2025 to 2045 Long Range Transportation Plan

DATE

Prepared by:

Central Oklahoma Regional Transportation Planning Organization

400 North Bell

Shawnee Oklahoma 74801

(405) 273-6410

WWW.COEDD.NET

Content Disclosure- The 2045 Long Range Transportation Plan is financed by the Oklahoma Department of Transportation, and local governments. This report's contents reflect the views of the Central Oklahoma Regional Transportation Planning Organization responsible for the facts and accuracy of the date presented.

Resolution No.

Adopting the CORTPO

2045 Long Range Transportation Plan

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

Whereas the Central-Oklahoma Economic Development District created the Central Oklahoma Regional Transportation Planning Organization (CORTPO); and

Whereas CORTPO is tasked with developing a regional long-range transportation plan; and whereas, the long-range transportation plan establishes goal and transportation strategies addressing the region's needs; and

Whereas the CORTPO 2045 Long Range Transportation Plan (LRTP) was prepared by CORTPO in consultation and cooperation with member local and state governments and local, state, and federal transportation agencies; and

Whereas, the Plan has been presented to the public for review and comment in accordance with the CORTPO Public Participation Plan in addition to the series of public meetings between May 2023 and July 2023 and the Plan was posted on the CORTPO website (COEDD.NET) for public review and comment; and

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

NOW, THEREFORE BE IT RESOLVED, that the CORTPO Policy Board hereby approves and adopts the CORTPO 2045 Long Range Transportation Plan.

Approved and Adopted by the CORTPO Policy Board and signed this __th day of ___ 202_.

_____

Jim Greff, Chairperson CORTPO Policy Board ATTEST:

_____

Clorisa Brown, Planner CORTPO

Acronyms

AADA	Average Annual Daily Traffic
ADA	Americans with Disability Act
ACS	American Community Survey
BLVD	Boulevard
BNSF	Burlington Northern Santa Fe
CIP	Capital Improvement Program
C/L	County Line
CMAQ	Congestion Mitigation and Air Quality
COEDD	Central Oklahoma Economic Development District
COG	Council of Government
CORTPO	Central Oklahoma Regional Transportation Planning Organization
EDA	Economic Development Administration
EPA	Environmental Protection Agency
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
HWY	Highway
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
NHFN	National Highway Freight Network
NHS	National Highway System
NRHP	National Register of Historic Places
ODEQ	Oklahoma Department of Environmental Quality
ODOT	Oklahoma Department of Transportation
PPP	Public Participation Plan
PWP	Public Works Plan
RTPO	Regional Transportation Planning Organization
SD	Structurally Deficient
SH	State Highway
SPR	State Planning & Research
SWODA	Southwestern Oklahoma Development Authority
TAP	Transportation Alternative Program
USDA	United States Department of Agriculture

Table of Contents

Regional Transportation Planning Overview

CORTPO

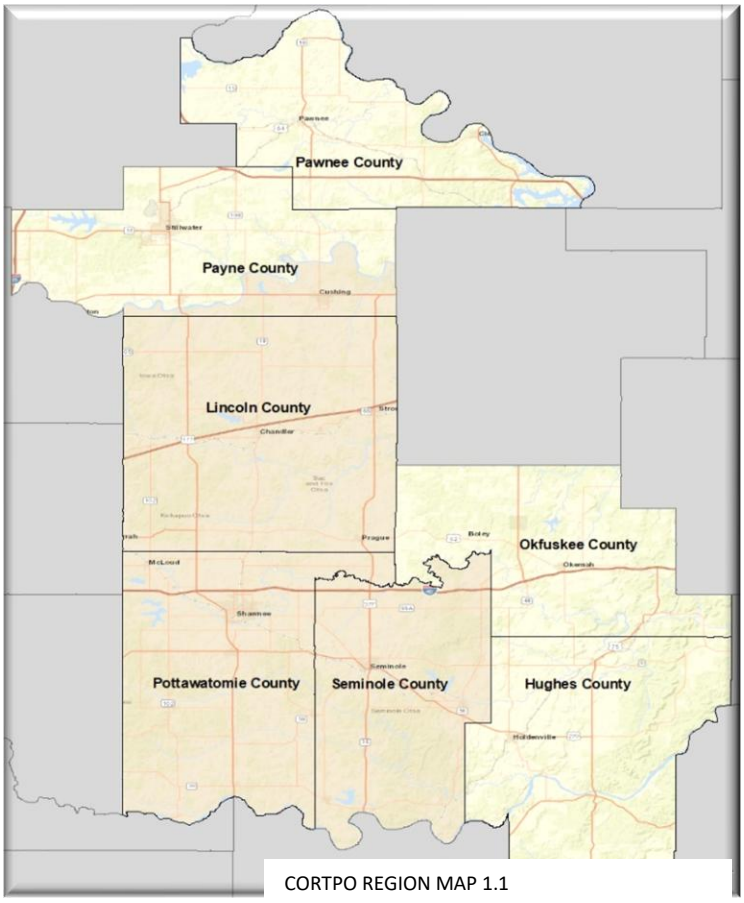
Introduction

There are challenges with developing a procedure for performance measurement for transportation. Transportation systems have different objectives and may have different policy objectives or may operate in an environment where public transportation has a vastly different position relative to transportation alternatives.

Performance capacity manages the strengths and weaknesses to meet regional transportation goals that can include safe and efficient mobility and broader environment, energy, and other goals.

Mission Statement: Our Mission is to create a seamless and sustainable transportation network that enhances mobility, accessibility, and quality of life for all individuals and communities. Through innovative planning, collaboration, and a commitment to environmental stewardship, we strive to provide safe, efficient, and equitable transportation solutions that support economic growth and foster social connectivity.

Vision Statement: Our Vision is to be a leading transportation planning organization, recognized for our transformative strategies and comprehensive approach to transportation management. We envision a future where people can effortlessly traverse our region, embracing diverse modes of transportation that reduce congestion and minimize our environmental impact. By inspiring innovation and advocating for inclusive infrastructure, we aim to create vibrant, thriving communities with enhanced opportunities for prosperity and well-being. Together we forge ahead towards a greener, more connected, and sustainable tomorrow.



CORTPO REGION MAP 1.1

Transportation Planning

On November 15, 2021, President Biden signed Public Law No 117-58, the Infrastructure Investment and Jobs Act also known as the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in our infrastructure and economy in our Nation's History. The BIL provides $567.1 billion (about $1,700 per person in the US) over the fiscal years 2022 through 2026 in New Federal Investment in Infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The BIL works to grow the economy, enhance U.S. competitiveness, create good jobs, and makes the U.S. economy more sustainable, resilient, and equitable.

To address the challenges facing the U.S. transportation system the BIL retains a policy driven, performance-based array of programming previously found in earlier Federal Transportation Legislation. The BIL also introduced innovative programs focusing on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

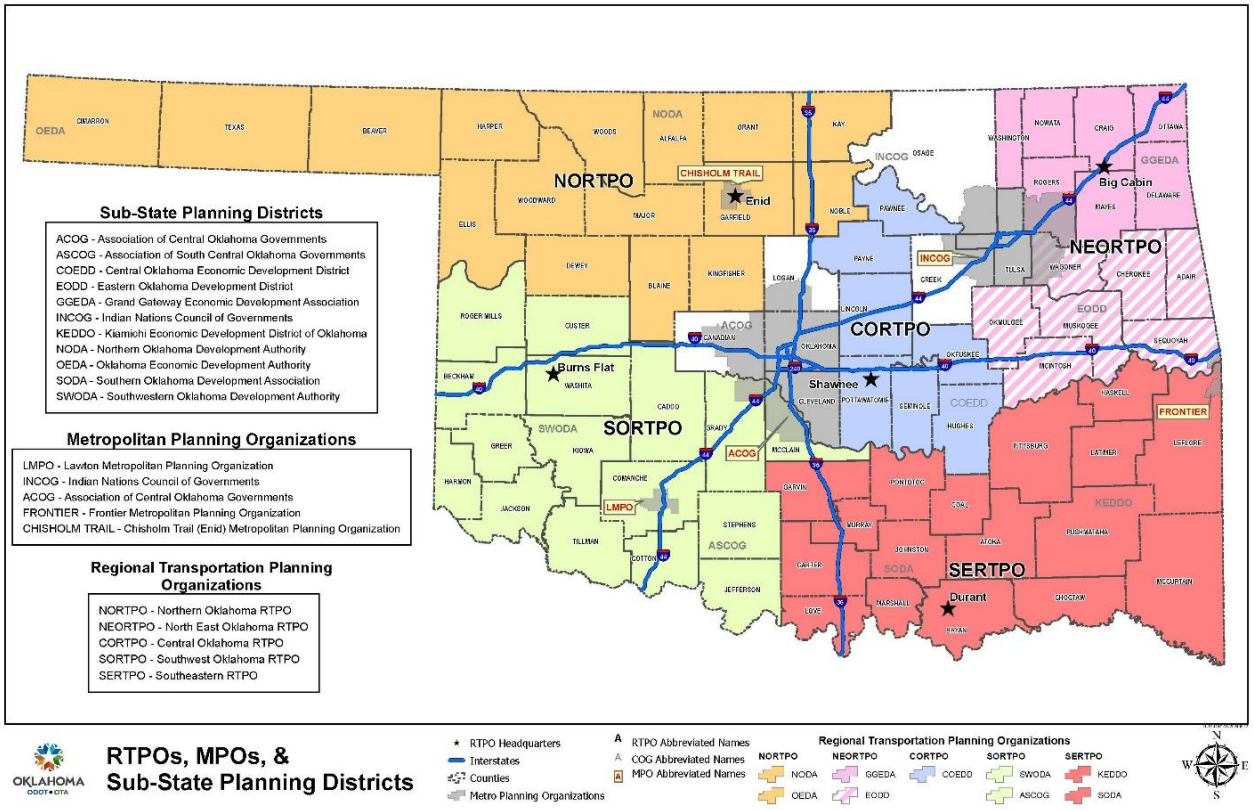
The BIL refines and reinforces highway initiative established earlier under the Moving Ahead for Progress in the 21st Century Act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: legacy for Users (SAFETEA-LU), The Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Collectively, these Acts call for the continuation and improvement of existing programs with new initiatives to meet the challenges of improving safety and protection.[1]

Regional Planning

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

In April 2012, the Oklahoma Department of Transportation (ODOT) entered an agreement with OARC to oversee development of the regional transportation planning process and the regional public participation process in the non-metropolitan areas of the state. Three Councils of governments were selected as pilot projects: SWODA, NODA, and COEDD. The goals of the RTPO are to provide a regional forum for cooperative decision making about transportation issues and to serve as liaison between the local governments and the Oklahoma Department of Transportation (ODOT). Beginning with the Federal Fiscal Year (FFY) 2015, two additional rural COGSs (council of governments) (ASCOG and Grand Gateway) were added to the program. FFY 2016, through a collaborative effort involving SWODA, ASCOG, and ODOT, a transportation planning pilot project comprising sixteen (16) counties was initiated representing two Council of Governments SWODA and ASCOG. The exposure of the RTPO program through Oklahoma Association of Regional Councils has allowed for an interest in collaborating planning among county commissions, mayors, circuit engineering districts, ODOT Division Engineers, city officials, business owners, and local citizens. [2]

[1] Infrastructure Investment and Jobs Act P.L. 117-58
[2] OARC History page: NADO Oklahoma Report



CORPTO REGION MAP 1.2

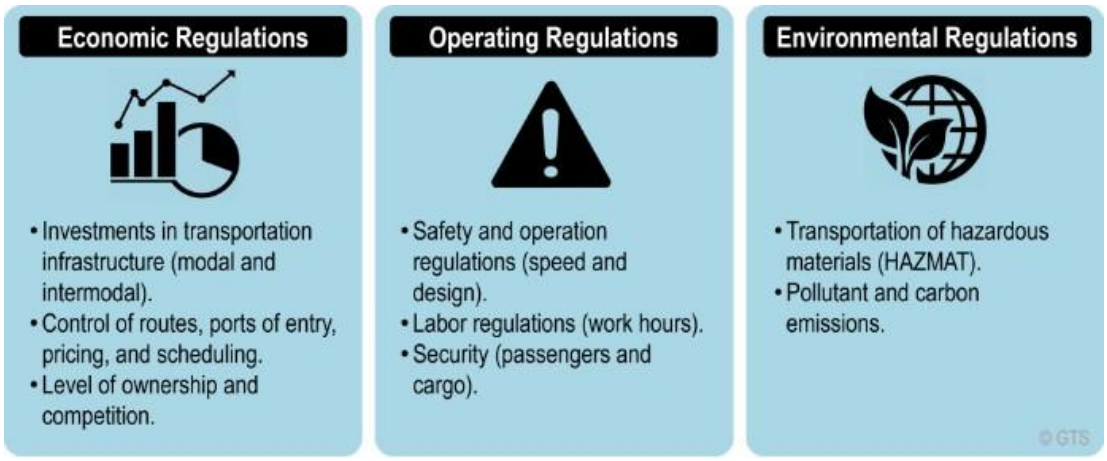
RTPO

RTPO's shall be a formal organization, with membership of counties, cities, and towns within the region. The RTPO may be an existing regional organization or may be established as a new transportation planning organization within an urbanized area of greater than 50,000 populations. Each designated RTPO will be responsible for conducting its own transportation planning process, including the development of policy and procedures to outline the transportation planning process for the RTPOs (Regional Transportation Planning Organizations) respective region. The policy direction, plan selection, and development of programs for regional transportation planning shall be vested in the RTPO Transportation Policy Board (TPB) whose membership and responsibilities are detailed in the Planning Work Program (PWP).

Federal Requirements

There are three major types of transport regulations

- **Economic regulations**. Mainly impact issues related to capital allocation and pricing in terms of who is responsible for the construction and maintenance of transport infrastructures and assets. They can also involve the routes transport operators can use, which ports of entry are available for international flow, and various price controls concerning the transport sector's inputs. Rules can also be applied concerning barriers of entry, what can be owned, and competition.
- **Operating regulations**. Mainly impact issues related to the operation of the transport system, including speed limits and permits. Cargo and passenger security is also an important aspect commonly falling under the authority of the public sector.
- **Environmental regulations**. Mainly impact the externalities of transport operations, such as noise and the emission of pollutants. Carbon emissions have taken a more significant role with a focus on decarbonization. [3]



Graphic 1.3: The Geography of Transportation

The LRTP was developed in cooperation and collaboration with the federal, state, county, local member governments, transit providers, tribal governments, RTPO's, ODOT, FHWA, and FTA. The LRTP is the culmination of a continuing, cooperative, coordinated, and comprehensive planning effort among the federal, state, and local governments. Directed by CORTPO for consideration and implementation of projects, strategies, and services that address the eight planning factors identified in the Moving Ahead for Progress in the 21st Century Act and the Fixing America's Surface Transportation Act (FAST Act) which was signed into law in December 2015. The Fast Act added two additional factors to Map-21 for totaling ten, which CORPO will strive to address through their LRTP planning process.

The FAST Act also required all states to prepare and annually evaluate their Strategic Highway Safety Plan (SHSP). A SHSP is a statewide, coordinated safety plan which includes goals, objectives and emphasis areas for reducing highway fatalities and serious injuries on all public roads. More information on the Oklahoma

[33] Geography of Transport System 6th edition 2024

SHSP can be found on the State of Oklahoma Highway Safety Office's website. [4](http://ohso.ok.gov/strategicplanning-results).

The scope of the statewide and nonmetropolitan transportation planning process. Each state is required to carry out a continuing, cooperative, and comprehensive performance based statewide multimodal transportation planning process, including the development of a long range statewide transportation plan and STIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between states and urbanized areas, and take into consideration resiliency needs while minimizing transportation related fuel consumption and air pollution in all areas of the state including those areas subject to the metropolitan transportation planning requirements of 23 U.S.C. 134 and 49 U.S.C 5303. [5]

This is addressed through the Ten Planning Factors listed below:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

[4] FAST Act Metropolitan Planning program / ODOT's 2045 LRTP

[5] 23 U.S.C. ~135 outline /intermodal inclusion, consultation (`135(a), (d), €, (f))/ 23 CFR ~450.206 lists all planning factors

Chapter 1

Goals, Objectives, Performance Indicator for Implementation

Goal 1: Mobility Choice, Connectivity, and Accessibility
Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation.

Objectives

1. Promote connectivity across and between modes for people and freight.
2. Maximize access to the transportation system and improve the mobility of the transportation underrepresented population.
3. Ensure new facilities are built to American Association of State Highways and Transportation Officials (AASHTO) design standards.
4. Improve and expand infrastructure for pedestrians, bicyclists, and people with disabilities in compliance with the Americans with Disabilities Act (ADA) standards.
5. Provide accessible and convenient non-motorized routes to destinations throughout the region such as schools, commercial areas, recreational facilities, education, major employment areas and activity centers.
6. Incorporate bicycle and pedestrian friendly designs into consideration for transportation improvement projects.
7. Minimize conflicts between pedestrians, bicyclists and vehicles while accommodating each type of travel.
8. Increase access to ensure all residents can move affordably between where they live, work, play, and get services using transportation options that promote healthy lifestyles.

Policies

1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multi-modal and provide connections between modes.
2. Increase public knowledge of on-demand transportation services in the region.
3. Develop a Transit Development Plan that will identify effective tools to measure transit service, assess and collect data, enhance coordination between providers and provide guidance on future needs and system expansion. This process would develop, distribute, and collect transit user surveys to measure the need for transit service and ensure adequate frequency of transit services. Assess and collect demographic data (when available) to identify the most distressed areas of the region (economic distress, low availability, etc.) and target transit programs to these areas on a priority basis.
4. Assist with the expansion of on-demand transit services in the region and enhance coordination between various providers.
5. Add curb ramps to crosswalks where needed.
6. Map the locations of major employment centers, including existing and proposed developments, and identify types of transportation available.
7. Increase access to bicycle and pedestrian facilities within ½ of a mile to recreational areas or downtowns.
8. Document locations and conditions of current freight routes.
9. Hold joint meetings between the rail, freight community, and public transportation agencies.
10. Track the increase in households or jobs to TAZ to identify potential employment and residential growth areas.
11. Encourage public acquisition of abandoned rights-of-way to permit multi-modal use of these properties.
12. Ensure that when feasible any transportation improvements consider multimodal issues during planning and design phases, including bicycle and pedestrian improvements, multi-modal connections, etc., and provide for travel across or around physical barriers, and/or improve continuity between districts.
13. Include bicycle racks at education facilities, health facilities, major employment areas and activity centers.
14. Develop a system to collect and monitor changes in population, residential areas, employment, and major employers by Traffic Analysis Zone (TAZ).
15. Assess and collect demographic data (when available) to identify the most distressed areas of the region (economic distress, low availability, etc.) and target transit programs to these areas on a priority basis.
16. RTPO partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and people with disabilities, and that promotes active lifestyles and cohesive communities.

Goal 2: Awareness, Education, and Cooperation Process

Create effective transportation partnerships and cooperative processes that encourage citizen participation to enhance awareness of the needs and benefits of the transportation system.

Objective

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

Policies

1. Participate in state, regional, and local committees regarding regional transportation issues.
2. Undertake studies (when needed) to address emerging transportation needs through cooperation, participation and initiation with relevant regional agencies and affected parties.
3. Educate key stakeholders, businesses, local leaders and the public on the purpose and function of CORTPO.
4. Annually review the Public Participation Plan.
5. Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems to help inform sound planning decisions.
6. Facilitate the dissemination of training materials such as webinars and programs.
7. Develop methods to track the implementation of projects and regularly update the public on the status of projects, programs, and finances.
8. Engage the public in workshops, public hearings, surveys, and other methods to encourage awareness and participation.
9. Educate the public and elected officials, to increase public understanding of both the options and the constraints of transportation alternatives
10. Educate the driving public about the rights of bicyclists, while also educating bicyclists about the responsibilities of cycling.
11. Identify and implement techniques to eliminate barriers to public engagement in the region.
12. Coordinate with local and state partners to identify type, frequency and responsibility of data collected and maintained. Develop procedures to identify data needs, collection, and distribution process.

Goal 3: Community

Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations, and promote a regional transportation system that contributes to communities' livability sustainability.

Objectives

1. Improve or expand the multi-modal transportation system to meet the needs of the community and underrepresent population.
2. Increase access to ensure all residents have the capability of moving affordably between where they live, work, play, and get services using transportation options that promote a healthy lifestyle.
3. Plan and design new expanded transportation projects while preserving historical, cultural, and natural environments, and underrepresented communities.

Policies

1. Support transportation projects serving already-developed locations of residential or commercial/industrial activity.
2. Design the transportation network to protect cultural, historical, and scenic resources, community cohesiveness, and quality of life.
3. Increase the number of quiet zones, especially around residential areas.
4. Coordinate with local and tribal governments on the placement of regionally significant developments.
5. Maintain local and state support for the general aviation airports that serve the region.
6. RTPO partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and people with disabilities, and that promotes active lifestyles and cohesive communities.
7. Assist in the development of main street designations.
8. Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.
9. Promote the use of alternative fuels and technologies in motor vehicles, fleet, and transit vehicles.

10. Increase air quality awareness to educate residents on the importance of using alternative transportation to decrease air pollution and inform at-risk populations when air quality days are poor.
11. RTPO partners will avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects to the region's under-represented communities

Goal 4: Economic Vitality

The transportation system will support and improve the region's economic vitality by providing access to economic opportunities, such as industrial access, recreational travel, tourism, and enhancing inter-modal connectivity.

Objectives

1. Improve multi-modal access to employment concentrations within the region.
2. Support transportation projects that promote economic development and job creation.
3. Invest in a multi-modal transportation system to attract and retain businesses and residents.
4. Support the region's economic competitiveness through the efficient movement of freight.

Policies

5. Prioritize transportation projects that serve major employment areas, activity centers, and freight corridors.
6. The RTPO will coordinate with other agencies planning and pursuing transportation investments that strengthen connections to support economic vitality.
7. Emphasize improvements to the major truck freight corridors.
8. Encourage the railroad industry to upgrade and/or expand the freight and passenger rail infrastructure.
9. Continue to coordinate transportation planning with adjoining counties, regions, and councils of government for transportation needs and improvements beyond those in our region.
10. Work with area employers and stakeholders to develop a database and map identifying transportation needs.
11. Locate employment and industry hubs in the region and calculate expected growth, if applicable, to ensure adequate transportation services are provided for the future.
12. Provide resources discussing how to capitalize on tourism destinations within districts.

Goal 5: Finance and Funding

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

Objective

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

Policies

1. Maximize local leverage of state and federal transportation funding opportunities.
2. Increase private sector participation in funding transportation infrastructure and services.
3. Encourage multi-year capital improvement planning by local, county and state officials that include public participation, private sector involvement, coordination among districts and modes, and fiscal constraint.
4. Assist districts in identifying and applying for funds that enhance or support the region's transportation system.

Goal 6: Maintenance and Preservation

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

Objective

Preserve, maintain and improve the existing streets, highway system, bikes, trails, sidewalks, and infrastructure. Better understand how we are using our infrastructure and assist in developing plans to disperse the daily impact on overused roadways.

Policies

1. Identify sources of transportation data and develop a procedure to collect the data and present it to the public.

2. Emphasize system rehabilitation and preservation.
3. Route construction traffic to roadways that are designated to accommodate their weight.

Goal 7: Safety and Security

The transportation system will safely and securely sustain people, goods, and emergency support services.

Objective

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

Policies

1. Collect and routinely analyze safety and security data by mode and severity to identify changes and trends.
2. Incorporate emergency service agencies in the transportation planning and implementation processes to ensure delivery of transportation security to the traveling public.
   Coordinate with local governments and other agencies to identify safety concerns and conditions. Also recommend projects to address key deficiencies. Coordinate county and regional actions with the Statewide Highway Safety Plan.
3. Improve the transportation infrastructure to better support emergency response and evacuations.
4. Assist in the designation of various corridors and development of procedures to provide for safe movement of hazardous materials.
5. Minimize the impacts of truck traffic on roadways not designated as local truck routes or regional goods movement corridors.
6. Collect and review incident data at rail crossings.
7. Collect and review motor vehicles accidents data and identify local trends.
8. Upgrade passively protected at-grade rail-highway crossings.
9. CORTPO partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the transportation system.
10. Adopt the best practices to provide and improve facilities for safe walking and cycling.
11. Facilitate coordination among emergency management and transportation agencies to improve county and regional planning for emergency management.
12. Support Oklahoma Department of Transportation in its plans to add and improve roadway shoulders to designated two lane highways.
13. Identify the best corridors for evacuation in the event of emergency situations. Those corridors will also be analyzed, and their maximum traffic capacity will be observed.
14. Provide resources for evacuations and emergency management procedures as well as pertinent, county specific, staff, and offices.
15. Mitigating storm water collection on roadway in event of heavy rain.

Goal 8: Bicycle and Pedestrian

Create safe, accessible, and convenient routes to schools and places of work that promote walking and biking as an alternative form of transportation that integrates well into the existing system.

Objectives

1. Ensure new facilities are built to American Association of State Highway and Transportation Officials (ASSHTO) design standards.
2. Improve and expand infrastructure for pedestrians, bicyclists, and people with disabilities.
3. Provide accessible and convenient non-motorized routes to destinations throughout the region such as schools, commercials areas, recreational facilities, education, major employment areas and activity centers.
4. Incorporate bicycle and pedestrian friendly designs into consideration for transportation improvement projects.
5. Minimize conflicts between pedestrians, bicyclists and vehicles while accommodating each type of travel.
6. Explore bicycle tourism potential in rural areas, where facilities permit.

Policies

1. Encourage public acquisition of abandoned rights-of-way to permit multi-modal use of these properties. Identify designated routes for use by non-motorized users.
2. Ensure that when any transportation improvements are feasible consider multi-modal issues during planning and design phases, including bicycle, pedestrian improvements, multi-modal connections, etc.
3. Develop and implement a regional bicycle and pedestrian network that provides for travel across or around physical barriers, and/or improves continuity between jurisdictions.
   Include bicycle racks at education facilities, health facilities, major employment areas, and activity centers.

Chapter 2

CORTPO Profile

CORTPO Region

A robust multi-modal transportation system allows industry to provide citizens with more employment opportunities across the CORTPO Region. The highway infrastructure system is a strength; the condition of the roads is adequate and forms a solid network of primary and secondary roads and access points. In addition, several state highways run through the region and bring in goods and people. Further, the rail network is also particularly strong in the region, with three Class 1 railroads and three Class 3 railroads operating in the area. The geographic position of the CORTPO Region is another significant strength of the region. Being strategically positioned between the two largest cities in the state (Oklahoma City and Tulsa), the region serves as a bedroom community for many who commute into larger cities. Located in Oklahoma, the CORTPO region is also strategically positioned to be in the central US, with access via trucking and rail to each case quicker than a noncentralized location. With much of the region being defined as rural and in areas with low utility costs and taxes, the cost of living is significantly less than nearby cities and regions.

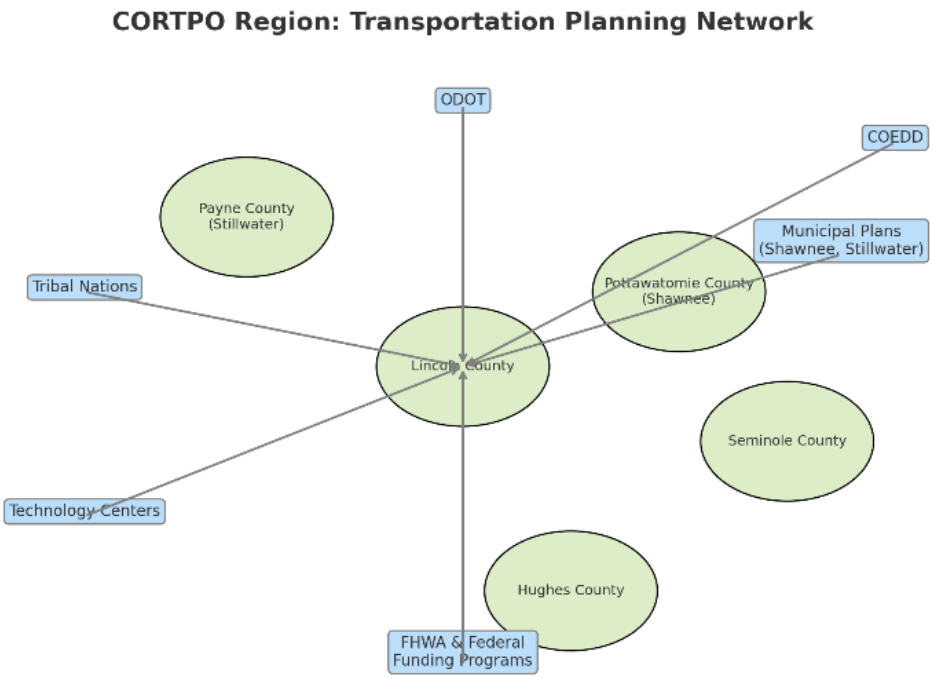
There is no denying the oil industry has had an incredible effect on the history of the region. That said, the CORTPO Region has battled population and business loss over the years and now has several stable, reliable, and growing communities. Stillwater and Shawnee, both county seats and holding Universities in their cities, are growth centers for the region. The region has also seen strong growth in a multitude of industries, including the transportation, healthcare, and government sectors. Educational attainment has risen in the region in the past 20 years, and the region holds a strong network of Technology Centers offering several different programs and certificates. While the region has benefitted from rapid infusions of oil money, encouraging growth in new and emerging sectors as well as improving the quality of life in the region are both primary goals of the CORTPO region moving into the future.

The Region includes 5,122.50 square miles (3,278,400 acres). The Region's diverse group of communities range from as few as 223 in Johnson, Pottawatomie County and to as much as 48,394 in Stillwater, Payne County. Each county has urban concentrations that serve as home to more dense development but also offer critical shopping, medical, and social services for the population.

All County Long Range Plans are available for download on the Strengthening Communities for a Better Tomorrow - Coedd website.

The State of Oklahoma Department of Transportation has several plans that cover a variety of subjects. By visiting Oklahoma Department of Transportation (345) you can look over the Active Living Plan (ATP), Carbon Reduction Strategy, Long Range Transportation Plan (LRTP), STIP, and SHSP.
The State's 2045 Long Range Transportation Plan, the Oklahoma Department of Transportation multimodal transportation system is vital to Oklahoma's future economic viability and competitiveness. The LRTP set a broad vision for the agency to "to provide a connected, multimodal transportation system that supports a thriving economy and improved quality of life for Oklahomans by providing for safe and efficient movement of people and goods." The ATP builds on the LRTP and provides a vision, policy framework, and partnership opportunities for providing and promoting safe and integrated active transportation options across the state.

The Federal Highway Administration (FHWA) determines policy guiding the implementation and evaluation of the SHSP. The SHSP describes the process, actions, and potential resources for implementing the strategies in emphasis areas prioritized by each state. FHWA has partnered with key stakeholders to reinforce a data-driven approach. This includes improving collaboration with a wide range of safety partners and providing transparency for the American public as states set goals, report on safety targets and, most importantly, save lives.



Graphic 2.1: CORTPO Region: Transportation Planning Network

Multiple municipalities in the COEDD Region are in the process or have approved plans. The City of Shawnee has approved the Achieve Shawnee Comprehensive Plan adopted in October 2021. In 2024 The City of Shawnee updated their plan. Pottawatomie County approved the Hazard Mitigation Plan for the years of 2021-2026. The Hazard Mitigation Plan encompasses all the communities; Asher, Bethel Acres, Brooksville, Earlsboro, Johnson, Macomb, Maud, McLoud, Pink, St. Louis, Shawnee, Tecumseh, Tribbey, and Wanette.

The City of Stillwater's Capital Improvement Plan is a five year which directs development and improvement projects. Using creative approaches and community input to develop projects that

move Stillwater forward, the Community Improvement Program focuses on addressing our community's infrastructure needs, including streets, stormwater drainage, parks, trails, open spaces, city buildings, water, wastewater, electric utilities, technology, and public safety radio system upgrades.

The Pawnee Nation completed a Strategic Direction and Action Plan with assistance from Oklahoma State University and Meridian Technology Center. The plan is online at Planning & Tribal Development | Pawnee Nation.

The CORTPO region is in the east central of the State of Oklahoma. The Region includes 7 counties: Pawnee County, Payne County, Lincoln County, Pottawatomie County, Seminole County, Hughes County, and Okfuskee County. The Region hosts 93 municipalities and 7 Conservation Districts. 12 Colleges, Universities, and Technical Schools: Pawnee Nation College, Oklahoma State University, Boon Pickens School of Geology, Oklahoma State School of Hospitality and Tourism, Northern Oklahoma College of Nursing Division, Meridian Technology Center, Langston University, Family of Faith Christian University, Gordon Cooper Technology Center, Oklahoma Baptist University, Seminole State College, Rural Community College Alliance.

The CORTPO District has been impacted by several events throughout history and reflects many of the same characteristics as the state. Around the 1900's the CORTPO area land belonged to Indian Territory and contained many tribes, the largest being Creek Nation. In 1903, the land was opened for sale, with many of the Indian owners' selling to purchasers who were small farmers trying to make a living.
In the early 1920's oil was found in the region's borders and the economy of the region "boomed". For a brief time, Seminole County accounted for 1/3 of all oil produced in the world. With a booming economy, in the 1930's, the population peaked at 360,283 people (about half the population of Vermont). With over production of oil nationally, the area subsided and entered a "bust" cycle, as people who

were in search of new jobs and began to migrate out. The region lost more than 150,000 people in a 30-year span, and today, after a slow recovery of population, it currently reaches 250,000 people. There is no denying the oil industry has had an incredible effect on the history of the region. That said, the CORTPO Region has battled population and business loss over the years and now has several stable, reliable, and growing communities. Stillwater and Shawnee, both county seats and holding Universities in their cities, are growth centers for the region.

The region has also seen sturdy growth in many industries, including transportation, healthcare, and government sectors. Educational attainment has risen in the region in the past 20 years, and the region holds a strong network of Technology Centers offering several different programs and certificates. While the region has benefitted from rapid infusions of oil money, encouraging growth in new and emerging sectors as well as improving the quality of life in the region, are both primary goals of the CORTPO region moving into the future. The Region includes 5,122.50 square miles (3,278,400 acres). The Region's diverse group of communities range from as few as 223 in Johnson, Pottawatomie County and to as much as 48,394 in Stillwater, Payne County. Each county has urban concentrations that serve as home to more dense development but also offer

critical shopping, medical, and social services for the population.[6]

Chapter 3

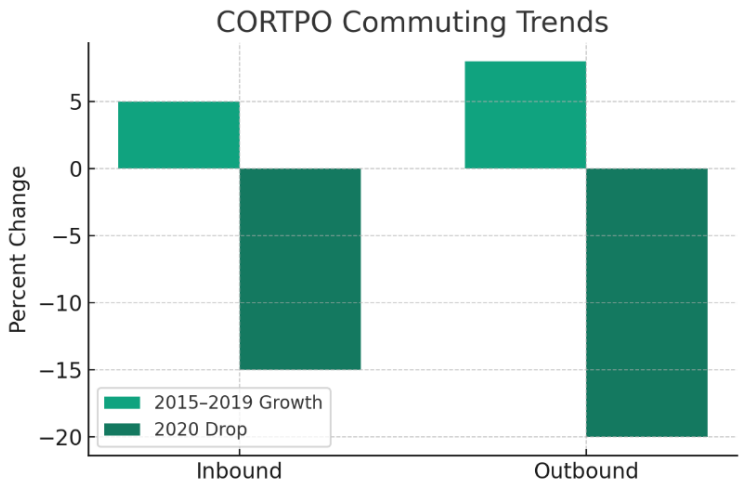
Key Issues, Challenges, and Trends

The CORTPO region is undergoing significant transformation in its transportation landscape, shaped by changing commuter patterns, population shifts, and infrastructure limitations. These changes present both challenges and opportunities that require thoughtful, long-term planning.

Commuting Patterns

Commuting trends in the CORTPO region reveal a high number of outbound workers compared to inbound commuters. This is primarily due to the region's proximity to the larger metropolitan areas of Oklahoma City and Tulsa, which offer expanded employment opportunities. Between 2015 and 2019, both inbound and outbound commuting gradually increased, with outbound commuting rising at a faster rate.

However, in 2020, both categories saw a sharp decline. This drop is largely attributed to the COVID-19 pandemic, which prompted a widespread shift to remote and work from home arrangements, prompting employers across the country to reevaluate traditional workplace structures.



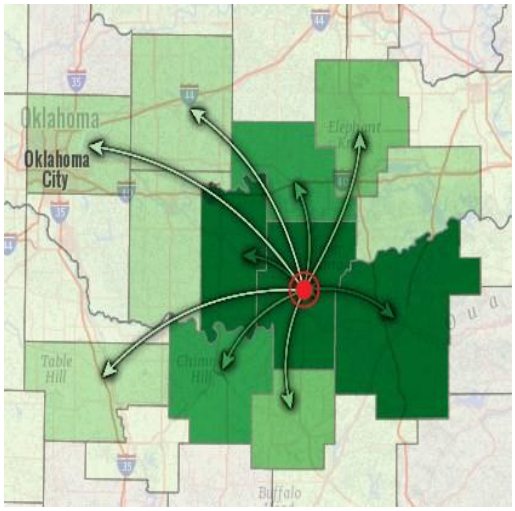
Graph 3.1 CORTPO Commuting Trends

[6] ODOT LRTP 2025-2045/ ODOT ATP/ ODOT CRP/ ODOT STIP/ ODOT SHSP

CORTPO Commuting Patterns			
Year	Inbound	Outbound	Net Outflow
2024	13,775	36,248	-22,473
2029	14,735	38,784	-24,049
2034	15,763	41,796	-25,733
2039	16,854	44,396	-27,542
2044	18,029	47,501	-29,472

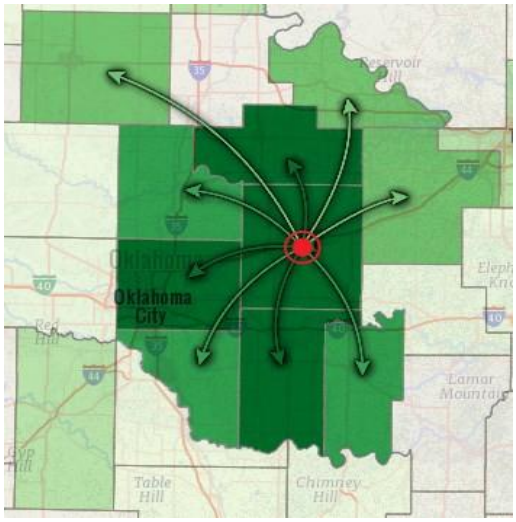
Table 3.2 Commuting Patterns

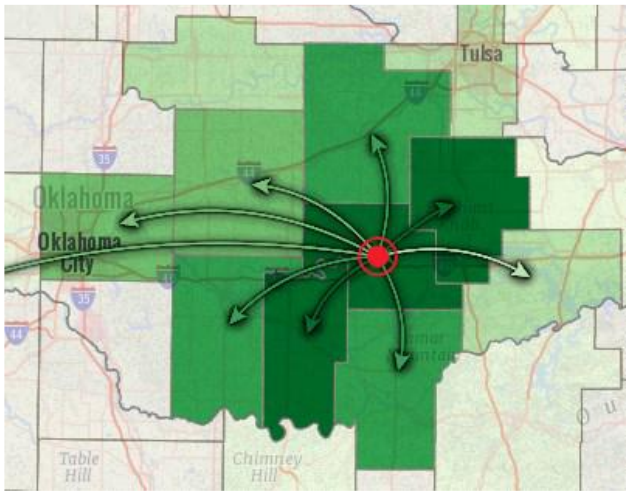
Commuting Maps per County



Hughes County Commuting Patterns to:
Pittsburg-100
Coal County-10
Pontotoc-95
Garvin-4
Seminole-145
Pottawatomie-4
OKC-4
Lincoln-4
Okfuskee-65 Okmulgee-35

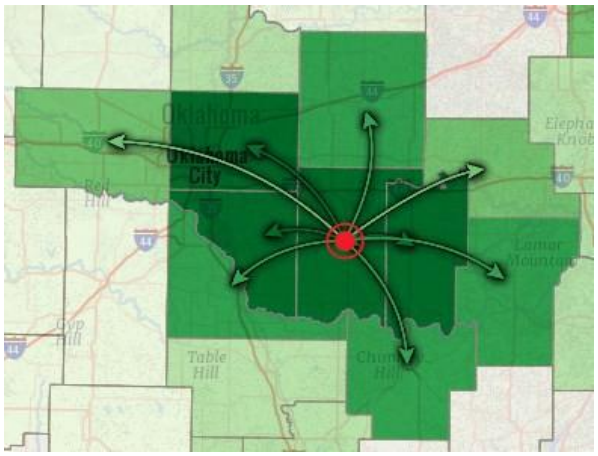
Lincoln County Commuting Patterns to:
Pottawatomie-635
Seminole-55
Cleveland-30
Oklahoma-960
Logan-30
Garfield-20
Payne-375
Pawnee-20
Creek-20

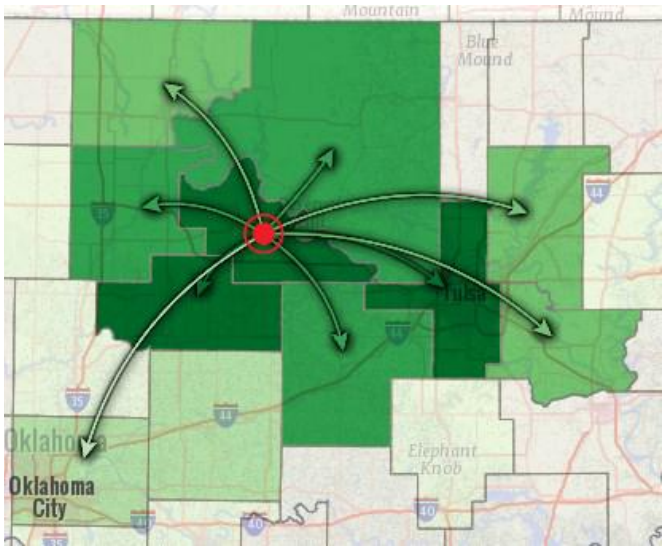




Okfuskee County Commuting Patterns to:
Hughes– 55
Seminole– 75
Pottawatomie-55
Lincoln-20
Oklahoma-10
Kiowa-10
McIntosh-4
Okmulgee-110
Creek-30

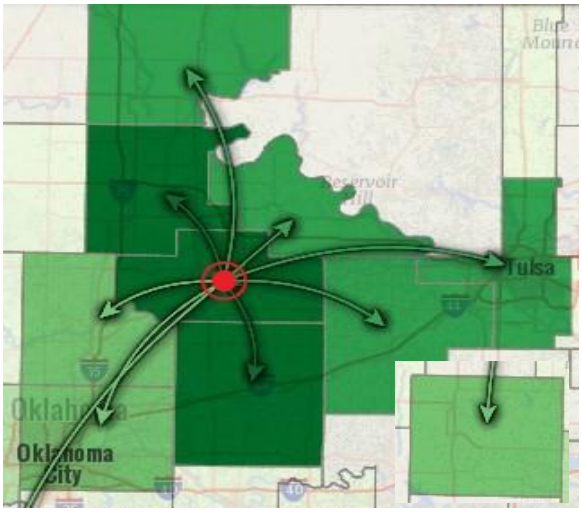
Pottawatomie County Commuting Patterns to:
Cleveland-245
McClain-50
Canadian-25
Oklahoma-1935
Lincoln-165
Okfuskee-40
Hughes-50
Seminole-290

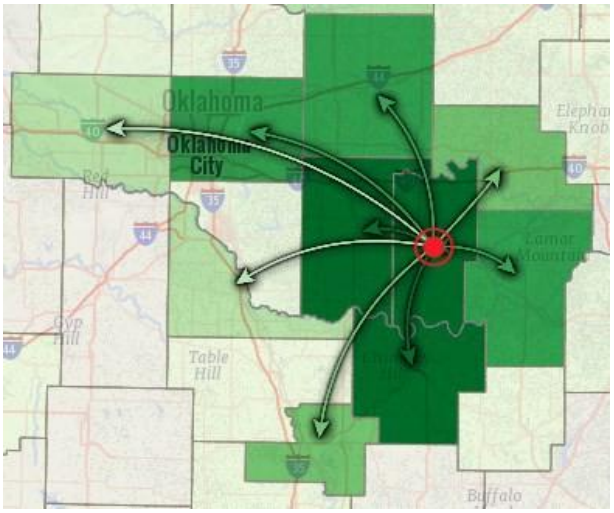




Pawnee County Commuting Patterns to:
Kay-15
Osage-55
Noble-40
Payne-220
Oklahoma-4
Creek-110
Tulsa-770
Roger-20
Wagoner-10

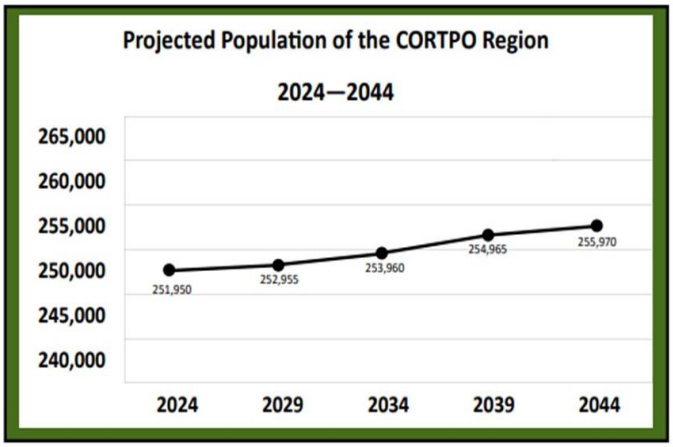
Payne County Commuting Patterns to:
Stephens-25
Oklahoma-25
Logan-30
Lincoln-145
Creek-95
Tulsa-65
Pawnee-40
Noble-280
Kay-95





Seminole County Commuting Patterns to:
Hughes-140
Okfuskee-30
Lincoln-50
Oklahoma-45
Canadian-4
Pottawatomie-505
McClain-4 /Murray-10 /Pontotoc-220

Graphic 3.3 Projected Population of the CORTPO Region



Population and Migration Trends

Migration significantly impacts a region's economic potential, workforce supply, and demand for transportation services. Smaller, rural counties within the CORTPO region have generally experienced population gains, while counties located near large metropolitan areas have seen net losses.

Between 2015 and 2020, the CORTPO region's population grew modestly by 0.7%, largely due to an increase of approximately 2,000 residents from 2019 to 2020. Despite the slow growth in recent years, projections indicate a more robust increase of 3.0% (7,839 residents) from 2020 to 2025. This growth

outpaces Oklahoma's projected statewide growth rate of 1.87% over the same period promising sign for the region, especially when contrasted with population declines expected in many rural counties across the state and nation.

Payne County, the most populous in the region, accounts for 32.3% of the total population and is projected to lead future growth with an estimated 5,435 new residents (a 7% increase). Together, Payne and Pottawatomie counties make up over 60% of the region's population and are expected to account for more than 90% of the total projected growth. In contrast, four counties experienced population losses between 2015 and 2020, with Seminole County anticipated to continue its decline through 2025.

Projected Population Change, 2025 to 2045

Geography	2025 Population	2045 Population	Absolute Change	% Change
CORTPO Region (7 counties)	257,135	262,450	+5,315	+2.1%
State of Oklahoma	4,005,315	4,279,804	+274,489	+6.9%

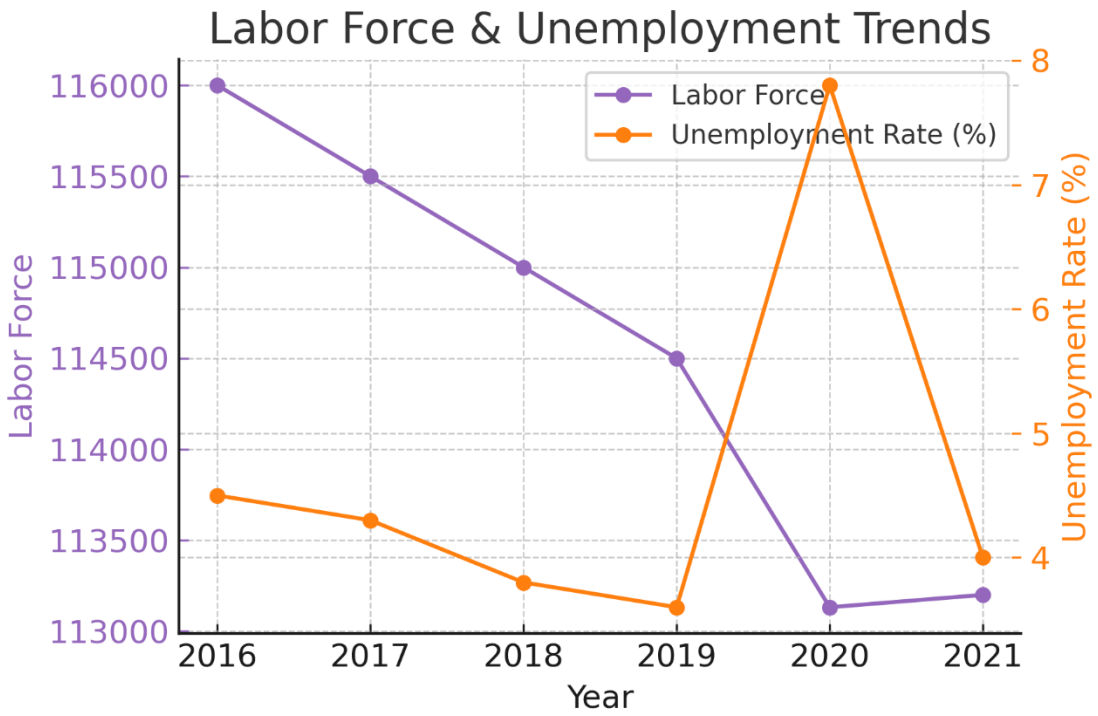
Table 3.4 Projected Population Change

Source: Oklahoma Department of Commerce, State Data Center — Oklahoma State and County Population Projections Through 2070.

Interpretation:
Between 2025 and 2045, the CORTPO Region is projected to experience modest growth of just over 5,300 residents (2.1%), while the State of Oklahoma grows by nearly 275,000 residents (6.9%). This suggests that the region's growth will lag behind the state average, emphasizing the need for targeted strategies to retain and attract population through economic development, transportation investment, and quality-of-life improvements.

Labor Force Trends

As of 2020, the labor force in the CORTPO region totaled 113,132. Since 2016, the labor force has seen a gradual decline, consistent with national aging trends. While employment remained relatively stable in recent years, it dropped significantly in 2020 due to the economic impact of COVID-19. Contributing factors to the labor force decline include an aging population, youth outmigration, and limited access to jobs in some rural areas.



Graphic 3.5 Labor Force & Unemployment Trends

Transportation Access and Mobility Challenges

Limited access to public transportation continues to be a major challenge in the CORTPO region. Rural residents often face isolation from economic opportunities, public services, and social activities due to inadequate transportation options. The region currently relies on 14 point-to-point transit providers and only one fixed-route bus system.

With an average commute time of 22 minutes and approximately 2% of residents enduring “super commutes” of over 90 minutes, the lack of efficient regional mobility options presents significant barriers. While the average household has access to two vehicles, poverty estimated at 22% regionally means many families have limited or no vehicle access.

Cross-county public transit remains minimal, contributing to continued poverty, workforce limitations, and social isolation. The absence of integrated transportation solutions across jurisdictional boundaries hinders economic mobility and growth.

Chapter 4

Public Participation and Plan Development

Purpose

The purpose of public participation in the Long-Range Transportation Plan (LRTP) is to ensure that citizens, affected organizations, and other interested parties are actively involved in shaping the transportation future of the CORTPO region. Public involvement is essential to building a transparent, equitable, and representative planning process that meets or exceeds the requirements of the Fixing America's Surface Transportation (FAST) Act, MAP-21, and all relevant federal regulations.

CORTPO's public engagement process is designed to:

- Provide access to draft and final plans, programs, and supporting materials.
- Offer meaningful opportunities for public input at each major phase of plan development.
- Promote participation from underserved and underrepresented communities.
- Inform decision-making by incorporating community feedback.

Planning Factors

Federal law requires that the transportation planning process consider the following factors:

- Supporting economic vitality and global competitiveness.
- Increasing safety and security for all transportation users.
- Improving accessibility and mobility of people and freight.
- Protecting the environment, promoting energy conservation, and improving quality of life. Enhancing integration and connectivity across all modes.
- Promoting efficient system management and operation.
- Emphasizing preservation of the existing system.

CORTPO's Public Participation Plan (PPP)

CORTPO first adopted its Public Participation Plan (PPP) in 2010, with the most recent update approved in June 2025. The PPP provides a framework for engaging the public through:

- Surveys (digital and paper).
- Public meetings and workshops.
- Direct engagement through email and phone.
- Social media and website updates.

The PPP ensures compliance with public outreach requirements and helps foster two-way communication between CORTPO and the region's residents, businesses, and stakeholders. Regional elected officials were included in this process through targeted outreach and stakeholder engagement activities.

Picture 4.1 Shawnee Touch a Truck Event, hosting the ROC Bus

Digital and Event-Based Outreach

CORTPO maintains a public-facing website and active social media platforms, which host:

- Announcements of public meetings and events.
- Transportation updates.
- Access to reports and surveys.
- Channels for submitting public comments.

CORTPO staff participated in numerous outreach events, including:

- Shawnee Touch a Truck, featuring the ROC bus.

- Tecumseh Walking Audit.
- Events with organizations such as AARP, Oklahoma Workforce, Cops and Kids, local Rotary Clubs, school districts, coalitions, and the Oklahoma Hospital Association.
- Woody Guthrie Days
- Pottawatomie Community Health Coalition monthly meetings
- Payne County Health Coalition meetings
- Pawnee County Health Coalition meetings
- City of Yale community meeting for public input
- City of Okemah senior community meeting

These events allowed CORTPO to speak directly with residents about transportation safety, infrastructure challenges, and planning priorities. This face-to-face engagement has proven especially valuable in rural areas where digital access may be limited.[7]

Survey and Feedback Tools

CORTPO conducted a region-wide transportation survey using SurveyMonkey, promoted through the website, Facebook page, and paper distribution. The results of this survey are included below in the Summary of Public Survey Results.

Public engagement tools included:

- Visualization techniques (infographics, maps, fact sheets).
- Use of photography and digital media.
- Open access documents and displays at public libraries, DHS offices, community centers, courthouses, chambers of commerce, and senior centers.

Environmental Justice, ADA, and Title VI Compliance

CORTPO is committed to observing:

- Executive Order 14148, 14151, and 14154,
- Title VI of the Civil Rights Act of 1964,
- Americans with Disabilities Act (ADA),
- Section 504 of the Rehabilitation Act.

To ensure equity:

- Title VI brochures and language translation cards are made available at all meetings and events.
- Public meetings are ADA-compliant.
- LEP (Limited English Proficiency) accommodations are available on request.

Limited English Proficiency Plan (LEP)

CORTPO adopted a LEP Plan in 2022, with its latest update in June 2025. The plan includes:

- Identification of non-English speaking populations (via U.S. Census ACS data).
- Procedures to provide reasonable language accommodation.

[7] 23 CFR Part 450 – Planning Assistance and Standards/ Map-21 (2012) and FAST Act (2015)

- Availability of “I speak” cards for use at events.
- A Four-Factor Analysis to determine the need for translation services.

LEP and PPP plans are reviewed in tandem to evaluate:

- Population changes.
- Encounter rates of LEP individuals.
- Language-specific needs.
- Availability of resources and staffing.
- Plan effectiveness and compliance with federal guidance.

Participation Metrics and Evaluation

Effective public participation includes:

- Clear purpose and objectives.
- Identification of affected stakeholder groups.
- Diverse engagement techniques.
- Regular updates to communities on plan progress.
- Education strategies to build understanding of transportation issues.
- Feedback mechanisms to improve the process over time.

These efforts ensure that early and continuous public involvement guides planning development and decision-making at key stages, including:

- Vision and goals formation.
- Project prioritization.
- Review of draft strategies.
- Evaluation of final recommendations.

Coordination with Local Governments and Stakeholders

CORTPO maintained open communication with local governments, tribal governments, and regional agencies through:

- Direct emails and phone outreach.
- Planning reviews and advisory meetings.
- Updates shared through newsletters and digital platforms.

Plan development began with a review of existing local and regional goals to maintain alignment with other planning documents and initiatives.[8]

Conclusion

CORTPO’s Public Participation and Plan Development strategy exemplifies a comprehensive, transparent, and equitable approach to transportation planning in a predominantly rural region. As CORTPO continues to grow its outreach capacity through in-person events, digital platforms, and new

[8] Title VI of the Civil Rights Act of 1964/ Executive Order 13166 (Improving Access to Services for Person with Limited English Proficiency, 2000)/ FHWA Title VI/LEP Guidance/ ACS Data Analysis/ 23 CFR ~450.316)

partnerships, it remains committed to ensuring that all communities have a voice in shaping the future of regional transportation.

Summary of Public Survey Results

To support development of the Long-Range Transportation Plan (LRTP), CORTPO conducted a regional transportation survey designed to gather community input on travel habits, transportation needs, and priorities for future investment. The survey was available both online and in paper format and was promoted through the CORTPO website, social media, and community outreach events. The feedback gathered provides valuable insights into current transportation patterns and public opinion throughout the region.

Travel to Work

A strong majority of respondents, 91%, reported that they drive to work, either alone or in a carpool. Modes such as walking, using public transportation, or other forms of travel accounted for just 2.7%, and no respondents reported commuting by bicycle. This result reflects the rural nature of the region, where limited access to transit and long distances between destinations make active or alternative transportation more challenging.

Despite the dominance of driving, most respondents 63% indicated they would consider increasing walking or biking as part of their commute or daily travel if conditions improved. This highlights an opportunity for future investment in active transportation infrastructure such as sidewalks, trails, and bike lanes.

Travel Outside of Work

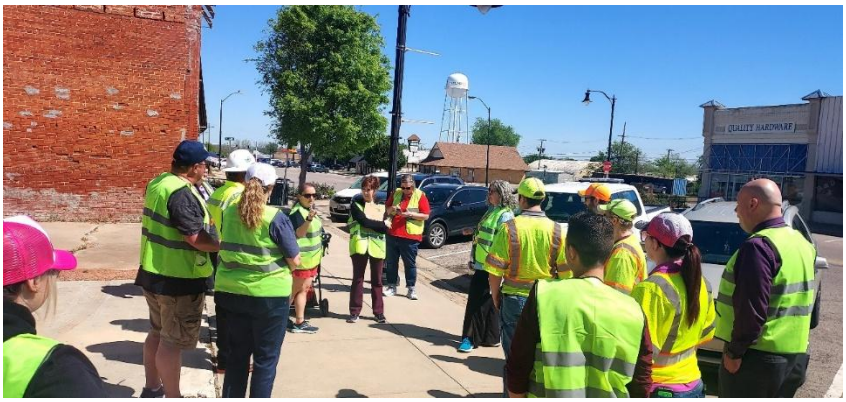
Respondents were also asked about their weekly travel mileage for non-work trips, such as errands, shopping, and medical appointments. Responses showed a wide range of travel distances, indicating varied access to essential services and amenities:

- 32.4% travel more than 50 miles per week for non-work purposes.
- 24.3% travel between 31 and 50 miles per week.
- 18.9% travel 11 to 20 miles per week.
- Smaller percentages reported traveling 21 to 30 miles (10.8%), 2 to 10 miles (1.8%), or less than 1 mile (2.7%) per week.

These numbers underscore the importance of regional connectivity and the need for reliable transportation options across longer distances, particularly for rural residents who may live far from essential services or employment opportunities.

Transportation Barriers and Employment

Transportation access also has a direct impact on employment. Notably, 10% of respondents stated that they had lost or quit a job at some point due to a lack of reliable transportation. This finding reinforces the need for expanded mobility options, especially for individuals without access to a personal vehicle.



Picture 4.2 Tecumseh Walking Audit

Public Priorities for Transportation Investment

Survey participants were asked to rank transportation investment priorities. The results reflect a strong preference for maintaining and enhancing core infrastructure and expanding mobility options:

1. Maintenance of existing roadways and bridges
2. Public Transit
3. Active Transportation (walking, biking)
4. Connections to state and U.S. highways
5. Improved signage and traffic signals
6. Support for economic development
7. Reducing traffic congestion
8. Environmental protection
9. Re-evaluating existing speed limits

Prioritization suggests that while road maintenance remains the top concern, there is clear public interest in diversifying the transportation system to include transit and active modes, even in a primarily rural context.[9]

[9] 23 CFR ~450.316/ FAST Act (2015)/ MAP-21 (2012)/ FHWA Public Involvement Guidance/ CORTPO LRTP Survey Results

Chapter 5

Community Impact on Populations

The nine-community impacts on populations considered in this plan are:

1. Racial minority populations (non-Hispanic):
   - Black or African American
   - Asian
   - American Indian or Alaskan Native
   - Native Hawaiian or Other Pacific Islander
   - Some Other Race: Two or More Races
- Hispanic/Latino ethnicity origin populations
- Limited English Proficiency (LEP) populations
- Elderly populations (65+)
- Young populations (17 and under)
- Populations with a disability
- Low-income households (income less than $39,999)
- Single female-headed households with children under 18

Zero-vehicle households

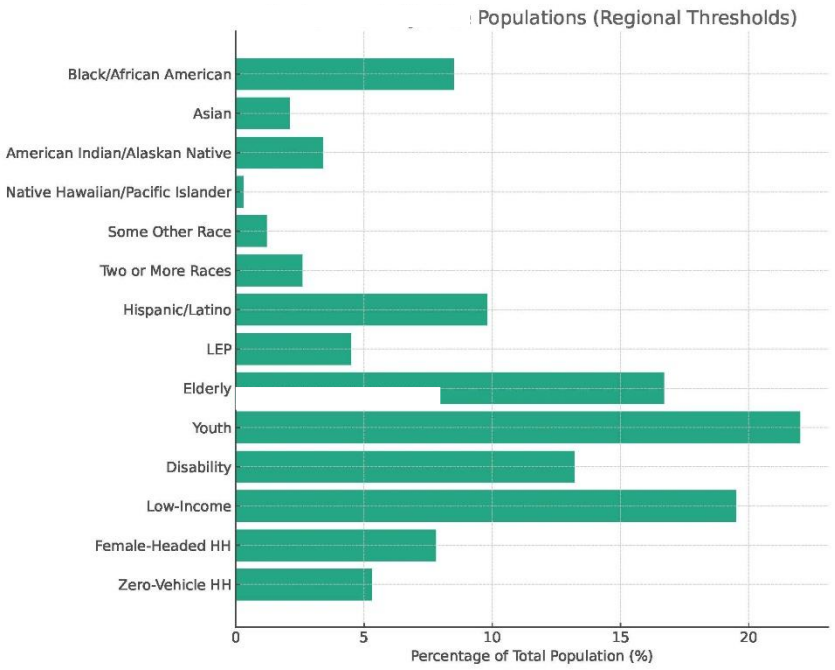
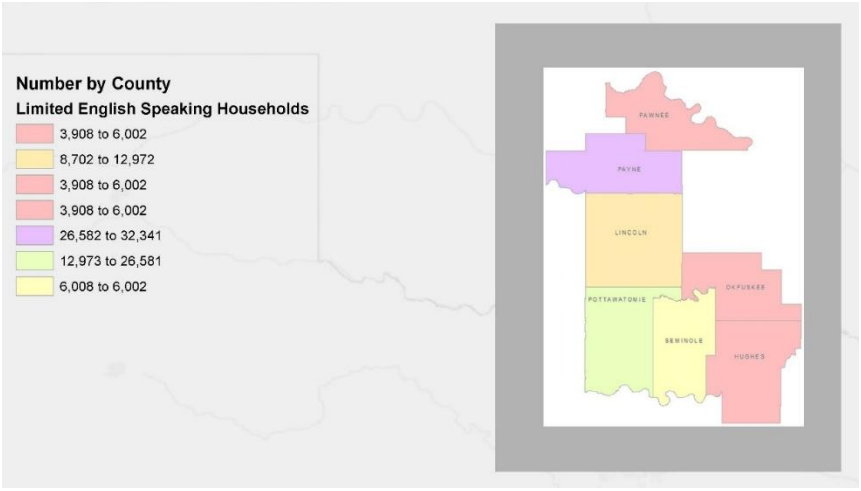


Table 5.1 Population (Regional Threshold)

Map 5.2 LEP per County

Legal Compliance

Limited English Proficiency (LEP) Access a USDOT funding recipient, CORTPO ensures meaningful language access for LEP individuals per Title VI requirements. The LEP Policy, approved in August 2021 and updated in November 2022, guides the assessment and provision of language services based on demographic thresholds and community needs.



Chapter 6

Tribal Consultation

CORTPO recognizes the sovereign status of Tribal Nations and prioritizes meaningful consultation and collaboration with Tribal governments in transportation planning and decision making.
The following Nations and Tribes are located within or adjacent to the CORTPO region:

- Citizen Potawatomi Nation
- Seminole Nation
- Absentee Shawnee Tribe
- Alabama-Quassarte Tribal Town
- Sac & Fox Nation
- Muscogee (Creek) Nation
- Iowa Tribe
- Kialegee Tribal Town
- Kickapoo Tribe
- Pawnee Nation
- Thlopthlocco Tribal Town

CORTPO has actively engaged with these Tribal Nations through conferences, board meetings, and regular communication. These efforts have fostered relationships built on trust, mutual respect, and shared goals. Through these partnerships, CORTPO and Tribal representatives have exchanged data, coordinated documents, and explored opportunities for collaboration especially in grants, transportation planning, and shared infrastructure needs.

Key Planning Challenges Identified by Tribal Transportation Plans

1. **Incompatibility of Tools:** Existing planning analysis tools often do not reflect the unique contexts, priorities, or needs of Tribal communities.
2. **Unclear Value:** The benefits of planning in supporting transportation project selection and delivery are not always clearly defined for Tribal communities.

CORTPO's Collaborative Approach

In response to these challenges, CORTPO is working to align regional planning efforts and tools with Tribal transportation plans. Recognizing the diversity of geography, population, and governance capacity among Tribal communities, this effort focuses on analyzing the full transportation project development lifecycle from planning through design, construction, and maintenance.

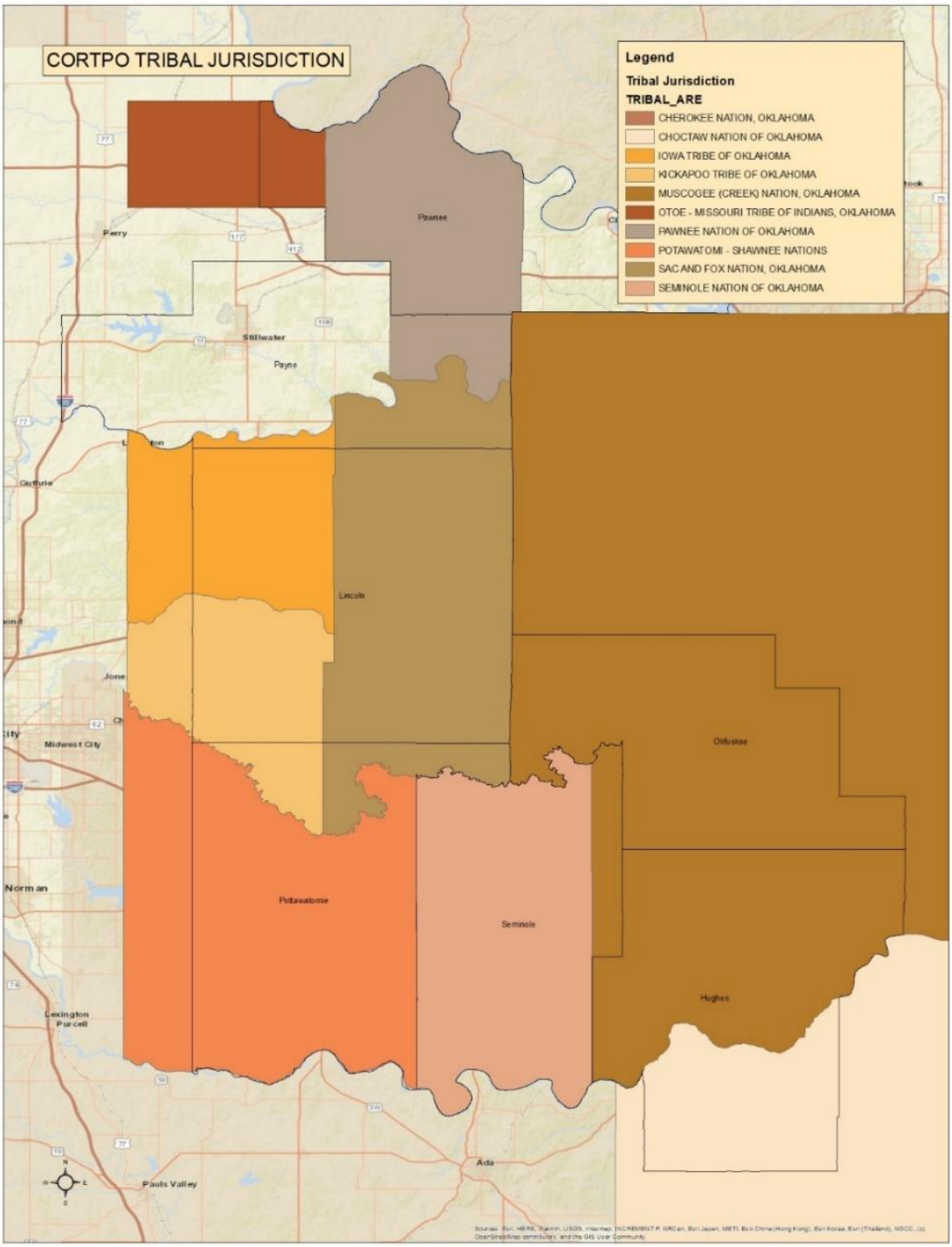
Goals of Tribal Planning Collaboration

- **Align tools with Tribal needs:** Customize planning tools and data to be relevant and practical for use by Tribal planners.
- **Promote implementable plans:** Ensure long-range transportation plans are realistic and actionable by Tribal staff.
- **Bridge planning to project delivery:** Strengthen the connection between long-range plans and on-the-ground transportation improvements.

Graphic 6.1 CORTPO – Tribal Consultation Goals

CORTPO remains committed to ongoing consultation, respectful collaboration, and capacity-building with Tribal Nations as an integral part of a more inclusive and effective transportation planning process.[10]

[10] 23 CFR ~450.210(b)/ 23 CFR ~450.316(c)/ Executive Order 13175 (2000) Consultation and Coordination with Indian Tribal Governments/ FHWA Tribal Consultation Overview/

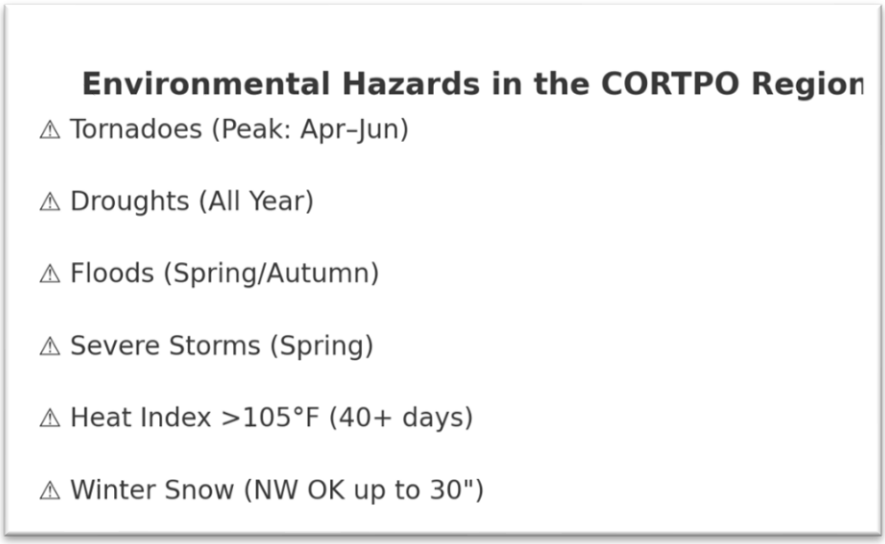


Map 6.2 CORTPO Region Tribal Jurisdiction

Chapter 7

Environment

The CORTPO region is in Eastern Central Oklahoma. Oklahoma's climate ranges from humid subtropical in the east to semi-arid in the west. Warm, moist air moving northward from the Gulf of Mexico often exerts much influence, particularly over the southern and eastern portions of the state, where humidity, cloudiness and precipitation are resultantly greater than in western and northern sections. Summers are long and usually quite hot. Winters are shorter and less severe than those of the more northern Plains states. Periods of extreme cold are infrequent, and those lasting more than a few days are rare. Heat index values of 105 degrees Fahrenheit or greater occur more than 40 times per year in the far southeast and less than 10 times per year in the far northwest. Years without 100 degrees Fahrenheit temperatures are rare, ranging from about one of every seven years in the eastern half of the state to rarer in the west. The average annual precipitation ranges from about 17 inches in the far western panhandle to about 56 inches in the far southeast. Only the summer months of July and August see a substantial relaxation of this distribution. The character of precipitation also varies by season. Wintertime precipitation tends to be widespread, stratiform in nature, and tied exclusively to synoptic-scale systems.



Graphic 7.1 CORTPO Environmental Hazards

Rainfall is the dominant precipitation type during winter for all but the Oklahoma panhandle. Summertime precipitation is convective, produced by individual thunderstorms and thunderstorm complexes. The transition seasons of spring and autumn offer both convective and stratiform precipitation. A sizable portion of the state's precipitation during the transition seasons is associated with systems of severe thunderstorms. Average annual snowfall increases from less than two inches in the extreme southeast to 30 inches in the western panhandle. The frequency of snow events also increases sharply along the same gradient. Locations in southeast Oklahoma have gone several years between events, while northwestern Oklahoma typically records several events in one winter.

Floods of major rivers and tributaries may happen during any season, but they occur with greatest frequency during those spring and autumn months associated with greatest rainfall. Flash flooding of creeks and minor streams remains a grave concern, especially in urban and suburban areas, where development and removal of vegetation have increased runoff.

Drought is a recurring part of Oklahoma's climate cycle, as it is in all the Plains states. All of Oklahoma's usable surface water comes from precipitation that falls within the state's borders. Drought in

Oklahoma is tied entirely to local rainfall patterns. Drought episodes can last from a few months to several years. Those that last a few months can elevate wildfire danger and impact municipal water use. Seasonal droughts can occur at any time of the year, and those that coincide with crop production cycles can cause billions of dollars of damage to the farm economy. Multi-season and multi-year episodes can severely impact large reservoirs, streamflow, and groundwater.

On average, thunderstorms occur about 55 days per year in eastern Oklahoma, decreasing to about 45 days per year in the southwest. The annual rate increases to 60 days (about 2 months) annually in the extreme western panhandle. Late spring and early summer are the peak seasons for thunderstorms. December and January, on average, feature the fewest thunderstorms.

Frequent cold fronts, a favorable jet stream, and dry line development make springtime the preferred season for violent thunderstorms, although they can occur at any time of year. Severe weather threats during spring include squall lines, mesoscale convective systems, heat bursts, and rotating supercell thunderstorms that can produce exceptionally large hail, damaging winds, and tornadoes. Autumn marks a secondary severe weather season, but the relative frequency of supercell thunderstorms is much lower than during spring. Individual thunderstorms are common during the summer but tend to be less severe and shorter lived. These storms can produce locally heavy rain and hail.

Tornadoes are a particular hazard in Oklahoma and can occur at any time of year but are most frequent during springtime. Three fourths of Oklahoma's tornadoes occurred during April, May, and June. Severe weather can occur at any time of day, but the maximum frequency for severe weather is from mid-afternoon to sunset. About eighty percent of tornadoes are observed between noon and midnight Central Standard Time, with the peak hours being between 4:00 and 8:00 PM (Particulate Matter).

The annual average relative humidity ranges from about 60 percent in the panhandle to just over 70 percent in the east and southeast. On average, cloudiness increases from west to east across Oklahoma. The annual fraction of sunshine observed ranges from about 45 percent in eastern Oklahoma to 65 percent in the panhandle. These fractions are highest in the summer and lowest in the winter for all portions of the state.

Average annual lake evaporation varies from 48 inches in the extreme east to 65 inches in the southwest, numbers far exceed the average yearly rainfall in those areas. Evaporation and percolation into the soil expends about 80 percent of Oklahoma's precipitation. Prevailing winds are from the south to southeast throughout most of the state from the spring through autumn months. These prevailing winds typically are from the south to southwest in far western Oklahoma. The winter wind regime is roughly equally split between northerly and southerly winds.[11]

Sensitive and Protected Lands

Protected land areas include nature reserves, wilderness areas, national parks, and natural monuments. Protected land areas face threats such as pollution, air quality, and the human impact of tourism or development. Areas where development projects are controlled or limited.

[11] Oklahoma Climatological Survey (University of Oklahoma)/ National Weather Service (NWS) NOAA NWS Norman, OK Climate Data

Air Quality

Air quality in the CORTPO region is regulated under the Clean Air Act, which establishes the U.S.

Environmental Protection Agency's (EPA) authority to protect and improve the nation's air and the stratospheric ozone layer. Compliance with federal and state air quality standards is vital when planning transportation infrastructure, especially in areas with vulnerable populations or significant traffic volumes. Transportation projects in the region must consider fuel consumption, and impacts on sensitive areas.

Pollutant		Standard	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	8-hour	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead (Pb)		Primary and Secondary	Rolling 3 month average	0.15 µg/m³	Not to be exceeded
Nitrogen Dioxide (NO_2)		Primary	1-hour	100 ppb	98th percentile (3 yr avg)
		Primary and Secondary	Annual	53 ppb	Annual mean
Ozone (O_3)		Primary and Secondary	8-hour	0.070 ppm	Annual 4th-highest daily max 8-hr concentration (3 yr avg)
Particulate Matter	PM10	Primary and Secondary	24-hour	150 µg/m³	Not to be exceeded more than once per year (3 yr avg)
	PM2.5	Primary	Annual	12 µg/m³	Annual mean (3 yr avg)
		Secondary	Annual	15 µg/m³	Annual mean (3 yr avg)
		Primary & Secondary	24-hour	35 µg/m³	98th percentile (3 yr avg)
Sulfur Dioxide (SO_2)		Primary	1-hour	75 ppb	99th percentile of 1-hour daily max concentrations (3 yr avg)
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Table 7.2 National Ambient Air Quality Standards (NAAQS)

Chapter 8

Historic and Archaeological Resources

The Oklahoma Historical Society (OHS), established on May 27, 1893, by members of the Territorial Press Association, has played a pivotal role in preserving the state's cultural and historical heritage. In 1918, the OHS relocated to the Wiley Post Building, and in 2005, the Oklahoma History Center in Oklahoma City was opened to the public.

Archaeology works hand in hand with historical preservation, with numerous artifacts dating back over a thousand years discovered across Oklahoma. Within the CORTPO region, seven counties contain a total of 1,309 documented archaeological sites, emphasizing the importance of integrating historic preservation into all transportation planning and project development efforts.

Historic & Archaeological Resources in the CORTPO Region

Archaeological Resources

- The CORTPO region has **1,309 documented archaeological sites** across seven counties.
- Sites include prehistoric camps, rock shelters, burial grounds, and village sites, as well as historic era remains such as homesteads, trading posts, and transportation routes.
- Many of these sites are associated with **Indigenous cultures** that occupied the region long before statehood, including the **Caddoan, Wichita, and Plains tribes**, as well as relocated tribes such as the **Potawatomi, Kickapoo, Sac and Fox, Creek (Muscogee), and Seminole Nations**.
- Archaeological research in the region provides key insight into:
    - Migration and settlement patterns
    - Early agriculture and subsistence practices
    - Cultural transitions during European contact and forced removal

Historic Preservation

- Oversight: The Oklahoma Historical Society (OHS) and the State Historic Preservation Office (SHPO) coordinate preservation.
- National Register of Historic Places (NRHP) listings include:
    - Payne County**:** Historic districts in Stillwater, old schools, courthouses, and oil industry sites.
    - Lincoln County**:** Chandler Route 66 sites, early courthouses, and homesteads.
    - Pottawatomie County**:** Santa Fe Depot in Shawnee, Benson Park structures, downtown Shawnee district.
    - Seminole & Hughes Counties**:** Seminole Nation architecture, Wewoka civic buildings, oil boomtown remnants.
    - Okfuskee County: Okemah's downtown district, WPA era structures.
    - Okmulgee County**:** Muscogee (Creek) Nation capitol building, WPA stone bridges, Okmulgee Downtown Historic District.
- Numerous New Deal–era Works Progress Administration (WPA**)** buildings and bridges remain in use.

Tribal & Cultural Resources

- The CORTPO region overlaps with the jurisdiction of 11 federally recognized Tribal Nations:
    - Citizen Potawatomi Nation
    - Seminole Nation
    - Absentee Shawnee Tribe
    - Alabama-Quassarte Tribal Town
    - Sac & Fox Nation
    - Muscogee (Creek) Nation
    - Iowa Tribe
    - Kialegee Tribal Town
    - Kickapoo Tribe
    - Pawnee Nation
    - Thlopthlocco Tribal Town
- Each Nation maintains its own historic preservation offices and cultural resource management programs, which must be consulted for transportation projects.

Key Themes in the Region

- **Native History & Removal Era**
  - Many tribes were forcibly relocated to this region in the 1800s, leaving a layered landscape of tribal land, cemeteries, and cultural sites.
- **Transportation Heritage**
  - Historic highways (Route 66 in Lincoln & Pottawatomie Counties).
  - Early railroads that spurred settlement and economic growth.
  - Historic bridges and depots are still standing.
- **Oil Boom & Economic Development**
  - Seminole and Hughes Counties saw rapid growth in the 1920s oil boom, leaving behind worker housing, derrick sites, and company towns.
- **African American Settlements**
  - The region includes **historic All-Black towns** (e.g., Boley, Clearview, and others in Okfuskee & Hughes Counties). These communities played a vital role in African American history in Oklahoma.
- **New Deal Construction**
  - WPA and CCC projects left behind courthouses, schools, armories, parks, and bridges that are still community landmarks.[12]

Chapter 9

Transportation Inventory

The CORTPO region consists of a wide range of transportation assets, including state-owned highways, interstates, bridges, signage, and turnpikes, as well as municipally owned roads and bridges. In addition, privately owned and maintained transportation infrastructures such as airports, helipads, and rail lines—is sparsely distributed across the region. Notably, approximately 63% of the state's annual freight movement travels through the CORTPO region, underscoring its importance in statewide and national transportation systems.

Regional Rail Systems

The CORTPO region is served by three privately owned rail systems:

- Union Pacific Railroad (UP)
- Burlington Northern Santa Fe Railway (BNSF)
- Stillwater Central Railroad (SLWC)

Additionally, the State of Oklahoma maintains one public rail line. Oklahoma's railroad history began with the construction of the Missouri, Kansas & Texas Railway (MK&T) in 1870, which later became the Missouri-Kansas-Texas Railroad. The state's rail network currently consists of over 3,100 miles of trackage, which is approximately 49% of its peak mileage of 6,600 miles in 1920.

[12] Oklahoma Historical Society – About/ Oklahoma Archaeological Survey/ State Historic Preservation Office (SHPO) Section 106 Compliance/ National Register of Historic Places (NRHP)/ Tribal Historic Preservation Office (THPO)/ Oklahoma Historical Society – African American Communities/ national Park Service – Route 66/

There are currently 219 miles of active rail lines operating in the state. The total freight tonnage moved by rail is projected to increase by 5.3%, from 844 million tons to 883 million tons, indicating sustained growth in rail-based freight transportation.

Aviation

The CORTPO region includes 34 mapped airports, encompassing both publicly owned and privately operated facilities. The region's two major airports Stillwater Regional Airport (SWO) and Shawnee Municipal Airport (SMA) play a critical role in supporting the area's economy and emergency services.

Aviation is vital for transporting goods, employees, and customers. It also serves as a key component in emergency response and military logistics. With Oklahoma hosting three major military installations, access to reliable aviation facilities is crucial.[13]

Stillwater Regional Airport (SWO)

Located in Payne County and municipally operated, SWO supports both commercial and general aviation. It handles over 80,000 aircraft operations annually, making it the fourth busiest airport in Oklahoma. SWO covers 1,571 acres and features two runways:

- Runway 17/35: 7,401 ft by 100 ft (concrete)
- Runway 4/22: 5,004 ft by 75 ft (asphalt)
- SWO is an essential asset for Oklahoma State University, serving visiting faculty, students, and athletics teams. It is also the site of OSU's new Flight Center.

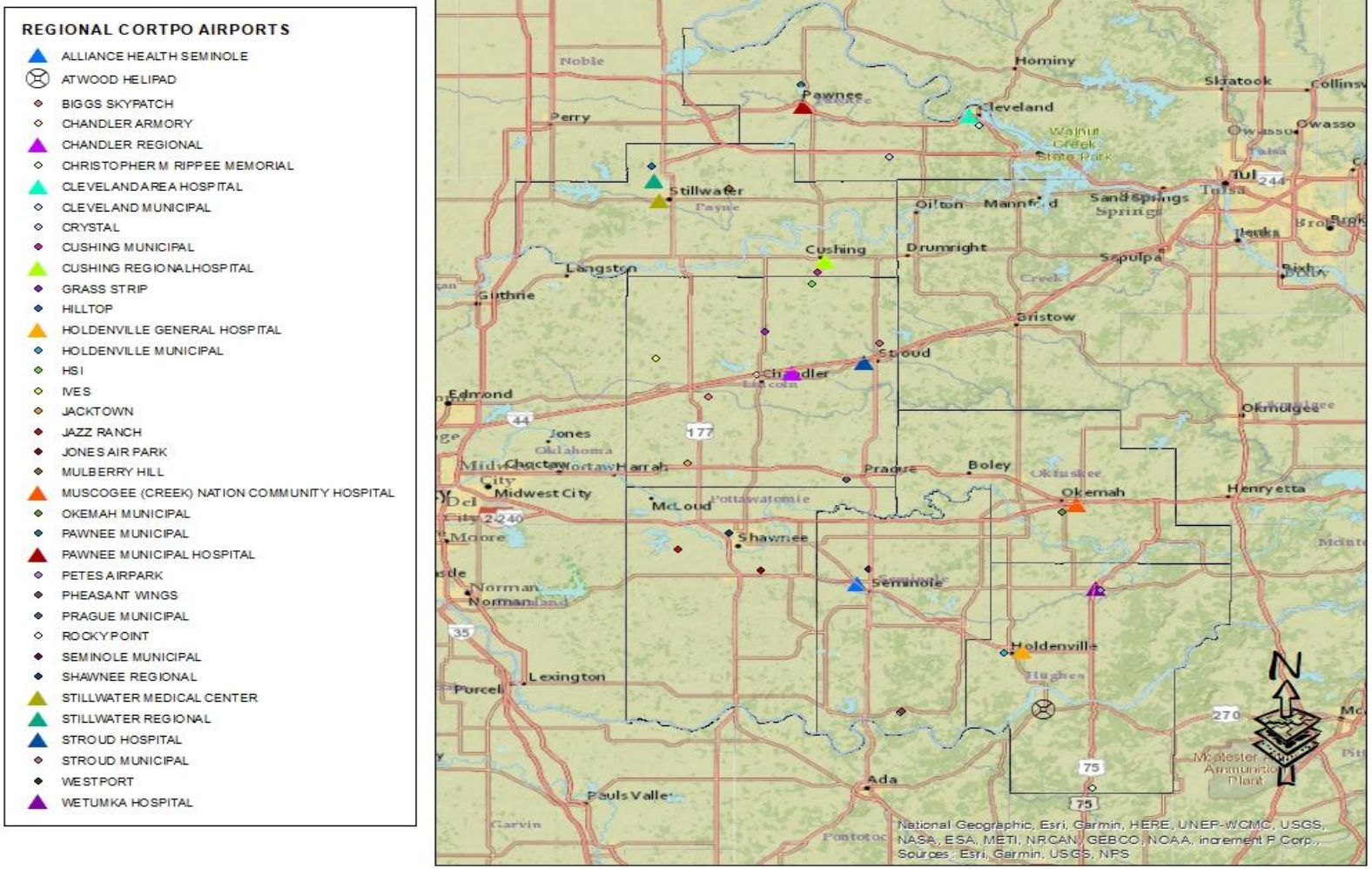
Shawnee Municipal Airport (SMA)

Located in Pottawatomie County, SMA supports public and private aviation. The airport's single runway measures 5,997 ft by 100 ft (asphalt). SMA averages 5,050 operations annually, including military, single- and multi-engine aircraft, jets, and helicopters. It offers services such as:

- Fueling
- Hangars and tiedowns
- Airframe and powerplant services
- Bottle oxygen

[13] Oklahoma Aeronautics Commission/ Oklahoma Airport system Plan/ FAA SWO Airport Data/

Map 9.1 CORTPO Regional Airports



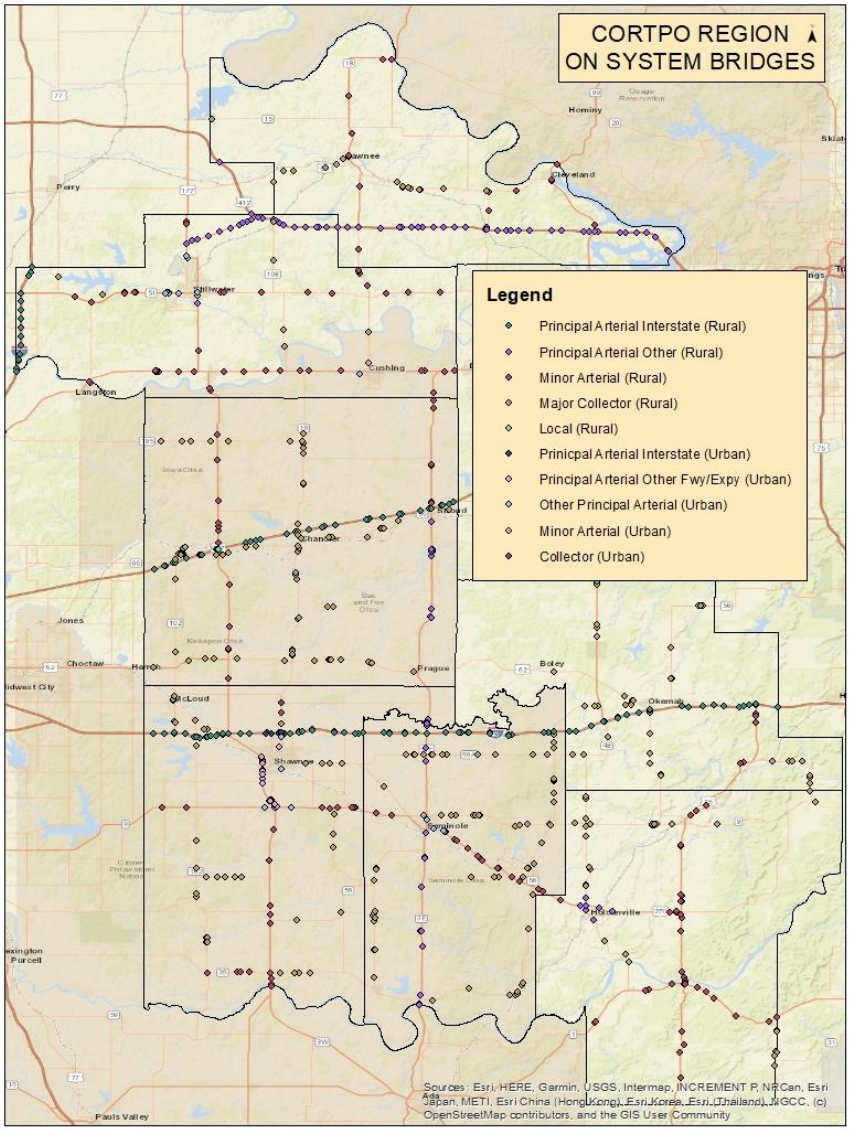
Bridges

Bridge management is a key responsibility for ensuring safe and reliable infrastructure. It includes the operation, maintenance, preservation, and improvement of bridges using best practices and sustainable design. The Federal Highway Administration (FHWA) requires each state, federal agency, and tribal government to maintain a National Bridge Inventory (NBI) and submit updates annually per 23 CFR 650.315.

The Oklahoma Department of Transportation (ODOT) Bridge Management System (BMS) includes state bridges at least eight feet in length. Federal law requires that bridges twenty feet or longer be inspected every two years.

According to the BMS:

- The CORTPO region has 19,655 total bridges
- Of these, 13,992 are local bridges or culverts at least twenty feet long



Map 9.2 CORTPO On System Bridges

Functional Classification & Federal-Aid System

Functional classification is used to describe the role a roadway plays in the overall transportation network. It informs project planning, funding eligibility (especially under the Federal-Aid Highway Program), and performance measures for preservation, mobility, and safety.

Functional classification includes:

Interstate Highways

Designed for long-distance, high-speed travel, interstates offer limited access and divided lanes. Interstates in the CORTPO region include:

- I-44
- I-40
- SH-177
- US-62
- US-75
- US-64

Other Freeways and Expressways

These principal arterials resemble interstates, with limited access points and separated travel lanes, but may allow some at-grade intersections.

Other Principal Arterials

These serve major metro centers and provide rural mobility. They typically feature at-grade intersections and parcel access points.

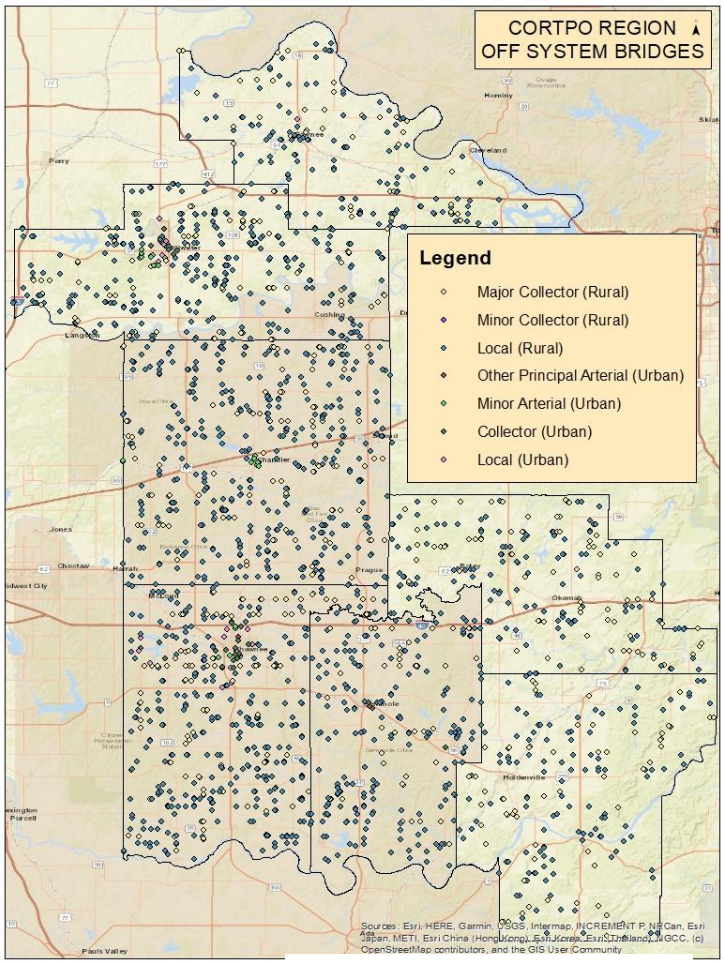
Minor Arterials

Minor arterials handle medium-length trips and connect smaller areas to higher-level arterials. In urban areas, they support bus routes and intra-community travel. In rural areas, they are spaced based on population density and are designed for speed and throughput.

Major and Minor Collectors

Collectors gather traffic from local roads and funnel it to arterials. Major collectors have:

- Longer routes
- Fewer driveways
- Higher speeds
- Greater spacing
- Higher traffic volumes



Map 9.3 CORTPO Off System Bridges

Local Roads

Local roads comprise most of the region's roadway mileage. They provide direct property access and discourage through traffic. These roads do not typically support bus routes and are intended for short-distance travel.[14]

Urban	Rural
* Serve major activity centers, highest traffic volume corridors and longest trip demands * Carry high proportion of total urban travel on minimum of mileage * Interconnet and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area * Serve demand for intra-area travel between the central business district and outlying residential areas	* Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel * Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population * Provide an integrated network of continuous routes without stub connections (dead ends)

Graphic 10.1 Traffic Volumes and Trends

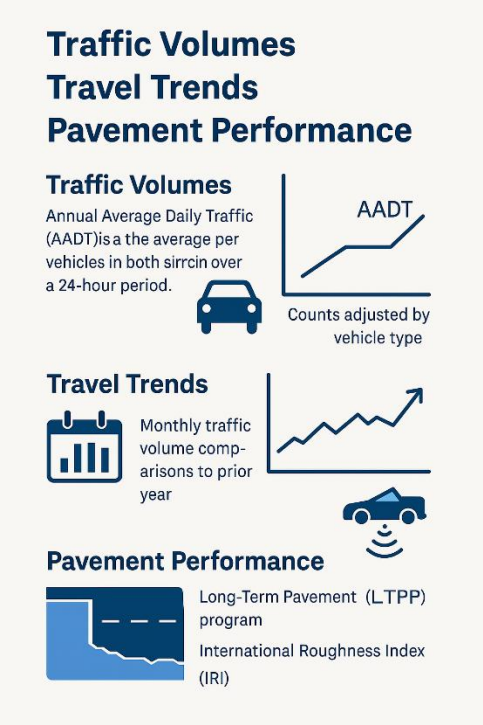
[14] FHWA Functional Classification Guidance/ ODOT's roadway network data/ Functional Classification & Federal-

Chapter 10

Table 10.1 Characteristics of Urban and Rural Arterials

Intent of This Chapter

The purpose of this chapter is to describe existing traffic conditions, travel patterns, and pavement performance within the CORTPO Region, using the most recent data available from the Oklahoma Department of Transportation (ODOT). This information supports long-term decision making related to safety, maintenance, roadway capacity, and investment priorities across the seven-county region.



Data Sources and Methodology

The analysis in this chapter is based on standardized data collected and maintained by the Oklahoma Department of Transportation (ODOT) through its statewide Traffic Data Management System (TDMS), operated via the MS2 platform. TDMS serves as the central repository for traffic monitoring information, including Annual Average Daily Traffic (AADT), hourly travel patterns, and vehicle classification data. The system integrates information from continuous count stations, highway Automatic Vehicle Classification (AVC) sites, radar locations, urban short-term sites, county short term count stations, and local roadway measurements. These data are processed using established adjustment factors to ensure accuracy and comparability across locations and time periods.

Travel trends analyses rely on continuous hourly count data, which allow ODOT to track month to month and year to year changes in travel behavior. This information helps identify fluctuations related to economic shifts, fuel prices, employment patterns, seasonal variability, and long-term changes such as increased telecommuting. TDMS standardizes this data to provide reliable insights into evolving travel demand across the CORTPO region.

Pavement performance evaluations presented in this chapter are based on ODOT's use of the International Roughness Index (IRI) and related roadway condition measures. Pavement data are collected using senior equipped vehicles that measure ride quality along the state highway system. These measurements help identify priority corridors for maintenance, rehabilitation, and long-term asset management.

Together, the TDMS traffic data, continuous travel trends, and FHWA aligned pavement assessments provide a consistent, reliable foundation for analyzing mobility, roadway conditions, and infrastructure needs within the CORTPO region.

Aid System section/ 23 USC ~101 & ~103

Traffic Volumes
Annual Average Daily Traffic (AADT) is a key metric used throughout the transportation planning process to analyze roadway usage and forecast future needs. AADT represents the 24-hour, two directional traffic volume at a specific location, adjusted using axle correction factors to account for vehicle type.

Within the CORTPO region, traffic volumes vary widely based on land use, proximity to regional employment centers, and access to major highways. Keys facilities with significant traffic activity include:

- **US-18 (Pottawatomie County)** – Major regional north-south travel corridor
- **US-177 and SH-33 (Payne & Lincoln Counties)** – Connect Stillwater, Perkins, and Chandler
- **US-75 (Okfuskee & Hughes Counties)**- High volume freight corridor
- **US-270 and SH-3 (Seminole & Pottawatomie Counties)-** Connect Shawnee and outlying areas
- **US-64 (Pawnee County)**- Supports rural access and tourism travel

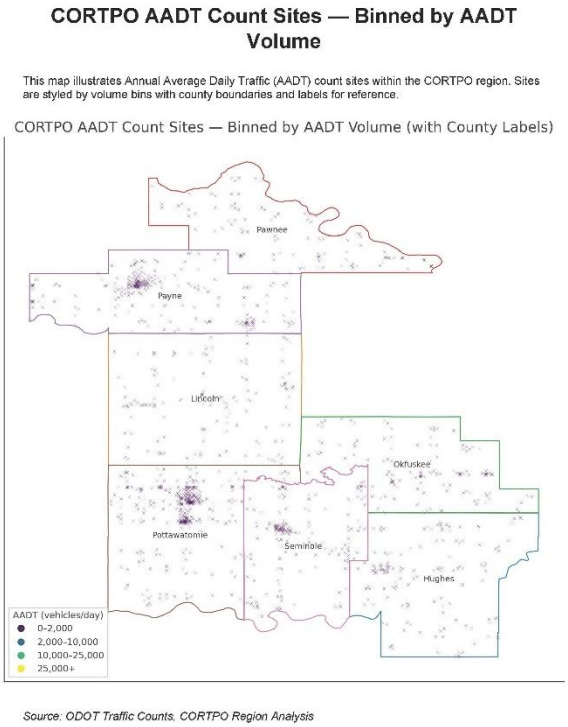
AADT data from ODOT Traffic Viewer provides roadway specific information for state highways and selected local roads in the CORTPO region. This data helps identify locations experiencing growth in daily travel, areas prone to congestion, and corridors needing safety improvements or future capacity upgrades. Traffic Viewer

Travel Trends
Traffic volume trends are monitored monthly using continuous hourly traffic count data collected at permanent count stations across the state. In Oklahoma, this includes more than 100 continuous monitoring locations, several of which influence regional travel patterns for the CORTPO area.

These monthly travel trend reports highlight year-over-year changes in vehicle travel, offering insight into:

- Economic conditions
- Changes in fuel prices
- Commuting patterns
- Season fluctuations
- Long-term shifts such as telecommuting

For the CORTPO region, travel trends are especially important for understanding growth around major employment centers like Stillwater and Shawnee, as well as freight corridors connecting rural counties to statewide markets. Continuous updates ensure planners can monitor regional growth and anticipate future infrastructure needs.



Map 10.2 CORTPO AADT Count Sites

Pavement Performance
The Long-Term Pavement Performance (LTPP) program provides standardized data on pavement behavior, while ODOT collects and reports pavement conditions using the International Roughness Index (IRI). Lower IRI values indicate smoother pavements and better conditions.

Within the CORTPO region, pavement condition trends help identify priority corridors for:

- Preservation treatments
- Rehabilitation projects
- Long-term reconstruction needs
- Safety related improvements

ODOT pavement condition data ensures that roadway investments in the region support long term performance, maintain mobility for residents, and support freight and agricultural movement. Transportation Data Management System

Payne County
Payne County contains some of the highest traffic volumes in the CORTPO region, driven by Stillwater, Oklahoma State University, and regional travel along SH-51 and US-177. AADT values commonly exceed 20,000 vehicles per day on approaches to Stillwater, with several high-volume locations such as 27,200, 25,400, and 25,100 near major corridors. Traffic volumes in the county are monitored through a combination of continuous and short-term count locations, supporting long-term tracking of commuter activity, freight movement, and regional travel patterns.

Pottawatomie County
Pottawatomie County shows consistently moderate to high traffic volumes, especially in and around Shawnee and Tecumseh. Corridors such as US-270 and SH-177 carry daily volumes ranging from 8,000 to 18,000 AADT, reflecting the county's role as a major commercial, service, and commuter center. Traffic monitoring includes both continuous and short-term count sites, providing coverage of key travel corridors and supporting analysis of regional mobility trends.

Lincoln County
Lincoln County experiences a broad range of traffic activity across key corridors such as SH-66, US-177, and the Turner Turnpike. Typical AADT values fall within the 5,000-12,000 range on state highways, with higher volumes along the turnpike due to interregional travel between Oklahoma City and Tulsa. The mix of rural and commuter-oriented routes illustrates Lincoln County's function as a central connector in the state's transportation network.

Seminole County
Seminole County shows moderate to high traffic volumes on major routes including US-270 and SH-99. Daily volumes commonly range from 6,000 to 14,000 AADT, particularly near Seminole and Wewoka. These traffic levels highlight the importance of these corridors for regional commuting, access to employment centers, and connectivity to Pottawatomie and Hughes Counties.

Hughes County
Traffic volumes in Hughes County tend to be moderate, with AADT values generally ranging from 3,000 to 8,000 vehicles per day on corridors such as US-270 and SH-9. Higher activity levels appear near Holdenville. These volumes reflect both local travel needs and the movement of goods and services across rural communities in the region.

Okfuskee County
Okfuskee County features rural travel patterns and AADT volumes typically in the 2,000 to 7,000 range on key corridors such as US-62, SH-48, and county-maintained roadways. The presence of I-40 introduces higher volume through traffic, especially near interchanges. Short-term and highway monitoring stations help track changes in rural mobility and east-west connectivity across the county.

Pawnee County
Pawnee County exhibits lower but steady rural traffic volumes, with AADT values generally ranging between 1,500 to 6,000 along US-64, SH-18, and local connectors. These patterns reflect recreational travel, agricultural movements, and access to neighboring counties. The dispersed network of short-term count sites supports ongoing monitoring of this rural travel environment.

Chapter 11

Public Transportation

Public transportation access in the CORTPO region is limited but serves as a critical lifeline for residents who lack private vehicles or who need ADA-accessible options. While most transit services are small in scale and regionally focused, they are essential to mobility, access to employment, and quality of life.

Mobility Challenges and Opportunities

Despite these existing services, many small and mid-sized communities in the region remain without regular transit access. With the average commute time to work at 23 minutes, residents without a vehicle may face significant barriers to employment, education, and healthcare.
The Oklahoma Department of Transportation (ODOT) Office of Mobility and Public Transit (OMPT) was established in 2019 under HB 1365 to improve the coordination and delivery of public transit services across the state. In fall 2020, the Oklahoma Public Transit Policy Plan was presented to ODOT and state legislators to help guide future investments and strategies for expanding and improving transit services.

CORTPO Region Transit Providers Overview
1. Central Oklahoma Transit System (COTS)
   - Type: Demand response, door-to-door.
   - Coverage: Pottawatomie, Seminole, and Lincoln Counties.
   - Annual Riders: ~11,600.
   - Focus: Elderly, disabled, and rural residents; trips for medical appointments, shopping, education, and special events.
   - Strengths: Fully ADA accessible; fills rural mobility gaps.

2. Cimarron Public Transit System (CPTS)
   - Type: Demand-response, app-based (PICK).
   - Coverage: Pawnee County and northern areas.
   - Operator: United Community Action Program (UCAP).
   - Focus: General public, with emphasis on rural and small communities.
   - Strengths: App-based scheduling; wide rural coverage; curb-to-curb service.

3. Ki Bois Area Transit System (KATS)
   - Type: Rural demand-response with some fixed routes.
   - Coverage: Southeastern Oklahoma extends into Hughes and Okfuskee Counties.
   - Strengths: One of Oklahoma's largest rural transit operators; strong presence in underserved areas.
   - Focus: Rural residents need affordable mobility.

4. First Capital Trolley (FCT)
   - Type: Demand response and limited fixed routes.
   - Coverage: Lincoln County (extends beyond Guthrie).
   - Strengths: Mix of demand-response and fixed-route service.
   - Focus: General public transportation and paratransit support.

5. Mom's Transit
   - Type: Local shuttle provider.
   - Coverage: Shawnee and surrounding Pottawatomie County areas.
   - Strengths: Flexible, community-oriented service.
   - Focus: Smaller-scale trips for residents without vehicles.

6. Sooner Ride (Medicaid NEMT)
   - Type: Non-Emergency Medical Transportation (NEMT) for Medicaid members.
   - Coverage: Entire state of Oklahoma, including all CORTPO counties.
   - Strengths: Ensures access to critical medical services.
   - Limitations: Restricted to Sooner Care (Medicaid) beneficiaries.

7. Veterans Ride Connect (VRC)
   - Type: Veterans-focused transport coordination program.
   - Coverage: Parts of Central Oklahoma, including CORTPO.
   - Focus: Veterans needing rides to medical care and services.
   - Strengths: Dedicated service for veterans; helps coordinate trips with other providers.

8. OSU-The Bus (Stillwater Transit)
   - Type: Fixed-route campus transit and ADA paratransit.
   - Coverage: Stillwater metro area; shuttle connection between OSU-Stillwater and OSU-Tulsa (9 daily roundtrips).
   - Strengths: Largest transit system in the region; reliable fixed-route system.
   - Focus: Students, faculty, staff, and general Stillwater community.

Tribal Transit Programs

9. Citizen Potawatomi Nation (CPN) Transit
   - Coverage: Shawnee & Tecumseh areas.
   - Focus: Medical, employment, education, senior nutrition.
   - Strengths: Fills key rural service gaps.

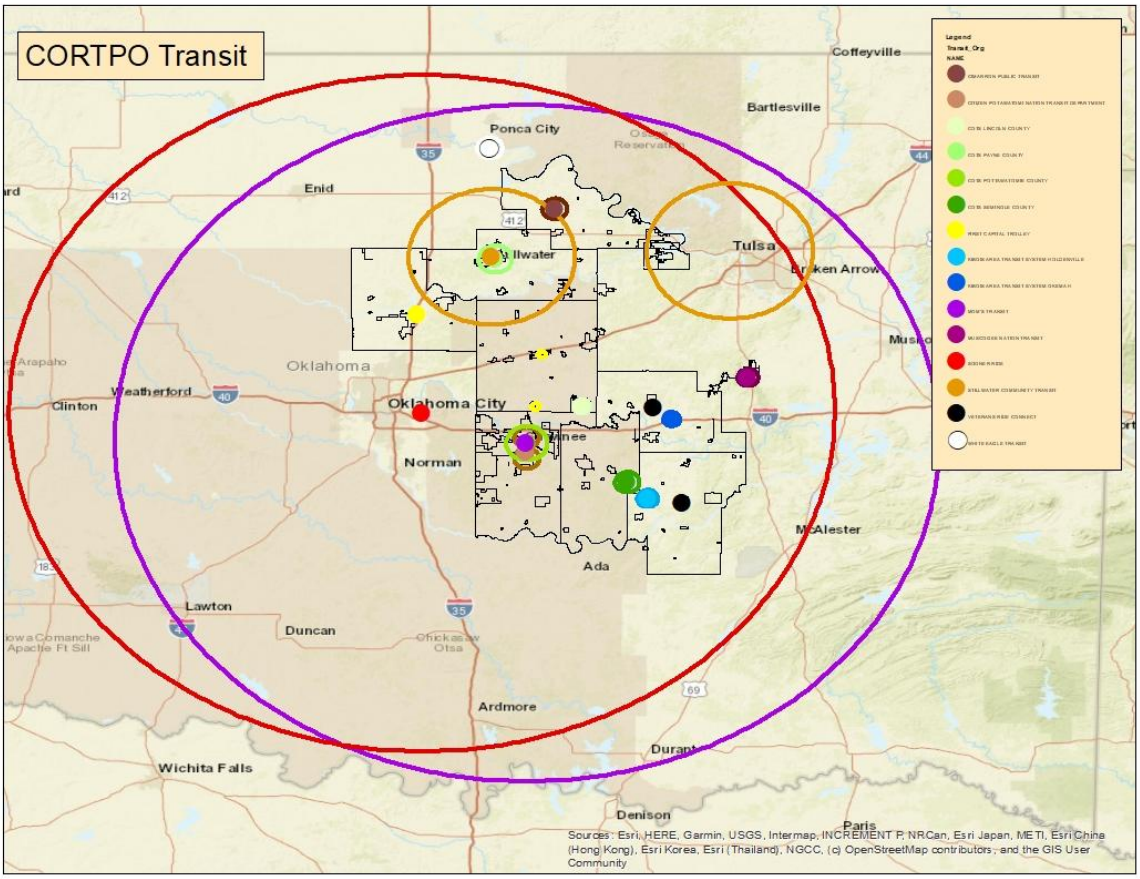
10. Absentee Shawnee Tribe Transit
    - Coverage: Norman, Shawnee, Little Axe areas.
    - Focus: Open to tribal and non-tribal riders.
    - Strengths: Serves both tribal members and the broader community.

11. Sac & Fox Nation Transit
    - Coverage: Stroud, Cushing, Shawnee areas.
    - Focus: Employment, shopping, medical access.
    - Strengths: Localized rural mobility option.

12. Seminole Nation Transit
    - Coverage: Seminole County & tribal jurisdiction.
    - Focus: Tribal members but often open to the public.
    - Strengths: Vital lifeline in rural Seminole communities.

13. Muscogee (Creek) Nation Transit
    - Coverage: Okfuskee County and tribal jurisdictional areas.
    - Focus: Employment, health care, and education trips.
    - Strengths: Expands in rural and tribal mobility in eastern CORTPO region.

Map 11.1 CORTPO Transit Regions



Need for Expanded Public Transportation in Rural Areas

Public transportation in the CORTPO region plays a vital but limited role in meeting the mobility needs of residents. While services provided by agencies such as Central Oklahoma Transit System (COTS), Cimarron Public Transit, Ki Bois, First Capital Trolley, university-based systems, and numerous Tribal programs are essential, they remain fragmented, small in scale, and heavily demand-response based. For many communities, especially those outside city limits, consistent and reliable public transit is either unavailable or difficult to access.

Mobility and Access Gaps

Rural residents often face greater challenges in reaching employment, medical care, education, and essential services. With an average commute time of 23 minutes in the CORTPO region, individuals without access to a private vehicle are significantly disadvantaged. Many low-income households, seniors, and people with disabilities rely on the limited services available, but geographic gaps leave large portions of the population unserved. These inequities can compound existing barriers to healthcare, workforce participation, and overall quality of life.

Demographic Pressures

The CORTPO region is home to a growing elderly population, many of whom will outlive their ability to drive safely. At the same time, younger populations entering the workforce need affordable, reliable options to connect with jobs and training opportunities in nearby urban centers. Tribal communities and rural towns also express the need for culturally responsive, locally tailored transit options. Without expanded service, these populations face isolation and economic disadvantages.

Economic and Regional Development

Reliable transportation is a cornerstone of economic development. Expanded transit would strengthen connections between rural communities and larger metropolitan areas, ensuring workers can access job centers, businesses can attract employees, and residents can reach shopping, healthcare, and educational institutions. Public transit also reduces household transportation costs, leaving more disposable income in rural communities.

Health

For many residents, access to healthcare facilities depends on public transit or specialized services such as Sooner Ride. When services are unavailable or difficult to schedule, missed appointments increase, exacerbating health disparities. Expanding transit services ensures equitable access to care, nutrition sites, and social services particularly for seniors, veterans, and individuals with disabilities.

Environmental and Safety Benefits

Improving transit options in rural areas also reduces dependency on single occupancy vehicles, lowering fuel consumption, emissions, and roadway wear. Demand-responsive and fixed route services can enhance road safety by reducing the number of drivers who may otherwise travel long distances despite age or health limitations.

Conclusion

The need for expanded public transportation in rural areas of the CORTPO region is clear. Current services provide a strong foundation, but they fall short of meeting the full mobility needs of residents. Strategic investment and coordination leveraging state support through ODOT's Office of Mobility and Public Transit, federal funding programs, and Tribal partnerships will be essential to build a more comprehensive, reliable, and accessible transit network. Expanding public transportation is not just about mobility; it is about supporting economic opportunity, public health, equity, and quality of life across the region.[15]

Chapter 12

Alternative Fuel Corridors

Section 1413 of the Fixing America's Surface Transportation (FAST) Act requires the designation of National Alternative Fuel Corridors to promote a nationwide network of fueling infrastructure for electric vehicles (EV), hydrogen, propane (LPG), and compressed natural gas (CNG). The program aims to improve mobility for passengers and freight vehicles using clean energy technologies.
The Federal Highway Administration (FHWA) leads this effort by identifying and expanding eligible corridors within the National Highway System (NHS). Designated corridors receive federal recognition, are eligible for signage, may access funding opportunities, and benefit from coordinated national planning.

CORTPO Region Designations

The CORTPO region currently includes:

- 4 designated corridors for EV and CNG fueling
- 2 pending corridors in Payne County, awaiting FHWA designation
- Existing Alternative Fuel Infrastructure

Compressed Natural Gas (CNG) 7 total stations

- Payne County (Stillwater area) – 3 stations
- Shawnee – 1 station
- Sac & Fox Otsa – 1 station
- Okemah – 1 station
- Rural location – 1 station

Electric Vehicle (EV) Charging – 16 total stations

- Stillwater – 7
- Chandler – 2
- Stroud – 2
- McLoud – 1
- Shawnee – 1
- Seminole – 1
- Hwy 99 / I-40 Exit – 1

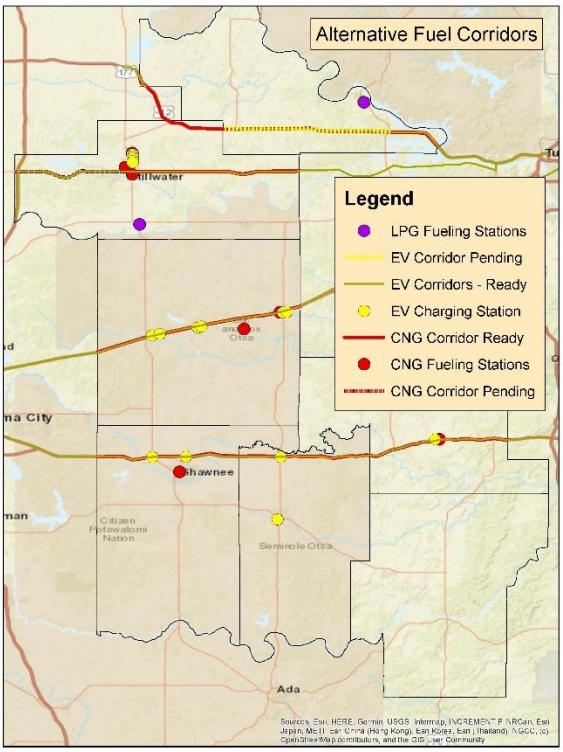
Propane (LPG) – 1 station

[15] ODOT Office of Mobility and Public Transit (OMPS)/ Oklahoma Public Transit Policy Plan (2020)/ ODOT Rural Transit Reports/ Tribal Transit Programs/ U.S. Census Bureau ACS data

- Perkins – 1 Liquefied Petroleum Gas station
- Hydrogen Fuel (Proposed) – 3 planned stations
- Shawnee – 1 proposed
- Okemah – 1 proposed
- Stroud – 1 proposed

Hydrogen Fuel Corridor Development

As part of FHWA's Round 6 proposal process, a pending Hydrogen Fuel Corridor is proposed along I-40 and the Turner Turnpike. The addition of hydrogen fueling stations will support zero emission freight and passenger travel, enhance energy independence, and contribute to regional environmental goals.[16]



Map 12.1 Alternative Fuel Corridors

Alternative Fuel Station Inventory

Fuel Type	Number of Station	Locations
CNG (Compressed Natural Gas)	7	3 in Payne County (Stillwater), 1 in Shawnee, 1 at Sac & Fox OTSA, 1 in Okemah, 1 rural
Electric Vehicle (EV)	16	7 in Stillwater, 2 in Chandler, 2 in Stroud, 1 each in McLoud, Shawnee, Seminole, Hwy 99/I-40
Propane (LPG)	1	Perkins
Hydrogen (Proposed)	3 Planned	Shawnee, Okemah, Stroud

Corridor Status Summary

Corridor Type	Status	Notes
EV / CNG Corridors	4 Designated	Eligible for federal aid and signage
EV / CNG Corridors	2 Pending	Awaiting designation in Payne County
Hydrogen Corridor	Pending	Proposed along I-40 and Turner Turnpike

[16] FAST Act Section 1413/ FHWA Alternative Fuel Corridor Designation/ ODOT Planning Data/ DOE Alternative Fuels Data Center

Chapter 13

Active Living

Encouraging active living within the CORTPO region supports a wide range of personal and community health benefits. Regular physical activity can help reduce the risk of chronic diseases, improve mental well-being, lower healthcare costs, and foster stronger, more resilient communities. It also aids in maintaining a healthy weight, improving posture and balance, strengthening muscles and bones, and supporting better sleep and cardiovascular health.

Policy, Systems, and Environmental Interventions

Transformative improvements to transportation systems require more than individual behavior change they depend on coordinated, community wide strategies. Policy, systems, and environmental (PSE) interventions can create long-lasting, sustainable conditions that encourage walking, biking, and other forms of active transportation.

Key components of successful active living initiatives include:

- Broad Partnerships – Effective planning requires collaboration between federal, state, and local governments, transportation planners, public health professionals, land use officials, community advocates, and the private sector. Health professionals can be particularly effective advocates for infrastructure that supports both physical activity and health outcomes.
- Diverse Funding Sources – Investments in sidewalks, bike lanes, trail systems, and transit access can be supported through federal transportation programs, state public health funds, local sales taxes, and private business contributions. Funding strategies should address both capital development and long-term maintenance. Documenting cost savings and public health benefits can strengthen community support and justify investment.

  Changes to Routine Practices – Current land use and transportation planning often favors automobile travel, discouraging active modes. Shifting this focus may involve.

  - Moving away from single-use zoning
  - Prioritizing pedestrian-friendly roadway designs
  - Redefining performance metrics to include accessibility, safety, and quality of life
- Ongoing Public Engagement – Continuous communication through public meetings, media outreach, and stakeholder engagement ensures that projects reflect community needs, build trust, and address concerns.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian infrastructure play an essential role in the CORTPO region's transportation network. These facilities:

- Reduce vehicle congestion and emissions
- Provide accessible, affordable transportation alternatives
- Promote public health and physical activity
- Enhance community livability and recreational opportunities

Current Facilities in the CORTPO Region:

- 44 public parks offering outdoor recreation such as fishing, hiking, cycling, and camping
- Community-developed trail systems, sidewalks, and dedicated bicycle lanes in several cities and towns

These facilities not only improve quality of life but also support the region's long-term mobility, environmental, and public health goals. Expanding and connecting these networks will strengthen both transportation options and community well-being across the CORTPO region.

Graphic 13.1 Active Living

Importance of Active Living

Active living is more than recreation, it is a fundamental component of a healthy, sustainable, and resilient region. By integrating opportunities for physical activity into everyday life through safe sidewalks, trails, parks, and bicycle facilities, communities in the CORTPO region can realize benefits that extend well beyond transportation.

Public Health Benefits

- Reduces risks of chronic diseases such as heart disease, diabetes, and obesity
- Improves mental health by reducing stress, anxiety, and depression
- Promotes better sleep and overall well-being
- Supports healthy development in children and independence among seniors

Economic and Environmental Benefits

- Encourages affordable transportation options that reduce reliance on automobiles and fuel costs
- Lowers healthcare expenses through prevention of chronic illnesses
- Reduces vehicle congestion and emissions, improving regional air quality
- Attracts businesses, workers, and visitors seeking high quality of life amenities

Community and Social Benefits

- Enhances livability and creates vibrant, connected neighborhoods
- Provides equitable access to transportation and recreation for people of all ages and abilities
- Strengthens community identity by linking parks, cultural resources, and destinations
- Increases safety by designing streets and public spaces that prioritize pedestrians and cyclists

Graphic 13.2 Importance of Active Living

In the CORTPO region, promoting active living through transportation investments is not just about building trails and sidewalks. It is about supporting healthier people, stronger local economies, and more inclusive communities. Expanding active transportation options ensures that residents, whether in urban centers or rural towns have safe, affordable, and convenient ways to stay active, connected, and engaged.[17]

Chapter 14

Transportation Safety in the CORTPO Region

Overview

Transportation safety is a critical priority across the CORTPO region. The region's mix of rural roadways, highway corridors, and local streets creates diverse safety challenges. While most crashes are property-damage only, a significant number result in fatalities and serious injuries that have lasting impacts on families and communities.

[17] CDC Active People, Healthy Nations/ FHWA Bicycle & Pedestrian Program/ ODOT Active Transportation Plan/ CORTPO Regional Inventory

This chapter highlights county-level crash severity, crash distribution by roadway type, and statewide trends that influence local conditions. The 2021 Oklahoma Highway Safety Office (OHSO) Crash Facts Report provides the most recent finalized data available and serves as a baseline for analysis.

County-Level Crash Severity

Table 14.1 summarizes the reported crash exposure across CORTPO counties in 2021. Fatal and serious injury crashes appear elevated in some counties due to the aggregation of Oklahoma Highway Patrol (OHP) and local police reporting.

Table 14.1 – CORTPO Region Crash Severity by County (2021)

County	Total Crashes	Fatal	Serious Injuries	Minor/Possible Injuries	No Injuries
Pottawatomie	**93**	**5**	**22**	**23**	**43**
Seminole	**68**	**16**	**21**	**19**	**25**
Hughes	**87**	**3**	**8**	**11**	**65**
Okfuskee	**63**	**21**	**24**	**7**	**11**
Lincoln	**363**	**5**	**1**	**16**	**341**
Payne	**61**	**18**	**24**	**12**	**7**
Pawnee	**30**	**16**	**7**	**4**	**3**

Key Observations:

- **Okfuskee, Payne, and Seminole Counties** report disproportionately high fatality counts relative to their total crash exposure.
- **Lincoln County** records the highest total crashes, yet most are non-injury or minor, reflecting higher volumes on arterial highways.
- **Rural counties** (Hughes, Pawnee, Okfuskee) often face higher risk due to roadway geometry, limited lighting, and longer emergency response times

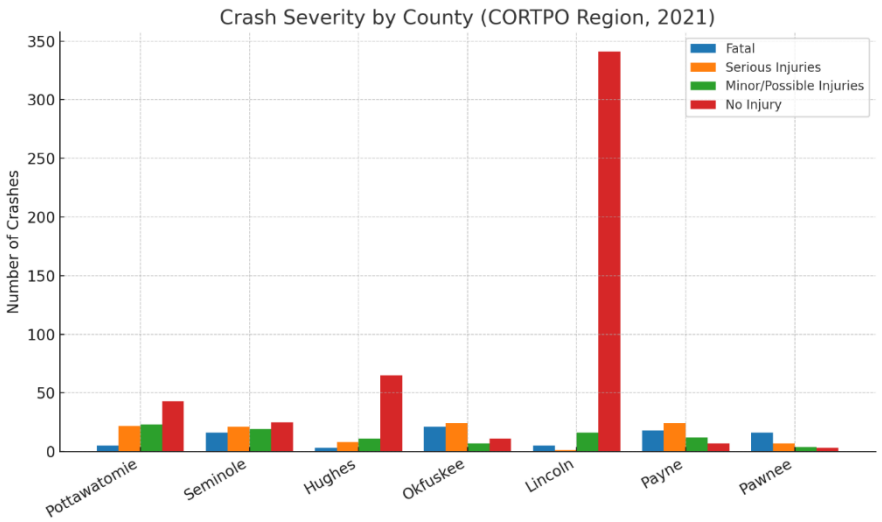


Table 14.2 Crash Severity by County

Crash Distribution by Highway Class

Crashes in the CORTPO region follow statewide patterns:

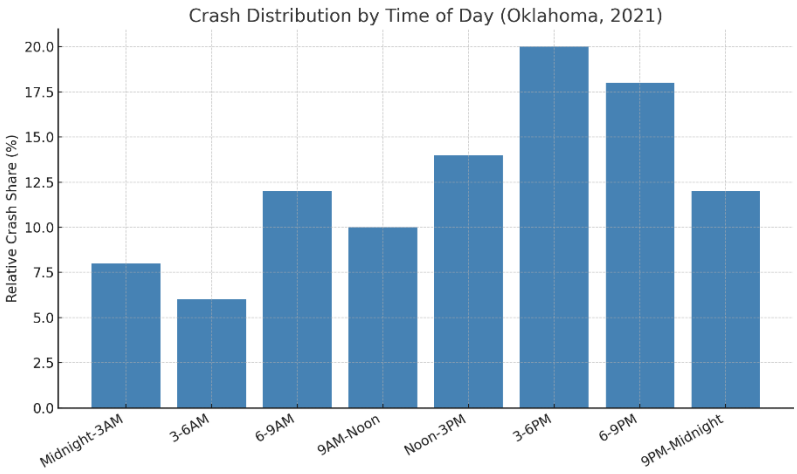
- **Interstates and NHS routes** carry the highest risk exposure due to high volumes and truck traffic.
- **Principal Arterials** contribute a moderate share of crashes.
- **Minor Arterials and Collectors** see elevated risk in rural counties where local roadways dominate.
- **Local Roads** represent the largest share of roadway mileage and a significant share of total crashes, particularly those involving property access and short trips.[18]

Monthly and Time-of-Day Trends (2021 Statewide Reference)

Statewide patterns provide insight into regional crash risks:

- **Seasonal Patterns**: Crashes peak in **July and August**, correlating with higher travel and recreational trips.
- **Time of Day**:
  - Evening peak (5–7 p.m.) records the highest total crash counts.
  - Midnight–3 a.m. has fewer crashes overall but higher fatality rates, often tied to impairment and fatigue.
- **Day of Week**: Fridays lead in total crashes, followed by Thursdays and Saturdays. Sundays show fewer total crashes but a higher fatality proportion.

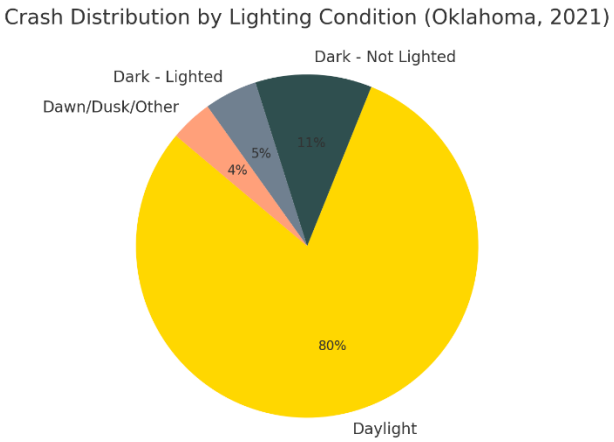
Graphic 14.3 Crash Distribution by Time of Day



[18] ODOT Transportation Safety Section/ 2021 Oklahoma Highway Safety Office Crash Facts Report/ ODOT crash records/ FHWA HSIP safety guidance

Lighting Conditions at Crash Time

Graphic 14.4 Crash Distribution by Lighting Conditions



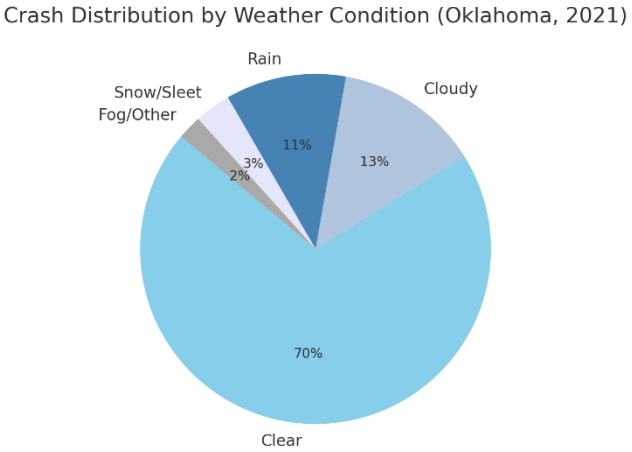
Crash outcomes are strongly influenced by lighting conditions:

- **Daylight**: 80% of total crashes occur during daylight hours.
- **Dark, Not Lighted**: 10–11% of total crashes, but disproportionately severe.
- **Dark, Lighted Areas**: 4–5% of crashes.
- **Dawn/Dusk/Other**: 2–3%.

Implication: While most crashes occur during the day, serious and fatal crashes are far more common on **unlit rural roadways**.

Weather Conditions at Crash Time

Graphic 14.5 Crash Distribution by Weather



Statewide distribution of crash weather conditions (reflecting local trends):

- Clear weather: 60–65%
- Cloudy: 10–15%
- Rain: 5–10%
- Snow/Sleet/Hail/Freezing Rain: <5%
- Fog/Smoke/Other/Unknown: 2–3%

Most crashes occur under normal driving conditions, highlighting driver behavior as a primary factor. However, rain and winter precipitation greatly increase severity risk due to reduced traction and visibility.

Injury Severity and Contributing Factors

Statewide crash pattern mirrored locally show:

- 2,094 serious injury crashes in 2021, an upward trend following COVID-related traffic changes.
- Speeding, impaired driving, and unrestrained occupants remain major contributors to fatal and serious injury outcomes.
- Rural counties in the CORTPO region face higher risks due to higher operating speeds, lower lighting coverage, and extended EMS response times.[19]

[19] OHSO 2021 Crash Facts/ FHWA Highway Safety Strategies/ NHTSA Crash Trend Analysis/ FHWA Lighting and Safety Study/

Chapter 15

Funding

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
- Local Municipalities and Counties
- Local match/Private

The R-LRTP considers ODOT's reports and plans as a guide in the forecasting of future revenues and expenditures for the next 20 years. 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. Any of these unforeseen events will directly impact the plan, and require further updates as a living document.

Transportation funding in Oklahoma is funded by local, state, and federal government initiatives. The plan will dive into each of these funding streams for availability of future funds. One of the largest concerns for the rural area of CORTPO is the lack of sufficient, and consistent levels of funding in order to complete all of the necessary projects on the transportation system. A consistent level of funding at each of these levels will be key in improving the region's infrastructure. While ODOT has been able to make significant improvements in recent years in the condition, safety and efficiency of its transportation system, additional funding will be needed to continue to make needed improvements, especially in the central region.

As Oklahoma strives to continue and expand its economic growth and enhance quality of life for its residents, it will be critical that the state is able to provide a well-maintained, safe and efficient 21st century network of roads, highways, bridges, and transit that can accommodate the mobility demands of a modern society. (TRIP, https://tripnet.org/wp-content/uploads/2021/06/TRIP_Oklahoma_Moving_Forward_Report_June_2021.pdfJune 2021)

Regarding federally, and state 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 regulatiosn 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.

Federal

Federal taxes on motor fuel, heavy trucks, tires and trailers, as well as appropriations from the General Fund by Congress, go to the Highway Trust Fund to provide funding for state, city and county road and bridge projects, and also for public transit. 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.

Oklahoma's federal transportation funding allocation is divided among highways, city streets, county roads, transportation research, metropolitan transportation planning, public transit and railroad crossing safety. Oklahoma also competes with other states for special federal grants for transportation projects, especially since the passage of BIL.

Since 2008, revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels so Congress has transferred approximately $53 billion in general funds and an additional $2 billion from a related trust fund into the federal Highway Trust Fund. Signed into law in December 2015, the five-year Fixing America's Surface Transportation Act (FAST Act) was scheduled to expire on September 30, 2020. Congress extended the legislation for one year to September 30, 2021. The FAST Act provided modest increases in federal highway and transit spending. The bill also provided states with greater funding for certainty and streamlines the federal project approval process. But the FAST Act did not provide adequate funding to meet the nation's need for highway and transit improvements and does not include a long-term and sustainable funding source.

Oklahoma federally-aid eligible roads, bridges and highways include the most critical routes in the state, including the Interstate Highway System, major highways and important rural and urban routes. Federal-aid eligible roadways in Oklahoma account for 31 percent of state lane-miles and carry 89 percent of all vehicle miles of travel in the state. Fifty-six percent of Oklahoma's bridges by count, and 82 percent of bridges measured by deck area are eligible for Federal aid.

Tribal

Within the CORTPO region there are ten tribes as referenced in the demographic chapter that have shared the funding sources available to them. The Tribal Transportation Program (TTP) was established by the Surface Transportation Assistance Act of 1982. It addresses transportation needs of the 574 federally recognized Tribes by providing funds for planning, designing, construction, and maintenance activities. The program is jointly administered by FHWA and BIA in accordance with a MOU. Prior to SAFETEA-LU, Indian Tribal governments worked directly with the BIA or the DOI, Assistant Secretary of Indian Affairs in implementing the Tribal Transportation Program (TTP) program.

Since SAFETEA-LU, Indian Tribal governments have a choice in administration of the TTP program. As a result, under 23 U.S.C. § 202(a)(2), the Secretary of Transportation is authorized to enter into a Tribal Transportation Program Agreement (TTPA) with an Indian Tribal government to carry out a transportation program and projects. This allows Tribes the option of working directly with the FHWA in the administration of their Tribal Transportation Program.

For more information and technical assistance with the TTPA The Tribal Transportation Program Delivery Guide clarifies the terms, roles and responsibilities, and provisions for the Tribes and FHWA as outlined in the TTPA. It assists Tribal governments in the administration of the TTP, and sets out the

processes and procedures used by FHWA to carry out its program management and oversight responsibilities.

A Tribe with a TTPA administers its own TTP, as authorized by Chapter 2 of Title 23.

The purpose of a TTPA is to:

- Transfer to the Tribe all the functions and duties that the Secretary of the Interior would have performed with respect to a program or project under Chapter 2 of Title 23, other than those that cannot be legally transferred.
- To provide the Tribe or its designee, under a Referenced Funding Agreement (RFA), its share of TTP funds. The most common allowable activities for Tribes to spend TTP funds on are: 1. Planning and Design Activities:
- Indirect general and administrative costs include, but are not limited to, computers, software, office furniture, and other equipment needed to administer TTP. See the section on Indirect Cost in Chapter IV - TTP Reporting Responsibilities.
- Transportation-related planning and programming activities (including but not limited to roadway, trails, transit, and safety planning and programming, and planning for tourism and recreational travel).
- Identification and evaluation of accident-prone locations.
- Planning and design of Tribal transportation facilities.
- Engineering support studies (i.e. geotechnical, hydraulic, etc.)
- Environmental studies, evaluations, and compliance activities.
- Planning and design of mitigation for impacts to environmental resources (i.e. wildlife and their habitat, wetlands, cultural resources, water quality, air quality, etc.).
- Architectural and landscape engineering services including lighting.
- Inspection of bridges and structures.
- Public meetings and public involvement activities.

2. Construction and Maintenance activities:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements of TTP facilities (i.e. roads, trails, bridges, structures, pedestrian and bicycle facilities, transit facilities, ferry facilities, rest areas, parking areas, etc.).
- Use of a Tribe's allocation of TTP funds for contract support costs.
- Road sealing and chip sealing.
- ADA improvements.
- Seasonal transportation routes including, but not limited to, snowmobile trails, ice roads, and overland winter roads (also see 25 CFR § 170.117).
- Mitigation activities required by Tribal, State, or Federal regulatory agencies, and 42 U.S.C. § 4321 et seq., NEPA. See 25 CFR Part 170 • Maintenance of TTP facilities identified in the NTTFI (25 CFR § 170.805).
- Development and negotiation of Tribal-State Road maintenance agreements.
- Purchasing, leasing or rental of construction and/or maintenance equipment.

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. Source: https://www.ok.gov/odot/FundingTransportationinOklahoma.html

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 funds, and taxes.

Details on state funding are listed below:

Highways

- A portion of state motor fuel tax, motor vehicle tax and fee collections and income tax revenues go to the State Transportation Fund (STF), the State Highway Construction and Maintenance Fund, the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund and the High Priority State Bridge Fund for highway construction and maintenance. See below for details.
- By law, ODOT does not receive toll revenue; all toll collections go to the Oklahoma Turnpike Authority for turnpike construction, maintenance, operations and debt service.

Motor Fuel Taxes

- State taxes ($0.20 on gasoline and $0.20 on diesel) are assessed on each gallon of motor fuel purchased. The tax per gallon stays the same regardless of the price of fuel.
- By statute, state motor fuel tax revenue is apportioned to several areas of state government, cities, counties and tribes.
- ODOT receives both apportionments and appropriations of fuel tax revenue. Motor Vehicle Collections

Motor vehicle collections

- include state taxes and fees on automobile purchases, licenses, permits, tags, titles, etc.
- By statute, state motor vehicle collections are apportioned to several areas of state government, cities, counties and school districts

ROADS Fund

- Legislation passed in 2005 directed an annual allocation of state income tax revenue to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund for highway construction. The annual allocation was incrementally increased several times by changes in law.
- Legislation passed in 2018 changed the composition of the ROADS Fund to include motor fuel tax and motor vehicle revenue to free up more income tax revenue to be returned to the state's General Revenue Fund for appropriation to other areas of government. • By statute, the total ROADS Fund allocation is capped at $575 million annually

Transit

- A portion of state motor fuel tax and income tax revenue goes to the Public Transit Revolving Fund to help rural public transit providers match federal funds

Rail

- A portion of state motor fuel tax, freight car tax and income tax revenue goes to the Rail Maintenance Revolving Fund for maintenance of state-owned railroad and rail crossing safety improvements and to the Oklahoma Tourism and Passenger Rail Revolving Fund for operation of the Amtrak Heartland Flyer passenger rail service.

The ODOT 8-Year Construction Work Program FFY 2023-2030 assembles projects according to anticipated state and federal fund categories. ODOT's current Eight-Year Construction Work Plan includes a variety of projects that address multiple needs across the state, including completing interchanges at I-235/I-44 and I35/I-240 in Oklahoma City, continuing improvements at I-44/US-75 in Tulsa, expanding the I-40 corridor between Oklahoma City and Shawnee, improving pavement conditions and traffic operations on the and I-35 and US-69 corridors, and continuing to address bridge improvements throughout the state.

Despite these improvements, the current needs have outpaced available funding. ODOT is currently able to address only 15 percent of needed pavement improvements in the current Eight-Year Construction Work Plan, which does not reflect additional deterioration over time that will require more investment in the future to keep from falling farther behind.

Revenue from Oklahoma's motor fuel tax – a critical source of state transportation funding -- is likely to erode as a result of increasing vehicle fuel efficiency and the increasing use of electric vehicles. The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon. The share of electric vehicles of total passenger vehicle sales in the U.S. is expected to increase to five percent by 2023 and 60 percent by 2040, by which time electric vehicles will represent approximately 30 percent of the passenger vehicle fleet. Most federal funds for highway and transit improvements in Oklahoma are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel (additional revenue is generated by fees on the sale of large trucks, a

highway use tax levied on vehicles in excess of 55,000 pounds and a tax on the sale of large truck tires). Oklahoma has investigated solutions to this problem with the Fair Miles Oklahoma program as a pay per mile revenue model. oklahoma fair miles - Search

Federal transportation planning regulations require the regional 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. Most of local transportation spending occurs on the local system, the local transportation revenues and spending are not covered in the regional plan in complete detail, but often local matches are able to fund federal grant programs.

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 (CIRB). 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. In addition to revenues apportioned by the OTC, the recognized tribal governments who receive federal funds and may also designate their own local funds for transportation projects. Counties and tribal governments have been successful in working together to coordinate implementation of transportation projects.

The 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 COG's COEDD region.

The total expenditures identified in this regional plan are within the total federal, state and local revenues estimated for the R-LRTP and are adequate to fund the projects listed. The coordination with local, regional and statewide agencies in the development of transportation programs and projects is significant to accomplish the projects as listed in the next chapter.

Appendix

Appendix A: Projects for the CORTPO Region

Project	City/County	Project	Total Cost	Time Frame	Funding
Widen, Resurface & Bridge	Lincoln County	US-177: from SH-105, North 5.0 Miles to Payne County Line	$20,700,000	2024	FHWY/ODOT
Right of Way	Lincoln County	SH-66: From SH-102, East 4.0 Miles to US-177 - RW for 34318(04)	$575,000.00	2024	FHWY/ODOT
Resurface	Lincoln County	SH-66: From 2.6 Miles East of SH-18, East 6.3 Miles	$3,500,000.00	2024	FHWY/ODOT
Resurface	Lincoln County	SH-66: From 8.9 Miles East of SH-18, East 5.6 Miles	$2,500,000.00	2024	FHWY/ODOT
Utilities	Okfuskee County	US-75: fRom 3.8 Miles East of the Hughes County Line at Osage Avenue, East 0.36 Miles to Seminole Avenue in Weleetka	$50,000.00	2024	FHWY/ODOT
Right of Way	Payne county	SH-51: From Western Road, Extend East 2.0 Miles to JCT of US-177 (Row for 04)	$1,000,000.00	2024	FHWY/ODOT
Right of Way	Payne county	SH-18: From SH-33, Extend North 2 Miles to E690 (Row for 04)	$500,000.00	2024	FHWY/ODOT
Grade, Drain & Surface	Pottawatomie	US-270: From 2.6 Miles South of I-40, Southeast 2.3 Miles	$18,000,000.00	2024	FHWY/ODOT
Grade, Drain & Surface	Pottawatomie	Kickapoo Street (US-270B): From Kickapoo Spur, South 1.6 Miles to SH-18	$18,500,000.00	2024	FHWY/ODOT
Utilities	Pottawatomie	SH-3E: Over the N. Canadian River, 2.2 Miles East of SH-18 - UT for 350164(04)	$50,000.00	2024	FHWY/ODOT
Right of Way	Seminole	SH-99: From 3.0 Miles South of US-270, South 8.0 Miles - RW For 232894(04)(13)	$2,750,000.00	2024	FHWY/ODOT
Right of Way	Seminole	US-270: Over unnamed Creek, 0.6 Miles Southeast of SH-56-RW for 34247(04)	$50,000.00	2024	FHWY/ODOT
Right of Way	Seminole	SH-59: over Unnamed Creek, 1.0 Miles East of US-270 - RW for 34251(04)	$50,000.00	2024	FHWY/ODOT

Right of Way	Seminole	SH-39: From 1.0 Mile East of Pottawatomie County Line, South and East 1.0 Mile from Konawa: RW for 34285(04)	$75,000.00	2024	FHWY/ODOT
Pavement Rehabilitation	Seminole	SH-99: From 1.0 Miles South of SH-9, North 3.1 Miles	$1,350,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Hughes	US-75 Over N. Canadian River, 2.9 Miles South of Okfuskee C/L	$725,527.00	2024	FHWY/ODOT
Resurface	Lincoln County	SH-66: Begin at Jct SH-102, Extend East 3.97	$850,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Lincoln County	SH-66 Over Salt Creek, 1.6 Mile East of Jct SH-99	$1,000,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Lincoln County	US-177 Over Bellcow Creek, 6.2 Miles North of JCT SH-66	$650,000.00	2024	FHWY/ODOT
ADA Projects For Compliance	Okfuskee County	US-75: fRom 3.8 Miles East of the Hughes County Line at Osage Avenue, East 0.36 Miles to Seminole Avenue in Weleetka	$833,400.00	2024	FHWY/ODOT
Resurface	Payne County	SH-108: From 68th St (Mehan Rd) North to SH-51	$661,387.00	2024	FHWY/ODOT
Resurface	Payne county	SH-108: From SH-51st North to East Burkhart Street in Glencoe	$776,630.00	2024	FHWY/ODOT
Resurface	Payne county	US-177: From SH-33 JCT North Approx 6.8 Miles to Main St	$3,400,000.00	2024	FHWY/ODOT
ADA Projects For Compliance	Payne county	SH-51: From Just East of US-177 East to Brush Creek	$1,000,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Pottawatomie	I-40: EB & WB I-40 Mainline Bridges and US-177 Flyover at US-177 Interchange	$2,500,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Pottawatomie	US-270 Over Creek, 6.1 Miles East of JCT US-177	$300,000.00	2024	FHWY/ODOT
Bridge Rehabilitation	Pottawatomie	SH-39 over Cat Creek, 0.5 Miles West of JCT US-177	$300,000.00	2024	FHWY/ODOT
Right of Way	Hughes	Bridge and Approaches on EW-1390 Over Little River, 3.8 Miles North and 2.0 Miles West of Atwood	$30,000.00	2025	FHWY/ODOT
Utilities	Hughes	Bridge and Approaches on EW-1390 Over Little River, 3.8 Miles North and 2.0 Miles West of Atwood	$30,000.00	2025	FHWY/ODOT
Right of Way	Lincoln County	Grade, Drain, and Surface County Rd EW-084, Beginning at NS0340 and Extending East Approx. 4.0 Miles to SH-18	$250,000.00	2025	FHWY/ODOT
Utilities	Lincoln County	Grade, Drain, and Surface County Rd EW-084, Beginning at NS0340 and Extending East Approx. 4.0 Miles to SH-18	$250,000.00	2025	FHWY/ODOT
Right of Way	Lincoln County	Bridge and Approaches on NS 3450 Over Quapaw Creek .2 Miles West and 1.3 Miles South of Payson Ln	$25,000.00	2025	FHWY/ODOT
Utilities	Lincoln County	Bridge and Approaches on NS 3450 Over Quapaw Creek .2 Miles West and 1.3 Miles South of Payson Ln	$50,000.00	2025	FHWY/ODOT
Bridge & Approaches	Lincoln County	Bridge and Approaches on EW 850 Over Salt Creek Approx 5.1 Miles East of Kendrick	$1,358,680.00	2025	FHWY/ODOT
Grade, Drain & Surface	Lincoln County	Grade, Drain, Surface, and Bridge on NS 332 Over Deep Fork Creek Beginning at SH-66 Ext N 1.8 Miles	$200,000.00	2025	FHWY/ODOT
Bridge & Approaches	Okfuskee County	CO Br on EW-113 Ovr Unnamed Creek, 1.0 Mile Ease, 1.8 Miles North and 0.2 Miles West of Bearden	$460,000.00	2025	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridges and Approaches over Tributary to Flat Rock Creek on NS 380 and EW 110 Approx 1 Mile South and 2.5 Miles East of Okemah	$1,035,000	2025	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches for Local ID 182 NBI 04391 Over Unnamed Tributary Near Weleetka	$10,000.00	2025	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches for Local ID 182 NBI 04391 Over Unnamed Tributary Near Weleetka	$10,000.00	2025	FHWY/ODOT
Right of Way	Okfuskee County	Bridge and Approaches over Unnamed Creek on EW 1050 (old hwy 62) Approx 1.6 Miles East of Boley	$15,000.00	2025	FHWY/ODOT

Utilities	Okfuskee County	Bridge and Approaches over Unnamed Creek on EW 1050 Approx 1.6 Miles East o Boley	$15,000.00	2025	FHWY/ODOT
Right of Way	Okfuskee County	Bridge and Approaches on EW 3630 Over Little Hillby Creek Approx 4.6 Miles North and 1 Mile East of Paden	$15,000.00	2025	FHWY/ODOT
Utilities	Okfuskee County	Bridge and Approaches on EW 3630 Over Little Hillby Creek Approx 4.6 Miles North and 1 Mile East of Paden	$15,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Hardesty Rd (EW-118) Beg @ Leo Dr East Approx .5 Miles	$40,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Hardesty Rd (EW-118) Beg @ Leo Dr East Approx .5 Miles	$350,000.00	2025	FHWY/ODOT
Bridge & Approaches	Pottawatomie County	Bridge and Approaches on EW 126 (Coleman Rd) Over unnamed Creek Approx 5.6 Miles East of Hwy 3W	$820,000.00	2025	FHWY/ODOT
Widen, Resurface & Bridge	Pottawatomie County	Bridge and Resurface Moccasin Trail Road (EW 109) Beginning at Intersection of NS349 Extending East 4 Miles to NS353	$4,180,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Full Depth Reconstruct Moccasin Trail Road Beginning at Iontersection of NS349 Extending East 4 Miles	$75,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Full Depth Reconstruct Moccasin Trail Road Beginning at Intersection of NS349 Extending East 4 Miles to NS353	$100,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Grade Drain and Surface of Hardesty Rd Beginning at Intesection of Daycare Rd Extending 2.5 Miles East to Brangus Rd	$150,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Grade Drain and Surface of Hardesty Rd Beginning at Intersection of Daycare Rd Extending 2.5 Miles East to Brangus Rd	$500,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Grade Drain and Surface of Hardesty Rd Beginning at Intersection of 13th St Extending East 1.5 Miles to Intersection of Daycare Rd	$150,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Grade Drain and Surface of Hardesty Rd Beginning at Intersection of 13th St Extending East 1.5 Miles to Intersection of Daycare Rd	$200,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Bridge and Approaches on EW1420 (Skinner Rd) Over Unnamed Creek 3.6 Miles West of Wanette Ln 209	$15,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Bridge and Approaches on EW1420 (Skinner Rd) Over Unnamed Creek 3.6 Miles West of Wanette Ln 209	$25,000.00	2025	FHWY/ODOT
Resurface	Pottawatomie County	Resurface of Old SH-18 Beg at US-177 Ext NW3.4 Miles to Brooksville Rd. Then Ext 1.2 Miles West to Dancing Streams Rd Approx 5 Miles S of Tecumseh	$150,000.00	2025	FHWY/ODOT
Right of Way	Pottawatomie County	Bridge and Approaches over Sandy Creek on NS-3540 Apprrox 2.6 Miles North and 2.7 Miles East of Konawa	$15,000.00	2025	FHWY/ODOT
Utilities	Pottawatomie County	Bridge and Approaches over Sandy Creek on NS3540 Approx 2.6 Miles North and 2.7 Miles East of Konawa	$25,000.00	2025	FHWY/ODOT
Bridge and Approaches	Payne county	Bridge and Approaches over Big Creek 1.25 Miles East of Parolete Rd on W Deep Rock Rd	$175,000.00	2025	FHWY/ODOT
Bridge and Approaches	Payne county	Bridge and Approaches over Council Creek & Feather Creek .36 Miles East of S. Bethel Rd on E. Mcelroy	$300,000.00	2025	FHWY/ODOT
Bridge and Approaches	Payne county	Bridge and Approaches over Stillwater Creek; .3 Miles East of N. Redlands Rd on W. Mcelroy Rd	$150,000.00	2025	FHWY/ODOT
Resurface	Payne county	Resurface Euchee Valley Rd (NS3450) From SH-33 3 Miles North to Fairlawn Rd (EW680) Then West 1 Mile to Norfolk Rd (NS353)	$2,826,740.00	2025	FHWY/ODOT
Utilities	Pawnee County	Co Rd NS 3380 Over Turkey Creek Apx 2.2 Miles S and 5 Miles East of SH15 and US177 Jct	$100,000.00	2025	FHWY/ODOT

Right of Way	Pawnee County	County Rd NS 3380 Over Turkey Creek Apx 2.2 Miles South and 5 Miles East of SH15 and US177 Jct	$100,000.00	2025	FHWY/ODOT
Bridge & Approaches	Hughes County	Bridge & Approaches on Spaulding Rd (NS3690) Over the Little River Approx. 1.6 Miles South of Spaulding	$3,035,000.00	2026	FHWY/ODOT
Bridge & Approaches	Lincoln County	Bridge and Approaches on NS 3450 Over Quapaw Creek .2 Miles West and 1.3 Miles South of Payson Ln	$2,535,000.00	2026	FHWY/ODOT
Right of Way	Lincoln County	Bridge and Approaches on EW840 Over Ranch Creek App .7 Miles North and .75 East of Kendrick	$50,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches over TRIB to the North Canadian River on NS371 Approx 1 Mile North and 1.5 West of the SH56, SH-48 Intersection	$825,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches on Old SH124 Over Unnamed Trib of Parsley Creek .5 Miles North and 7 Miles East of Weleetka	$580,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches on EW-1070 (Rock Creek Rd) Over Trib. To Rock Creek 2.8 Miles South and .25 Miles West of Paden	$825,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches on NS3630 Over Little Hillby Creek Approx 4.6 Miles North and 1.0 Miles East of Paden	$815,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches on EW-1160 Over Unnamed Creek .8 Miles West and .1 Miles South of Weleetka	$15,000.00	2026	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approach on EW-1160 Over Unnamed Creek .8 Miles West and .1 Miles South of Weleetka	$15,000.00	2026	FHWY/ODOT
Grade, Drain, Bridge & Surface	Pottawatomie County	Hardesty Rd (EW-118) Beg App. .75 Miles East of Coker Rd (NS-338) & Ext East 1.25 Miles to Leo Dr	$875,000.00	2026	FHWY/ODOT
Intersection Modification	Pottawatomie County	Hardesty Rd (EW-118) Beg App .75 Miles East of Coker Rd (NS-338) & Ext East 1.25 Mile to Leo Dr	$660,000.00	2026	FHWY/ODOT
Bridge & Approaches	Pottawatomie County	Bridge and Approaches over Rock Creek on Garrets Lake Rd Approx 1.5 Miles North and 1.5 Miles East of SH-18 & I-40	$2,235,000.00	2026	FHWY/ODOT
Grade, Drain & Surface	Seminole County	NS-352 Beg at SH-59 Ext North Approx 4.6 Miles to SH-9	$5,320,000.00	2026	FHWY/ODOT
Bridge & Approaches	Payne County	B&A on EW-63 Over Council Creek, 1.0 Miles South & 3.1 Miles East of Jct SHd-51/SH-108	$2,450,000.00	2026	FHWY/ODOT
Right of Way	Payne County	Bridge and Approaches over Big Creek 1.25 Miles East of Parolete Rd on West Deep Rock Rd	$50,000.00	2026	FHWY/ODOT
Utilities	Payne County	Bridge and Approaches over Big Creek, 1.25 Miles East of Parolte Rd on West Deep Rock Rd	$50,000.00	2026	FHWY/ODOT
Right of Way	Payne County	Bridge and Approaches over Stillwater Creek, .30 Miles East of N. Redlands Rd on W. Mcelroy Rd	$50,000.00	2026	FHWY/ODOT
Utilities	Payne County	Bridge and Approaches over Stillwater Creek, .3 Miles East of N. Redlands Rd on West Mcelroy Rd	$50,000.00	2026	FHWY/ODOT
Bridge & Approaches	Pawnee County	Belford Bridge (EW-35) Over Arkansas River Approx. 6.5 Miles West of Ralston	$16,200,000.00	2026	FHWY/ODOT
Bridge & Approaches	Hughes County	Bridge and Approaches on EW-1390 Over Little River 3.8 Miles North and 2.0 Miles West of Atwood	$2,185,000.00	2027	FHWY/ODOT
Right of Way	Hughes County	Bridge and Approaches on EW1270 Over Unnamed Creek, .4 Miles South and 1.2 Miles West of Wetumka	$30,000.00	2027	FHWY/ODOT
Utilities	Lincoln County	Bridge and Approaches on EW-840 Over Ranch Creek Approximately .7 Miles North and .75 Miles East of Kendrick	$50,000.00	2027	FHWY/ODOT

Grade, Drain, Bridge & Surface	Okfuskee County	Grade, Drain, Bridge, and Surface Clearview Rd, Beg at NS 385 and EW 11, Ext East .6 Miles Then South 1.8 Miles to US 75	$4,905,000.00	2027	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches over Unnamed Creek on EW 1050 Approx 1.6 Miles East of Boley	$950,000.00	2027	FHWY/ODOT
Grade, Drain, Bridge & Surface	Pottawatomie County	Grade Drain Bridge and Surface Co Rd NS-348 (Sacred Heart Rd) Beg Approx 2.8 Miles North of SH-39 Extending North Approx .5 Miles	$1,575,000.00	2027	FHWY/ODOT
Bridge & Approaches	Pottawatomie County	Bridge and Approaches on EW-1420 (Skinner Rd) Over Unnamed Creek 3.6 Miles West of Wanette	$1,025,000.00	2027	FHWY/ODOT
Right of Way	Pottawatomie County	Resurface of Old SH-18 Beg at US-177 Ext NW 3.4 Miles to Brooksville Rd. Then Ext 1.2 Miles West to Dancing Streams Rd Approx 5 Miles South of Tecumseh	$75,000.00	2027	FHWY/ODOT
Utilities	Pottawatomie County	Resurface of Old SH-18 Bedg at US-177 Ext NS 3.4 Miles to Brooksville Rd, then Ext 1.2 Miles West to Dancing Streams Rd. Approx 5 Miles South of Tecumseh	$100,000.00	2027	FHWY/ODOT
Right of Way	Payne County	Bridge and Approaches over Council Creek & Feather Creek .36 Miles East of S. Bethel Rd on E. McElroy	$50,000.00	2027	FHWY/ODOT
Utilities	Payne county	Bridge and Approaches over Council Creek & Feather Creek .36 Miles East of S. Bethel Rd on E. Mcelroy	$150,000.00	2027	FHWY/ODOT
Contract PE	Payne County	Bridge and Approaches Over North Stillwater Creek; .3 Miles East of N. Cottonwood Rd on W. McElroy	$220,000.00	2027	FHWY/ODOT
Right of Way	Pawnee County	Co Red EW 49 Over Panthger Creek Apx .9 Miles East and 1 Mile South of SH108 & US 64 at Lela	$30,000.00	2027	FHWY/ODOT
Utilities	Pawnee County	Co Rd EW 49 Panther Creek Apx .9 Mile East and 1 Mile South of SH106 & US 64	$5,000.00	2027	FHWY/ODOT
Utilities	Hughes County	Bridge and Approached on EW 1270 Over Unnamed Creek. 4 Miles Southa nd 1.2 Miles West of Wetumka	$30,000.00	2028	FHWY/ODOT
Bridge & Approaches	Lincoln County	Bridge and Approaches on EW-840 Over Ranch Creek Approx .7 Miles North and .75 Miles East of Kendrick	$1,060,500.00	2028	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approaches Local ID 144 NBI 02026 Over Unnamed Tributary 6 Miles North and .5 Miles East of Okemah	$810,500.00	2028	FHWY/ODOT
Bridge & Approaches	Seminole County	Bridge and Approaches Over Wewoka Creek on Brick Plant Rd Approx 1 Miles North and 3 Miles West of Wewoka	$456,000.00	2028	FHWY/ODOT
Bridge & Approaches	Seminole County	Bridge and Approaches on Old OK 3E Over Salt Creek Approximately 2.7 Miles South of Wolf	$2,620,000.00	2028	FHWY/ODOT
Bridge & Approaches	Payne County	Bridge & Appoaches Over Salt Creek, 3 Miles West & 1 Mile North of Yale on E McElroy	$1,400,000.00	2028	FHWY/ODOT
Bridge & Approaches	Payne county	Bridge and Approaches Over Stillwater Creek .3 Miles East of North Redlands Rd on West McElroy Rd	$1,000,000.00	2028	FHWY/ODOT
Contract PE	Pawnee County	Co Rd EW440 From NS3530 to NS 3590 6 Miles	$200,000.00	2028	FHWY/ODOT
Bridge & Approaches	Pawnee County	Co Rd NS 3380 Over Turkey Creek Apx 2.2 Miles South and 5 Miles East of SH15 and US177 Jct	$641,000.00	2028	FHWY/ODOT
Grade, Drain & Surface	Lincoln County	Grade, Drain, and Surface Co Rd EW-084 Beg at NS-339 and Ext East Approx 5.0 Miles to NS344	$4,824,000.00	2029	FHWY/ODOT
Bridge & Approaches	Okfuskee County	Bridge and Approached on EW-1160 Over Unnamed Creek .8 Miles West and .1 Miles South of Weleetka	$1,100,000.00	2029	FHWY/ODOT
Resurface	Pottawatomie County	Resurface of Old SH-18 Beg at US177 Ext NW 3.4 Miles to Brooksville Rd. Then Ext 1.2 Miles West to Dancing Streams Rd. Approx 5 Miles South of Tecumseh	$3,500,000.00	2029	FHWY/ODOT

Bridge & Approaches	Payne County	Bridge and Approaches Over Big Creek, 1.25 Miles East of Parolte Rd on W. Deep Rock rd	$1,500,000.00	2029	FHWY/ODOT
Bridge & Approaches	Payne County	Bridge and Approaches Over Council Creek & Feather Creek .36 Miles East of South Bethel Rd on E. McElroy	$2,500,000.00	2029	FHWY/ODOT
Bridge & Approaches	Pawnee County	Co Rd EW 49 Over Panther Creek Apx .9 Miles East and 2 Mile fsouth of SH106 & US 64	$860,000.00	2029	FHWY/ODOT
Right of Way	Lincoln County	SH-99 from .9Miles North of SH-66, North 12.4 Miles to Payne County Line-RW for 362114 & 36211	$3,000,000.00	2030	FHWY/ODOT
Right of Way	Okfuskee County	SH-48: From SH-56, North 3.1 Miles to US-62, RW for 38303	$750,000.00	2030	FHWY/ODOT
Grade, Drain, Bridge & Surface	Pawnee County	US-64: From Approx 5 Miles East of SH-48, Extend East Approx 2 Miles to Arkansas River	$8,000,000.00	2030	FHWY/ODOT
Bridge Rehabilitation	Payne County	SH-33: Over Euchee Creek: Approx 5.1 Miles East of Jct Of Sh-18	$1,000,000.00	2030	FHWY/ODOT
Intersection Modification	Pottawatomie County	I-40: at the interchange of US-177, West of Shawnee	$20,000,000.00	2030	FHWY/ODOT
Utilities	Pottawatomie County	SH-9A: From SH-59, North 10.3 Miles to SH-9 UT for 36214 & 36214	$900,000.00	2030	FHWY/ODOT
Grade, Drain, & Surface	Seminole County	SH-99: From 7.2 Miles South of US-270, South 4.0 Miles	$18,500,000.00	2030	FHWY/ODOT
Right of Way	Seminole County	SH-99: From 5.8 Miles South of SH-59 Eastbound, South 8.4 Miles - RW for 36180	$2,500,000.00	2030	FHWY/ODOT
Bridge & Approaches	Lincoln County	US0177: Over Bellcow Creek, 6.2 Miles North of Junction SH-66	$1,250,000.00	2031	FHWY/ODOT
Utilities	Lincoln County	SH-99: From 0.9 Miles North of SH-66, North 12.4 Miles to Payne County Line-	$1,250,000.00	2031	FHWY/ODOT
Utilities	Lincoln County	SH-102: From 3.0 Miles South of I-44, North 3.8 Miles to SH-66	$550,000.00	2031	FHWY/ODOT
Right of Way	Okfuskee County	SH-48: from 5.5 Miles North of US-62, North 6.0 Miles to Creek County Line	$1,500,000.00	2031	FHWY/ODOT
Utilities	Okfuskee County	SH-48: From 5.5 Miles North of US-62, North 6.0 Miles to Creek County Line	$900,000.00	2031	FHWY/ODOT
Utilities	Okfuskee County	SH-48: From SH-56, North 3.1 Miles to US-62	$450,000.00	2031	FHWY/ODOT
Widen & Surface	Pawnee County	US-64: from SH-99 West JCT Extend East 4.1 Miles	$14,100,000.00	2031	FHWY/ODOT
Widen & Resurface	Pawnee County	SH-99: from the Cimarron Turnpike Extend North to US-64	$11,250,000.00	2031	FHWY/ODOT
Right of Way	Payne county	US-177: from East Burris St in Stillwater, Extend North to Ponca City	$1,000,000.00	2031	FHWY/ODOT
Grade, Drain, Bridge & Surface	Pottawatomie County	SH-9: From SH-102, East 5.5 Miles	$20,500,000.00	2031	FHWY/ODOT
Grade, Drain, Bridge & Surface	Pottawatomie County	US-270: From 7.0 Miles East of SH-3W, East 0.7 Miles	$400,000.00	2031	FHWY/ODOT
Bridge & Approaches	Pottawatomie County	SH-39: from Cleveland County Line, East 6.9 Miles - UT for 38268	$1,000,000.00	2031	FHWY/ODOT
Utilities	Seminole County	SH-99: From 5.8 Miles South of SH-59 Eastbound, South 8.4 Miles - RW for 36180	$1,250,000.00	2031	FHWY/ODOT
Widen, Resurface & Bridge	Seminole County	SH-56: From 7.6 Miles South of US-270, North 7.6 Miles	$17,000,000.00	2031	FHWY/ODOT
ADA Pedestrian Crossings	Chandler	Park Rd/Keith Duncan Blvd	$550,028.28	2025	TAP
ADA Compliant Siudewalks	Prague	3500' of ADA Compliant Sidewalks, new pedestrian bridge, creates connection from City Park and Library to Prague Schools Campus W 16th/Nwestlawn Dr/US 62	$491,926.00	2025	TAP
Assessment, Update, Propose	Pawnee Nation	Pawnee County Routes to NTFFI		2021 - 2040	Nation Funding
Assessment, Update, Propose	Pawnee Nation	Payne County Routes to NTFFI		2021 - 2040	Nation Funding
Assessment, Update, Propose	Pawnee Nation	Town of Maramec Routes to NTFFI		2021 - 2040	Nation Funding

Assessment, Update, Propose	Pawnee Nation	City of Pawnee to NTTFI	2021 - 2040	Nation Funding
ADA Compliant Siudewalks	Pawnee Nation	Beck Drive: Planning reconstruction to include ADA compliant sidewalks	2024 - 2040	Nation Funding
Planning	Pawnee Nation	9th St Planning	2026 - 2044	Nation Funding
Planning	Pawnee Nation	4th St Planning	2027 - 2044	Nation Funding
Planning	Pawnee Nation	9th St Construction	2028 - 2044	Nation Funding
Road Preservation	Pawnee Nation	PN Road Presentation Project	2029 - 2044	Nation Funding
PN Road Reconstruction - Planning	Pawnee Nation	PN Road Reconstruction - Planning	2030 - 2044	Nation Funding
Construction	Pawnee Nation	4th St. Construction	2032 - 2045	Nation Funding
Bridge Panning	Pawnee Nation	Bridge Panning, City of Pawnee	2033 - 2045	Nation Funding
Bridge Replacement	Pawnee Nation	Bridge Replacement, City of Pawnee	2034 - 2045	Nation Funding
Road Reconstruction	Pawnee Nation	PN Road Reconstruction overlay, striping, curb, gutter, sidewalks	2035 - 2045	Nation Funding
Overpass Planning	Pawnee Nation	Overpass Planning	2036 - 2045	Nation Funding
Overpass Construction	Pawnee Nation	Overpass Construction	2039 - 2045	Nation Funding

Appendix B: Archaeological Sites

Community	Historical Site	Registered Date
Pawnee	Arkansas Valley National Bank	November 11, 1978
Pawnee	Blue Hawk Peak Ranch	October 10, 1975
Pawnee	Pawnee Agency & Boarding School Historic District	December 28, 2000
Pawnee	Pawnee Armory	May 20, 1994
Pawnee	Pawnee Indian Agency	April 11, 1973
Pawnee	Pawnee Municipal Swimming Pool and Bath House	August 23, 1984
Pawnee	Corliss Steam Engine	May 7, 1979
Pawnee	Pawnee County Courthouse	August 23, 1984
Blackburn	Blackburn Methodist Church	September 28, 1984
Meramec	First State Bank of Maramec	June 5, 2007
Cleveland	Mullendore Mansion	June 22, 1984
Ralston	Ralston Opera House	July 28, 1987

Community	Historical Site	Registered Date
Okemah	Okemah Armory	June 26, 1998
Okemah	Okfuskee County Courthouse	August 23, 1984
Boley	Boley Historic District	May 15, 1975
Weleetka	Weleetka Town Hall and Jail	March 25, 1993

Community	Historical Site	Registered Date
Sasakwa	Alice Brown House	March 31, 1982
Wewoka	Jackson Brown House	June 27, 1980
Wewoka	Silas L. Brown House	August 5, 1985
Wewoka	Hotel Aldridge	May 14, 1986
Wewoka	J. Coody Johnson Building	August 5, 1985
Wewoka	Seminole County Courthouse	August 24, 1984
Wewoka	Seminole Whipping Tree	May 22, 1981
Wewoka	Wewoka Switch and Sidetracks	September 26, 1985
Seminole	W.E. Grisso Mansion	January 27, 1975
Seminole	Home Stake Oil and Gas Company Building	May 14, 1986
Seminole	Mekasukey Academy	March 28, 1974
Seminole	Seminole High School	March 21, 2022
Seminole	Seminole Municipal Building	September 8, 2015
Seminole	Sinclair Loading Rack	August 5, 1985
Seminole	Strother Memorial Chapel	September 2, 2003

Community	Historical Site	Registered Date
Tecumseh	Barnard Elementary School	June 2, 2000
Wanette	Old Santa Fe Railroad Bridge	March 10, 2010
Harjo	Rose Fast Site (34PT28)	December 24, 1986
Asher	Sacred Heart Mission Site	September 15, 1983
Shawnee	Aldridge Hotel	June 2, 2000
Shawnee	Beard Cabin	April 8, 1983
Shawnee	Bell Street Historic District	December 28, 2000
Shawnee	Billington Building	September 26, 1985
Shawnee	H.T. Douglas Mansion and Garage	September 26, 1985
Shawnee	Governor's Mansion	January 21, 1983
Shawnee	Kerfoot House	January 21, 1983
Shawnee	Nuckolls House	January 21, 1983
Shawnee	Pottawatomie County Courthouse	August 24, 1984
Shawnee	St. Gregory's Abbey & College	August 15, 1975
Shawnee	Sante Fe Depot	June 5, 1974
Shawnee	Shawnee Friends Mission	March 7, 1973
Shawnee	Squirrel Creek Bridge	September 3, 2010
Shawnee	State National Bank Building	March 12, 2020
Shawnee	Walker House	April 8, 1983

Community	Historical Site	Registered Date
Cushing	**The Bassett House**	**December 3, 2009**
Cushing	**Luke D. Berry House**	**December 11, 2007**
Cushing	**Cushing American Legion Building**	**June 5, 2003**
Cushing	**Cushing Armory**	**May 20, 1994**
Cushing	**Gillespie Drilling Company Building**	**December 12, 2012**
Cushing	**Christian K. Usher Lustron House**	**February 23, 2009**
Ripley	**Hopkins Sandstone House and Farmstead**	**May 7, 1979**
Ingalls	**Irvings Castle**	**February 17, 1978**
Perkins	**Perkins Historic District**	**December 28, 2000**
Perkins	**White Cloud Lodge**	**September 3, 2010**
Yale	**Jim Thorpe House**	**March 24, 1971**
Stillwater	**James E Berry House**	**November 21, 1980**
Stillwater	**Campus Fire Station**	**December 7, 2004**
Stillwater	**Citizens Bank Building**	**February 24, 1981**
Stillwater	**Cottonwood Community Center**	**March 13, 1980**
Stillwater	**Hamilton Cross House**	**June 9, 2014**
Stillwater	**William Frick House**	**September 8, 1980**
Stillwater	**Hoke Building**	**September 12, 1983**
Stillwater	**Long Branch Creek Bridge**	**September 10, 2014**

Stillwater	**Lytton Building Masonic Hall**	**June 7, 2021**
Stillwater	**Magruder Plots**	**August 29, 1979**
Stillwater	**Murphy House**	**September 18, 1986**
Stillwater	**Oklahoma A&M College Agronomy Barn and Seed House**	**May 27, 2004**
Stillwater	**Oklahoma A&M College Dairy Barn**	**December 10, 2014**
Stillwater	**Old Central OSU**	**July 27, 1971**
Stillwater	**Payne County Courthouse**	**August 23, 1984**
Stillwater	**Pleasant Valley School**	**January 25, 1991**
Stillwater	**Pruett House**	**September 7, 2016**
Stillwater	**Josephine Reifsnyder Lustron House**	**February 23, 2009**
Stillwater	**Selph Building**	**September 12, 1983**
Stillwater	**Stillwater Santa Fe Depot**	**March 3, 1980**
Stillwater	**Walker Building**	**September 12, 1983**

Community	Historical Site	Registered Date
Stroud	**Bon Ton House**	**September 26, 1986**
Stroud	**Joseph Carpenter**	**September 26, 1986**
Stroud	**Graham Hotel-Destroyed**	**May 22, 1979**
Stroud	**Hadley House**	**November 13, 1984**
Stroud	**Hotel Lincoln**	**February 23, 1995**
Stroud	**George Hughes House**	**September 26, 1986**
Stroud	**Moses Keokuk House-Burned**	**June 19, 1973**
Stroud	**William Alfred Mensch Building**	**December 28, 2000**
Stroud	**Ozark Trails Section of Rt. 66**	**December 28, 2000**
Stroud	**Rock Café**	**June 14, 2001**
Stroud	**Southwestern Bell Telephone Building**	**May 14, 1986**
Stroud	**Old Stroud School**	**September 18, 1997**
Stroud	**Stroud Trading Company Building**	**December 27, 1979**
Stroud	**James W. Stroud House**	**March 8, 1984**
Chandler	**Boston Store**	**April 5, 1984**
Chandler	**Chandler Armory**	**March 14, 1991**
Chandler	**Chandler Baseball Camp**	**October 12, 2011**
Chandler	**Chandler Bookstore**	**April 5, 1984**
Chandler	**Chandler High School**	**April 4, 1996**
Chandler	**Johnson House**	**September 28, 1984**
Chandler	**National Guard Statistical Building**	**June 3, 1999**
Chandler	**Oleson-Crane Building**	**April 5, 1984**
Chandler	**St. Cloud Hotel**	**April 5, 1984**
Chandler	**Marshall William M. Tilghman Homestead**	**January 11, 1976**
Chandler	**Wolcott Building**	**April 5, 1984**
Chandler	**Clapp-Cunningham Building**	**February 23, 1995**
Chandler	**Conklin House**	**September 28, 1984**
Chandler	**Crane Motor Company Building**	**February 23, 1995**
Chandler	**First Presbyterian Church of Chandler**	**September 28, 1984**

Chandler	**Flynt Building**	**June 5, 2007**
Chandler	**Mascho Building and Public Privy**	**June 9, 2007**
Chandler	**Phillips 66 Station No. 1423**	**January 11, 1976**
Chandler	**St. Stephens Episcopal Church**	**June 9, 2000**
Wellston	**Captain Creek Bridge**	**March 3, 2004**
Meeker	**Crescent School**	**April 4, 1996**
Meeker	**St. Paul Baptist Church and Cemetery**	**September 13, 2002**
Meeker	**Spring Dell School**	**April 4, 1996**
Meeker	**Fairview School**	**September 18, 1997**
Meeker	**Meeker Townhall**	**September 13, 2002**
Davenport	**Davenport Broadway Avenue Brick Street**	**May 27, 2004**
Midlothian	**Midlothian School**	**April 4, 1996**
Prague	**Prague City Hall and Jail**	**June 26, 1998**
Prague	**ZCBJ Lodge No. 46**	**March 8, 1984**
Chandler	**St. Stephens Episcopal Church**	**June 9, 2000**
Wellston	**Captain Creek Bridge**	**March 3, 2004**
Meeker	**Crescent School**	**April 4, 1996**
Davenport	**Davenport Broadway Avenue Brick Street**	**May 27, 2004**
Midlothian	**Midlothian School**	**April 4, 1996**
Prague	**Prague City Hall and Jail**	**June 26, 1998**
Prague	**ZCBJ Lodge No. 46**	**March 8, 1984**

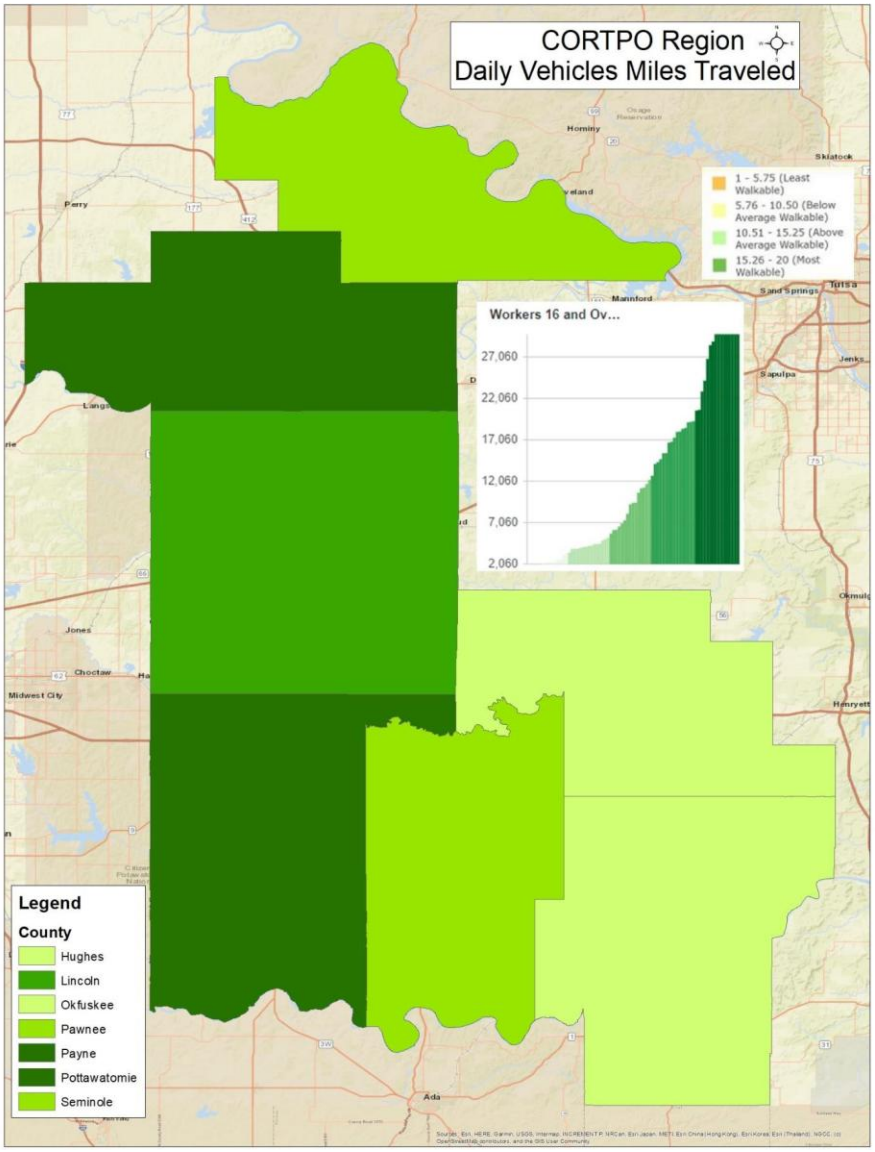
Community Historical Site Registered Date

Warwick	**Seaba's Filling Station**	**February 9, 1995**
Warwick	**Warwick School**	**April 4, 1996**
Agra	**Bank of Agra**	**February 21, 1990**

Community Historical Site Registered Date

Dustin	**Dustin Agricultural Building**	**September 8, 1988**
Holdenville	**Holdenville Armory**	**September 8, 1988**
Holdenville	**Holdenville City Hall**	**September 11, 1981**
Holdenville	**Moss School Gymnasium**	**September 8, 1988**
Holdenville	**John E. Turner House**	**January 27, 1983**
Wetumka	**Levering Mission**	**May 16, 1974**
Wetumka	**Wetumka Armory**	**September 8, 1988**
Wetumka	**Wetumka Cemetery Pavilion and Fence**	**September 8, 1988**
Spaulding	**Spaulding School Gymnasium Auditorium**	**September 8, 1988**
Stuart	**Stuart Hotel**	**October 7, 1982**

Appendix C: CORTPO Region Daily Vehicle Miles Traveled



Appendix D: Means of Travel per County

Pawnee County

29.9 minutes

Mean travel time to work

about 1.4 times the figure in Oklahoma: 22.2

about 10 percent higher than the figure in United States: 26.8

Column	Pawnee County				Oklahoma				United States			
Drove alone	84.1%	±1.9%	5,440	±222	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	7.1%†	±1.5%	461	±99	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0.1%†	±0.2%	9	±10	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0.1%†	±0.1%	6	±7	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	1.7%†	±0.8%	111	±51	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	1.5%†	±0.7%	94	±48	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	5.4%†	±1.1%	351	±69	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

Payne County

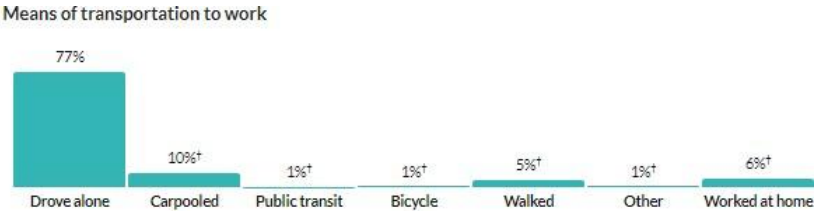
18.9 minutes

Mean travel time to work

* ACS 2021 5-year data

about 80 percent of the figure in Oklahoma: 22.2

about two-thirds of the figure in United States: 26.8



Column	Payne County				Oklahoma				United States			
Drove alone	76.6%	±1.9%	27,956	±1,038	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	9.5%†	±1.4%	3,482	±507	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0.7%†	±0.3%	248	±125	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	1%†	±0.3%	360	±126	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	5.2%†	±1.3%	1,886	±465	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	1%†	±0.4%	358	±149	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	6.1%†	±1.6%	2,231	±568	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

Lincoln County

31.7 minutes

Mean travel time to work

about 1.4 times the figure in Oklahoma: 22.2

about 20 percent higher than the figure in United States: 26.8

Column	Lincoln County				Oklahoma				United States			
Drove alone	80%	±1.8%	11,167	±362	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	9.8%†	±1.5%	1,373	±207	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0%	±0%	0	±21	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0%†	±0.1%	6	±10	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	0.9%†	±0.5%	131	±66	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	1.5%†	±0.5%	204	±74	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	7.7%†	±1.3%	1,081	±176	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

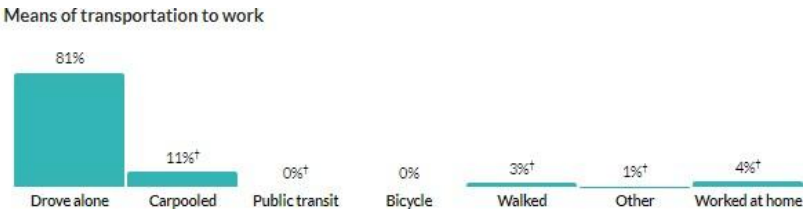
Seminole County

24 minutes

Mean travel time to work

about 10 percent higher than the figure in Oklahoma: 22.2

about 90 percent of the figure in United States: 26.8



Column	Seminole County				Oklahoma				United States			
Drove alone	81.2%	±2%	6,831	±288	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	10.9%†	±1.8%	918	±156	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0.1%†	±0.1%	6	±10	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0%	±0%	0	±18	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	3%†	±1%	254	±85	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	0.8%†	±0.4%	68	±34	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	4.1%†	±0.9%	341	±74	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

Okfuskee County

26 minutes

Mean travel time to work

about 20 percent higher than the figure in Oklahoma: 22.2

a little less than the figure in United States: 26.8

Column	Okfuskee County				Oklahoma				United States			
Drove alone	73.4%	±2.4%	2,742	±239	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	13%†	±2.3%	485	±95	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0%	±0%	0	±16	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0%	±0%	0	±16	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	4.7%†	±2.2%	177	±82	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	2.3%†	±1.3%	84	±48	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	6.6%†	±1.7%	246	±65	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

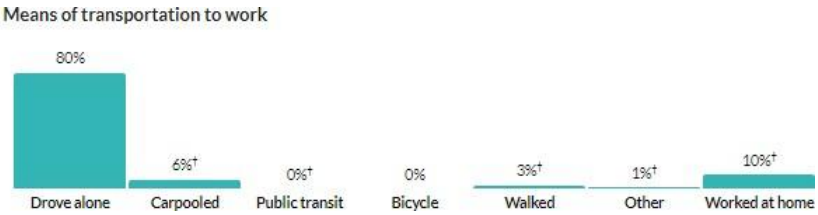
Hughes County

25.3 minutes

Mean travel time to work

about 10 percent higher than the figure in Oklahoma: 22.2

a little less than the figure in United States: 26.8



Column	Hughes County				Oklahoma				United States			
Drove alone	80.1%	±1.6%	3,320	±239	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	6.5%†	±1.9%	268	±80	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0%†	±0.1%	1	±2	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0%	±0%	0	±16	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	2.6%†	±1.7%	107	±72	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	1%†	±1%	41	±42	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	9.8%†	±2.3%	406	±98	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

Pottawatomie County

24.4 minutes

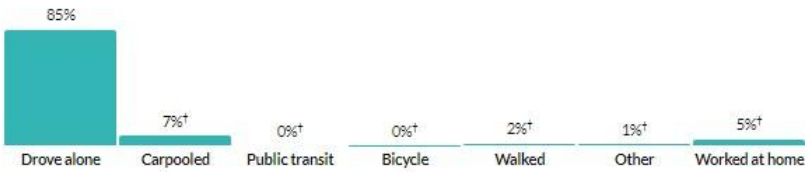
Mean travel time to work

* ACS 2021 5-year data

about 10 percent higher than the figure in Oklahoma: 22.2

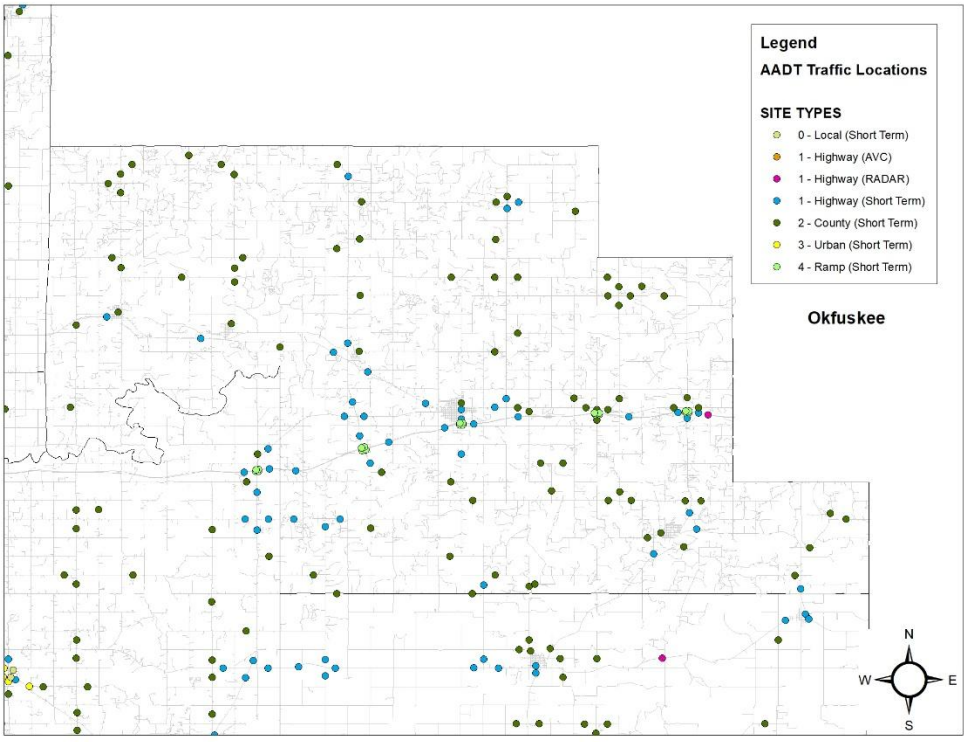
about 90 percent of the figure in United States:

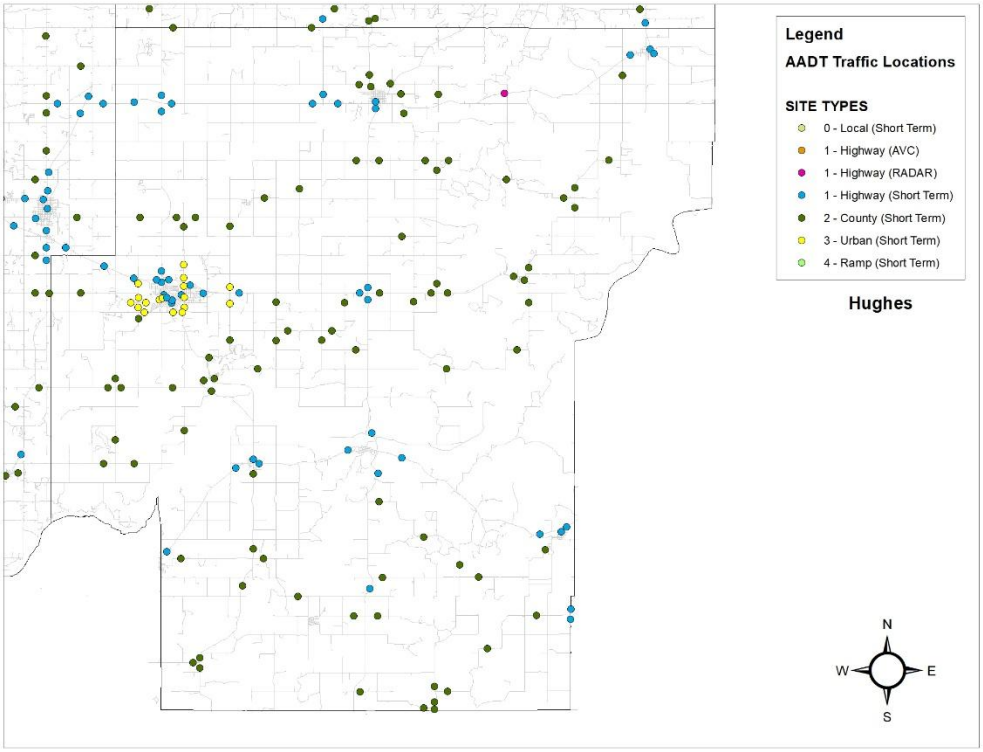
Means of transportation to work

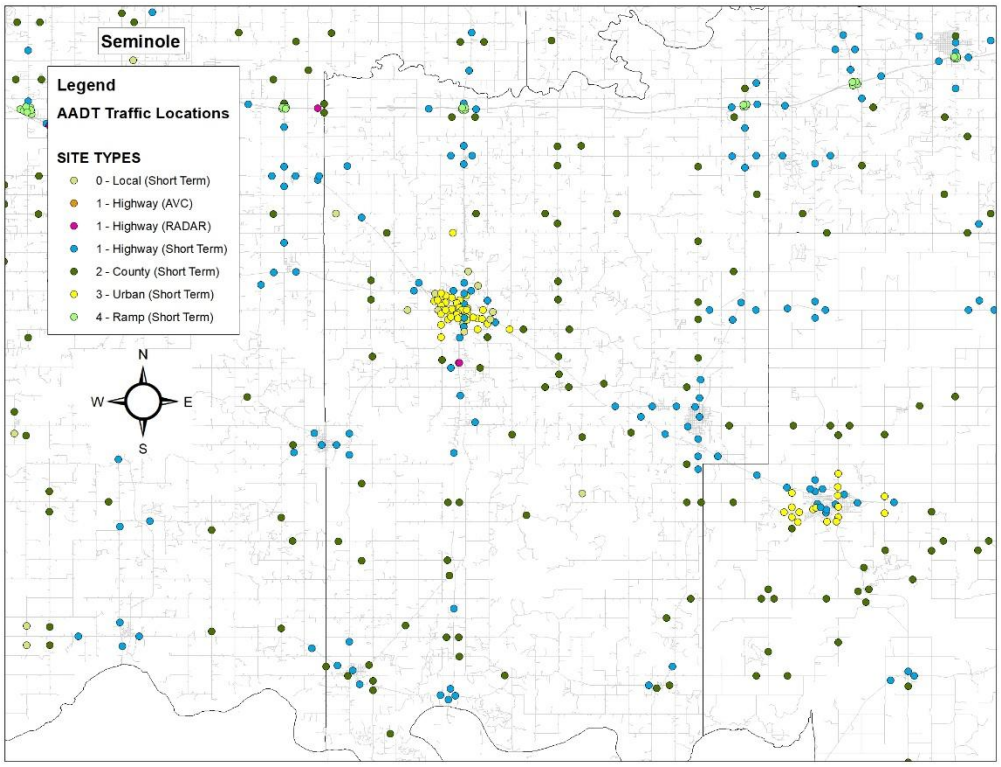


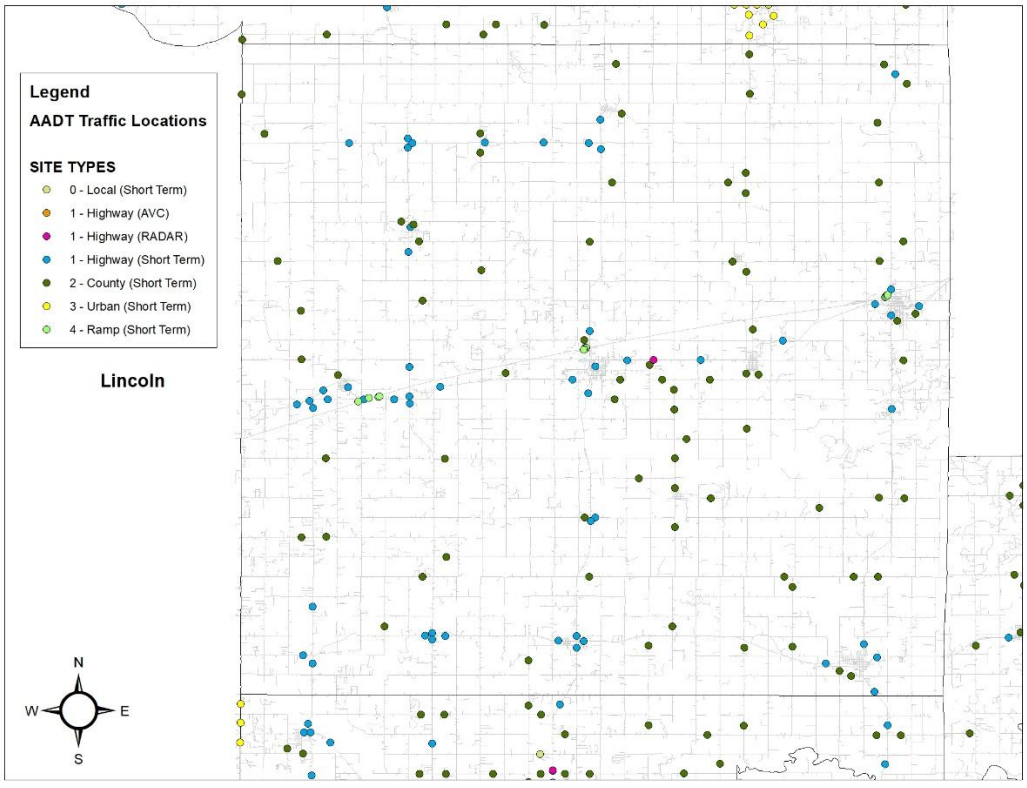
Column	Pottawatomie County				Oklahoma				United States			
Drove alone	84.5%	±1.5%	25,382	±801	80.6%	±0.2%	1,431,878	±5,172	73.2%	±0%	113,724,270	±124,490
Carpooled	7.3%†	±0.9%	2,191	±282	9.5%	±0.2%	168,621	±3,593	8.6%	±0%	13,340,838	±63,721
Public transit	0.1%†	±0.1%	20	±15	0.3%	±0%	5,810	±569	4.2%	±0%	6,472,373	±21,165
Bicycle	0.2%†	±0.2%	57	±49	0.2%	±0%	3,925	±435	0.5%	±0%	739,008	±8,589
Walked	1.9%†	±0.5%	574	±153	1.7%	±0.1%	30,563	±1,110	2.5%	±0%	3,849,557	±19,333
Other	1.1%†	±0.4%	326	±106	1.3%	±0.1%	22,205	±1,353	1.4%	±0%	2,097,224	±17,191
Worked at home	4.9%†	±0.7%	1,474	±202	6.4%	±0.2%	112,840	±2,894	9.7%	±0%	15,061,684	±42,181

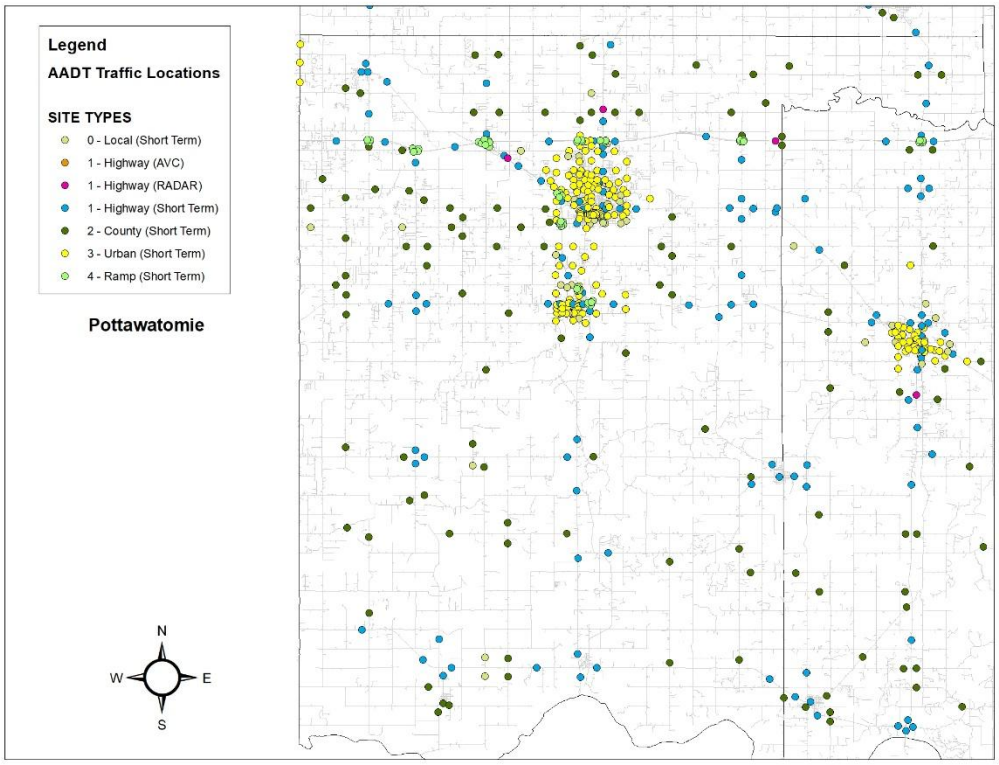
Appendix E: Annual Average Daily Locations

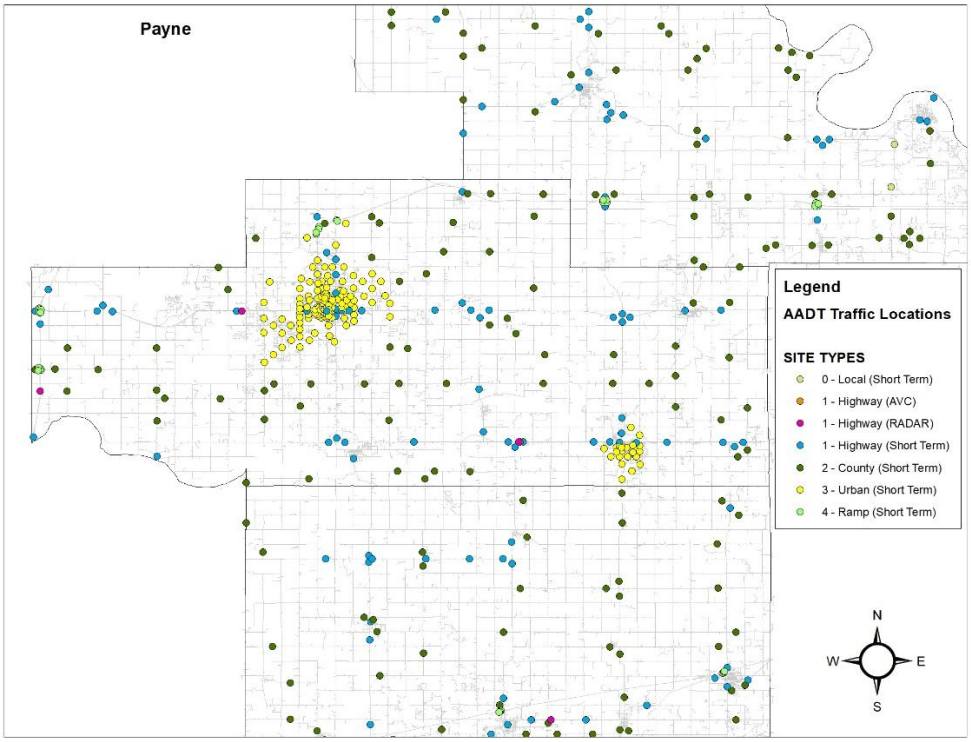


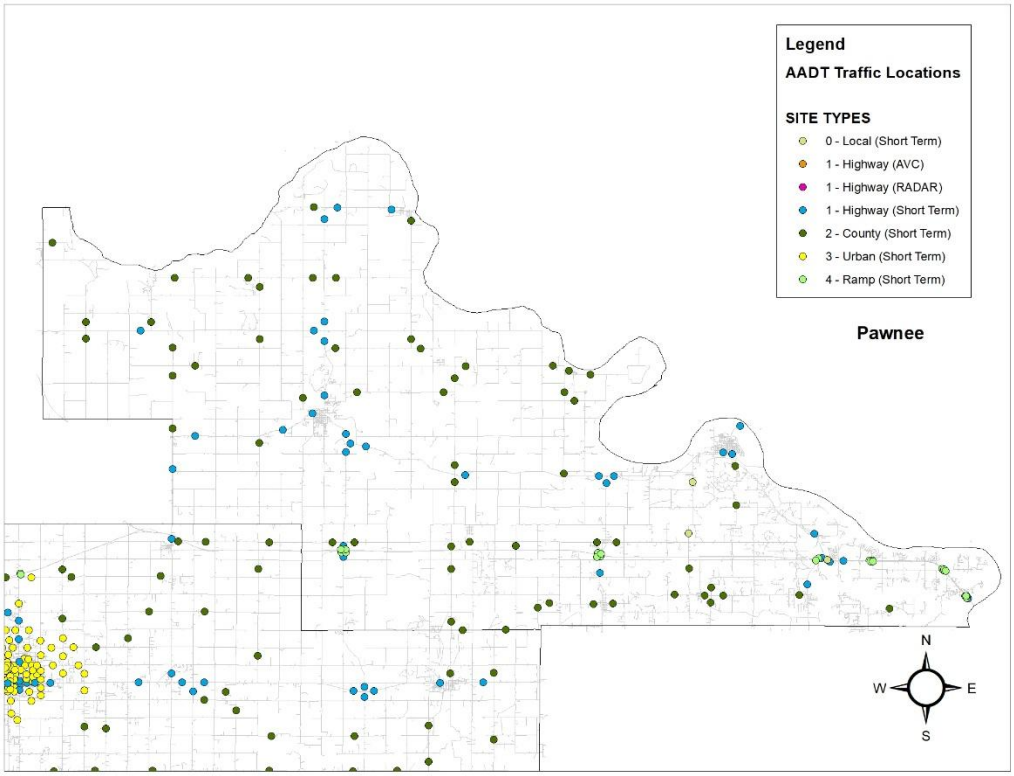



Seminole
Legend
AADT Traffic Locations
SITE TYPES
0 - Local (Short Term)
1 - Highway (AVC)
1 - Highway (RADAR)
1 - Highway (Short Term)
2 - County (Short Term)
3 - Urban (Short Term)
4 - Ramp (Short Term)
N
W
E
S


Legend
AADT Traffic Locations
SITE TYPES
0 - Local (Short Term)
1 - Highway (AVC)
1 - Highway (RADAR)
1 - Highway (Short Term)
2 - County (Short Term)
3 - Urban (Short Term)
4 - Ramp (Short Term)
Lincoln
N
W
E
S


Legend
AADT Traffic Locations
SITE TYPES
0 - Local (Short Term)
1 - Highway (AVC)
1 - Highway (RADAR)
1 - Highway (Short Term)
2 - County (Short Term)
3 - Urban (Short Term)
4 - Ramp (Short Term)
Pottawatomie
N
W
E
S


Payne
Legend
AADT Traffic Locations
SITE TYPES
0 - Local (Short Term)
1 - Highway (AVC)
1 - Highway (RADAR)
1 - Highway (Short Term)
2 - County (Short Term)
3 - Urban (Short Term)
4 - Ramp (Short Term)
N
W
E
S


Legend
AADT Traffic Locations
SITE TYPES
0 - Local (Short Term)
1 - Highway (AVC)
1 - Highway (RADAR)
1 - Highway (Short Term)
2 - County (Short Term)
3 - Urban (Short Term)
4 - Ramp (Short Term)
Pawnee
N
W
E
S

Appendix F: CORTPO Limited English-Speaking Population 5 Years and Older by County

County	Total; Estimate; Population 5 years and over	Total; Estimate; Speak only English	Margin of Error; Speak only English +/-	Speak English only or speak English "very well"; Estimate; Spanish +/-	Speak English less than "very well"; Spanish +/-	Margin of Error; speak English less than "very well"; Estimate Spanish +/-
Pottawatomie	4731	4634	432	59	109	109
Seminole	1690	1663	265	6	109	109
Hughes	874	864	164	109	109	109
Okfuskee	600	579	141	109	109	109
Lincoln	2456	2425	364	6	109	8
Payne	7505	7265	724	72	11	109
Pawnee	1765	1750	296	6	109	109

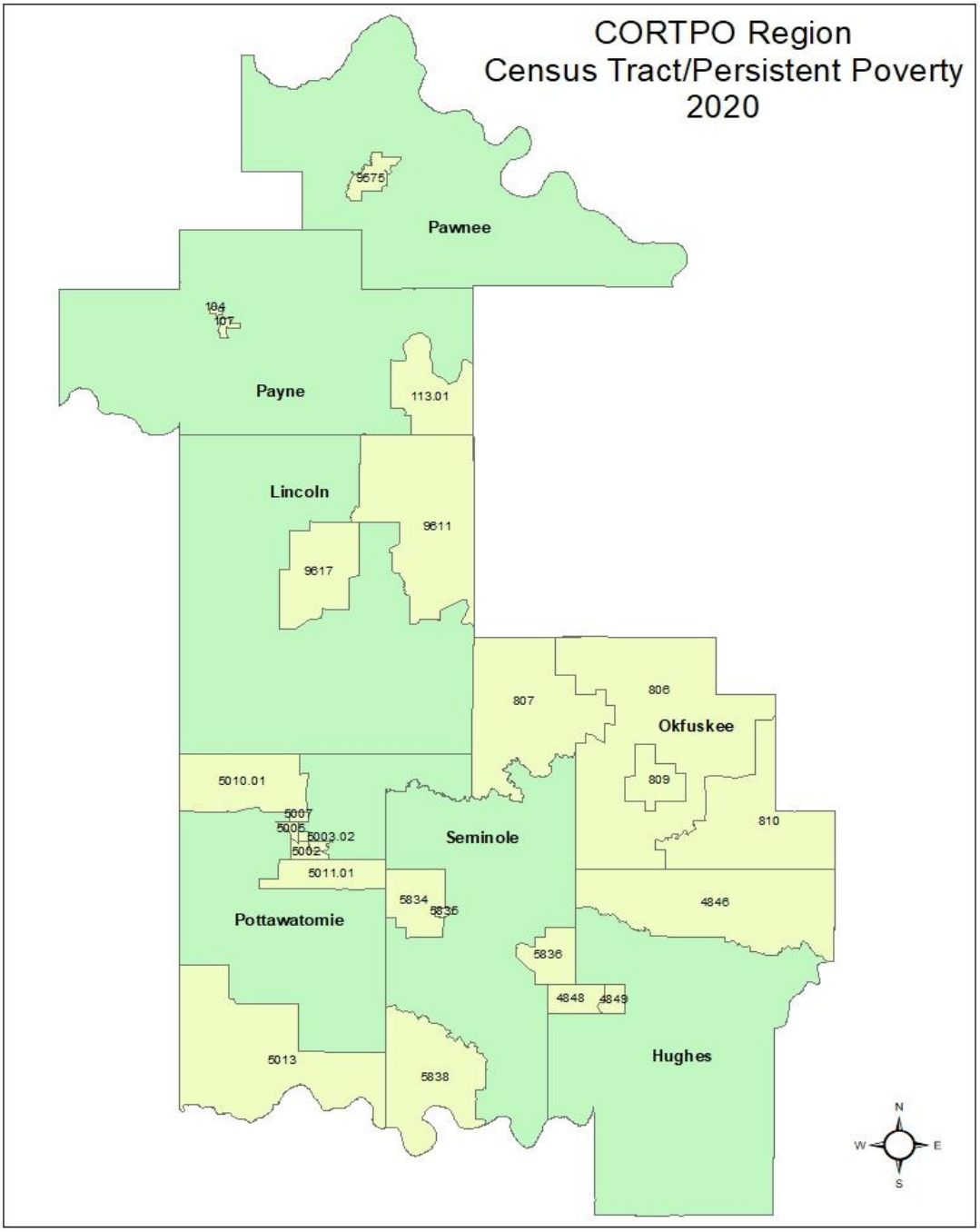
Source: ACS 2015-2019

Appendix G: 2020 Census County Population, One Race and Housing Unit

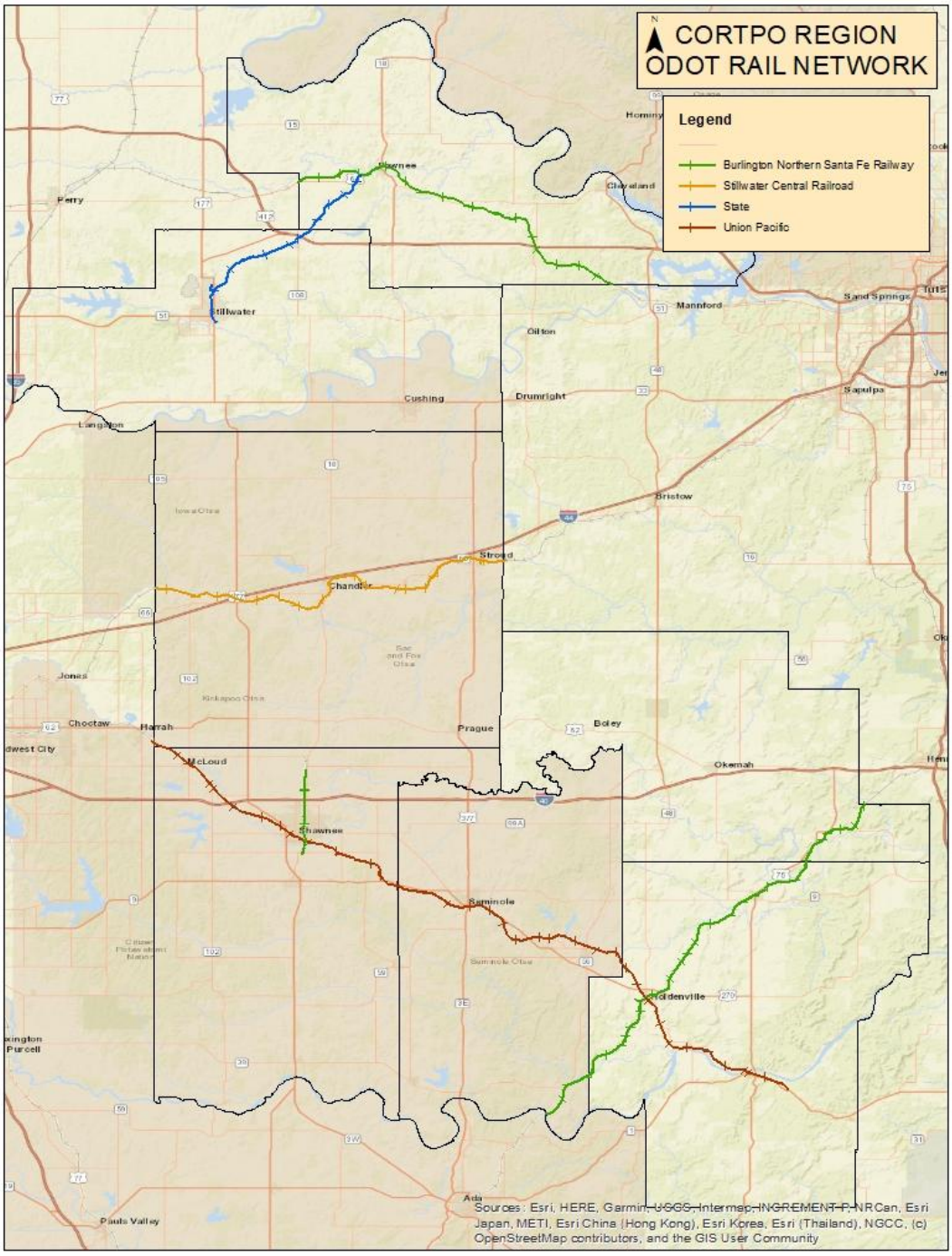
County	2020 Pop	White Alone	Black or African American Alone	Native American or Alaskan	Asian Alone	Native Hawaiian	Hispanic	Total Housing Unit Occupied
Pottawatomie	72454	50484	2242	47	514	47	4223	4223
Seminole	23556	14438	923	4638	76	8	23798	1309
Hughes	13367	8227	732	2587	41	14	821	5830
Okfuskee	11310	6685	700	2588	32	0	498	4854
Lincoln	33458	26543	598	2359	119	13	1216	14571
Payne	81646	60654	3195	3797	2673	59	4125	36841
Pawnee	15553	11702	79	1960	50	0	528	7353

Source: ACS 2021 5 Year Estimates

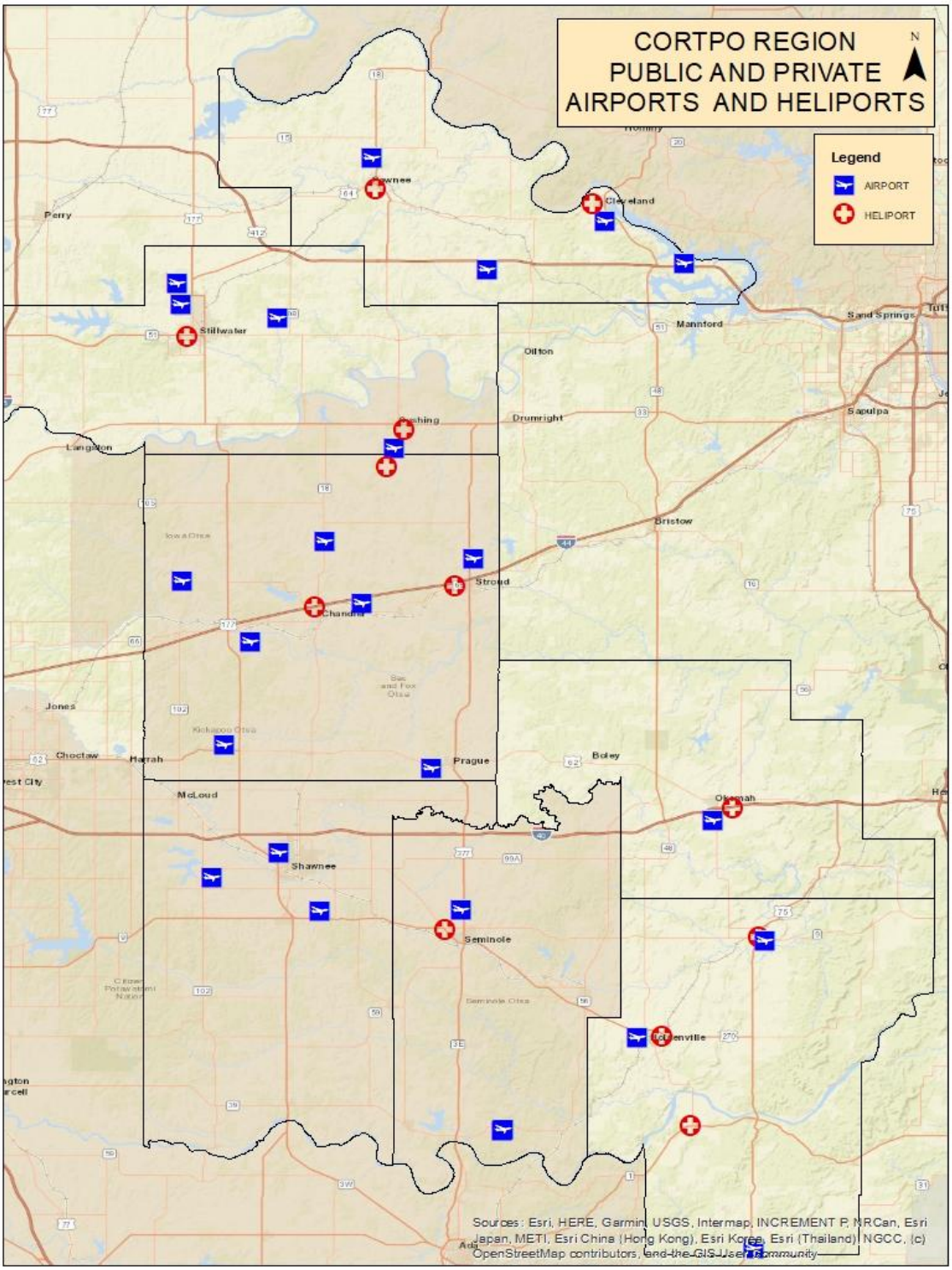
Appendix H: CORTPO Disadvantaged Tracts/Persistent Poverty



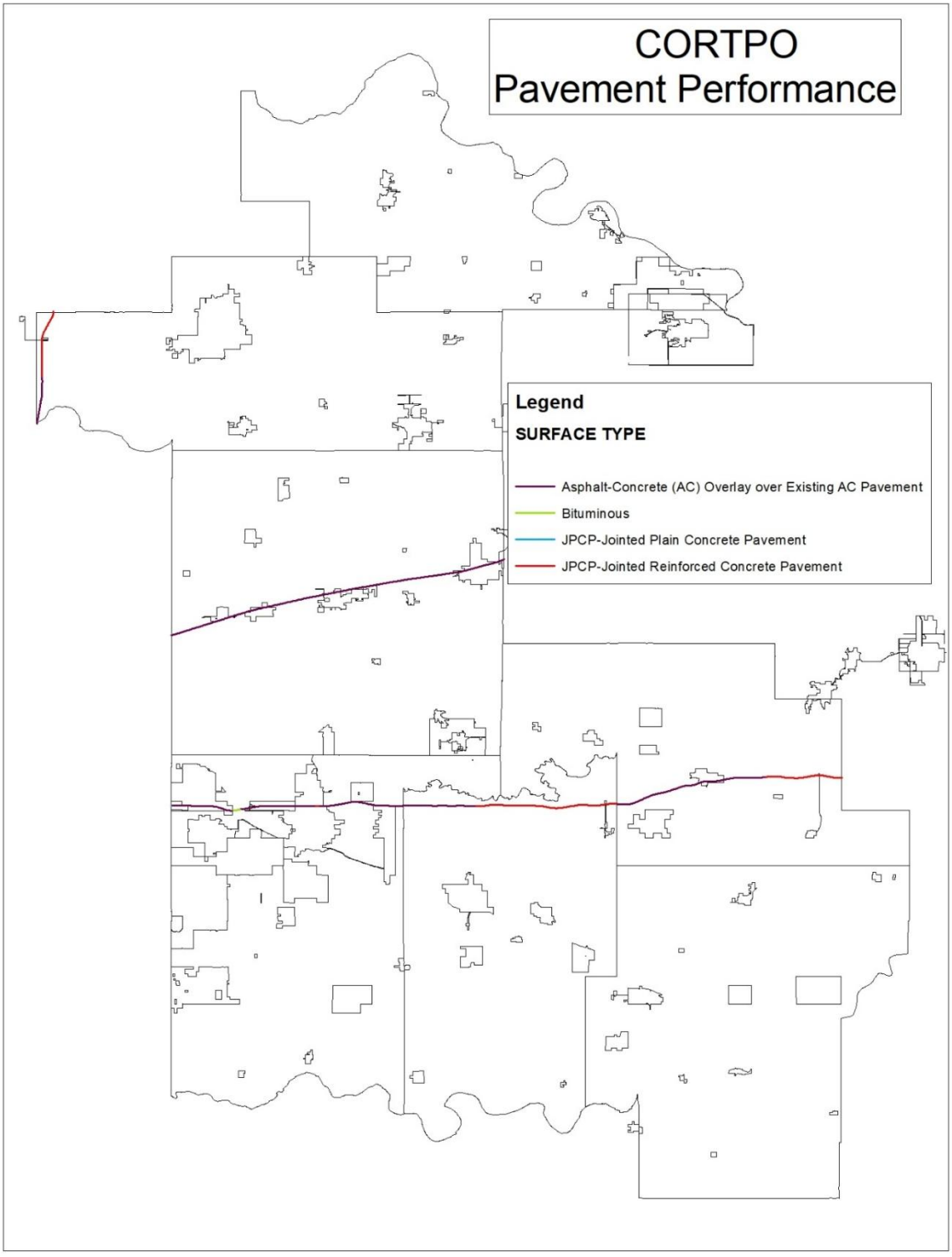
Appendix I: CORTPO ODOT Rail Network



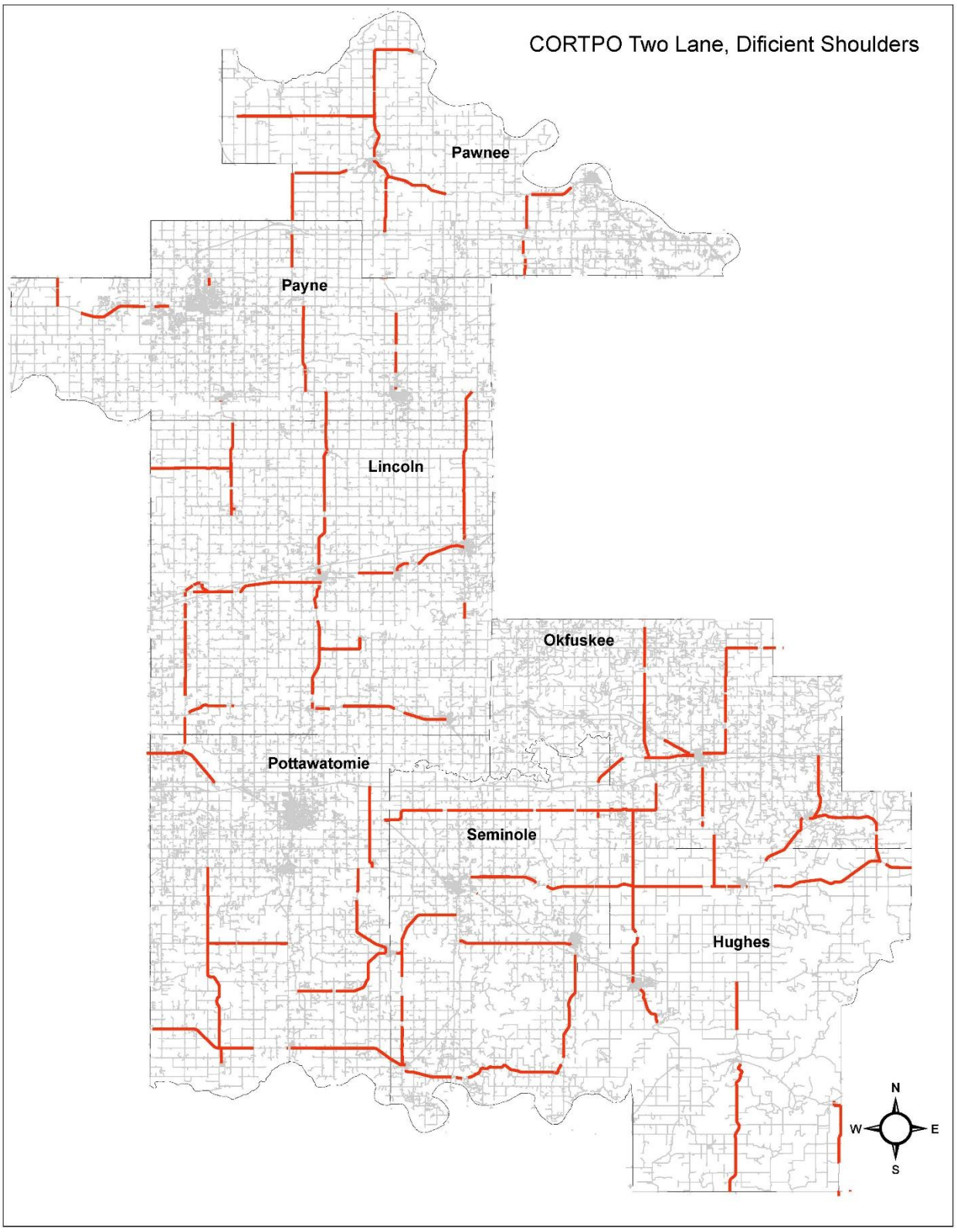
Appendix J: CORTPO Region Public and Private Airports and Helipad



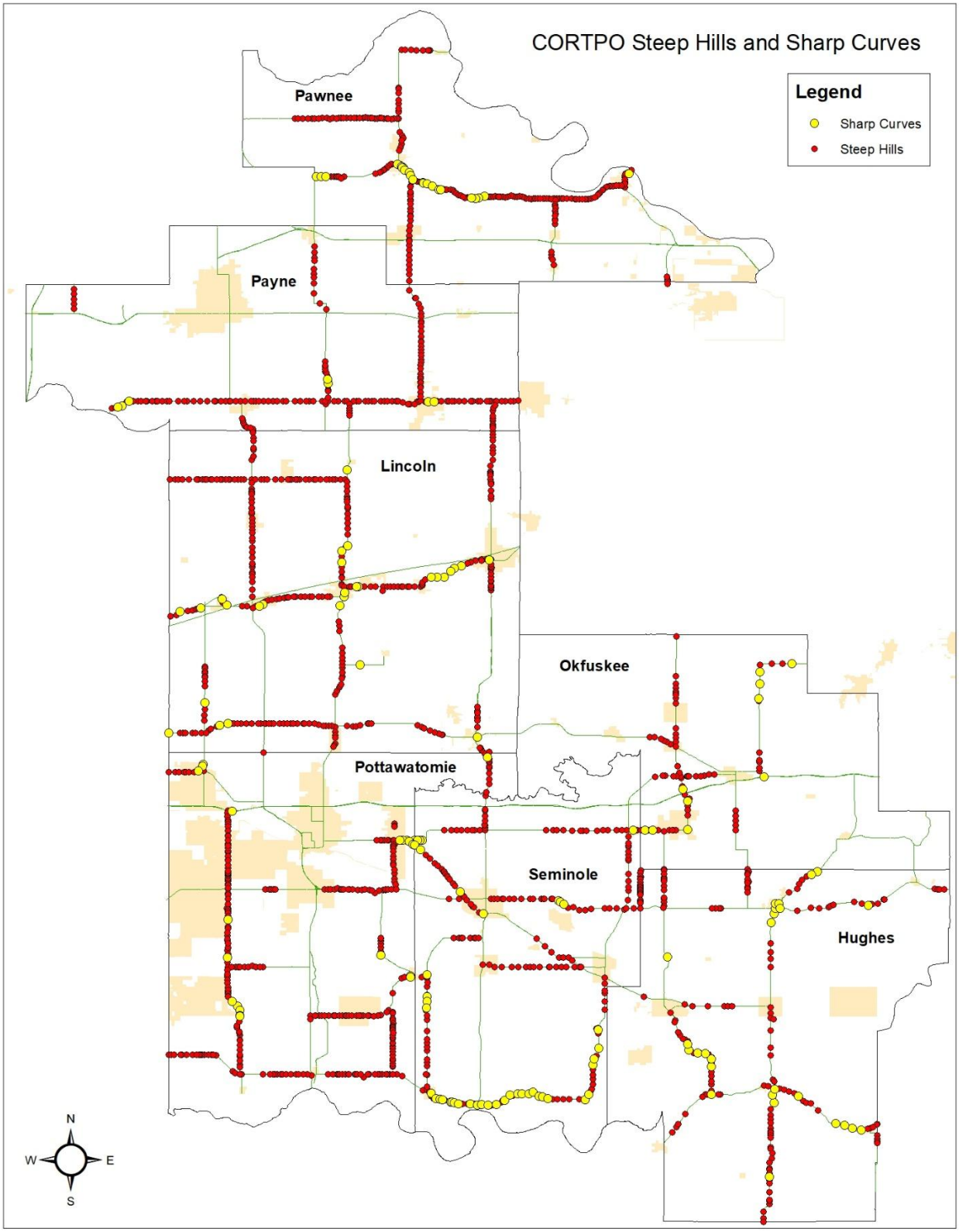
Appendix K: CORTPO Pavement Performance



Appendix L: CORTPO 2 Lane, Deficient Shoulders



Appendix M: CORTPO Steep Hills and Sharp Curves



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