This functional classification determines funding eligibility as well as design standards and planning considerations such as access points, setbacks, etc. The functional classification system includes the following hierarchy of roads:

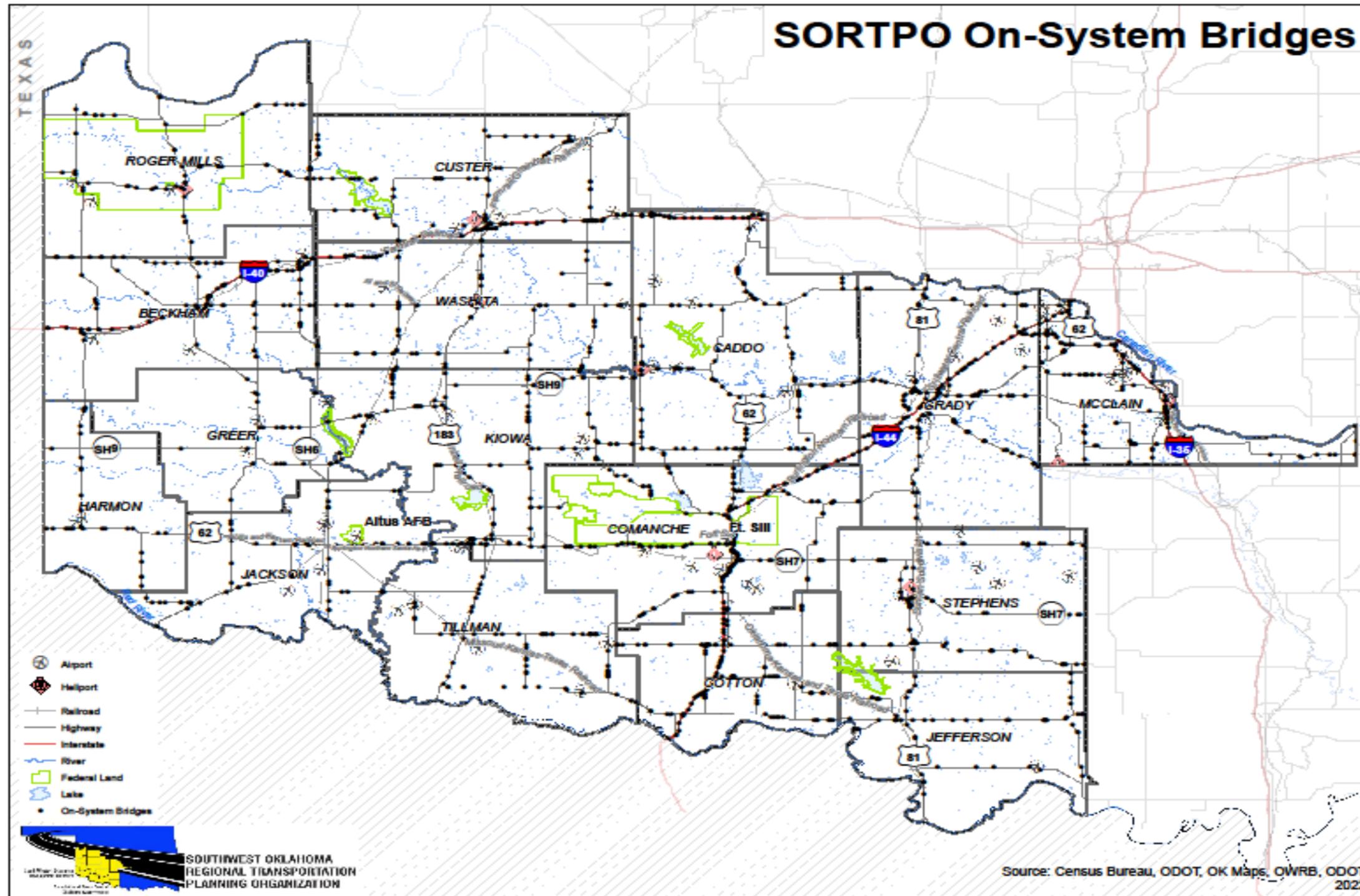
- **Interstate Highways:** As the highest classification of roadways, these limited-access facilities are designed for long-distance, high-speed travel. Interstate highways offer an elevated level of mobility and link major urban areas. These highways are the first choice for major freight operators, and accordingly most trucks within the region use I-40, I-35, US 81, SH 7, US 62 at some point in their journey.
- **Other Freeways and Expressways:** These roadways operate in a similar fashion to Interstate highways. They are also characterized by limited access with no abutting land uses, though occasional at-grade intersections may exist.
- **Other Principal Arterials:** These roadways serve major centers of metropolitan areas and offer a high degree of mobility. Unlike Interstate highways, these roadways may serve abutting land uses directly. At-grade intersections and driveways to specific parcels are characteristic of these roadways.
- **Minor Arterial:** These roadways provide service for trips of moderate length, serve smaller geographic areas than principal arterials, and offer connectivity to principal arterials and Interstate highways from collectors and local roadways. Minor arterials in rural settings are typically spaced on intervals based on population density and help connect small rural communities to larger towns nearby. Interference to through movement is typically limited and high travel speeds are easily reached.
- **Major Collector:** Major collector roadways provide intra-county travel

at lower speeds than arterial roadways. Major collectors gather traffic from local roads and funnel vehicles to the arterial network. Major collectors offer direct access to large residential neighborhoods, industrial areas, and agricultural facilities

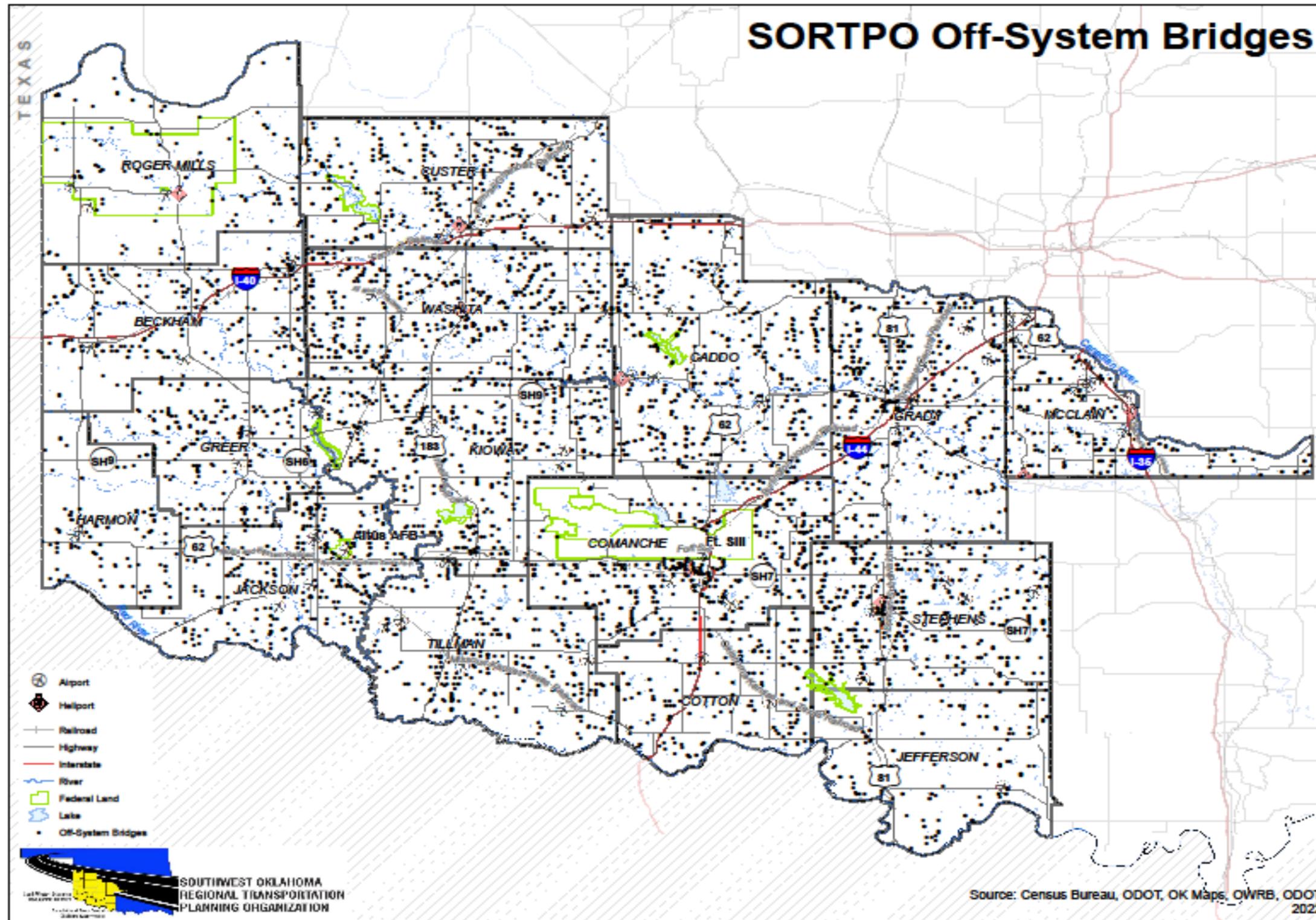
- **Minor Collector:** Minor collectors are typically shorter than major collectors, have lower travel speeds, are spaced closer to each other, have lower annual average traffic volumes, and have fewer travel lanes. Minor collectors serve smaller neighborhoods and developments than major collectors.
- **Local:** Local roads provide direct access to individual properties and land uses. They are not designed for through traffic, so they are typically the slowest and narrowest roadways. Local roadways are classified by default in that any federally classified roads that have not been classified as arterials or collectors are automatically considered local roadways. These roadways are neighborhood streets and rural back roads. The term “local” in functional classification does not imply local government ownership of the roadway; it refers to the features and functions of the roadway only.

As shown on Appendix Map 2.8, most of the roadways in the region are classified as local. All classifications of roadways other than local and rural minor collectors are eligible for federal highway funding and represent the county’s Federal-Aid Highway System.

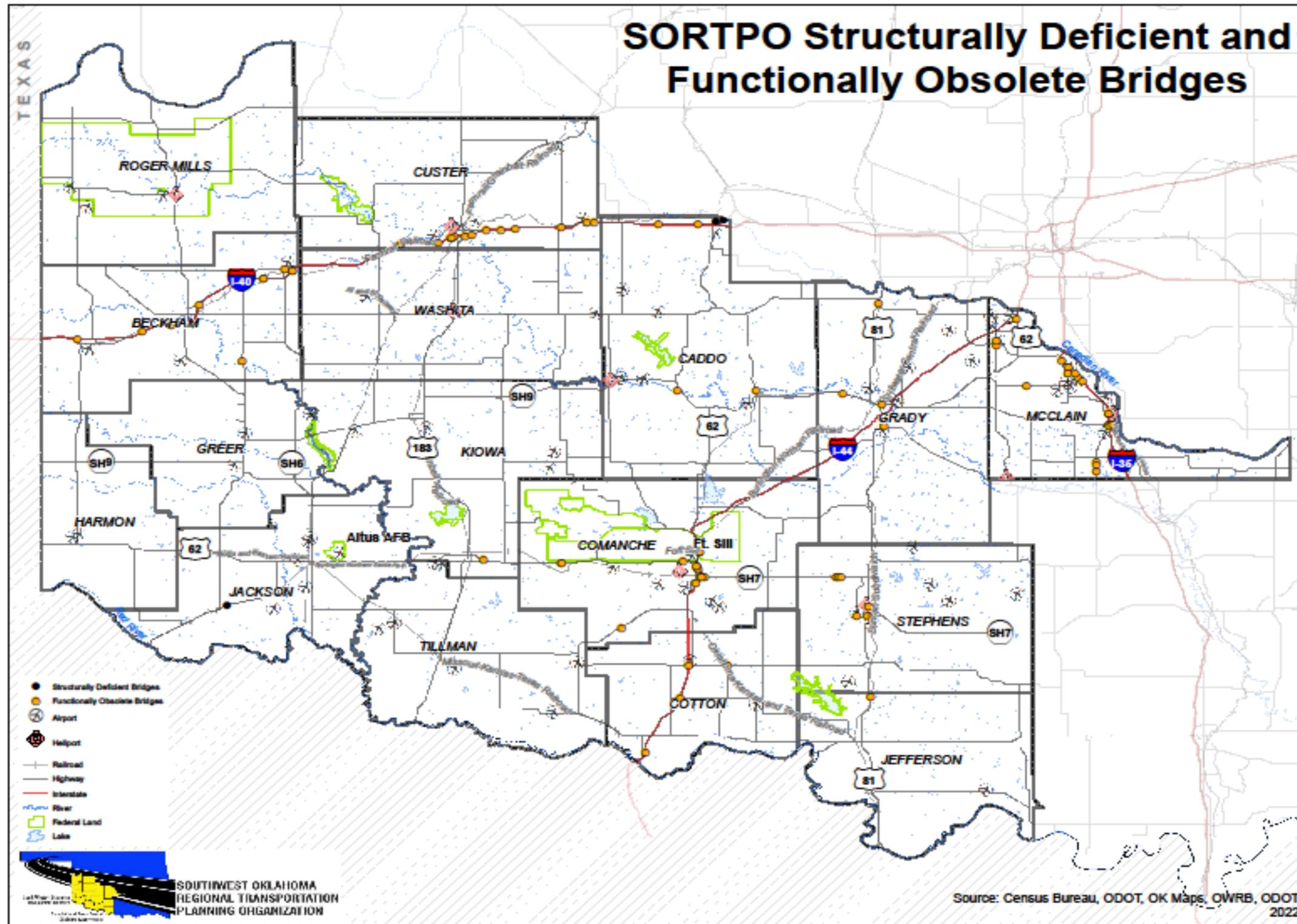
Appendix Map 2.5: SORTPO On-System Bridges



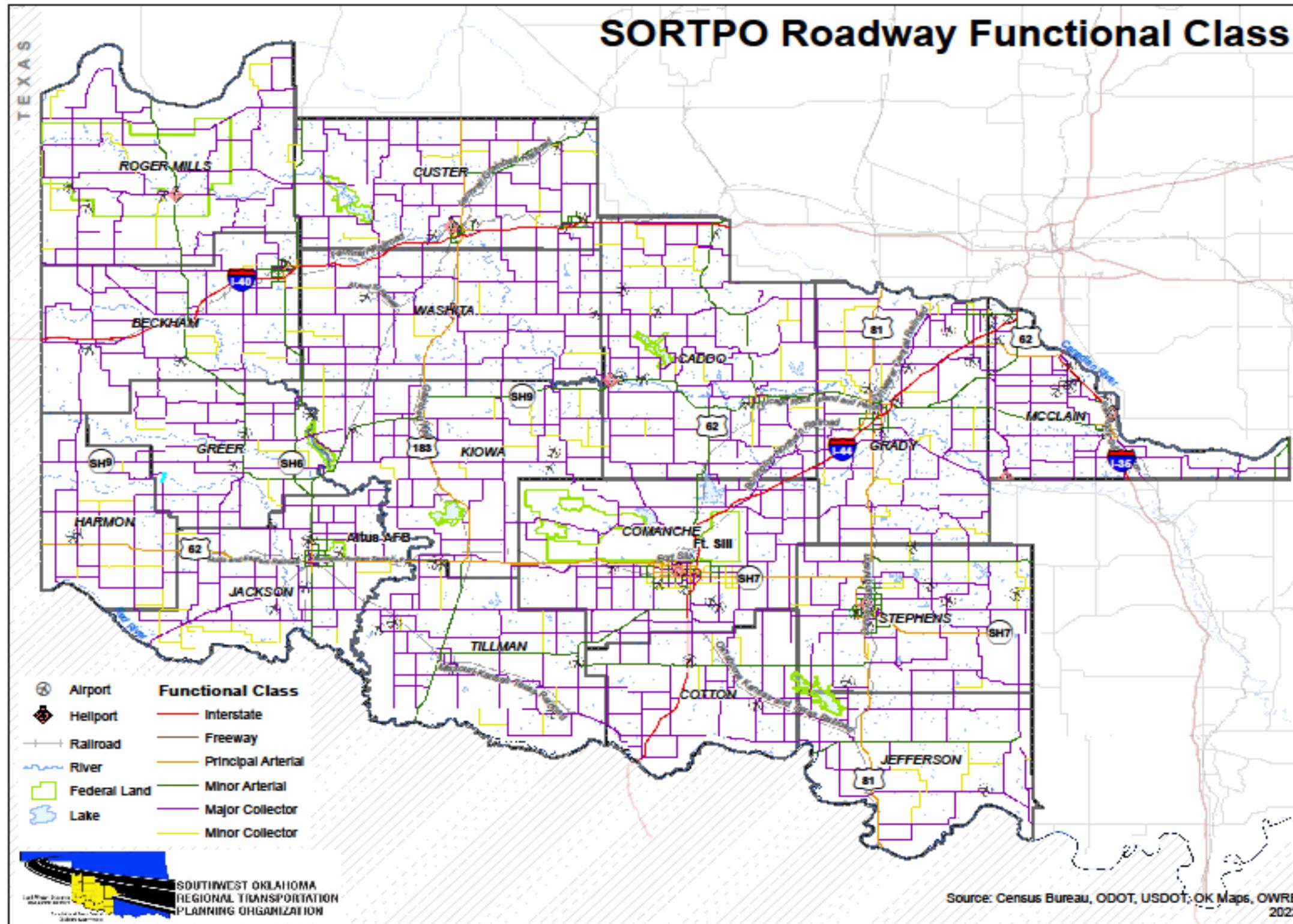
Appendix Map 2.6: SORTPO Off System Bridges



Appendix Map 2.7: SORTPO Structurally deficient and Functionally Obsolete Bridges



Appendix Map 2.8: SORTPO Roadway Functional Class



Traffic Volumes

Appendix Map 2.9 displays AADT data for all roadways in the county on which traffic counts are conducted. More detailed studies will be needed to determine the current and future traffic volumes. However, it can be anticipated that many roadways in the region are experiencing peak hour congestion and that conditions will continue to worsen due to increased traffic.

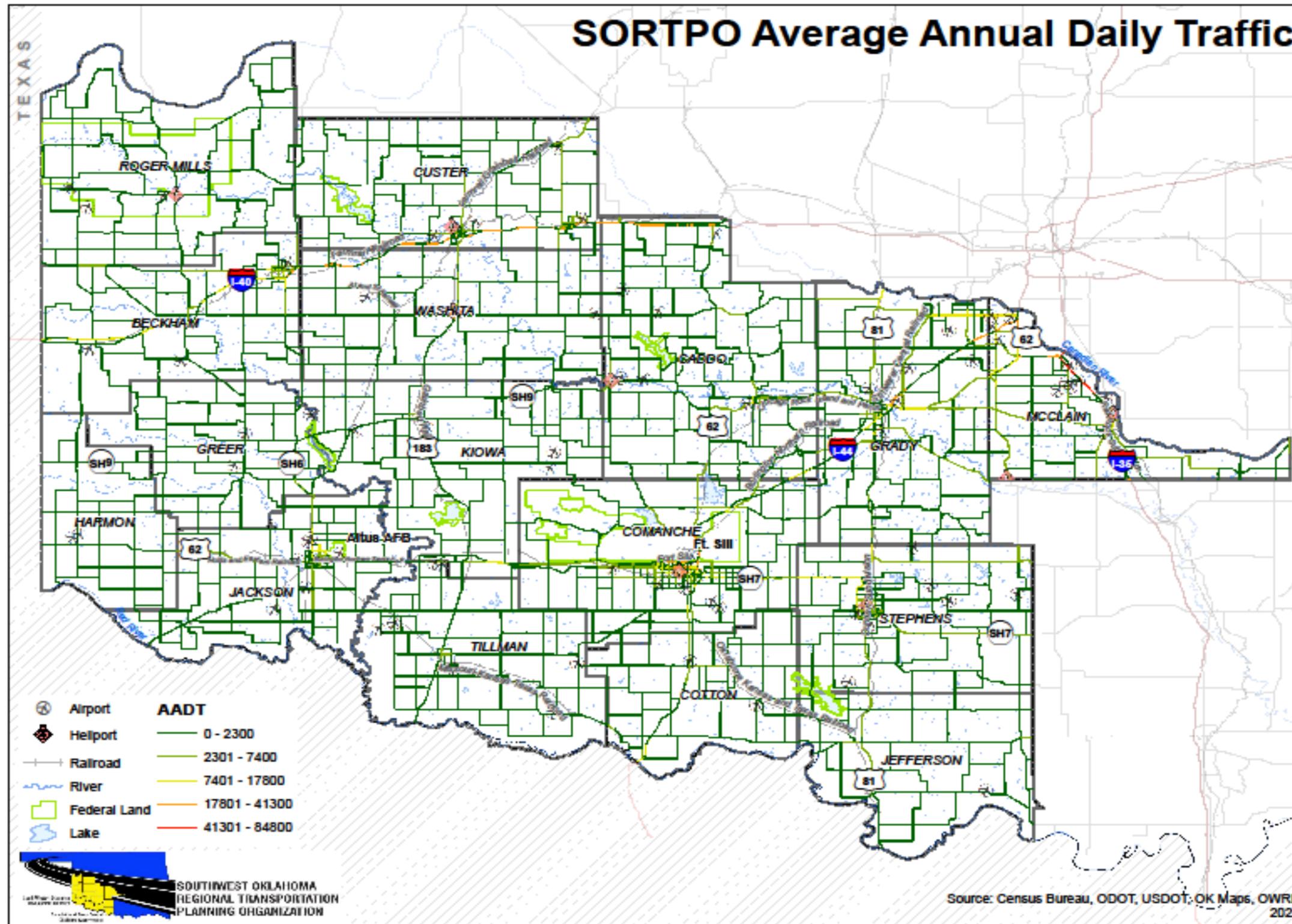
Travel Trends

While AADT data provides a snapshot of traffic volumes at specific locations along roadways, the daily vehicle miles traveled (DVMT) metric multiplies the AADT by the roadway segment length, allowing volumes to be summed and analyzed based on roadway authority, geographic location, and other attributes. Appendix Map 2.10 illustrates means of vehicular travel.

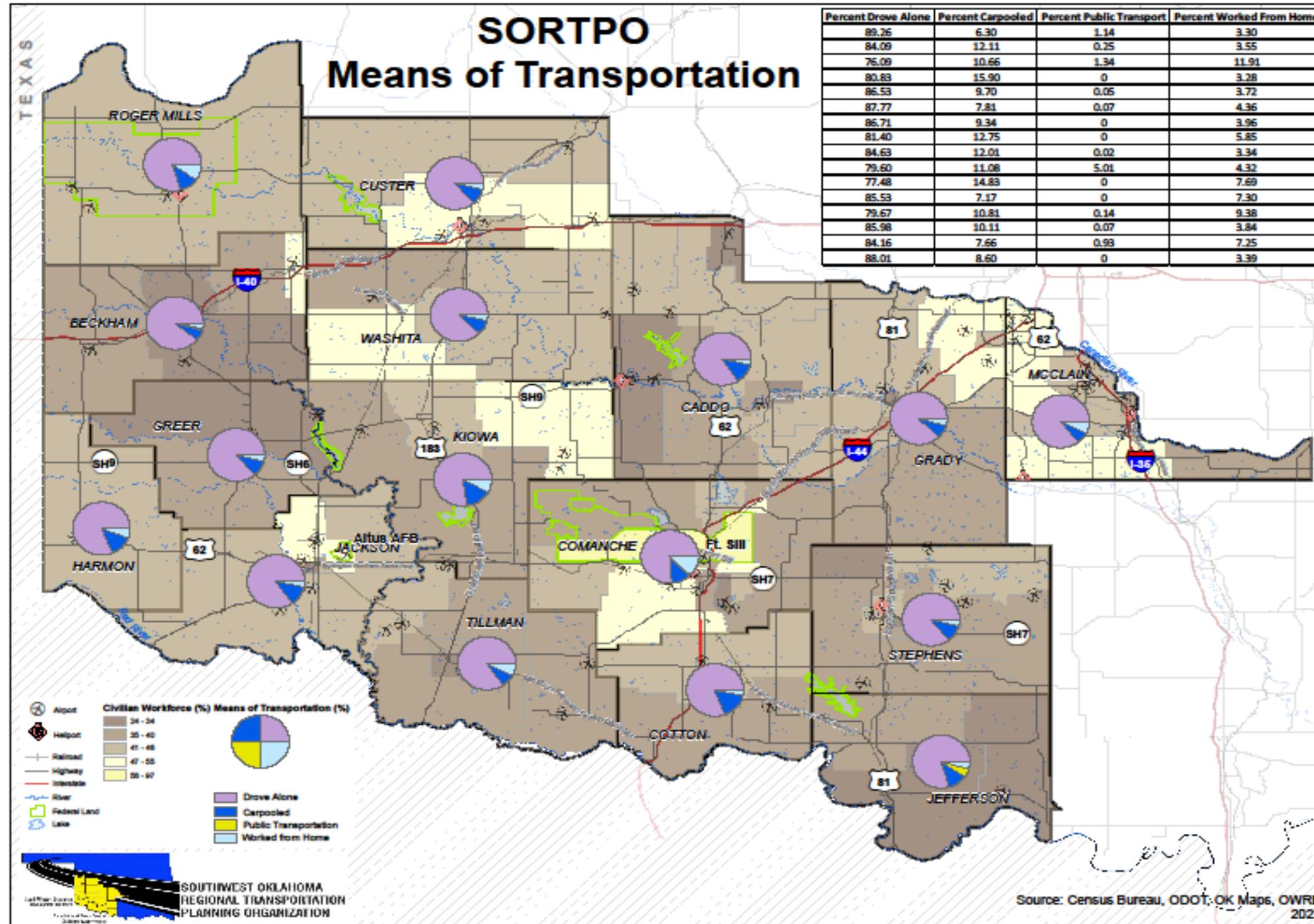
Pavement Performance

Pavement performance and management falls under the LRTP goal of preserving transportation assets using sound management practices. With all transportation assets in a limited funding environment, pavement repairs must be prioritized by return on investment. ODOT evaluates pavement condition by using the International Roughness Index (IRI), a global standard for measuring pavement smoothness. IRI measures pavement roughness by the number of inches per mile that a laser (mounted in a specialized vehicle) moves vertically as it is driven down the road. The lower the IRI number, the smoother the ride and the better the pavement condition. Appendix Map 2.11 maps the IRI ratings for roadways in SORTPO.

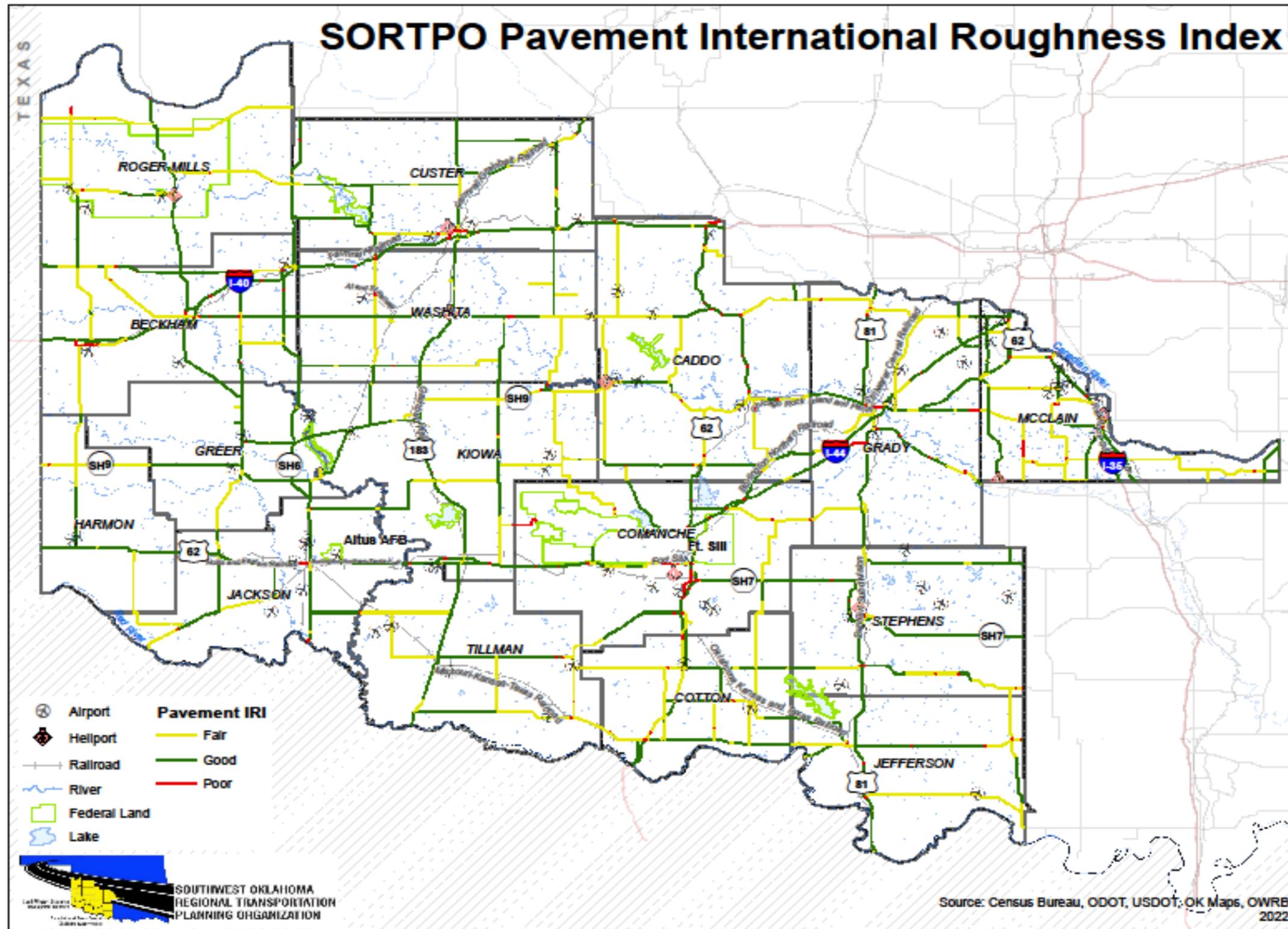
Appendix Map 2.9: SORTPO Average Annual Daily Traffic



Appendix Map 2.10: SORTPO Means of Transportation



Appendix Map 2.11: SORTPO Pavement International Roughness Index

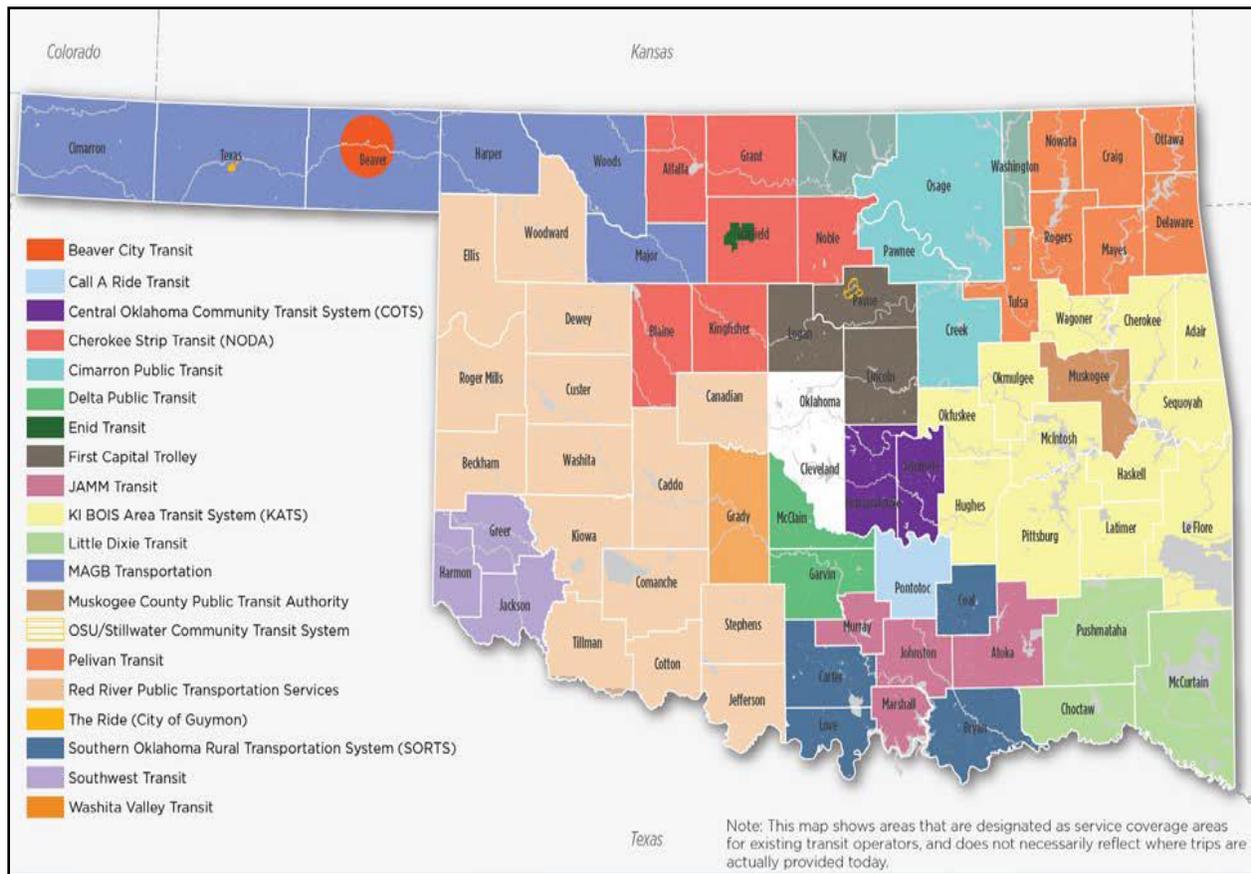


Public Transportation

SORTPO residents are served by demand response services and one fixed route system, Lawton Area Transit System which provides public transit to the Lawton Fort Sill community. Additional information for the service provided for the Lawton Fort Sill community can be found at <https://ridelats.com/>. Planning for the Lawton Fort Sill system is administered by the LMPO. The RTP focuses on “demand-responsive service” outside the LMPO planning area.

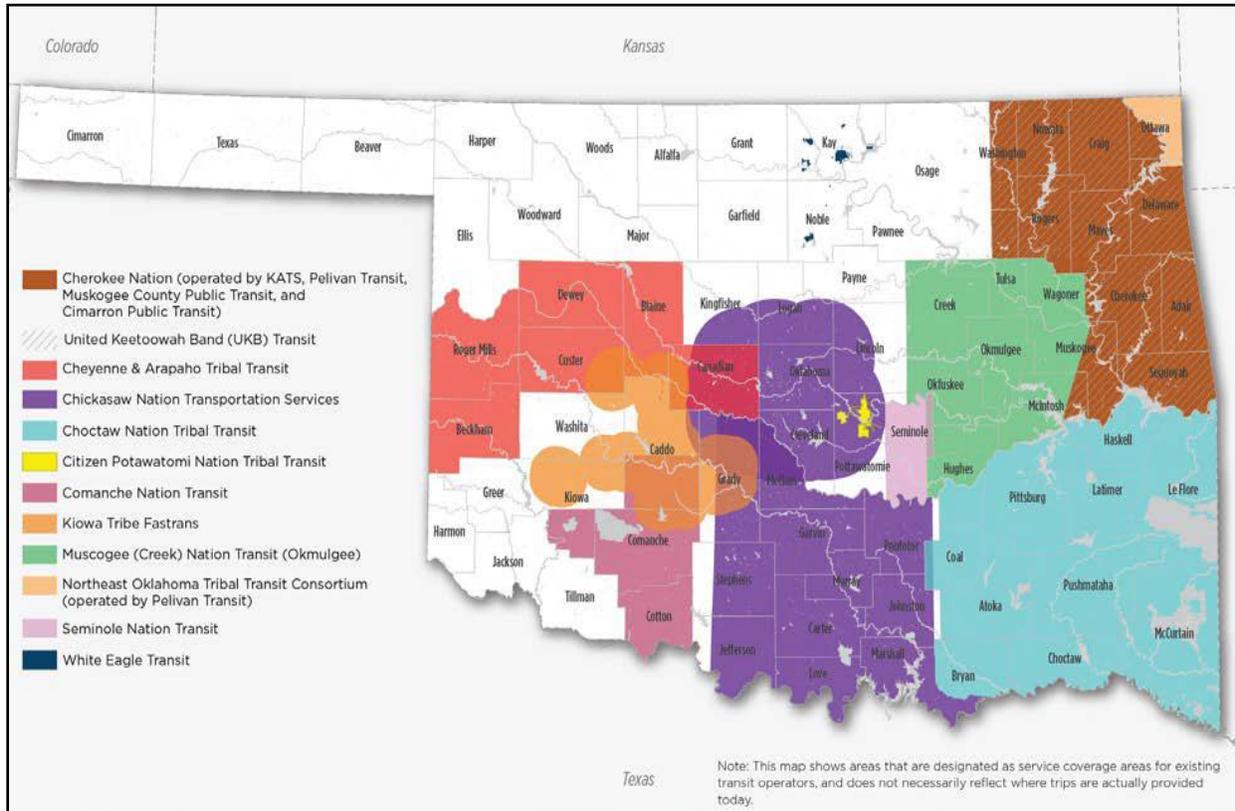
The Oklahoma Department of Transportation Office of Mobility and Public Transit (OMPT) was created in 2019 in accordance with HB 1365 to improve the delivery and coordination of public transit services. In the fall of 2020, the Oklahoma Public Transit Policy Plan was presented to ODOT and the legislators. Appendix Map 2.12 illustrates the public transit providers service areas and Appendix Map 2.13 illustrates Tribal transit service areas.

Appendix Map 2.12: Oklahoma Public Transit Providers Service Areas



Source: Oklahoma Public Transit Policy Plan

Appendix Map 2.13: Oklahoma Tribal Transit Providers Service Areas



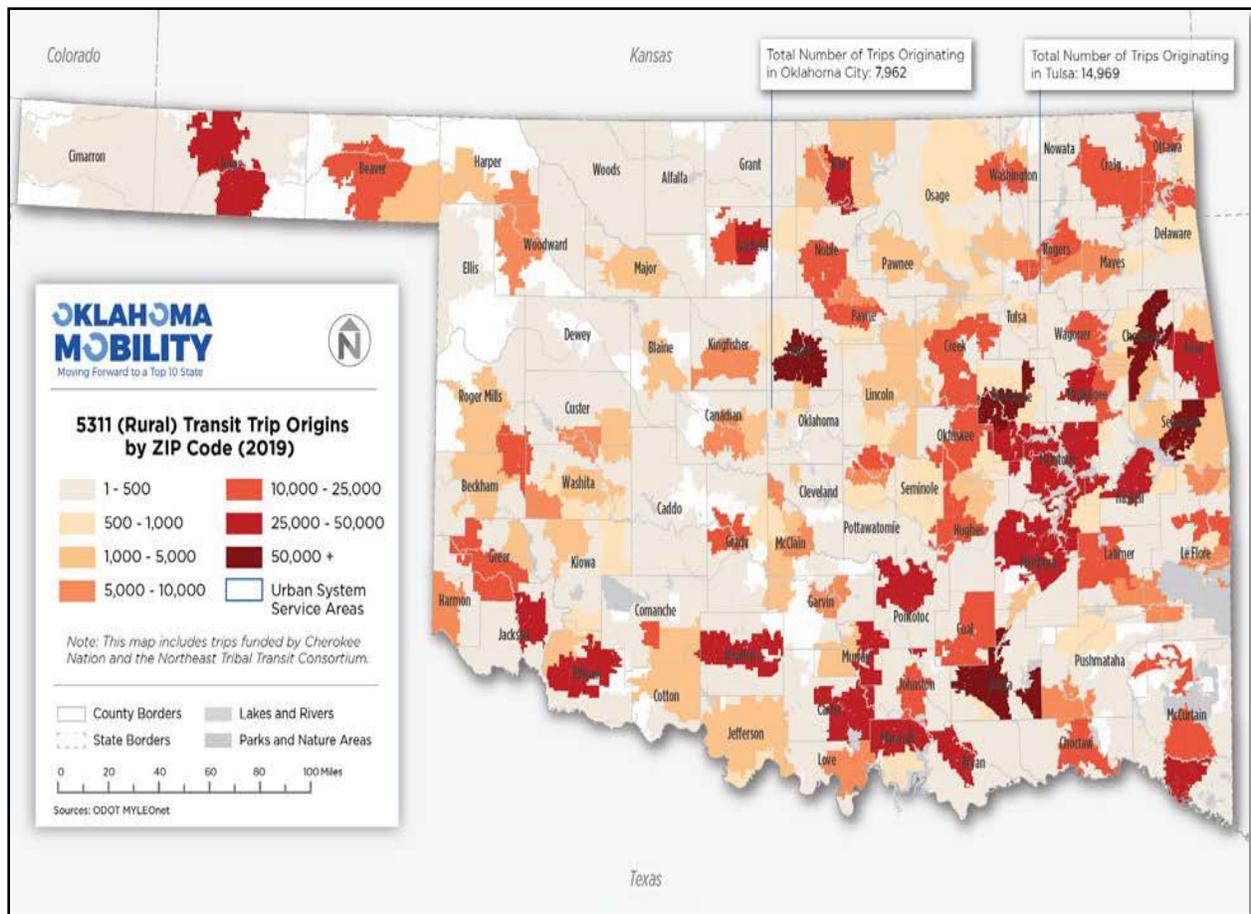
Source: Oklahoma Public Transit Policy Plan

As in most rural areas of the country, public transit service in the Region is a complex business/service. Public attitudes, rural road conditions, low population densities, low incomes and other factors complicate the provision of transit services in predominantly rural areas. Complications to providing transit service in the Region include:

- **Public perceptions of transit:** Transit service is often perceived as a “poor people” service.
- **Population density:** Low population densities in rural areas and the distances between destinations/activity centers complicate the delivery of services.
- **Destination Areas:** Activity generators in the region such as health facilities, employment sites, and shopping centers produce concentrations of transit need. That is, at least one end of a trip is concentrated enough that public transit may be attractive, such as the transportation of service workers from scattered locations to employment centers. The difficulty then becomes establishing feasible routes and scheduling service such that the trip is acceptable to the workers. It is not simple.
- **Funding:** Since transit is used by a small portion of the population, federal, state and especially local funding is limited. This limits the level of service that can be provided. The “fare box” of transit systems covers only a small portion of operating costs for transit services, even on heavily traveled routes.

Based on the types of clients being transported and the ownership of the vehicle, demand-responsive service can be offered to the public or only to agency clients. Human Service Providers include a myriad of state and local agencies and organizations that provide specialized and on-call transit services for their special client groups. Social service agencies that may provide transportation as an ancillary service included but are not limited: Councils on Aging, Department of Rehabilitative Services, Veterans, Special Needs, Community Action Agencies, and Sooner Care. Ideally, most communities should have access to transit service, but there are voids. Service trips by ZIP code are illustrated in Appendix Map 2.14. According to the Oklahoma Public Transit Policy Plan, “about 27% of Oklahomans live within reasonable access of fixed route service or have access to demand response service. The remaining 73% are in a service area for demand response service only.

Appendix Map 2.14: Oklahoma Rural Transit Trips by ZIP Code



Source: Oklahoma Public Transit Policy Plan

Freight

SORTPO region has great access to numerous major freight nodes with regional and national, significance. 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). The FAST Act includes the Interstate System—including Interstate facilities not located on the Primary Highway Freight System (PHFS) in the NHFN. Appendix Map 2.15 illustrates SORTPO's regionally significant freight roads. The vast network of roadways provides connectivity to warehouses and freight facilities as illustrated in Appendix Map 2.16.

Rail

As with air facilities, there is statewide planning underway on a periodic basis for rail service. The SORTPO Region is served by freight rail service and passenger rail service (McClain County). Although the Region has experienced rail line abandonment like other portions of the State, an excellent series of carriers and tracks still provide basic service to the Region. In limited instances, abandoned segments of rail line have been purchased by local providers. In such cases, short-line operators are usually involved. There are, of course, portions of abandoned rail that have been dismantled and properties sold. In some instances, these abandoned corridors provide an opportunity for bicycle / hiking trails if appropriate right-of-way agreements can be reached.

Passenger Rail Service: Amtrak stations in Purcell, McClain County.

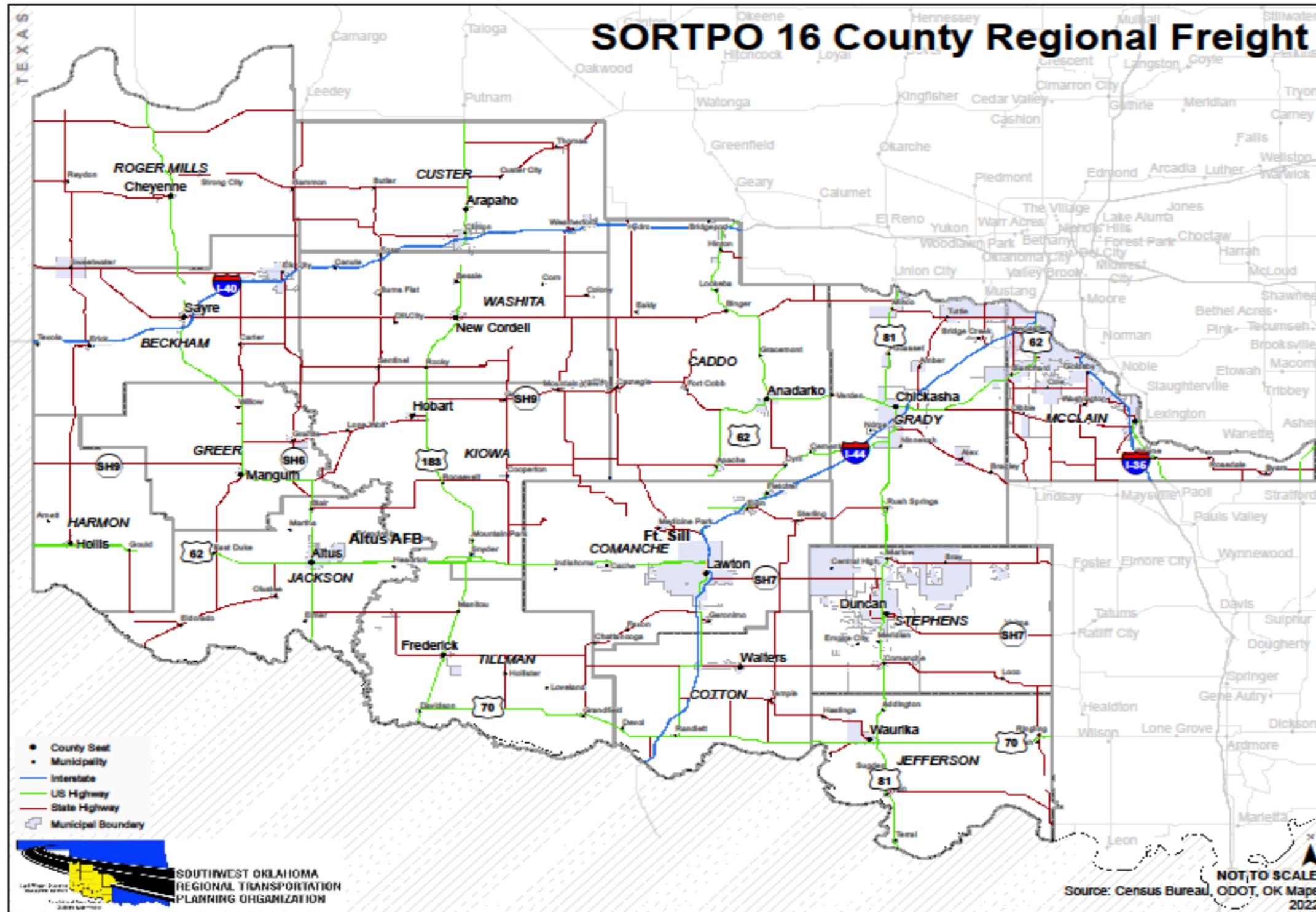
Freight Rail Service: Also illustrated in Appendix Map 2.17 are a series of active rail lines. Key considerations regarding these freight rail routes include:

- By far the largest freight volume in the Region is carried over Union Pacific routes, particularly the route through Altus, Chickasha.
- Short-line freight routes exist in several counties, usually with low freight volumes.

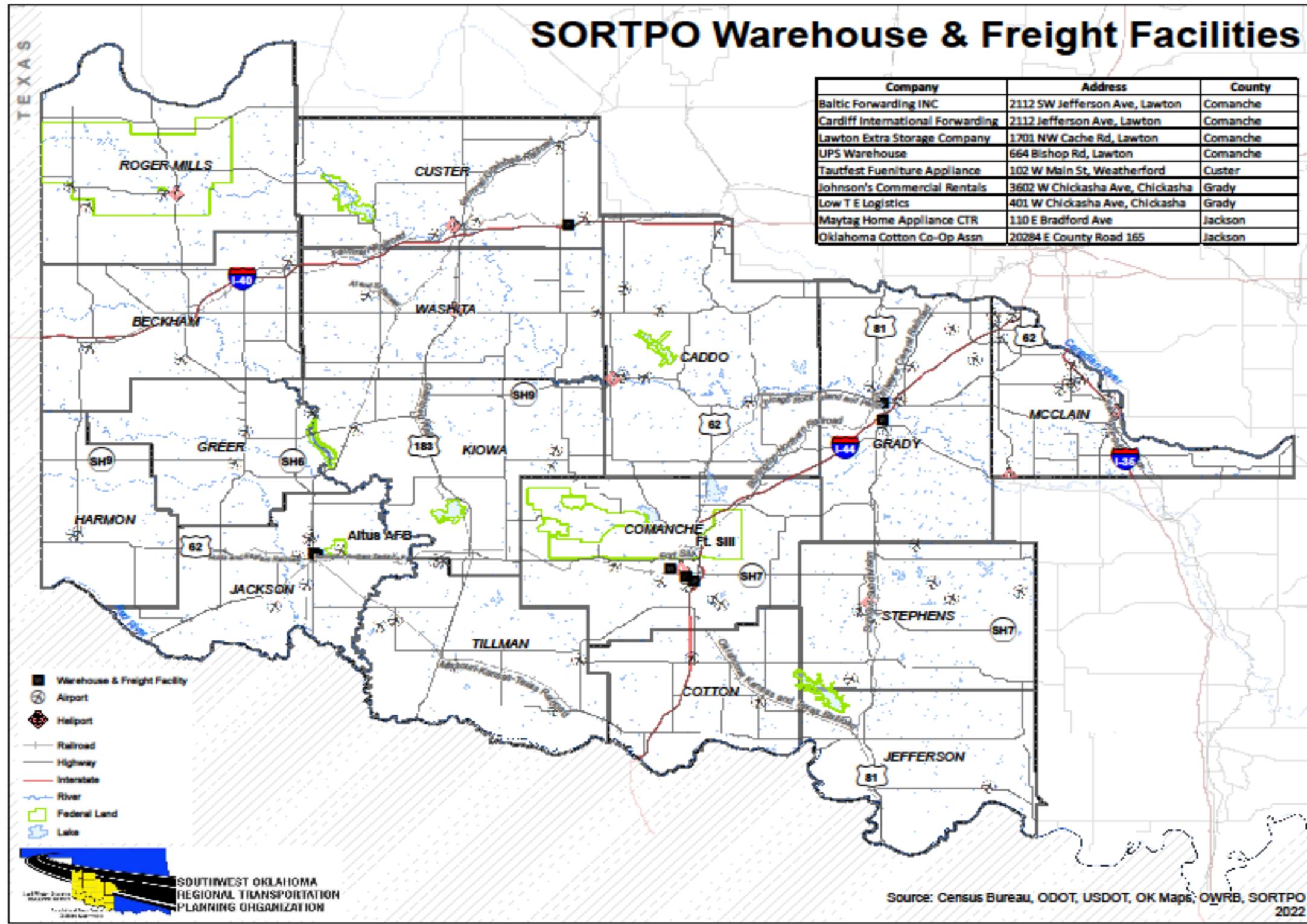
The growth in consumer home delivery has manifested from a need to meet the timely delivery expectations of consumers shopping from home. This trend underlies fierce competition between electronic and store-front retailers and has given rise to "omni-channel" retail, which refers to the attempt to merge in-store with online shopping.

Goods produced in manufacturing facilities domestically or overseas are transported to distribution centers owned by a wholesaler, who distributes to retailers, or to a retailer's distribution center. The wholesaler distribution center sends shipments to retail distribution centers, or directly to retail stores or consumers. The retailer's distribution centers, or fulfillment centers send shipments to retail stores or fulfill e-commerce orders shipped directly to consumers.

Appendix Map 2.15: SORTPO 16 County Regionally Significant Truck Routes



Appendix Map 2.16: SORTPO Warehouse & Freight Facilities



Appendix Map 2.17: Oklahoma Rail line



Alternative Fuel Corridors

With the adoption of the FAST Act language included nomination and designation of Alternative Fuel Corridors (AFC). The purpose of these corridors is to improve alternative fuel vehicle mobility. Nomination of corridors will enhance driver opportunities in their selection of cleaner vehicles with reliable access to alternate fueling stations. Providing the opportunity to travel using alternative fuels in rural regions provides the State with a greater opportunity to remain in alignment with its environmental goals while also opening the door to market expansion in new areas of the state.

All of Oklahoma's Interstates and many state and US highways have been designated as alternative fuel corridors for at least one alternative fuel. As recently as February 2021, SORTPO, the Northern Oklahoma Regional Transportation Planning Organization (NORTPO), the Association of Central Oklahoma Governments (ACOG), the Indian Nations Council of Governments (INCOG) and ODOT nominated segments of US Highway 81 and a segment of US Highway 62 (are part of the National Highway System (NHS)) as Alternative Fuel Corridors.

US 81 serves as a multi-national freight corridor linking Oklahoma to Canada, Mexico, and domestic markets. The US 81 corridor runs parallel to Interstate 35 from the Oklahoma/Texas state line north through Kansas to the Canadian border. US 62 beginning at the I-44 interchange (I-44 is designated as Electric Vehicle (EV) Signage Pending) and extending west to the Texas state line links two military installations: Altus Air Force Base and Fort Sill Fires of Excellence as well as providing connectivity to the Wichita Wildlife Refuge and Quartz Mountain Recreation Area.

Corridor nomination for US 81 for alternative fuel corridor between Comanche and Chickasha was submitted as pending – electric vehicle fueling stations were installed in late in 2021 in Duncan (2) and Comanche (1). The fueling stations are being installed with a public and private investment. The corridor segment between Chickasha and Enid links Vance Air Force Base (Enid) with I-40. The Compressed Natural Gas (CNG) corridor between Chickasha and Enid is nominated as corridor ready. US 62 (I-44 to the Texas State line) is nominated as corridor pending for CNG and EV. The US 62 corridor located in southwest Oklahoma from the I-44 interchange in Lawton and extending west to the Oklahoma-Texas state line about ninety-five miles is a major 4 lane highway identified on the NHS. This highway is the southern boundary of the Fort Sill Fires of Excellence (Lawton) and Altus Air Force Base (Altus) and is a major east west route connecting these two installations with I-44. The proximity of fuel recharging/refueling locations in Texas along or near this corridor makes this nomination a significant contribution to the region.

Corridor Ready Compressed Natural Gas (CNG) Chickasha – Enid

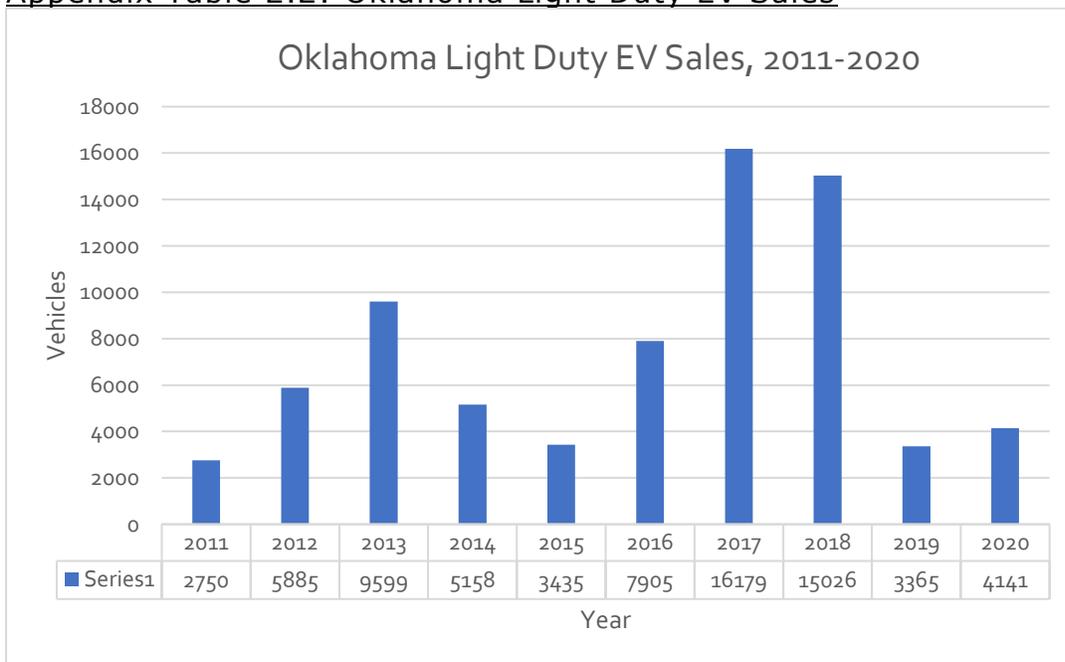
This segment of the US 81 corridor begins at Loves Travel Stop in Chickasha, OK, and extends north to Enid, OK: approximately ninety-nine miles. Beginning at the Loves Travel Stop in Chickasha the US 81 CNG corridor extends north including the

communities of El Reno, Kingfisher, Hennessey and two stations in Enid. There are seven CNG refueling stations along this corridor (Chickasha to Enid). Table 2.2 provides information on the available CNG stations on this segment of US 81. In addition, the nominated corridor intersects with previously designated Alternative Fuel Corridor Interstate 40.

Within the two regional transportation planning organization regions are fifteen utility companies/providers; six of which are engaged in electric vehicle infrastructure support and education. Investment commitment in alternative fuel infrastructure by private entities is paramount to expansion of the network in southwest and northwest Oklahoma. Although no intermodal facilities are in this corridor the distance between US 81 and I-35 corridor ranges from 40 to 50 miles. This proximity to a major US Interstate provides alternatives for the movement of freight and people. All corridors nominated make strategic connections within the state as well as connections from industry centers to other states. However, US 81 is in some segments adjacent to the Union Pacific railroad and connectivity between these two modes is critical to the region for movement of freight. Existing and planned AVF corridors in this region can be found in Appendix Map 2.18.

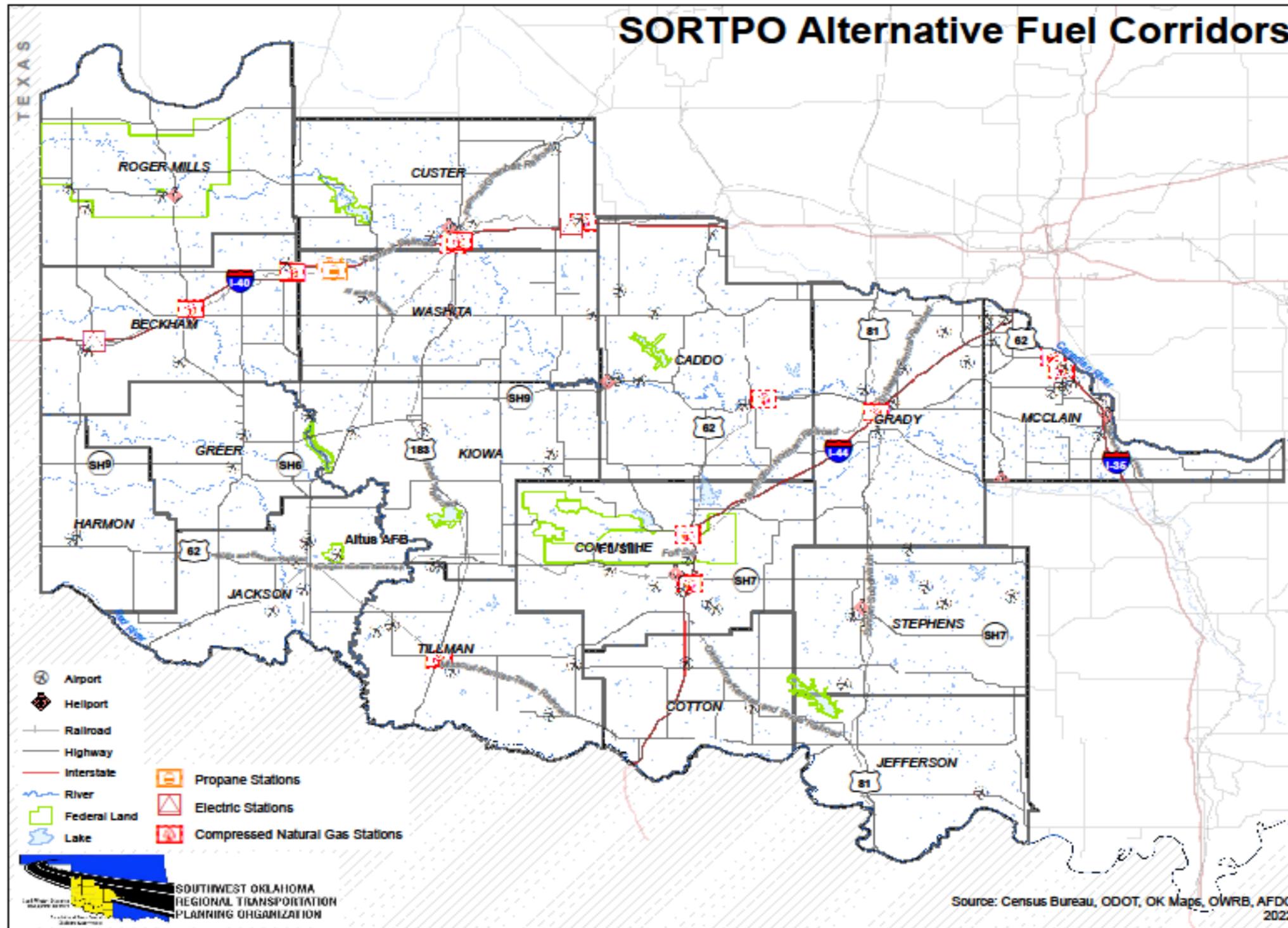
Light duty EV sales from 2011 through June 2021 fluctuated; with the greatest number of sales (16,179) in calendar year 2017 followed by 15,026 sales in 2018. Appendix Table 2.2 illustrates this information. Information on state incentives and laws can be found at https://afdc.energy.gov/laws/state_summary?state=ok

Appendix Table 2.2: Oklahoma Light Duty EV Sales



Source: Alliance for Automotive Innovation (2021) Advanced Technology Vehicle Sales Dashboard

Appendix Map 2.18: SORTPO Alternative Fuel Corridors



Active Transportation

Physical activity is vital for the health and wellbeing of the residents. Transportation plays a critical role in the health and economic development of a municipality and region. When people can walk or bike safely to a destination, the region benefits from healthier people and equitable distribution of transportation opportunities. SORTPO maintains an active living map on their website. <https://sortpo.org/>

Promoting active transportation through policy, infrastructure investment and environmental changes are strategies to increase physical activity regardless of age, income, racial/ethnic background, ability, or disability. Investments often require coordination across federal, state, and local agencies to implement a successful active transportation system. This section describes alternative modes of travel including walking, bicycling, scooters etc. and how to provide a regional process for connecting these facilities with parks and recreation sites, medical/health facilities, education centers, and employment centers.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities have been primarily a local issue, usually within communities. Some communities have at least a partial system of sidewalks to aid pedestrians, particularly in the vicinity of schools and parks. During FFY 2021 data received from many of the region's municipalities identifying bicycle and pedestrian facilities, parks and other projects that are considered active living. This information was put into ARCGIS to develop an interactive map which illustrates the region's connectivity and where there are gaps in infrastructure. There are gaps in the information collected (not all municipalities participated). Information needed from municipalities include location of bicycle/pedestrian facilities including width, construction material, approximate age, condition of surface, handicap accessibility and location. This information along with information collected by ODOT for construction of ADA sidewalks along state highways as well as Transportation Alternative Program (TAP) projects (Appendix Map 2.20) and Appendix Table 2.3 will strengthen the accuracy of the data included in the interactive map.

Appendix Table 2.3 - SORTPO Active Living Future Projects

County	City	Description
Beckham	Elk City	Bicycle Routes: Country Club Rd, Washington Ave, Peavey Ave, Randall
Beckham	Elk City	Main St. - Pioneer Rd. to schools
Beckham	Elk City	Rt. 66 State Bike Route
Beckham	Sayre	Construction of ADA walking path in park.
Caddo	Anadarko	Water Way to Highway 62 for five miles east
Caddo	Hinton	Connect residential areas south of Main St. to schools, Kiwanis Sports Complex
Caddo	Bridgeport City	Highway 281 off I-40 - Rest area
Caddo	Cement	Main Street
Caddo	Apache	Highway 19 & Highway 62
Caddo	Apache	E Apache Trail Rd

County	City	Description
Caddo	Apache	Coblake St
Comanche	US 62	82 nd Street west to SH 115
Comanche	Old Cache Rd	Lawton to Cache
Comanche	Countywide	Connect existing facilities to lakes and recreation areas.
Cotton	Walters	Streetscape and Safe Routes to Schools
Cotton	Temple	Streetscape and Safe Routes to Schools
Custer		Rt. 66 State Bike Route
Custer	Thomas	N. Main St. (Broadway to School) to Sewell Park
Custer	Clinton	McClain Rogers Park
Custer	Weatherford	Stafford Air and Space Museum – Rader Park – SWOSU
Grady	Chickasha	Sidewalks to elementary schools, parks and downtown
Grady	Minco	Sidewalks to parks, field house and downtown
Grady	Rush Springs	Sidewalks on Blakely and pedestrian walkway at Jefferson Park.
Grady	Tuttle	Phase 3 – Connect 2 parks. Continue sidewalk from downtown along SH 37 west to Schrock Park. Extend sidewalk from Tuttle Elementary School west to Tuttle Skate Park.
Jefferson	Waurika	Pedestrian facilities downtown (Broadway Ave., Main St., H St., Railroad)
Jefferson	Waurika	Pedestrian Facilities (E. Broadway to US 81)
Jefferson	Waurika	Harmon Park Walking Trail and Fitness Stations
McClain	Blanchard	Crosswalks at 4 th and Main St. and 7 th and Main St.
McClain	Blanchard	Crosswalks, sidewalks and lighting to upper elementary school, middle school, and high school
McClain	Dibble	School zone and sidewalks
McClain	Purcell	Sidewalks to Purcell Elementary Schools
McClain	Purcell	Main St (2 nd Ave. to Sante Fe Park – Streetscape)
McClain	Purcell	Main St. (3 rd Ave. to Green Ave. Streetscape)
McClain	Purcell	Sidewalks and crossing signal (Green Ave. between Grant St. and Hallmark Blvd; new Junior High School)
Stephens	Bray	Trail around town hall, connecting park to school

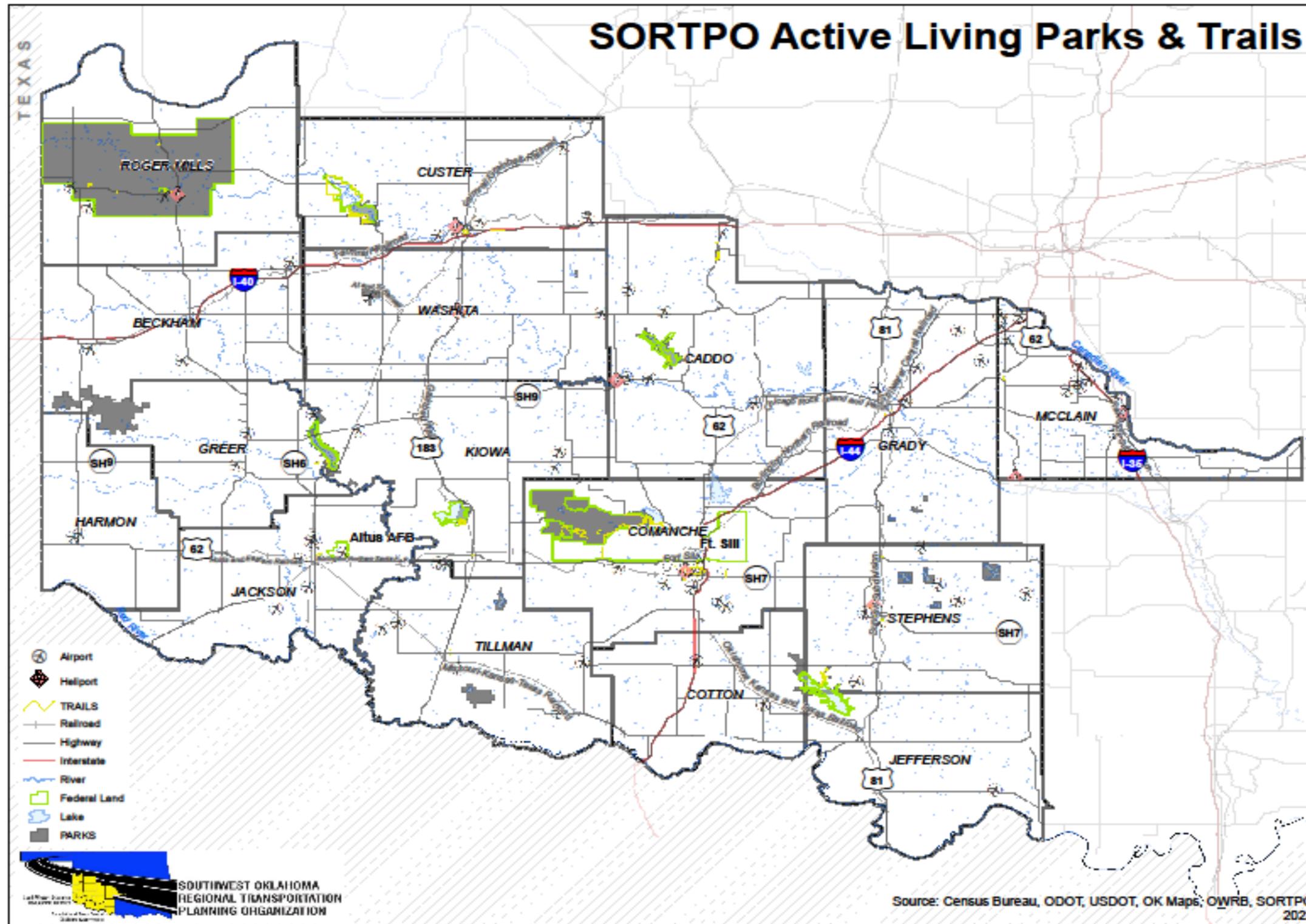
County	City	Description
Stephens	Duncan	Duncan Heritage Trails System
Stephens	Duncan	Main St.
Stephens	Central High	Pedestrian Project
Stephens	Comanche	Bicycle & Pedestrian infrastructure downtown to schools, parks, and community facility.
Washita	Cordell	Sidewalks linking neighborhoods to the schools
Washita	Bessie	Sidewalks linking neighborhoods
Washita	Corn	Walking trail and pedestrian facilities at park.
Jackson	Olustee – Altus	Widen SH 6 for bicycles
Comanche	Apache	Bike lanes and sidewalks throughout community.
Beckham	SH 30	Sidewalks on SH 30 going north through Erick.
Beckham	Countywide	Widen shoulders and add bike and walking lanes.
McClain	Blanchard	Bike lanes and sidewalks throughout the community.
Washita	Canute	Old Rt 66 install bicycle lanes and sidewalks.
Grady	Chickasha	Bicycle lanes and sidewalks on 29 th street, near schools and employment.
Grady	Chickasha	Widen SH 92 between Chickasha & Tuttle for bicycle lanes.
Custer	Clinton	Construct a sidewalk along Gary Blvd. from S. Glenn Smith Rd to Airport Road. Include light poles, handrails, and accessibility.
Cotton	County	Install bicycle lanes on SH 53.
Stephens	Duncan	Construct a pedestrian bridge over US 81 connecting East Fuqua Park and West Fuqua Park.
Stephens	Duncan	Create bicycle lanes and install sidewalks on US 81.
Stephens	Duncan	Connect the Heritage Trails to all city parks.
Tillman	Frederick	Install sidewalks in residential areas.
Tillman	Tipton	Install sidewalks in residential areas.
Custer/Roger Mills	Hammon	Construct a Pedestrian Sidewalk adjacent to Whiteshield Street (Highway 33) in Hammon, OK, Roger Mills Co., from the intersection of Whiteshield Street (Highway 33, E/W) and 11th Street (Highway 34, N/S) extending approximately 1 mile East to end at the

County	City	Description
		entrance to Cheyenne and Arapaho Tribes' Hammon Travel Center, in Custer Co.
Grady Washita	- Minco to Cordell	Widen SH 162 from Minco to Cordell to include turn lanes, shoulders, and bicycle lanes.
	SH 4	Include bicycle lanes.
	US 62	Widen shoulders for bicyclist and pedestrians.
	US 81	Widen shoulders for bicyclist and pedestrians.
Kiowa	Hobart	Construct sidewalks throughout community.
Comanche	SH 7	Widen and install bicycle lanes on Lee Blvd between 112 th street and SH 7.
Stephens	Marlow	Construct bicycle lanes and sidewalks throughout community.
McClain	Newcastle	Construct bicycle lanes and sidewalks throughout community.
Jefferson	Ringling	Construct bicycle lanes and sidewalks throughout community.
Kiowa		Construct bicycle lanes and crosswalks in the towns in Kiowa County.
Stephens	County	Construct bicycle lanes throughout county.
Grady	Tuttle	Widen SH 37 and SH 4 to allow for pedestrians.
Washita	Burns Flat	Construct sidewalks and lighted crosswalks at Cimarron Rd and SH 44.
Washita	Burns Flat	Construct sidewalks from the MODA office to crossover to the Family Dollar Store.
Custer	Weatherford	Construct sidewalks from the east side to Pioneer Nutrition Center
Custer	Weatherford	Construct sidewalks from Davis St. to Main St.
Stephens	Duncan	Install ADA crosswalks.
Stephens	Duncan	Construct crosswalk at Elk Avenue and Mockingbird
Stephens	Duncan	Construct crosswalk at Elk Avenue and Archway
Stephens	Bray	Construct sidewalk on Brooks Rd.
Stephens	Duncan	Widen 2 nd St. between SH 7 and Elder Ave to include a sidewalk and bicycle lane.
Stephens	Duncan	Construct a sidewalk and bicycle lane connecting Abe Raizen Park to Woodrow Wilson Elementary School, to Main St.,
Stephens	Marlow	Install bicycle lanes and sidewalks

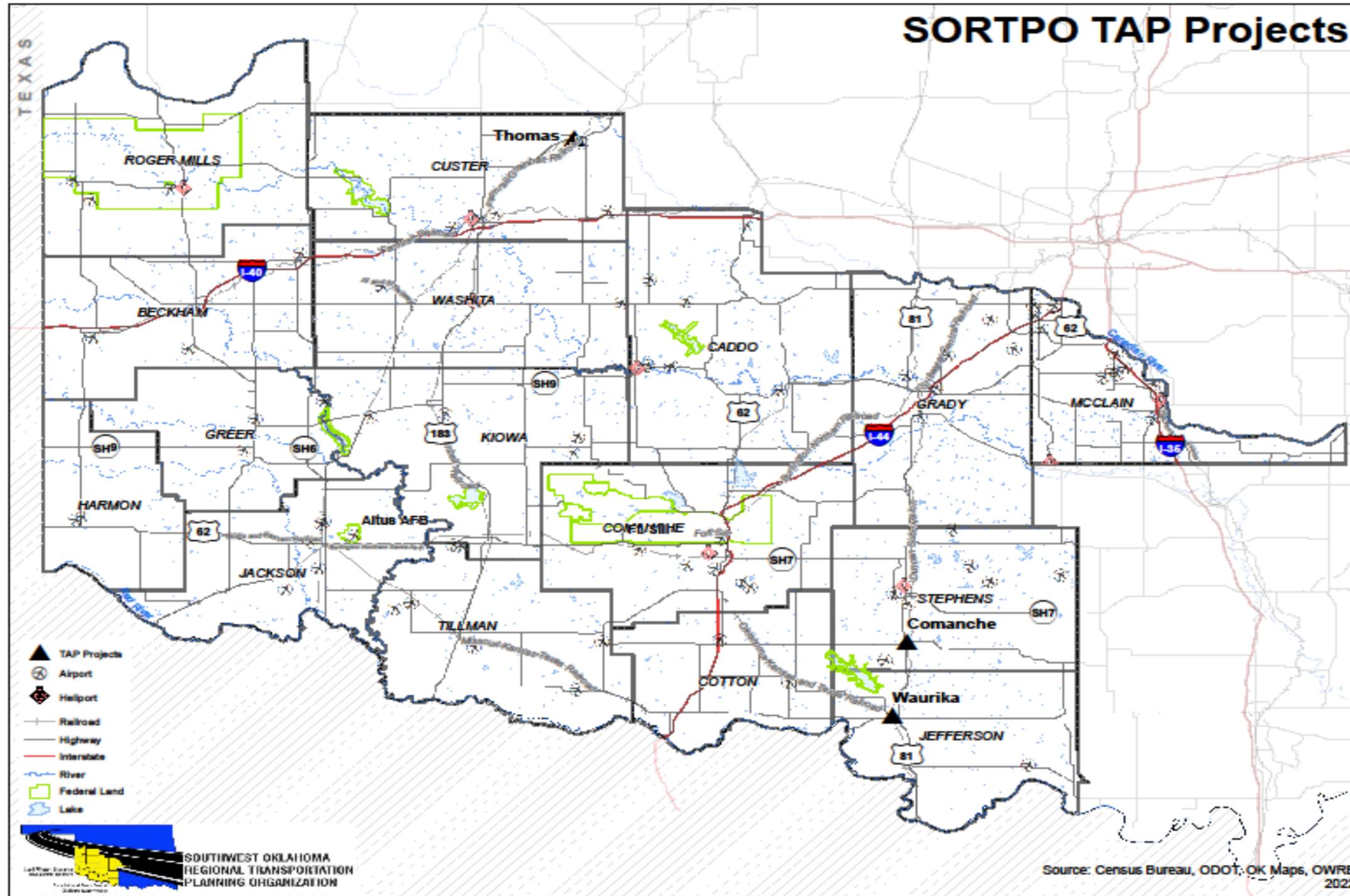
County	City	Description
		connecting the Marlow Elementary School to the Middle School, to the library.
Stephens	Marlow	Install bicycle lanes and sidewalks connecting Red Bud Park to Eddie Palmer Park and Miller Park.
Jefferson	Waurika	Install sidewalks especially along the major streets.
Custer	Weatherford	Install sidewalks and bicycle lanes on Lawter Rd from Rader Park to Washington
Custer	Weatherford	Install sidewalks and bicycle lanes on Lyle Rd from Davis St. to Rader Park.
Comanche	Cache	Install sidewalks and bicycle lanes according to their adopted Master Trail Plan.
Caddo	Anadarko	Install trails and bicycle lanes according to their adopted Master Trail Plan.
Custer	Clinton	Installs sidewalks and bicycle lanes according to their adopted Plan.
McClain	Goldsby	Installs sidewalks and bicycle lanes according to their adopted Plan.
Custer	Weatherford	Install sidewalks and bicycle lanes according to their adopted Plan.
Grady	Chickasha	Install sidewalks and bicycle lanes throughout Shannon Springs Park connecting adjoining neighborhoods and elementary schools.

Source: SORTPO

Appendix Map 2.19: SORTPO Active Living Parks & Trails



Appendix Map 2.20: SORTPO TAP Projects (pre-2022)



Safety

The total number of reported crashes per day decreased between 2019 (201) and 2020 (169) while the statewide mileage death rate increase. Appendix Table 2.5 provides additional data on statewide crashes. Appendices Table 2.6 and 2.7 provide statistical data for the SORTPO region.

Appendix Table 2.5: Statewide Crash Data

	2019	2020	% Change
Crashes per Day	201	169	-15.9%
Statewide Mileage Death Rate (per 100 million VMT)	1.40	1.53	
Statewide Crashes			
Fatalities	640	654	2.2%
Injuries*	33,038	27,418	-17.0%
Total Crashes	73,267	61,739	-15.7%
Fatal Crashes	584	602	3.1%
Injury Crashes*	22,522	18,808	-16.5%
Property Damage Only Crashes	50,161	42,329	-15.6%
Alcohol-Related Crashes			
Fatalities	165	199	20.6%
Injuries	1,954	1,672	-14.4%
Total Crashes	3,171	2,949	-7.0%
Fatal Crashes	146	176	20.5%
Injury Crashes	1,306	1,142	-12.6%
Large Truck Crashes			
Fatalities	90	75	-16.7%
Injuries	1,914	1,563	-18.3%
Total Crashes	5,638	4,784	-15.1%
Fatal Crashes	81	73	-9.9%
Injury Crashes	1,380	1,168	-15.4%
Train Involved Crashes			
Fatalities	3	1	-66.7%
Injuries	18	16	-11.1%
Total Crashes	37	38	2.7%
Fatal Crashes	2	1	-50.0%
Injury Crashes	12	15	25.0%
Unsafe Speed Crashes			
Fatalities	112	185	65.2%**
Injuries	4,892	4,224	-13.7%
Total Crashes	8,901	7,823	-12.1%
Fatal Crashes	105	176	67.6%
Injury Crashes	3,408	2,975	-12.7%
Motorcyclists in Crashes			
Fatalities	66	62	-6.1%

	2019	2020	% Change
Injuries	979	915	-6.5%
<i>School Bus Crashes</i>			
Fatalities	3	0	-100.0%
Injuries	139	31	-77.7%
Total Crashes	225	114	-49.3%
Fatal Crashes	1	0	-100.0%
Injury Crashes	46	18	-60.9%
	2019	2020	% Change
<i>Pedal cyclists in Crashes</i>			
Fatalities	13	12	-7.7%
Injuries	313	238	-24.0%
<i>Pedestrians in Crashes</i>			
Fatalities	88	86	-2.3%
Injuries	569	500	-12.1%
<i>Seatbelt Use Rates</i>			
Statewide	84.7%		
Child Restraint	89.3%		

Source: OHSO

Appendix Table 2.6: SORTPO 2020 Crash Rates by County Population & Vehicles Miles Traveled

SORTPO 2020 Crash Rates by County Population & Vehicle Miles Traveled											
County	Estimated Population	Vehicle Miles Traveled	Fatal Crashes			Injury Crashes			Total Crashes		
			Fatal Crashes	Rate Per 5,000 Pop	Rate per 100 million VMT	Injury Crashes	Rate Per 5,000 Pop	Rate per 100 million VMT	Total Crashes	Rate Per 5,000 Pop	Rate per 100 million VMT
Beckham	22,410	403,659,322	6	1.34	1.49	77	17.18	19.08	292	65.15	72.34
Caddo	26,945	436,390,718	11	2.04	2.52	105	19.48	24.06	317	58.82	72.64
Comanche	121,125	867,388,351	14	0.58	1.61	430	17.75	49.57	1500	61.92	172.93
Cotton	5,527	131,636,088	2	1.81	1.52	32	28.95	24.31	112	101.32	85.08
Custer	28,513	483,660,951	5	0.88	1.03	103	18.06	21.30	380	66.64	78.57
Grady	54,795	742,095,547	14	1.28	1.89	235	21.44	31.67	755	68.89	101.74
Greer	5,491	53,987,706	1	0.91	1.85	17	15.48	31.49	50	45.53	92.61
Harmon	2,488	26,631,054	1	2.01	3.76	4	8.04	15.02	18	36.17	67.59
Jackson	24,785	196,171,349	5	1.01	2.55	63	12.71	32.11	370	74.64	188.61
Jefferson	5,337	78,130,747	4	3.75	5.12	7	6.56	8.96	30	28.11	38.40
Kiowa	8,509	122,617,425	1	0.59	0.82	35	20.57	28.54	101	59.35	82.37
McClain	41,662	880,173,014	16	1.92	1.82	208	24.96	23.63	793	95.17	90.10
Roger Mills	3,442	48,027,609	1	1.45	2.08	12	17.43	24.99	27	39.22	56.22
Stephens	42,848	372,253,198	6	0.70	1.61	150	17.50	40.30	510	59.51	137.00
Tillman	6,968	81,819,500	1	0.72	1.22	23	16.50	28.11	64	45.92	78.22
Washita	10,924	212,180,530	3	1.37	1.41	43	19.68	20.27	123	56.30	57.97
Statewide	3,959,353	42,817,565,156	602	0.76	1.41	18,808	23.75	0.06	61739	77.97	0.18

Source: OHSO

Appendix Table 2.7: SORTPO 2020 Fatality Crash Rates by County Population & Vehicles Miles Traveled

County	Estimated Population*	Vehicle Miles Traveled**	Fatality			Injury		
			Fatalities	Rate Per 5,000 Pop	Rate per 100 Million VMT	Injuries	Rate Per 5,000 Pop	Rate per 100 Million VMT
Beckham	22,410	403,659,322	8	1.78	1.98	106	23.65	26.26
Caddo	26,945	436,390,718	11	2.04	2.52	157	29.13	35.98
Comanche	121,125	867,388,351	15	0.62	1.73	594	24.52	68.48
Cotton	5,527	131,636,088	3	2.71	2.28	41	37.09	31.15
Custer	28,513	483,660,951	5	0.88	1.03	154	27.01	31.84
Grady	54,795	742,095,547	14	1.28	1.89	351	32.03	47.30
Greer	5,491	53,987,706	1	0.91	1.85	20	18.21	37.05
Harmon	2,488	26,631,054	1	2.01	3.76	7	14.07	26.29
Jackson	24,785	196,171,349	5	1.01	2.55	88	17.75	44.86
Jefferson	5,337	78,130,747	5	4.68	6.40	15	14.05	19.20
Kiowa	8,509	122,617,425	1	0.59	0.82	57	33.49	46.49
McClain	41,662	880,173,014	16	1.92	1.82	313	37.56	35.56
Roger Mills	3,442	48,027,609	1	1.45	2.08	15	21.79	31.23
Stephens	42,848	372,253,198	6	0.70	1.61	229	26.72	61.52
Tillman	6,968	81,819,500	1	0.72	1.22	36	25.83	44.00
Washita	10,924	212,180,530	3	1.37	1.41	73	33.41	34.40
Statewide	3,959,353	42,817,565,156	654	0.83	1.53	27418	34.62	64.03

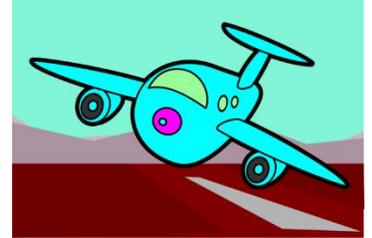
Source: OHSO

Aviation

It should be noted that air facility planning, including expansion needs at various facilities, is a local and State responsibility, with master plans approved by State and federal agencies and governed by FAA guidelines. Thus, this Plan will focus only on an inventory of facilities. The Oklahoma Airport System Plan classifies airports by their functional classification: Regional Business Airport (RBA), District Airport (DA) and Community Airport (CA). These classifications were developed to characterize each airport on how they relate to each other. The concept of classification of airports is like the concept of classifying the roadway system.

An RBA serves multiple communities. Normally, it will serve:

- a community of at least 5,000 persons, larger,
- a county population of 10,000 or more persons,
- serve major employers (businesses with fifty or more employees),
- located near the center of a local sustaining economy, and
- closely match the local sustaining economies identified by the Oklahoma Department of Commerce.



Features of a DA include providing access to a part of the state that is not well served by an RBA. Typically, these airports will:

- have a supporter with a defined interest in promoting airport and with a demonstrated financial capability,
- about five or more based aircraft at these airports or an equivalent number of annual itinerant operations, and
- airports are attended, aviation gasoline is available and there is a public terminal building.

The CA airports are entry-level airports. These airports regularly serve.

- small communities, where the city population is less than 5,000, and for many, the population is less than 2,000,
- normally these airports are not attended, have no services available, and
- the sponsor has limited financial capability to fund capital improvement projects.

The SORTPO area consists of twenty-two (22) general aviation airports identified in Appendix Table 2.8.

Appendix Table 2.8: SORTPO Public Airports

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
Sayre	Beckham	Sayre Municipal	CA	Municipal
Elk City	Beckham	Elk City Regional	RBA	Municipal
Carnegie	Caddo	Carnegie Municipal	CA	Municipal
Anadarko	Caddo	Anadarko Municipal	DA	Municipal

CITY	COUNTY	AIRPORT NAME	TYPE OF AIRPORT	OWNER
Hinton	Caddo	Hinton Municipal	DA	Municipal
Lawton	Comanche	Lawton-Ft. Sill Regional	RBA	Municipal
Walters	Cotton	Walters Municipal	CA	Municipal
Clinton	Custer	Clinton Regional	RBA	Municipal
Weatherford	Custer	Thomas P Stafford	RBA	Municipal
Chickasha	Grady	Chickasha Municipal	RBA	Municipal
Mangum	Greer	Scott Field	DA	Municipal
Hollis	Harmon	Hollis Municipal	DA	Municipal
Altus	Jackson	Altus/Quartz Mt. Reg.	RBA	Municipal
Hobart	Kiowa	Hobert Regional	RBA	Municipal
Purcell	McClain	Purcell	DA	Municipal
Cheyenne	Roger Mills	Migon Laird Municipal	CA	Municipal
Duncan	Stephens	Halliburton Field	RBA	Municipal
Tipton	Tillman	Tipton Municipal	CA	Municipal
Grandfield	Tillman	Grandfield Municipal	DA	Municipal
Frederick	Tillman	Frederick Regional	RBA	Municipal
Cordell	Washita	Cordell Municipal	CA	Municipal
Burns Flat	Washita	Clinton/Sherman	RBA	Municipal

Source: Oklahoma Aeronautics Commission