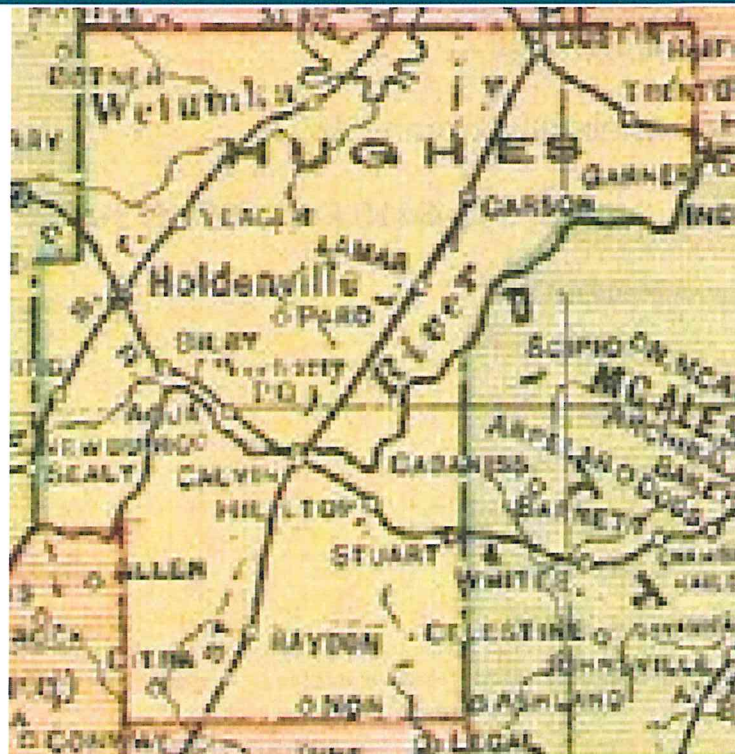


2040

Hughes County Oklahoma Long Range Transportation Plan



2016-2040

CORTPO

1/1/2040

Produced by:

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**Hughes County
Long Range Transportation Plan
2015-2035**

**CORTPO
In cooperation with:
The County of Hughes
The Oklahoma Department of Transportation (ODOT)
Federal Highway Administration (FHWA)
The Central Oklahoma Economic Development District
(COEDD) Council of Government**

The 2035 Long Range Transportation Plan (LRTP) was developed through a cooperative effort among CORTPO, member jurisdictions, the Oklahoma Association of Regional Councils (OARC), and the Oklahoma Department of Transportation (ODOT).

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CORTPO Mission; Vision

The mission and vision for the Long-Range Transportation Plan were adopted by CORTPO for the purposes of planning for a sustainable regional transportation system.

A mission statement is a statement which is used as a way of communicating the purpose of the organization. A vision statement tends to be an aspirational description of what an organization would like to achieve or accomplish in the mid-term or long-term future. Together, these statements are intended to serve as clear guides for choosing current and future courses of action.

Mission

To work with public and private partners to develop and maintain the appropriate systems necessary for a safe, efficient, and convenient multi-modal transportation system that will effectively move people and goods on a coordinated transportation network that will advance and secure the economic prosperity and social equity for all residents, visitors, and businesses within the CORTPO region.

Vision

A comprehensive and coordinated multi-modal transportation environment based on the principles of inclusion, communications and innovation that will have the flexibility to respond to new technologies and methodologies to enhance the CORTPO region's position in the regional, national, and international markets as well as provide accessible and affordable transportation services and opportunities to all of the region's current and future residents.

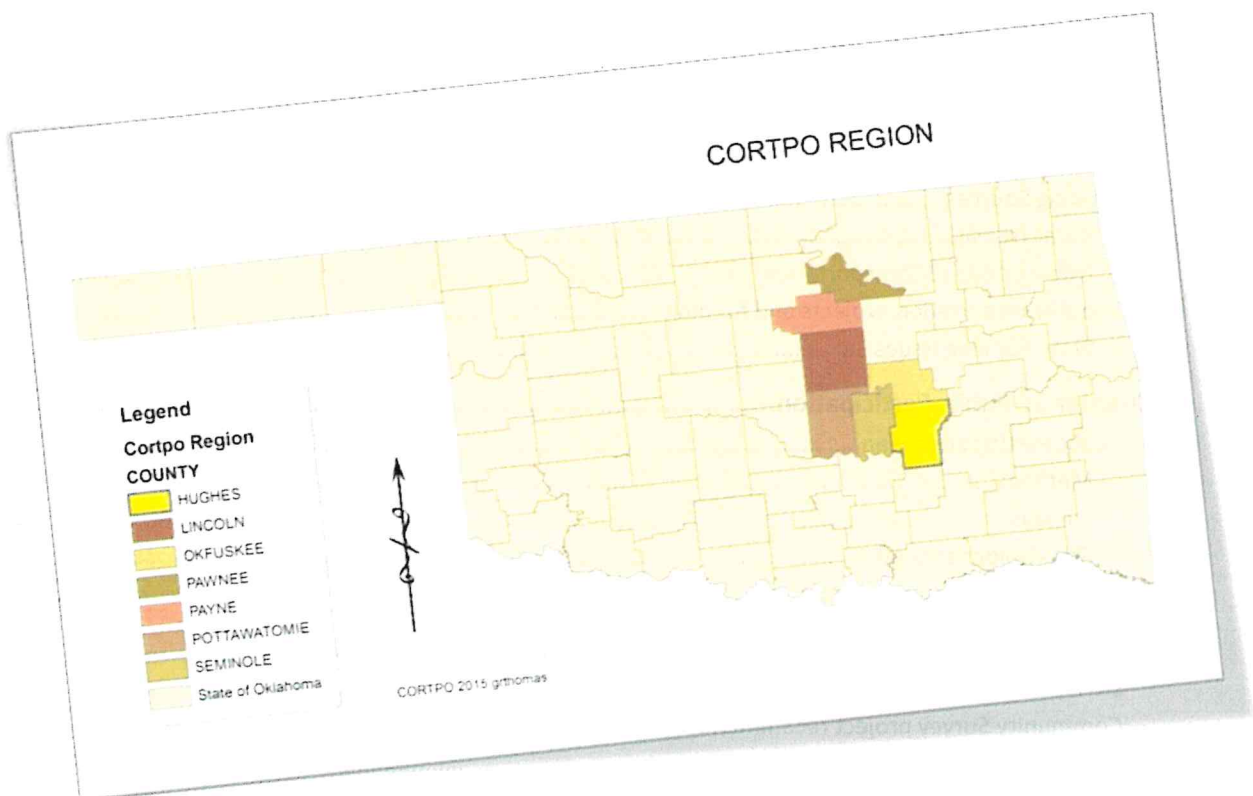
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Map 1: CORTPO

The CORTPO Region is in East-Central Oklahoma



Summary Comments

Transportation is fundamental to all aspects of community life. A healthy community and economy must have a transportation system that is stable, with sufficient funding for preservation, maintenance and needed improvement of all modes over time. Economic development, access to goods and services, housing, jobs, the economy and natural resource management are all based on the transportation system. Together, these factors determine the quality of life in a community.

The purpose of the transportation system is to move people and goods in the safest and most efficient manner. Transportation must effectively allow individuals to conduct their personal lives, and provide for the efficient movement of goods to markets to support the county's economic vitality.

Funding

The primary challenge to improving transportation in Hughes County is secure adequate funding. The current level of federal, state and local funds will be inadequate to ensure long term maintenance of roads, rail, and transit. For that reason, it will be necessary to find additional funding in order to maintain or improve current service levels and accommodate the needs of the residential and business communities over the period of this Plan.

Sustainability

Long-term sustainability and resilience in transportation are needed to ensure that people and the economy can continue to function in the event of disaster or unpredictable future conditions. Near-total reliance on a single mode of transportation may be an insufficient foundation for a secure and healthy community.

"Sustainability" goals of the Long-Range Transportation Plan include maintenance and preservation of the current system, enhanced economic vitality, improved mobility, connectivity, safety and security. Preservation, rehabilitation and enhanced access to rail are perceived as necessary to both economic goals and long term community resilience.

The Hughes County 2040 Long Range Transportation Plan (LRTP) is the first transportation plan with a focus on small municipalities and unincorporated portions of Hughes County, Oklahoma. The LRTP identifies existing and projected transportation improvement needs and includes an assessment of the various modes of travel, issues, trends and challenges that may influence transportation in Hughes County over the next few decades. The plan was developed through a cooperative effort among CORTPO, the member jurisdictions and the Oklahoma Department of Transportation (ODOT).

L RTP Updates

The transportation policies and projects recommended in the L RTP are intended to be implemented over the next two decades. Over the period of the L RTP, it will be necessary to update the demographics, refine the policies and continue data collection and analysis. A comprehensive update should occur every five (5) years.

2010 Base Data

The 2010 decennial Census was used as a foundation for this report; an accepted standard for planning analysis. Other Census products were employed for analytic purposes, including the American Community Survey published at one, three and five year intervals, and Traffic Analysis Zone data included in Census Transportation Planning Products (CTPP).

A Policy and Project Plan

Many of the transportation safety and access needs identified by the community can be addressed over time with a shift in policy to include a wider range of modal options. Strategies that direct revenue to infrastructure preservation can be applied at the local level.

Proposed projects include intersection improvements, integration of bicycle and pedestrian routes with road projects, modernized signage and studies to be conducted. A listing of proposed projects is included below.

*The current level of federal, state and local funds will
be inadequate to ensure long term maintenance of
roads, rail, and transit*

Table 1.1 Proposed Project List

Proposed Project List Hughes County		
<i>Studies recommended</i>	<i>Timeline</i>	<i>Goal; Objective; Policy reference</i>
Study: Transportation revenue enhancement strategies	On-going	Goal 1; Obj A; Policy 1.2, 1.4, 1.6; Goal 3; Obj A
Study: Truck freight route improvements	5-year	Goal 2; Obj B; Policy 2.2, 2.5
Study: Freight and Passenger Rail opportunities	5 to 20 years	Goal 2; Obj B; Policy 2.1, 2.3, 2.5
Study: The intersection at Oliphant & Hinckley in Holdenville for safety improvements (bus 270)	5-year	Goal 5; Obj A; Policy 5.1
<i>Local Improvement projects suggested</i>		
Priority: Improve Road Surface maintenance & bridges	On-going	Goal 2; Obj A, B; Policy 2.1, 2.2, 2.4, 2.5
Rehabilitate signage and add signage	5-year	Goal 5; Obj D; Policy 5.3, 5.5, 5.7, 5.8
Improve drainage within towns	5 to 20 year	Goal 2; Obj A
Include Bicycle and Pedestrian improvements in road projects	On-going	Goal 1; Obj A, B; Policy 1.2; Goal 2; Obj A, Policy 2.3
Increased transit service	5 to 10 year	Goal 1; Obj D; Policy 1.3, 1.4; Goal 3; Obj B, D; Policy 3.2
Pave and rehabilitate all City and Town streets	5 to 20 year	Goal 1, Obj C; Policy 1.2, 1.4; Goal 4; Obj A, B, C
Improve the appearance of town streets and lighting	On-going	Goal 3; Obj D; Policy 3.2

<i>Community suggestions for State Highways</i>	<i>Timeline</i>	<i>Concept</i>
Safety improvements: Intersection SH 9 & US 75	5-year	Safety
Safety improvements: Intersection US 75 & US 270	5-year	Safety
Reconfigure an overpass on 270 (too low for trucks)	5 to 10 years	Economic development
Add a turn lane on SH 9 at Wes Watkins Technology Center	5 to 10 years	Safety
Incorporate bicycle safety into 2 lane No Shoulder road improvements	On-going	Safety, Alternative modes

Chapter 1: Introduction; Goals & Key Issues

Background Information

Regional Transportation Planning Organization

In June of 2006, Rural Planning Organizations of America (RPO America) was established. Rural Transportation Planning Organizations facilitate local involvement in the statewide transportation planning process at the regional level, provide technical assistance to local governments, and assist with public involvement in the planning process and other tasks. Congress recognized the new national organization as “dedicated to improving the planning and development of America’s rural transportation network.” The group supports the coordination, management, and planning of national rural transportation systems, as well as the linking of rural community economic development initiatives with state and local transportation programs.

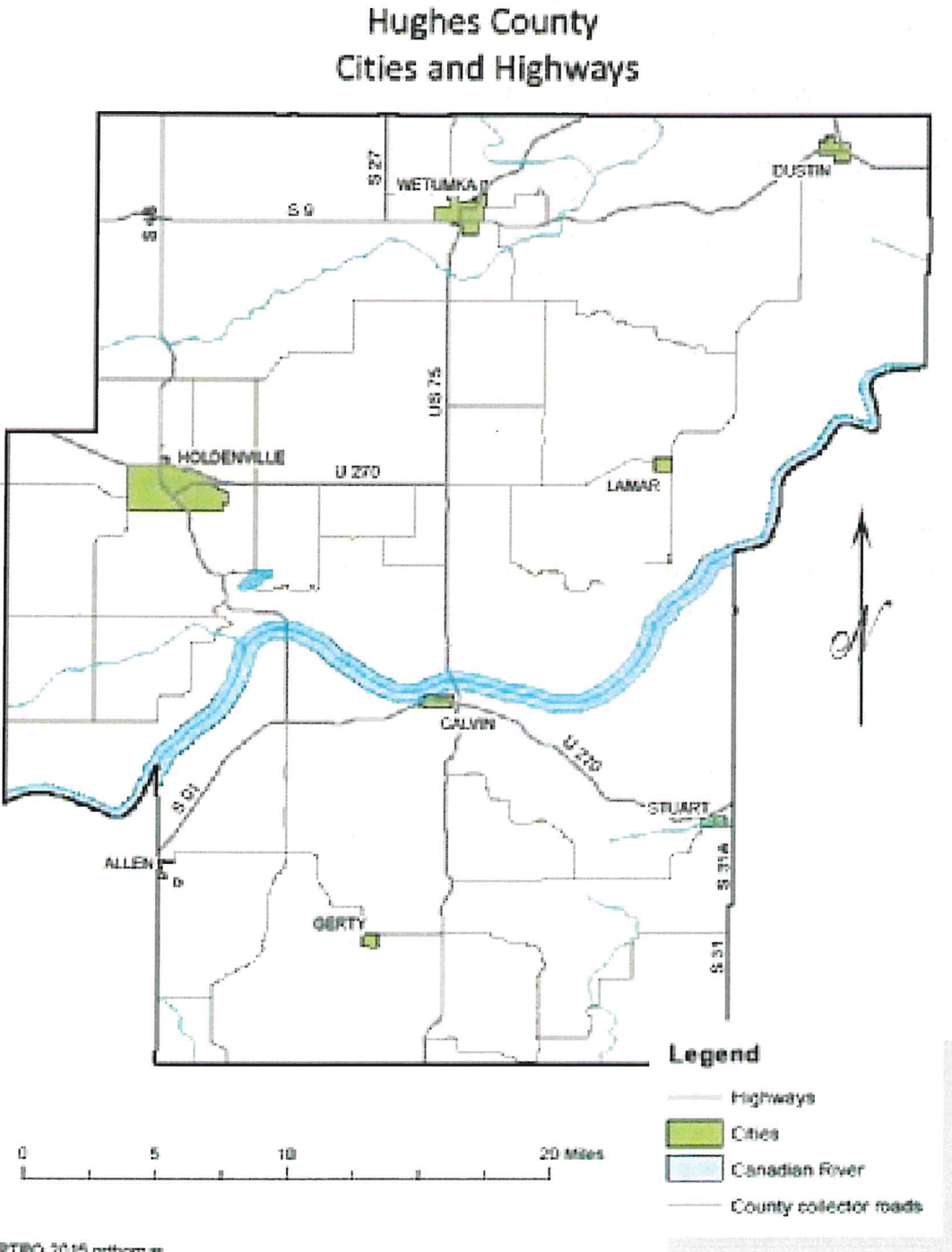
The Oklahoma Department of Transportation worked with the Federal Highway Administration to allocate a portion of the federal State Planning & Research (SPR) funding to the Oklahoma Association of Regional Councils (OARC) to fund rural transportation planning projects. The Central Oklahoma Economic Development District (COEDD) was selected to participate. Other participating Regional Councils of Governments are NODA, SWODA, ASCOG and Grand Gateway

In October of 2009, the COEDD board created the Central Oklahoma Regional Transportation Planning Organization (CORTPO) by Resolution #09-04. The CORTPO Region is composed of a seven county area, and includes Hughes, Lincoln, Okfuskee, Payne, Pawnee, Pottawatomie, and Seminole Counties (Map 1). CORTPO will develop transportation plans for each county, which will ultimately result in a Regional Plan. The region is predominately rural, with the majority of the population being within the incorporated cities of Seminole, Shawnee, Stillwater, and Tecumseh.

The development of this Long-Range Transportation Plan (LRTP) provides an opportunity for the community to identify priorities for Hughes County in context of the greater CORTPO region.



Map 2: Hughes County



Purpose of the Plan

The Hughes County Transportation Plan (LRTP) may be used to assist the community in focusing limited transportation funds on projects that provide the best return on investments, by developing realistic goals based on analysis of data and input from the community. By establishing the year 2040 as the planning horizon, the community is looking toward long range strategies to accommodate community needs over a significant period.

The transportation plan will provide a guide for the development of a safer, more efficient transportation network among population centers through both long-term transportation system objectives and short-term implementation of policies and projects. Realistic assessment of short range steps toward long range goals will support local fiscal planning and provide for long term coordination with state or federally funded transportation projects within the County.

Use the LRTP when:

Public repairs are planned, or new development is proposed

- ✓ Guiding Policy
- ✓ Project List
- ✓ Grant applications

Requirements

The LRTP has been developed by CORTPO in cooperation with the federal, tribal, state, county, and member governments, ODOT, FHWA and FTA. Federal requirements have been incorporated into the Hughes County LRTP, some of which are reproduced below:

The transportation plan must

- ✓ Address a twenty year planning horizon
- ✓ Identify needed pedestrian walkway and bicycle facilities
- ✓ Indicate, as appropriate, the transportation alternative activities within the area
- ✓ Include a financial plan that demonstrates the consistency of proposed transportation investments with sources of revenue already available

The plan is intended to address the eight planning factors required by federal law 23 CFR 450.306 for the transportation planning process listed in Table 2 on the following page.

Table 2: Planning Factors 23CFR 450.306

PLANNING FACTORS TO BE ADDRESSED IN NONMETROPOLITAN, METROPOLITAN AND STATEWIDE AND TRANSPORTATION PLANNING:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by 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 development 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.

Fixing America's Surface Transportation (FAST) Act

On December 4, 2015, President Obama signed into law the *Fixing America's Surface Transportation Act*, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. More information about the FAST Act is available in Appendix 1.1

Key Issues, Trends and Challenges

During the public participation process, the Hughes County community identified key issues, trends and challenges that have an impact on the function of the transportation system.

Concerns of the community

Comments received during the public participation survey indicate that preservation of existing infrastructure and road surface maintenance is a high priority in both the county road and city street systems. Signage is perceived to be lacking or in need of repair. Pedestrian routes to schools and shopping may be insufficient. Rail preservation and improvement are a high priority for those interested in industry and economic growth.

Other Issues

- Funding limitation - revenues continue to be limited to meet transportation system needs, while costs increase, especially in:
 - County road maintenance
 - City street and sidewalk maintenance, preservation and improvement
 - Bridge rehabilitation or reconstruction
- Rehabilitate rail Infrastructure to support economic goals
- Need for improved safety:
 - Pedestrian routes to schools
 - Increasing Bicycle traffic on rural roads
- There is little resiliency and sustainability incorporated into the existing system
- A need for improved:
 - Local and regional transit, pedestrian, and bike accommodations, signage, sidewalks, benches, bike racks;

Trends

- Stable population base
- Residents support local business and medical services
- An increase in the proportion of residents over age 65 is projected
- Decay of existing infrastructure among all modes of transportation
- Increased Tribal influence on development and transportation in Oklahoma
- A regional, national economic shift towards increased demand for rail capacity
- FHWA policy has placed greater emphasis on improving transportation for “traditionally under-served” population groups
 - Traditionally under-served populations in Hughes County include the following:
 - Non-drivers of any age, including the elderly, low-wage workers and zero-vehicle households
 - Bike and pedestrian users of the system

Challenges

1. Funding

The primary challenge identified by this study is funding of all aspects of the transportation system. Funding for maintenance and preservation of the existing roads, bridges, rail infrastructure and transit must be the top priority of the long-range plan. Rail service improvements would offer an alternative to trucked freight and reduce the wear on vulnerable state and county roads.

Additional funding will be needed to keep people and goods moving effectively. Increases in the proportion of the population over age 65 can be expected to result in additional need for transit.

2. Maintenance and Preservation

COUNTY ROADS. General maintenance and repairs are the key factors in keeping annual costs of road work low. According to the American Association of State Highway and Transportation Officials (AASHTO), every \$1 spent to keep a road in good condition avoids \$6-\$14 needed later to rebuild the same road once it has deteriorated.

The primary challenge to the current county road system is the cost of road maintenance; the daily cost of keeping more than 900 miles of roadway in good condition. Economic competition in the system, such as the availability of rail transportation as an alternative to daily trucking of gravel to maintain roadways could provide a significant benefit to the county.

RAIL. The following two paragraphs are excerpts from the Federal Highway Administration document titled "Planning for Transportation in Rural Areas," that are relevant to Hughes County connections to the regional and national economy:

Transportation planners must develop plans that are practical for the long term and try to ensure that the resulting system meets the needs of the private sector, which makes countless short-term business decisions. An example of this is the rail mergers in the 1990's, which will have dramatic long-term impacts on many rural areas.

This is a case where business decisions by rail companies have resulted in the abandonment of many rural branch lines. The result has been loss of rail freight service to these areas and increased trucking on the rural road system to compensate for this loss. Increased trucking on rural roads ultimately increases road maintenance needs and reduces the financial capability of the rural area and state to keep the roads in adequate condition. (FHWA PTR, 2001)

Some of the regional rail capacity has deteriorated to a point where the infrastructure is nearly lost. A great deal of research has been completed that demonstrates the value of restoring the function of rail infrastructure in central Oklahoma, and the direct economic benefits of existing and potential rail restoration investment in Hughes County and the CORTPO region. The reader is directed to the *2013 Oklahoma Rail Infrastructure Report Card*; the *2012 Oklahoma Statewide Freight and Passenger Rail Plan*; current FHWA and ODOT policy, and other print and web resources.

3. Demographic Trends

STABLE POPULATION AND ECONOMY. Hughes County is forecast to have a relatively stable population over time. According to the survey conducted in Hughes County, most people work and shop within 30 miles of home.

AGING. The projected number of people over age 65 in 2035, is expected to grow. The number of people predicted to reside in the County and the trends for each age group in the State of Oklahoma are based on the *2012 Demographic State of the State* report for Oklahoma, which includes state and county population projections through 2075. The population of Oklahoma is also expected to enjoy greater longevity (SoS, 2012).

In 2010, Hughes County, 18.5% of the population was over age 65, somewhat higher than the percentage for the rest of the State (13.8%). The US Administration on Aging (AoA) Report projected that in 2035, the over-65 group will make up 24% of the population in the county (AoA, 2014). For more information on changing demographics in the county also see Appendix 3.2.

CULTURAL TRENDS AND PERCEPTIONS . "QUALITY OF LIFE" is an economic issue that impacts the long-term social and fiscal health of a community. The availability of preferred educational, recreational and transportation options has a direct impact on where individuals choose to invest valuable business and family resources. Continuing efforts to develop the county as a great place to live and work is a fundamental component of economic attraction, as is the physical appearance of the visible infrastructure.

4. Other challenges that were identified by this study:

- ⇒ There has been limited integration of alternative mode facilities, environmental or sustainable transportation improvements within the current system
- ⇒ Safety and security for all legal road users has not been fully integrated into historic improvements
- ⇒ Integration of transportation goals with economic development goals could result in greater efficiencies in fiscal investment
- ⇒ Barriers to accessibility and mobility for under-served segments of the community – including able-bodied non-drivers – may have a negative impact on:
 - the local economy (customer access, worker stability)
 - perceptions of the quality of life available in Hughes County
 - Community health, safety and welfare

Goals, Objectives and Policies

The LRTP includes goals, objectives and policies to assist Hughes County in the planning and prioritization of transportation system investments.

GOALS

The goals of the LRTP were developed from meetings held with the general public, key stakeholders, Technical Committee members, Policy Board members and are based on the current planning guidelines published by the primary funding agencies – the Federal Highway Administration (FHWA), and the Oklahoma Department of Transportation (ODOT).

OBJECTIVES

Objectives are specific, quantifiable steps towards the realization of community goals. Objectives should be specific and measurable and are more focused; typically more tangible statements of approach related to attaining the set goals.

POLICIES

Policy statements provide guidance for decisions that will help attain these goals and objectives. Policies included in the plan were developed in coordination with member governments; partner agencies; technical committee and policy board members and are based on the current planning policies of the FHWA and ODOT.

Table 1.3 identifies the goal categories for the LRTP. The full text of the goals, objectives and strategies developed for this plan are outlined below.

Hughes County Goals

TABLE 1.3: GOAL CATEGORIES

1. Maximize Finance and Funding	Provide a Sound Financial Basis for the Transportation System
2. Prioritize Maintenance and Preservation	Maintain and preserve the existing Hughes County transportation system
3. Enhance Economic vitality	Maintain and enhance movement of Freight and other Economic Development activities; Improve quality of life
4. Improve Accessibility, Mobility and Connectivity	Improve accessibility and mobility of people and freight; Improve regional connectivity and continuity of roads, sidewalks, bike routes and rail
5. Increase Safety and Security	Ensure high standards of safety in the transportation system, improve resilience for personal and economic security

Goal 1– Maximize Finance & Funding

Goal Statement: Greater collaboration between the RTPD, federal, state, tribal, local entities and private interests in the pursuit of funding for transportation improvements.

Objectives

- A. A fiscally balanced and sustainable transportation system
- B. Consistent regional awareness of all available transportation funding opportunities
- C. Local agencies, municipalities, tribal governments, state officials and private interests effectively collaborate in the pursuit and funding of transportation improvements
- D. The expansion of transportation modes or methods that utilize private funding or have a higher proportion of user-borne costs, such as private roads and rail

Policies

- 1.1. Actively participate in the Statewide Transportation Planning process
- 1.2. Monitor and apply for all available transportation grant opportunities each year
- 1.3. Preservation of existing levels of service among all modes of travel is a priority
- 1.4. Engage in long term Fiscal Planning to balance long-term transportation needs with sustainable solutions
- 1.5. Multi-jurisdictional collaboration
- 1.6. Allocate an annual portion of public employee labor to be used as in-kind funds for grants

Goal 2 – Prioritize maintenance and preservation of the existing system

Goal Statement: Preservation and maintenance of all components of the existing system will be prioritized over new construction to serve residential and commercial development within the region.

Objectives

- A. Maintain the current transportation system with stable funding
- B. The operational capacity of state and county highways is preserved through the growth of regional intermodal freight capacity

Policies

- 2.1. Coordinate with State and Federal agencies to stabilize funding – to ensure that current levels of service on roads, rail and transit systems, do not fail
- 2.2. Identify preferred development corridors and plan for preservation
- 2.3. Consistent investment in alternative modes to improve resilience
- 2.4. Use public-private agreements to maintain vulnerable county roads
- 2.5. Evaluate weight limits on roads; develop long-term strategies

Goal 3 – Enhance Economic Vitality

Goal Statement: Develop an integrated, multimodal transportation system that promotes livability and economic development opportunities through enhancing the economic competitiveness of the region by improving access to jobs, education services, encouraging healthy neighborhoods and supporting business access to markets.

Objectives:

- A. The existing road and rail infrastructure are preserved and maintained to serve the industrial and manufacturing base within the region
- B. Economic development is supported by strategic transportation investments
- C. Employers have assurance that the labor force has reliable transportation options
- D. Reliable access to shopping and services is realistic for all residents

Policies

- 3.1. Publish a County map showing the location of existing infrastructure appropriate for residential and industrial development
- 3.2. Support facilities and services that enable non-drivers to access typical destinations
- 3.3. Continue to coordinate economic development with long-term transportation regional connectivity, especially rail connections

Goal 4 – Improve Accessibility, Mobility, Connectivity

Goal Statement: Improve accessibility and mobility for Hughes County's people and freight; Ensure regional connectivity; Support multiple modes of transportation

Objectives

- A. Funding is balanced among modes to ensure sustainable mobility solutions
- B. Highway improvements are coordinated with other transit, bicycle and pedestrian projects, rail facilities according to the policies of the 2015-2040 ODOT LRTP
- C. Maximize access to the transportation system by disadvantaged persons
- D. Identify and minimize transportation barriers for non-drivers
- E. Bike routes are indicated with signage for improved regional mobility
- F. Park-and-ride lots are established in locations where potential ridership warrants
- G. Right of way (ROW) areas are preserved for transportation purposes; including abandoned, existing and future road and railroad corridors
- H. Planning efforts result in continuous bikeways throughout the region

Policies

- 4.1. Organize Rail committee to improve industrial access to rail and facilitate the mobility of freight
- 4.2. Recognize and respond to opportunities for pedestrian and bicycle infrastructure on or adjacent to state routes, concurrent with related street and highway improvements
- 4.3. Develop a proposed Bike route map with a focus on regional connectivity
- 4.4. Use signage to direct Bike and Pedestrian travelers to preferred routes
- 4.5. Plan and implement walkways and bike facilities in small town areas
- 4.6. Evaluate existing town sidewalks and pursue rehabilitation
- 4.7. Designate specific areas as Park-and-Ride lots for commuters
- 4.8. Integrate transportation solutions into all new developments

Goal 5 – Increase Safety & Security

Goal statement: *Safety:* All modes of transportation will provide transportation opportunities that are safe. *Security:* Identify and protect critical transportation infrastructure from both natural hazards and human threats; incorporate strategies for improved resilience.

Safety Objectives:

- A. Monitor areas with higher collision rates and implement solutions
- B. Structurally deficient bridges are prioritized for repair or replacement
- C. Local site development standards increase safety for all legal road users
- D. Bicyclists have improved safety in rural areas

Security Objectives:

- E. A transportation system which is sustainable and resilient
- F. Improved modal options to reduce reliance on single-occupancy vehicles
- G. Personal security for travelers

Safety Policies

- 5.1. Coordinate county and regional activity with the Statewide Highway Safety Plan
- 5.2. Prioritize bridge improvements where weight limits are too low for emergency vehicle response; evaluate and rank all county bridges
- 5.3. Improved signage: alert motor vehicles to watch for bikes on the road
- 5.4. Place rumble strips appropriately for enhanced safety between motorized vehicles and bikes using the shoulder in accordance with FHWA standards (see Appendix XXX)
- 5.5. Use signage to alert motorists to the possible presence of bicycles on the road

Security Policies

- 5.6. Well lighted facilities for automobile parking areas, bicycle and pedestrian facilities
- 5.7. Reduce dependency on single-occupancy vehicles; promote the use of alternative modes of transportation
- 5.8. Incorporate sustainability and resiliency into the transportation system to mitigate the economic impacts of unpredictable events

Policy Summary;

See Appendix 6

Policies are listed above, under each Goal and Objective section; however, all policies have also been summarized into topic tables for easy reference in Appendix 6

Chapter 2: Current Conditions, Needs, and Funded Improvements

This chapter provides an assessment of current conditions that relate to transportation in Hughes County. Data and information included in this chapter were obtained from county, state and federal agencies or Institutions.

Hughes County

Hughes County is located in east-central Oklahoma, bordered by Okfuskee County to the north, Seminole and Pontotoc counties to the west, Coal County to the south, and McIntosh and Pittsburg counties to the east.

The county has a total area of 815 square miles (2,110 km²), of which 805 square miles (2,080 km²) is land and 10 square miles (26 km²) (1.3%) is water. The county is located in the Sandstone Hills physiographic region. It is drained by the North Canadian River, Canadian River, and Little River. Hughes County includes Holdenville and Wetumka lakes.

Places

The county seat is Holdenville. Other incorporated towns in the county include Allen, Atwood, Calvin, Dustin, Gerty, Horntown, Lamar, Spaulding, Stuart, Wetumka and Yeager. There are five (5) unincorporated communities; Big Spring, Carson, Citra, Hill Top, and Non.

Population

The 2010 US Decennial Census figures for Population were used as a baseline. At that time, the population of Hughes County was 14,003, residing in 5,050 households with an estimated household size of 2.46 persons. The county has an 18.3 % vacancy rate, with 1,133 homes unoccupied. The 2010 population density was 18 people per square mile. The median age was 40 years. Of the total population, about a third (35%) reside in a city or town and the other 65% live in rural or unincorporated areas. The institutional population was 1,484.

Hughes County Incorporated Municipalities

Population	2000	2010	Gain or Loss
Holdenville	4,732	5,771	21%
Wetumka	1,451	1,282	-12%
Allen	951	932	-2%
Dustin	452	395	-12%
Calvin	279	294	5%
Stuart	220	180	-18%
Lamar	172	158	-8%
Atwood	113	74	-35%
Gerty	101	118	17%
Yeager	67	75	12%
Spaulding	62	178	187%
Horntown	61	97	60%
US Census Bureau			

Hughes County, Oklahoma	
<u>2010 Total Dwelling units</u>	<u>6,183</u>
<u>Vacant</u>	<u>1,133</u>
<u>Urban</u>	<u>2,191</u>
<u>Rural</u>	<u>3,992</u>
<u>US Decennial Census 2010</u>	

The towns with the highest number of residents in 2010 are Holdenville, with 5,771; Wetumka with 1,282, and Allen with 932. Dustin had 395 people; the population of Calvin was 279; Stuart 220. Horntown, Spaulding, Yeager, Gerty, Atwood and Lamar have populations between 60 and 180 people. It may be noteworthy that the population of Spaulding virtually tripled in ten years, from 62 people in 2000 to 178 in 2010; Horntown almost doubled in population, from 61 to 97.

Hughes County's racial and ethnic composition is 68% White, 19% percent Native American, 5% African American and 4% Hispanic or Latino. In comparison, Oklahoma's is 72% White, 8% Native American, 7% African American, and 9% Hispanic or Latino. Therefore, Hughes County has more people who identify as White or Native American, and fewer African Americans or Hispanics than does the state, in general.

Traffic Analysis Zones (TAZ)

The Traffic Analysis Zone (TAZ) Program is used to produce Census Transportation Planning Products (CTPP). TAZ data are based on the 2010 US Census and are designed to allow planning agencies access to specific data for transportation system analysis and creation of geographic information layers suitable for planning purposes.

CORTPO used Traffic Analysis Zone boundaries in analysis of socio-economic data. Geographically, the study area is subdivided into five TAZ which (in Hughes County) are equivalent to the Census Tracts (CT) (See Appendix 2.6) and numbered identically to the CT's. Therefore, the socioeconomic data (including population and employment) are summarized for each census tract in Appendix 2.2 and 2.3. Tracts 4848 & 4849 are smallest in area, but have the largest populations, in and around the City of Holdenville.

Zero-vehicle Households

Appendix 2.4 shows the number of occupied dwellings by census tract (CT) and the number of households with no vehicles available, by income group. The Holdenville area has the highest percentage of zero-vehicle households, at 15%. See Table, Appendix 5.5.

Registered Motor Vehicles

A table in Appendix 2.6 shows the number of vehicles registered in Hughes County for the years 2011 through 2014. The number of vehicles registered as compared to the total estimated population

*Three hundred (300)
households in the county
own no vehicle.*

*At an average household
size of 2.46 persons, that
means about*

*738 people have no
transportation at home.*

- uscensus 2010

equals a rate of about 1.2 vehicles per person.

Major Employers

Crop and cattle agriculture have long been important to the county economy. Primary agricultural products from the area have been cotton, wheat, corn, oats, peanuts, and soybeans. Small poultry and cattle operations are common. The primary mode of transportation for shipping agricultural products into the national economy is by truck.

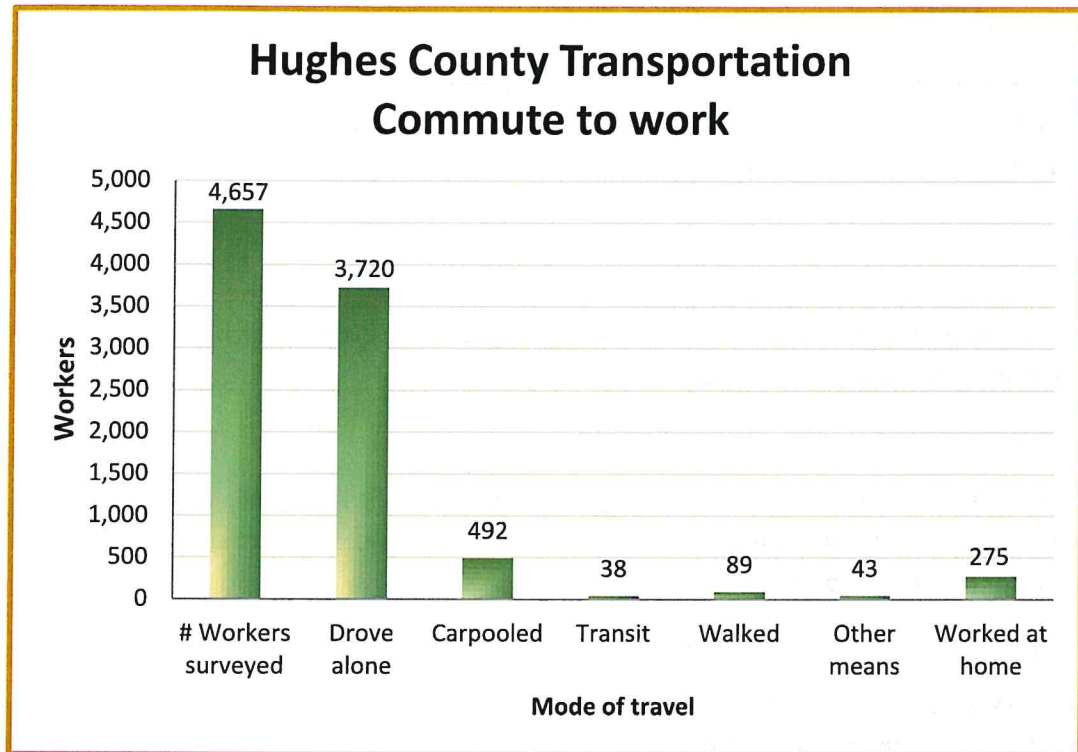


Peanut crop in East Central Oklahoma

Hughes County is part of the East Central Workforce Investment Area (ECWIA). Most major employers are located in or near the City of Holdenville. Of seventeen top employers listed by the ECWIA, the largest employer is a prison, seven are direct service providers for the elderly or disabled, four are educational centers, two are governmental bodies and one is a hospital. One is a transportation company and one is a retail establishment (OKCOMM, 2011). Therefore, it appears that the largest employers in the county are engaged in services for people, as opposed to manufacturing or other industry, and much of the sales tax revenue is sourced from small businesses.

Commuter Statistics

According to the 2011 WIA Economic Profile, there are a significant number of people who commute to work. For the most part, ECWIA workers live in the same county as their place of work. In Hughes County, 62% of workers are employed within the county. About 16% commute to Pottawatomie, Lincoln, Seminole or Okfuskee counties. Approximately 22% of working residents leave the ECWIA for employment; that percentage includes workers commuting east, to nearby McAlester, in Pittsburg County. Of course, a significant number of workers commute into Hughes County from adjacent communities, resulting in a small net reduction in daytime population.



(2010 US Census Data)

County and Community Development

COMMERCIAL AND RETAIL DEVELOPMENT

Changing land uses affect the flow of traffic throughout the community. Over recent decades, Housing and industrial development in Hughes County has occurred on the west side of Holdenville along NS 370 (Kingsbury Road).



Most workers in the county (80%) drive to work alone. Another 10% carpooled. Two percent (2%) walked. Less than 1% of workers reported using public transportation, and 6% of county workers reported working from home. See chart below.

JOBS AND INDUSTRY

Growth areas are destinations that may generate additional demands on the transportation system. Such activity-generators include retail, business and industrial sites, government agencies, schools, universities, and recreation centers. Appendix 2.6 illustrates this pattern.

Residential

Hughes County is experiencing stable population. However, many of the small towns and cities have grown in recent decades. This may indicate a declining farm population which may be correlated with the increase in size of family farms.

Development areas

Growth within Holdenville is guided by Zoning. Hughes County has no zoning or subdivision regulations; does not provide water, sewer or electric utility services. The county does regulate road standards for new development.

North and west sides of Hughes County

Industry and population is more densely concentrated on the western and northern sides of Hughes County, in and near the cities of Holdenville and Wetumka.

East and South portions of Hughes County

The eastern and southern portions of the county have developed at a lower density.

Development on the west side of Holdenville



Physical Development Constraints, Development Conditions and Patterns

There are various factors that can affect whether a site is appropriate for development. Some of these conditions may include the location of water and sewer infrastructure, existing roads buildings and, land ownership and tribal jurisdictions, legally established rights of way, floodplains, wetland areas, habitats or regulations.

Environmental features

Hughes County is home to environmental features and natural resources which influence the transportation system. The information collected and mapped in Appendix 2.9 illustrates a starting point for the consideration of some of these features.

The eastern side of the county has a hilly topography. This rolling topography, together with the presence of numerous streams and rivers, influenced the number of small county bridges that were originally built; many of which are now in need of rehabilitation and replacement.

There is a significant amount of floodplain area mapped by FEMA (1977/ 1989) in the County. Gas and oil fields underlie much of the region. Protection of these and other resources must be an integral part of early project development, as required by the National Environmental Policy Act (NEPA), and other State and Federal laws.

National Register of Historic Places (NRHP) in Hughes County, Oklahoma

THE FOLLOWING SITES IN HUGHES COUNTY ARE LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES:

Dustin Agricultural Building, Dustin
Holdenville Armory, Holdenville
Holdenville City Hall, Holdenville
Levering Mission, Wetumka
Moss School Gymnasium, Holdenville
Spaulding School Gym-Auditorium
Stuart Hotel, Stuart
John E. Turner House, Holdenville
Wetumka Armory, Wetumka
Wetumka Cemetery Pavilion and Fence



Nest of the Interior Least Tern



Historic Stuart Hotel, Stuart Oklahoma

An operational BNSF freight route serves Hughes County as it runs between Ada and Tulsa



HIGHWAYS. The location and condition of state highways in the county may drive development decisions. Refer to Map 2, Chapter 1. Several two-lane no-shoulder roads in the county are identified as locations for ODOT improvements over the next few years. See Map Appendix 2.13.

RAIL. The location of rail facilities in the county may influence development decisions. Burlington Northern-Santa Fe provides freight transport in the county. Appendix 2.7 illustrates the location of operational railroads. Deferred maintenance has led to the discontinuation of service on the UP line between McAlester and Holdenville. No passenger rail service is available in the county.



Operational BNSF line

Discontinued UP line

Public Safety Issues

Transportation safety issues are based on a variety of factors, many of which cannot be addressed by local transportation system planning, but are under ODOT jurisdiction. ODOT has collected extensive data and identifies sites for improvements annually to improve safety conditions throughout the State.

The ODOT data in Table 4 depicts Hughes County Collision data from 2010 through 2014. There were a total of 573 reported vehicle accidents of all types over the 5 year period between 2010 and 2014 (inclusive). The number of all collisions per year has remained fairly steady since 2011 with a total of 143 crashes occurring in 2010, dropping to 106 in 2011, with 107 in 2012, 107 in 2013, and 110 in 2014. In comparison, for the State of Oklahoma during this time period, total crashes declined by 14%, and fatal crashes decreased by 14.5%. During the years 2010-2014, an average of three percent (3%) of Hughes County accidents resulted in death. About 1% of all accidents statewide result in fatality.

Fifteen (15) vehicle accidents resulted in the deaths of 16 individuals in Hughes County over the five year period, 353 people were injured, and 322 collisions caused property damage.

Table 2.1: Hughes County Collisions 2010-2014

Hughes County Collisions			# Collisions with	
YEAR	FATALITIES (# PERSONS)	PERSONS INJURED	PROPERTY DAMAGE	TOTAL COLLISIONS
2010	4	89	81	143
2011	2	67	63	106
2012	5	64	55	107
2013	6	58	63	107
2014	2	75	60	110
Totals	16	353	322	573

Source ODOT 2015

The above information is for informational purposes only and use is restricted under 23 USC 409.

Of the 573 collisions that were analyzed for this plan, 248 (43%) were on highways. Twenty-four percent 24% (137 collisions) occurred in rural non-highway areas; 68 (or 12%) occurred on city streets.

Twenty-six percent (148) of all county vehicle collisions were documented on streets and highways within the city limits of Holdenville; twenty-eight accidents (5%) occurred in Wetumka. The remaining collisions happened within the other small incorporated cities, each recording one or fewer accidents per year.

Most collisions happened during daylight hours in dry conditions (65%). More than half (55%) occurred during midday to early evening (10 am 6 pm).

Causes

Many accidents have no specific cause noted (36%). The most frequently identified cause of collision in Hughes County was *unsafe speed* at 14%. The next most common causes were *inattention* (12%), *driving under the influence (DUI)*, at 7.8 % and *failure to stop* at 7.2 percent. While unsafe speed represented only 14% of all Hughes County accidents, it was the identified cause of 60% of the fatalities.

While unsafe speed represented only 14% of all Hughes County accidents, it was the identified cause of 60% of the fatalities.

PEDESTRIAN

In 2010 through 2014, three pedestrian accidents were reported; one pedestrian was killed, and two were injured. Those incidents represent .3% of all collisions in the county.

BICYCLE

Only two vehicle accidents involved bicyclists (.2% of total accidents). Of those, neither resulted in fatality, but both resulted in personal injuries.

Transportation Inventory & Improvement Needs

Hughes County roads are rated as being in relatively good condition. The Oklahoma DOT has assigned County roads an average score of 86 on the International Roughness Index (2014), a measure of the pavement performance standards for good and acceptable ride. A score below 95 is in the good category.

ROADWAYS.

Interstate, US highways, State and county roads are the framework of mobility. Most roads in Hughes County are two-lane roads. Map 2: *Hughes County Cities, Towns and Highways* (on Page 6 above) illustrates the location of local and state roads. No Interstate highways pass through the county. See Appendix 2.10 for Functional Classification of roads; Appendix 2.12 shows Traffic counts.

DETERIORATING PAVEMENTS AND DEFICIENT BRIDGES

State transportation infrastructure investment did not increase between 1985 and 2005. According to the 2014 Update on Oklahoma Bridges and Highways published by ODOT, in 2005 highway pavements were deteriorating at a rate beyond the available funding to repair, let alone reconstruct, and more than 1,500 of Oklahoma highway bridges were *structurally deficient* or *functionally obsolete* (see Appendix; Definitions). One hundred thirty seven (137) of those bridge structures across Oklahoma were posted as unable to carry a legally loaded truck.

The Oklahoma Legislature recognized that transportation infrastructure is of critical importance to the economy, and enacted legislation to begin to correct the problem. ODOT initiated a goal to have near zero structurally deficient bridges in Oklahoma by 2020, and has replaced or rehabilitated 945 bridges

since January 2006. All such bridges on State highways are targeted for repair and replacement by the Oklahoma DOT over the next eight years. Therefore, much of the annual funding for road repairs and improvements in the ODOT 8-year Plan (2015-2022) is dedicated to bridge work. See Appendix 3.6 for scheduled improvements in the ODOT 8-year Plan.

The National Bridge Inventory database records a total of 214 bridges on the State highway system in Hughes County. Sixty-three of those bridges are structurally deficient or functionally obsolete, which can have a negative impact on the development potential of properties in the County.

State Highway Bridges:

HUGHES (063)	Count	# Struct Def	# Funct Obs	Total Deficient
Bridges	214	52	11	63

County Bridges

Many other small, aging bridges are scattered throughout the county on the County road system. Some are structurally sound, but have narrow road beds which are considered functionally obsolete by modern standards.

In some cases, weight limits on county bridges may be too low to safely support Fire response vehicles, resulting in a situation where trucks may have to be indirectly routed in a fire emergency. In the event of fire in a location that is not readily accessible to a fully loaded water tanker, water may have to be shuttled across the bridge.

FREIGHT ROUTES

Reliable freight transportation enables connections among business and markets in the County, in Oklahoma, the United States and the world economy. According to the 2015 ODOT report titled *Freight and Goods Movement*, freight activity has rebounded from an economic slump from 2008 to 2012, and is expected to continue to grow.

Highways are considered high volume truck corridors in locations where roadways have consistent truck volumes at or above 5,000 vehicles per day, or on facilities where truck traffic represents 40 percent or more of the total traffic. High volume truck routes through Hughes County as identified by ODOT are (East/West) US 270 and US 75 (North/South).



State Highway 1 and SH 9 each carry notable quantities of freight into, out of, and through Hughes County, as mapped by ODOT (ODOT FGM, 2015).

The 2012 ODOT document *Freight Flows* includes the following comments about trucked freight: Nearly one quarter (24 percent) of all trucks traveling in Oklahoma are involved in through trips. Almost two-thirds (65%) of all trucks traveling on the Oklahoma highway network have their origin and destination within the state. Commodity flows are summarized by regions to illustrate truck flows. A halo region around the State of Oklahoma was defined to capture medium-distance flows. This region includes the states of Colorado, Kansas, Missouri, Arkansas, Texas, and New Mexico. Within the state, three regions are identified. They include the Oklahoma City Halo, the Tulsa Halo and the remainder of Oklahoma. Hughes County is included in the "Remainder of Oklahoma" halo of truck commodity flow.

Rail Freight

Freight movement by rail reduces truck traffic on the state's highways. One freight train can carry the same tonnage of goods using less fuel, than shipping by trucks. For that reason, shipping freight by rail also reduces emissions per ton of freight.

Burlington Northern Santa Fe (BNSF) operates freight shipping in Hughes County, passing through Holdenville and Wetumka. Union Pacific (UP) owns a railroad track that runs roughly east to northwest through Stuart and Holdenville.

Service on that line was formally discontinued in 2012 due to poor track condition and interrupted service as a result of a washout that occurred in 1991. This "former east-west line across the central portion of the state connecting Memphis, Little Rock, and Oklahoma City to California has gained recent attention of the Governor's economic task force." (2012 Rail Plan ODOT) See *A-OK RR, below*.



Former Holdenville depot on the discontinued UP line

Connectivity of rail service in the CORTPO region deteriorated after the peak of rail service in the early twentieth century. In the last few decades, public and private rail investments have been made to preserve lines and restore service. See Appendix 2.7 for a map of existing rail, and discontinued or abandoned railroad routes in Hughes County.

Short lines and regional railroads preserve service on branch lines, and act as collectors for Class I railroads. One such regional short-line is A-OK Railroad.

A-OK Railroad

The Arkansas-Oklahoma Railroad (AOK) is a handling carrier for the UP and a switch carrier for BNSF. The short line operates approximately 40 miles of UP track from Shawnee to Oklahoma City. A-OK also operates a 70-mile portion of railroad that was temporarily held for preservation by the State of Oklahoma (ODOT), between Howe OK and McAlester (UPRR). A-OK has expressed interest in the restoration of the forty-five (45) miles of connecting track between McAlester and Holdenville – out of service since 1991.

A-OK railroad has recently completed the restoration of a railroad bridge crossing the North Canadian River in Pottawatomie County. That work is a key component in the long-term planned restoration of the UP line, which will provide an east-west reconnection of four major north-south rail corridors to enhance regional commerce, and would directly impact freight transportation in Hughes, Pottawatomie and Seminole counties.

Bicycle and Pedestrian Network

The 2006-2010 American Community Survey showed that few people walked or rode bikes to work in Hughes County. While the proportion of the pedestrian and biking public in addition to workers has not been measured, it can be stated that those who prefer sustainable or healthy forms of transportation, low-income workers, students and other diverse non-driver adults would benefit from increased safety.

Public Transportation

Transit

Low population densities in the county and the distances between activity centers complicate the delivery of public transportation in rural areas. There are activity generators including workplace, shopping or medical destinations, which produce concentrations of transit need, where at least one end of a trip is concentrated enough that public transit may be feasible. The challenge is to establish stable funding, design efficient routes and schedule service such that the trip is attractive to the workers.

KI BOIS AREA TRANSIT (KATS)

Ki Bois Area Transit (KATS) provides demand-response transit service for adults 18 years of age and older. The transit program operates in Hughes County from 8:30 am to 4:00 pm Monday through Friday. The program operates from schedules, and due to heavy demand, rides must be scheduled well in advance of the need for service.

Aviation

The county is home to five general aviation airports. Public and private general aviation airports are: Holdenville Municipal Airport, Pete's Airpark, Pace Field, Stuart Mountain Airpark, and the Christopher M. Rippee Memorial Airport. Holdenville General Hospital and Wetumka Hospital operate heliports for medical emergency transportation. A map identifying the location of the airports can be found in Appendix 2.8.

Holdenville Municipal Airport Terminal built 1946



Chapter 3: Future Conditions, Needs, & Planned Improvements

This chapter is used to project conditions in the County in the foreseeable future.

Population and Employment

US Census data indicate population is expected to remain stable.

Aging Population

The percentage of people over age 60 is the most quickly growing segment of the local population. This demographic group can be expected to include a higher proportion of non-drivers over time, placing additional demand on transit systems. See Appendix 3.2 for more information.

Employment projection

The East Central Workforce Investment Area (ECWIA) monitors job data for five counties: Hughes, Lincoln, Okfuskee, Pottawatomie, and Seminole counties. ECWIA is projected to add jobs between 2010 and 2020. Hughes County represents about 8.8% of ECWIA jobs.

The East Central WIA added +4,570 jobs between 2005 and 2010, growing by +7.1% over that time period. Both collectively and individually, job growth for all five counties exceeded the state's rate of job growth of +6.0% between 2005 and 2010, with the lone exception being Okfuskee County. In Okfuskee County the net rate of job growth was +1.5%.

This was interpreted to indicate that while population in the county is stable, the rate of job growth has remained positive. Therefore, the rate of employment was carried forward to project a relatively stable employment situation through 2035. At a 6% growth rate for each 5 year period, employment for Hughes County could be predicted to increase from 6,056 jobs in 2010 to 6,804 jobs in 2020.

Appendix 3.4 shows a more conservative employment projection.

Projected Growth areas and new Housing

The City of Holdenville and Towns Horntown and Spaulding are industrial and residential growth areas of Hughes County.

Highway improvements

Improvements planned for state roads in the county include upgrade of two-lane roads. ODOT has targeted specific 2-lane roads for the addition of shoulders, to improve safety on these roads. A map illustrating the location of these roads may be found in Appendix 2.13.

Bike and Pedestrian Routes

There are no marked Bike routes in the County, and currently, no such routes have been identified.

Public Transportation

KATS consistently experiences high demand. Survey results indicate regular riders of the transit service are expressing a need for increased availability of trips, shorter advance scheduling timelines and an option for an interrupted trip (dropping a child off at day care on the way to work). Transit systems may encounter increased operational demand as the aging and low-income populations continue to grow.

Aviation Review

No airport improvements or expansions are planned at this time.

Rail Improvements

According to the 2010–2035 Oklahoma Statewide Intermodal Plan, rail demand is expected to grow at a 0.9 percent annual rate from 2015 to 2035, with the largest growth occurring on the Class I network in the center of the State. The viability of the existing North/South service connecting Hughes County to the National Class I system, may support the economic desirability of local long-term rail improvements connecting to East/West freight.

Projected increases in rail freight will influence the preservation, maintenance and restoration of the regional rail infrastructure. Because public funding for transportation is so limited, it may be necessary to rely on private funding to stabilize and improve local railways.

Projected Freight Routes

The Federal Highway Administration's Office of Freight Management and Operations projects Oklahoma freight tonnage to, from, within and through the state on all transportation modes to increase about 1.3% per year over the 2015 to 2035 forecast period.

Highway freight tonnage is expected to increase its share of total freight tonnage from 51 percent in 2007 to 57 percent in 2035, driven mainly by strong growth in imports and exports. The State's growth in exports is expected to be concentrated in agricultural products, durable goods, and live animals. Freight tonnage is also expected to grow fastest in areas of the State outside of the Oklahoma City and Tulsa Metropolitan Areas.

Annual truck traffic in Oklahoma on I-35, I-40, and I-44 is projected to grow at a 1.6-percent annual pace over the 2015 to 2035 forecast period. By 2035, roughly 13,000 and 14,500 trucks per day are expected to use I-35 and I-40, respectively, throughout the State; and 8,500 trucks are expected to use I-44. This compares with roughly 8,500, 9,500 and 5,300 vehicles in 2007. These forecasts further indicate an increase in truck traffic on the smaller highways that connect with the interstate network as well (ODOT NHS, 2010).

Funded improvements

Funded improvements are projects that have ODOT and local funding commitments through the year 2018. Projects included in the ODOT 8-year Construction Plan that are scheduled beyond a 3 or 4 year time frame are subject to occasional reordering of priorities and funding has not been committed to those projects.

Table 3.1 Funded Improvements

ODOT 8-yr Plan, Hughes County				
2015	Type of project	Length	Location	Cost
SH 9	Bridge & approaches	.2 mi	SH-9 over Wewoka Creek, 3.2 mi E of US 75	\$6,150,100
2016				
SH 9	Bridge & approaches	.2 mi	SH-9 over unnamed creek, 10.15 mi E of Seminole C/L	\$1,907,148
2017				
US 75	Right of way	.2 mi	US 75 over Salt Creek, 8.62 mi N of Coal C/L (RW for 29545 (04)	\$67,840
US 76	Right of way	.2 mi	US 75 over Salt Creek, 8.62 mi N of Coal C/L (UT for 29545 (04)	\$228,218
2018				
SH 9	Bridge & approaches	.2 mi	SH-9 over Fish Creek, 13.47 mi E of US 75	\$2,507,218
US 270	Right of way	1 mi	Union Pacific RR over US-270, 3.2 mi E of US 75 (vertical underclearance improvement) RW for (04, above)	\$168,127
US 271	Utilities	1 mi	Union Pacific RR over US-270, 3.2 mi E of US 75 (vertical underclearance improvement) UT for (04, above)	\$112,085

Chapter 4: Financial Summary

Funding for Projects and Recommendations of the LRTP

Funding of local transportation projects and programs is heavily influenced by State of Oklahoma's annual budget and federal funding. Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. Instability in gas and oil revenues collected by the State has contributed to the challenge of consistent investment in road surface maintenance and preservation. Modern roads and bridges must be wider and carry more freight than the original design of a road, and therefore rehabilitation or replacement becomes increasingly expensive.

Therefore, coordination among federal, local, regional and statewide agencies in the development of transportation initiatives will be necessary in order to accomplish needed improvements. New sources of revenue may be required to meet gaps in services.

Funding Sources

Funding for highway improvements in Oklahoma comes primarily from two sources – the Federal Highway Trust Fund and state funds. Oklahoma Department of Transportation (ODOT) provided \$26 million of Surface Transportation Program (STP) federal funds to the County Highway System. Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax.

In 1923, Oklahoma enacted its first State-level excise tax on motor fuels. The last increase was in 1987 and the tax is currently 17 cents per gallon for gasoline; diesel is taxed at 14 cents. In addition, counties raise their own revenue sources to supplement state and federal funding through local option sales taxes. Hughes County collects a one-cent excise (sales) tax, the proceeds of which are deposited to the county revolving fund. Fifty-six percent (56%) of the tax is allocated to maintenance, repair and improvement of county roads and bridges.

Rural Transit

The Federal Transit Authority allocates funds annually to the governor of each state, to provide funding for public transportation projects serving areas that are outside of an urban boundary with a population of 50,000 or less.

Non-motorized Transportation

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21). TAP provides funding for programs and projects defined as transportation alternatives, primarily bicycle and pedestrian infrastructure.

Appendix 4.1 provides more information about various transportation funding strategies.

Tribal Transportation projects and funding

Recognized tribal governments receive federal transportation funds and may also designate local funds for transportation projects. Municipal and Tribal governments throughout the CORTPO region have been successful in working together to achieve implementation of critical transportation projects.

The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. TTP is intended to address transportation needs of Tribal governments throughout the United States.

State Funding Issues

Limited budgets and a focus on repairing structurally deficient bridges have diverted funds from pavement maintenance. The number of structurally deficient highway bridges peaked at 1,168 in 2004. Due to increased state funding since 2006, bridges were replaced at such a rate that by the end of the 2014 inspection season that number had dropped to 372.

"The problems of 40 years of underfunding cannot be overcome in a few years," said ODOT Executive Director Mike Patterson. "ODOT is grateful to the Legislature and the public for investing in the system's bridge needs. Unfortunately, it will take a sustained effort to truly dig out of this hole and put Oklahoma back on track to meet its citizens' transportation needs." (Hill, 2015)

Chapter 5: Public Participation

This chapter describes the public participation methods CORTPO used as part of the planning process. Public involvement is an integral part of the transportation process and is also a federal requirement, continued as part of the legislation *Moving Ahead for Progress in the 21st Century* (MAP-21). Additional information is included in Appendix 5.

This chapter also includes an assessment of the relative concentrations of identified populations such as low-income and zero-vehicle households. Proposed construction projects must be evaluated to determine if they have disproportional adverse effects on vulnerable populations. This concept is known as Environmental justice.

Public Participation Plan

CORTPO is proactive in its efforts to communicate effectively with the public and has adopted a Public Participation Plan (PPP) to ensure that local transportation planning provides opportunities for the public to take an active role in the decision-making process and complies with the federal requirement for public involvement and participation.

Methods

As part of the PPP, public meetings were held and press releases were issued for public outreach, to involve interested parties in the early stages of the plan development. Consultation with federally recognized tribes in the region was initiated by CORTPO. See Map, Appendix 1.2.

Notices of public meetings for the LRTP were posted in accordance with Oklahoma Open Meetings Law (Appendix 5.6; copy of public meeting notice). After the draft LRTP was developed, CORTPO hosted additional public meetings and provided a notice of availability for a 30-day public comment period. The final draft LRTP was presented to the CORTPO Technical Committee for review and comment prior to recommendation to the CORTPO Policy Board for adoption. Contact the CORTPO office or website for the full version of the PPP.

Surveys

To receive public comments by survey, we issued a press release, posted notices, published the survey on CORTPO website, provided them to local interest groups and distributed copies through Hughes County, the City of Wetumka, City of Holdenville and community representatives on the CORTPO Technical Committee. Surveys were collected from the public between September 1, 2015 and December 31, 2015. One hundred surveys were returned and tabulated. All public comments received have been included. See Appendix 5.1 for survey instrument, response summary and public comments.

Stakeholder's Meeting

A Stakeholder's meeting was held in Holdenville on September 15, 2015. This meeting was held to inform people in Hughes County about the Transportation Planning Project.

Stakeholder's meeting – September 15, 2015

Newspaper Articles – press release, September 16, 2015

Public Comment Period – February 4, 2016 through March 8, 2016

Website: www.coedd.net/cortpo

Public comments indicate that Hughes County and local towns face an on-going challenge in maintenance of paved and unpaved existing roads

Bridge over the Little River, Hughes County

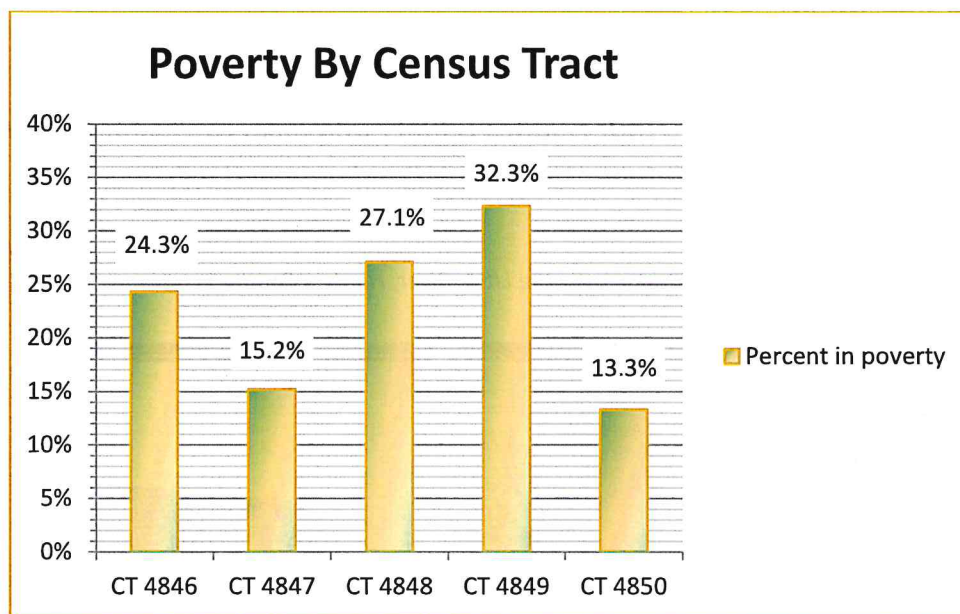


Environmental Justice

Public involvement in development of the Plan must comply with Presidential Executive Order 12898, Environmental Justice. The Federal Highway Administration (FHWA) also follows federal policy to ensure federally funded activities (including planning, through implementation) do not have a disproportionate adverse effect on disadvantaged populations.

Poverty rates as defined by the U.S. Department of Health and Human Services (HHS) Poverty Guidelines were identified in Hughes County. The 2014 HHS poverty guideline for a family of four was \$23,850. About 16.7% of families and 21.9% of individuals were living below the poverty line. The LRTP process identified additional environmental justice (EJ) populations through a comparison of the racial and ethnic composition of the county by Census area.

This information is further illustrated in Appendix 5.



Chapter 6: Transportation Recommendations

This chapter identifies the recommendations of projects, plans and studies that were developed as a result of the review of demographics, growth, activity generators, transportation system, survey information, existing plans and other such issues. This plan will be used to develop and implement programs to enhance the County and Region's multimodal transportation system.

With regard to Federally-funded projects, the Hughes County LRTP is fiscally balanced in that the total project costs do not exceed the anticipated Federal funds. This assumes that Congress, at a minimum, will fund the most conservative of the Federal reauthorization bills each cycle.

Research is included in the plan that will provide information and data to support the goals identified in Chapter 1. The information provided in the LRTP is to provide guidance on recommended projects, studies and plans. In other cases, studies should be undertaken in order to develop a comprehensive set of solutions. The construction projects identified in Chapter 6 are based on information provided by ODOT and Hughes County.

See Appendix 3.6 for a Table of CIRB Projects. One such pending project is replacement of the Elm Creek Bridge, pictured below.



*Elm Creek Bridge,
Hughes County
Oklahoma
Built in 1901, it is one of
the oldest bridges in the
state*

L RTP Recommendations:

The goals and objectives of the Hughes County LRTP suggest policies which were assigned numbers in Chapter 1. Those policies have been reorganized into a Table for handy reference in Appendix 6.

The projects included in the LRTP may have potential funding from a single source or multiple sources. Each project has unique components and while there are many funding programs within various state and federal agencies, each project must be evaluated to determine which programs may apply. Sources could include funding from entities such as EDA, USDA, REAP, CDBG, Industrial Access, Lake Access, or the Transportation Alternative Program (TAP). Additional sources of project support such as private investments, non-governmental grants and others not listed may also be available.

CORTPO will continue to review potential funding sources as they become available or as projects become eligible. Over the life of the LRTP, Hughes County and CORTPO will expand on this effort by identifying additional projects that are needed in the county and potential funding sources for those projects.

Community Survey project recommendations

There were several projects that were identified by the community during the planning process. Many comments indicated a need for increased preservation and maintenance of existing road surfaces throughout the county, and especially in small towns. Other projects suggested were intersection improvements at Oliphant and Hinckley in Holdenville, modifications to the turn lanes at a Technical College and signage improvements throughout the county. Sidewalk improvements and Bike safety were of interest to the public. Rehabilitating the appearance of public spaces and streets was suggested as pertinent to economic vitality.



Table 6.2 Unfunded proposed projects

Studies recommended

Study: Transportation revenue enhancement strategies

Study: Truck freight route improvements

Study: Freight and Passenger Rail opportunities

Study: The intersection at Oliphant & Hinckley in Holdenville for safety improvements

Local Improvement projects suggested

Priority: Improve Road Surface maintenance & bridges

Rehabilitate signage and add signage

Improve drainage within towns

Include Bicycle and Pedestrian improvements in road projects

Increased transit service

Pave and rehabilitate all City and Town streets

Improve the appearance of town streets and lighting

Community suggestions for State Highways

Safety improvements: Intersection SH 9 & US 75

Safety improvements: Intersection US 75 & US 270

Reconfigure an overpass on 270 (too low for trucks)

Add a turn lane on SH 9 at Wes Watkins Technical Center

Improve 2 lane No Shoulder roads



