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Grand Gateway

(918) 783-5793
Fax: (918) 783-5786

Grand Gateway
Regional Transportation Planning Organization (GGRTPO)

"Building Pathways for our Future"

ROGERS COUNTY

LONG RANGE TRANSPORTATION PLAN

2017 – 2040

PRODUCED BY:

Grand Gateway Regional Transportation Planning Organization

GGRTPO

Grand Gateway EDA

333 S. Oak Street

Big Cabin, OK 74332-0502

Phone 918/783-5793 Fax 918/783-5697

Grandgateway.org

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Rogers County

Long Range Transportation Plan

2017 – 2040

Prepared by

Grand Gateway Regional Transportation Planning Organization

In cooperation with:

Cherokee Nation

Cities and Towns within Rogers County

City of Claremore Planning Department & Airport

Grand Gateway EDA

Grand Gateway RTPO Technical Committee & Policy Board

Indian Nations Council of Governments

Muskogee Creek Nation

Oklahoma Association of Council of Governments

Oklahoma Department of Transportation

Oklahoma Workforce

Pelivan Transit

Rogers County Commissioners, Planners, and Staff

Rogers County Industrial Development Authority

Rogers County LRTP Working Group

Tulsa Port of Catoosa

U.S. Census Bureau, Midwest Region

The 2040 Long Range Transportation Plan (LRTP) was developed through a cooperative effort among GGRTPO, member jurisdictions, the Oklahoma Association of Regional Councils (OARC), and the Oklahoma Department of Transportation (ODOT).

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Marion Stinson, GGEDA Deputy Director/Legal Counsel
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GGRTPO MISSION AND VISION

A mission and vision was adopted by GGRTPO for the purpose 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 coordinate the development of a safe and efficient transportation system through cohesive planning and innovative funding pursuits with transportation stakeholders for improvements that will enable people to improve their quality of life in northeastern Oklahoma.

Vision

A safe and efficient multi-modal transportation system in northeastern Oklahoma that enables people and commerce to thrive in their communities.

"Building Pathways to our Future"

Grand Gateway RTPO

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EXECUTIVE SUMMARY

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 Rogers County is to secure adequate funding. The current level of federal, state and local funds will be inadequate to ensure long term maintenance of roads, rail, transit and waterway. 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 Long Range Transportation Plan (LRTP).

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.

The Rogers County 2040 Long Range Transportation Plan (LRTP) is the first transportation plan with a focus on small municipalities and unincorporated portions of Rogers 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 Rogers County over the next few decades.

This LRTP was developed through a cooperative effort among GGRTPO, the member jurisdictions and the Oklahoma Department of Transportation (ODOT).

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.

LRTP UPDATES

The transportation policies and projects recommended in the LRTP are intended to be implemented over the next two decades. Over the period of the LRTP, 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.

DEMOGRAPHIC AND EMPLOYMENT DATA

The Decennial Census has long been the accepted standard for demographic planning analysis. Due to the length of time since the 2010 Census, changes in Census Bureau practices, and the limitations of the data collected, we must increasingly rely on American Community Survey (ACS) data products published by the Census Bureau at one, three and five year intervals, in this case the 2011-2015 ACS data.

Other Census products were employed in this report for analytic purposes, including Traffic Analysis Zone (TAZ) data from Census Transportation Planning Products (CTPP), which sometimes carry a different date. An additional source of employment data was the Northeast Oklahoma Workforce Development Board (NEWDB). The NEWDB publications offer helpful labor force assessments and commute patterns.

Therefore, while all the data comes together to present a comprehensive picture of the demographic and employment situation in Rogers County, the reader may find occasional variances.

A POLICY AND PROJECT PLAN

Many of the transportation safety and access needs identified by the community will need time to conduct studies and secure funding to address their concerns. However, some safety concerns were already included in the Oklahoma Department of Transportation (ODOT) 8-Year Plan.

Proposed projects included a railroad overpass need in Claremore, intersection improvements, integration of bicycle and pedestrian signage with road projects, safe access, modernization of crosswalks and studies to be conducted. A listing of proposed projects is included in each section related to the component of the transportation system in Rogers County.

TOP TEN (10) IDENTIFIED PROJECT LOCATIONS

Community Comment	Problem	State Road
Catoosa, 193 E Ave/SH-167	High Traffic Collisions	SH-167
Claremore, Lynn Riggs/Jim Davis	High Traffic Collisions	US-66
Claremore, Lynn Riggs/Country Club	High Traffic Collisions	US-66
Claremore, Lynn Riggs/Blue Starr	High Traffic Collisions	US-66
Catoosa, SH-412/I-44 Interchange	High Traffic Collisions	SH-412
Catoosa, SH-266/193rd E. Ave	High Traffic Collisions	SH-266
Claremore, Lynn Riggs/Patti Page	High Traffic Collisions	US-66
Claremore, Lynn Riggs/Will Rogers	High Traffic Collisions	US-66
Claremore, Patti Page/Florence	High Traffic Collisions	SH-20
Claremore, Multiple Intersections	Train Volume/Traffic Congestion	SH-20
Owasso, Keetonville Road	Road Improvements Needed	
Claremore, Lynn Riggs/SH-88	High Traffic Collisions	SH-88
Claremore, SH-20/Archer	High Traffic Collisions	SH-20

Table 1

CHAPTER 1: INTRODUCTION; KEY ISSUES & GOALS

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.

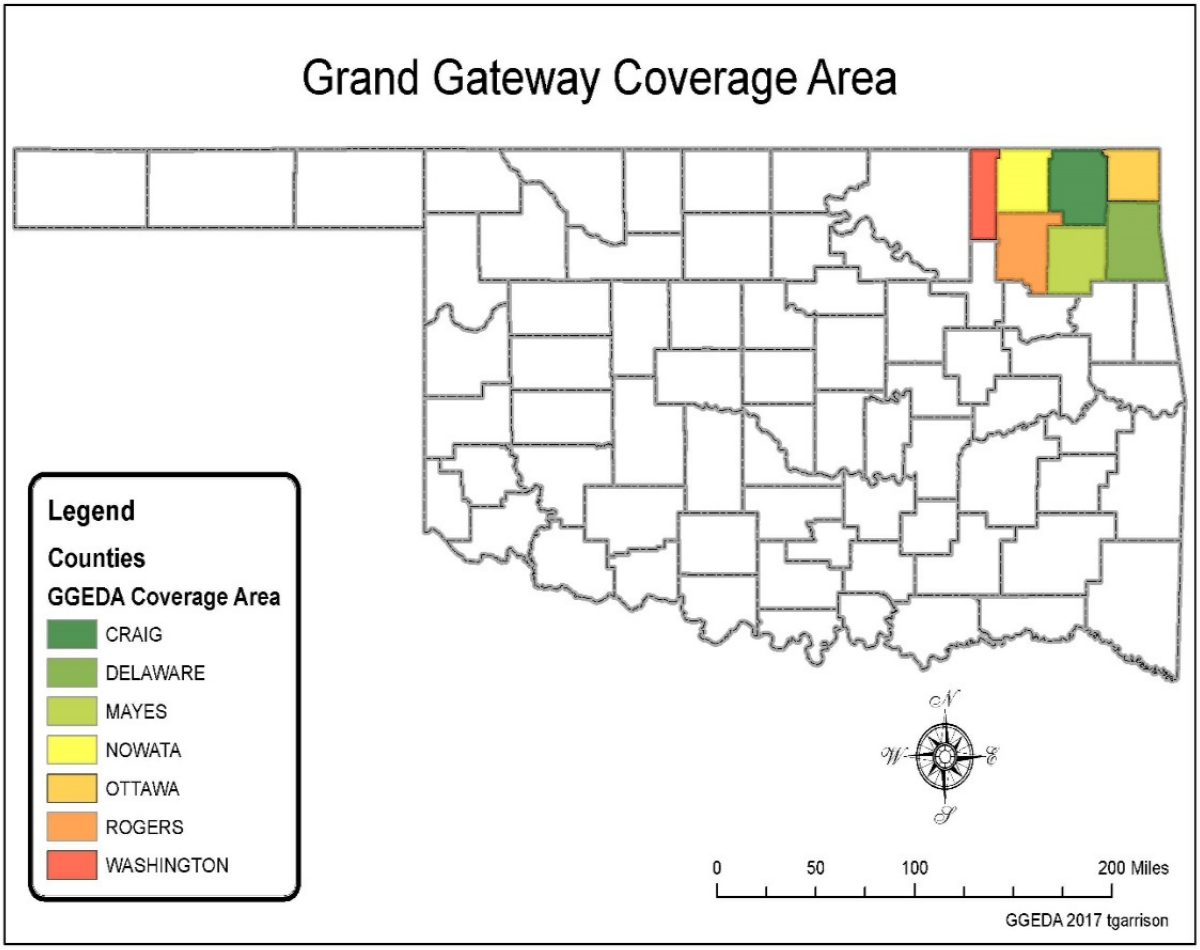
The Oklahoma Department of Transportation worked with the Federal Highway Administration to allocate a portion of the federal State Planning & Research (SPR) funding to the Oklahoma Association of Regional Councils (OARC) to fund rural transportation planning projects. The participating Regional Councils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

On August 11, 2016, the GGEDA board created the Grand Gateway Regional Transportation Planning Organization (GGRTPO) by Resolution #2016-12. The GGEDA/GGRTPO Region is composed of a seven county area, and includes Craig, Delaware, Mayes, Nowata, Ottawa, Rogers, and Washington Counties (Map 1). The GGRTPO will develop a regional transportation plan that will include the seven counties in the GGEDA region as Phase 1 of the ODOT RTPO Planning Program.. Future coordination with the Eastern Oklahoma Development District (EODD) in Phase 2 may include providing the same services to their four counties in the EODD Region which will then comprise an eleven (11) county Northeast Oklahoma Regional Transportation Planning Organization (NEORTPO) Region in the State of Oklahoma. The GGRTPO region is predominately rural, with the majority of the population being within the incorporated cities of Bartlesville, Claremore, Grove, Miami, Nowata, Pryor, and Vinita in their respective counties.

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

A Resolution (Appendix A), Chart of Acronyms (Appendix B), and a List of Definitions (Appendix C) can be found in the Appendices section for references.

[DM1]


Grand Gateway Coverage Area
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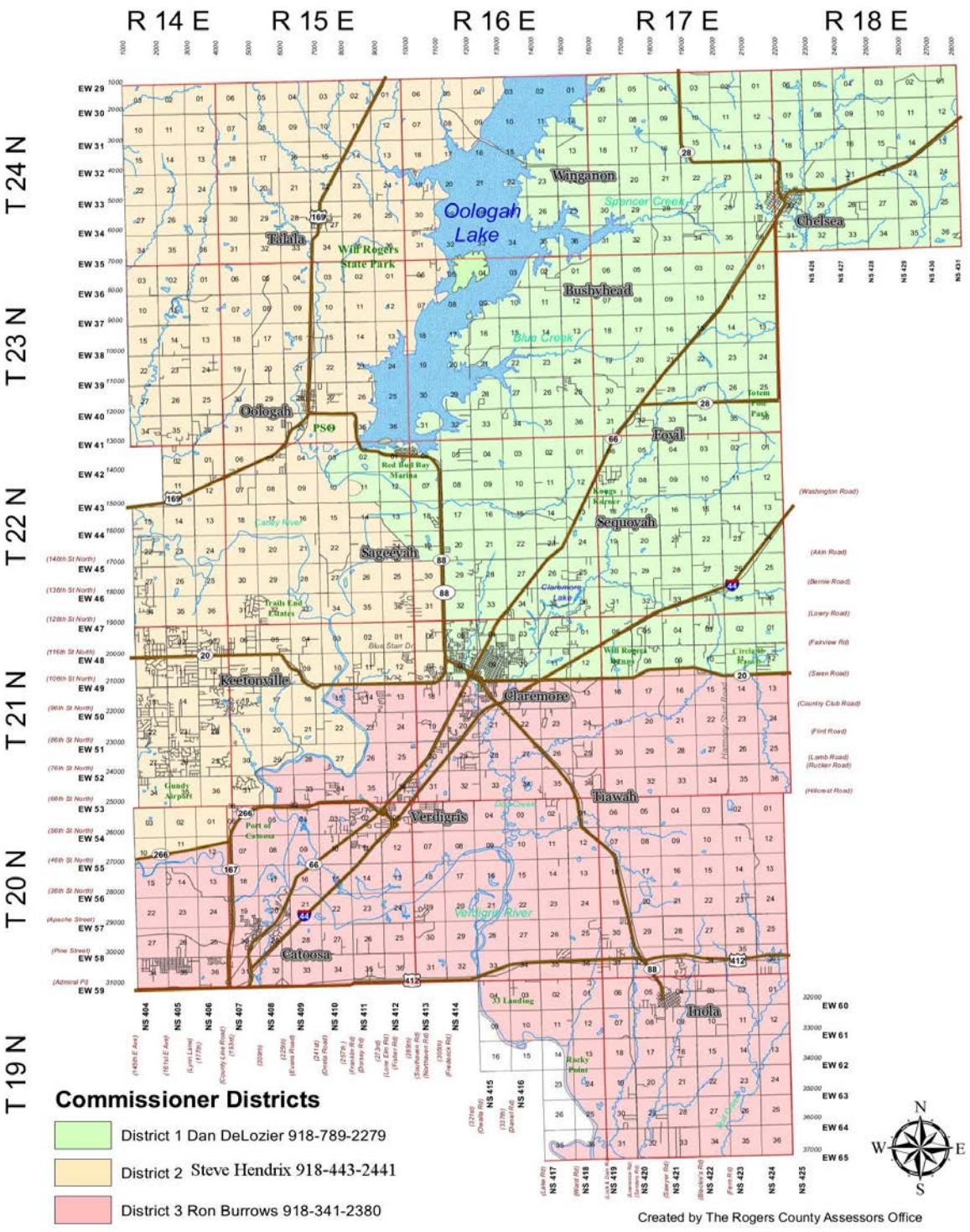
MAP 1

ROGERS COUNTY– MAP 2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Oologah Lake
Winganon
Spencer Creek
Chelsea
Talala
Will Rogers State Park
Bushyhead
Blue Creek
Oologah
PSO
Foyil
Totem Pole Park
Red Bud Bay Marina
Sequoyah
Sageeyah
Caney River
Trails End Estates
Claremore Lake
Keetonville
Claremore
Tiawah
Gundy Airport
Verdigris
Port of Catoosa
Verdigris River
Catoosa
Inola
33 Landing
Rocky Point
Commissioner Districts
District 1 Dan DeLozier 918-789-2279
District 2 Steve Hendrix 918-443-2441
District 3 Ron Burrows 918-341-2380
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Created by The Rogers County Assessors Office

PURPOSE OF THE PLAN

The Rogers County Long Range 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; and as data tool for grant applications to seek funding toward the projects. By establishing the year 2040 as the planning horizon, the community is looking toward long range strategies to accommodate their transportation needs over a significant period.

USE THE LRTP WHEN:

PUBLIC REPAIRS ARE PLANNED, OR NEW DEVELOPMENT IS PROPOSED

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

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.

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.

REQUIREMENTS

The LRTP has been developed by GGRTPO in cooperation with the federal, tribal, state, county, and member governments, ODOT, FHWA and FTA. Federal requirements have been incorporated into the Rogers County LRTP, some of which are reproduced within this plan.

The transportation plan must:

- ✓ Address a twenty year planning horizon
- ✓ Include a financial plan that demonstrates the consistency of proposed transportation investments with sources of revenue already available

PLANNING FACTORS

The plan is intended to address the ten planning factors required by federal law 23 CFR 450.306 for the transportation planning process listed below:

PLANNING FACTORS 23CFR 450.306

PLANNING FACTORS TO BE ADDRESSED IN NONMETROPOLITAN, METROPOLITAN AND STATEWIDE 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.
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.

Table 2

KEY ISSUES, TRENDS AND CHALLENGES

During the public participation process, the Rogers 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 the high volume of trains traveling through Claremore causes traffic congestion, delays, noise, and was the highest commented concern by the public in the survey results. Other concerns included intersection improvements due to high volume of traffic accidents, maintenance needs for roads and bridges, needing to protect the environment, connections to US and State highways, shoulder additions to roads, pedestrian sidewalks needed, improvements to traffic lights synchronization, and more bicycle trails. The least areas of concern were passenger rail and public transit. A request for a railroad overpass in Claremore was the number one ranked comment in the survey.

TOP ISSUES

- ✓ Funding limitation. Revenues continue to be limited to meet transportation system needs, while costs increase, especially for: County road maintenance, Transit, City street and sidewalk maintenance, preservation and improvement, Bridge rehabilitation or reconstruction
- ✓ Need for improved safety:
  - o High traffic collision rates at many intersections
  - o Railroad crossings improvements in Claremore
  - o Multiple lane improvements for truck traffic in Catoosa area
  - o Wider shoulders for bicyclists using highways with rumble strips
  - o Lack of Pedestrian sidewalks for many disabled individuals in loading areas
- ✓ Need a railroad overpass in Claremore
- ✓ A Rogers County Master Trails Plan is needed
- ✓ An additional High/Wide Heavy Haul Route is needed in eastern Oklahoma south to Texas.

TRENDS

- ✓ Gradual population increase
- ✓ An increase in the proportion of residents over age 65 is projected
- ✓ Residents commuting to Tulsa for medical, shopping, and social needs
- ✓ Decay of existing infrastructure among all modes of transportation
- ✓ Increased Tribal influence on development and transportation in Oklahoma
- ✓ Increased demands in freight movement via rail, trucking, and waterway

- ✓ A national and regional economic shift towards increased demand for recreational travel amenities: Trails, sidewalks, bike racks, bike lanes
- ✓ FHWA policy has placed greater emphasis on improving transportation for "traditionally under-served" population groups such as:
    - o Non-drivers of any age, including the elderly, low-wage workers and zero-vehicle households
    - o Bicycle and pedestrian users of the system challenges

FUNDING

The primary challenge identified by this study is funding of all aspects of the transportation system. Revenue has fallen behind the investment needed to preserve and maintain the current system, therefore, additional funding will be needed to keep people and goods moving effectively over the next two decades. Increases in the proportion of the population over age 65 can be expected to result in additional demand for transit. Regional Rail and Waterway service improvements would offer an alternative to trucked freight and reduce the wear on vulnerable state and county roads. Funding for increased Transit, maintenance and preservation of the existing roads, bridges and rail infrastructure must be the top priority of the long range plan.

General maintenance and repairs are the primary responsibility in the annual budget and are necessary to keep the costs as low as possible. 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 financial assessment is intended to summarize typical federal, state and local transportation funding sources in Oklahoma.

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. Taxes are collected by the Oklahoma Tax Commission. Taxes are imposed on all gasoline, diesel, and special fuel sales statewide.

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. Rogers County collects a 1.25-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.

State of Oklahoma House of Representatives passed HB1176 in a special session in summer of 2006. Funding began 7/1/07 and phased in over three years to 15% of the Motor Vehicle Collections Tax. An additional increase of 5% was added in 2010. Funding is divided evenly between ODOT's eight divisions. All projects must be let through ODOT.

Over 20% of the Motor Vehicle fees equated to more than 136 million dollars in federal fiscal year 2015. The CIRB fund was capped at $120 million per year in 2016. During the last legislative sessions a total of $150 million has been removed from the CIRB funds to balance the state's budget.

FEDERAL

Taxes on gasoline and other motor fuels are collected and distributed from the Federal Highway Trust Fund (HTF) and are distributed to the states by the FHWA and the FTA to each state through a system of formula grants and discretionary allocations. The FAST Act, signed into law in July 2012, is the federal transportation legislation that identifies specific funding programs.

In Fiscal Year 2016 The Oklahoma Department of Transportation (ODOT) provided $26 million of Surface Transportation Program (STP) federal funds to the County Highway System. These STP funds may provide up to 80 percent of the construction costs of these projects. Counties fund the remaining 20 percent match for construction costs, plus the costs for engineering, right of way and utility relocation through local sources or state County Road and Bridge Improvement funds (CRBI/CIRB). Counties also receive road and bridge funding from the federal government, channeled through the state. In addition, counties raise their own revenue sources to supplement state and federal funding through local option sales taxes. Appendix 2 identifies transportation funding categories identified in the US DOT MAP-21 and the FAST Act.

STATE

Funding for highway improvements in Oklahoma comes primarily from two sources – the Federal Highway Trust Fund and state funds. In 1923, Oklahoma enacted its first State-level excise tax on motor fuels. The last increase was in 1987 and the tax is currently 17 cents per gallon for gasoline; diesel is taxed at 14 cents. Oklahoma's primary sources of funding for road and bridge construction and maintenance are derived from fuel taxes and motor vehicle tax. Appendix 2 also summarizes the funding categories and taxes apportioned by the Oklahoma Tax Commission for FY 2013-2015.

ODOT – COMMITTED IMPROVEMENTS

Major transportation improvement projects scheduled by ODOT are construction projects such as new or replacement roads and bridges, and do not include maintenance projects. The ODOT Eight (8) Year Plan groups projects according to anticipated State and Federal fund categories. Most funding in recent years has necessarily been allocated to bridges. See Appendix 12 for the itemized table of projects funded on the 8-year plan.

CIRB – COUNTY IMPROVEMENTS, ROADS AND BRIDGES

With the passage of House Bill 1176 in the summer of 2006, a new section of law was codified in the Oklahoma Statutes as Section 507 of Title 69. This law created the County Improvements for Roads and Bridges (CIRB) program, a revolving fund. The apportionment for CIRB from the Motor Vehicle Tax has increased from five percent (5%) in SFY 2008 to 20 percent as of the beginning of SFY 2015.

Funding provided to county roads is estimated to be an amount not to exceed $120 million based on current legislation. The funds are directed to be equally distributed by the Department's eight (8) Transportation Commission Districts and administered by the Department through the utilization of a Transportation Commission-approved five (5) year construction work plan for projects on the county road system.

The five year CIRB plan is developed through careful coordination with the County Commissioners along with the respective Circuit Engineering Districts (CED). Rogers County resides within district one (1). Projects included in the CIRB plan are the highest priority, most critical projects as identified and validated by the cooperative project recommendation, selection and approval process. See Appendix 13 for a table of projects scheduled on the CIRB.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a state under Section 104(b) of Title 23 to carry out the TAP. The national total reserved for the TAP is equal to two percent (2%) of the total amount authorized from the Account of the Highway Trust Fund for Federal-aid highways each fiscal year (23 U.S.C. 213(a)).

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate system routes or other divided highways. TAP provides funding for programs and projects defined as transportation alternatives, primarily bicycle and pedestrian infrastructure. Pedestrians include those operating motorized mobility scooters or wheelchairs.

COUNTY

The main funding program for county roads and bridges is the County Highway Fund, which consists of revenues from the state taxes on gasoline and diesel fuels as well as motor vehicle registration fees and a portion of the of the state gross production tax on oil and gas in the case of counties that have oil and gas production. A county's apportionment is based on several formulas that use proportional shares of each factor as it relates to the total statewide county totals. Counties that have oil and natural gas production receive a portion of the seven percent (7%) state tax on natural gas and oil. Counties have authority to impose a countywide sales tax for roads and bridges with revenues earmarked for roads and bridges.

Funds collected by the Oklahoma Tax Commission (OTC) for transportation projects are distributed directly to the counties. Revenues for specifically for the CIRB category are from collected from state gasoline and diesel tax, special fuel tax and state production tax on oil. Appendix 2 includes the CIRB for Rogers County.

TRIBAL TRANSPORTATION PROGRAM (TTP)

Recognized tribal governments receive federal transportation funds and may also designate local funds for transportation projects. The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States Congressional FAST ACT that has stipulated the following annual allocations:

FY-2016 - $465 million
FY-2017 - $475 million
FY-2018 - $485 million
FY-2019 - $495 million
FY-2020 - $505 million

These allocations will be utilized to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans.

These funds are used for the construction of access roads, intersection improvements and other initiatives to improve transportation options that benefit tribal members and the general public. Under the FAST Act, up to 3% (up to $14 million) of TTP funds are available each year for improving deficient bridges.

The Cherokee Nation has a 6.3 mile project on EW-0430 Road in Rogers County from SH-66 to the Mayes County line programmed in their TIP for 2024. The estimated cost for this project will be $6.3 million.

TRANSIT FUNDING

Federal, state and local funding is limited and performance based. This restricts the type and capacity of service that can be provided. Section 5310 Transportation for Elderly Persons and Persons with Disabilities, Section 5311, Rural Transportation Assistance Program, Section 5311 c, Tribal Transportation Program, and State of Oklahoma Revolving Fund are the primary sources of funding for the Pelivan Transit System in Rogers County.

The Oklahoma Department of Transportation is responsible for the administration of the Section 5310 program, established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and disabled individuals. The Section 5311 program is the Federal Transit Administration (FTA) Non-Urbanized Area Formula Grant Program. The FTA annually allocates apportioned Section 5311 funds to the governor of each state to provide funding for public transportations projects serving areas that are outside of an urban boundary with a population of 50,000 or less. Funds may be used for capital, operating, planning or technical assistance projects. No restrictions regarding age or physical disability are placed on those who may want to use the services offered. With these funds the mobility needs of rural transit users can be supported and enhanced. Section 5311 Program grants are intended to provide access to employment, education and health care, shopping and recreation. Eligible local recipients of the Section 5311 program funds include local public bodies and agencies thereof, nonprofit organizations, and tribes.

The Federal Transit Administration (FTA) administers the Section 5311 c Tribal Transportation Program directly to tribal governances. The Cherokee Nation contracts with Pelivan Transit for tribal transportation services in Rogers County as well as the Northeast Oklahoma Tribal Transportation Consortium under the Miami Tribe of Oklahoma as primary of a nine tribe consortium that consists of the following tribes: Eastern Shawnee, Miami, Modoc, Ottawa,

Peoria, Quapaw, Seneca-Cayuga, Shawnee, and Wyandotte. Pelivan Transit provides transit services to all people through a variety of funding sources.

The Federal Transit Administration 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. Fees collected from passengers represent a minor contribution to funding operating costs.

Pelivan Transit is a rural public transportation program operating under the Grand Gateway EDA. Funding sources for this program consists of the following: FTA Section 5311 Rural Transportation Grant, Northeast Oklahoma Tribal Transportation Consortium and Cherokee Nation Tribal Transportation, OKDHS Section 5310 and Temporary Assistance for Needy Families Program, Grand Lake Mental Health Clinics and numerous other agencies, State of Oklahoma Revolving Fund, subsidies from municipalities including the City of Claremore for Rogers County, revenues from the Flexible Fuel Vehicle Maintenance operation and fares from the general public riders.

RAIL FUNDING

Funding for Rail infrastructure may be provided through Federal, State, Tribal, Local or Private Investment and shipping fees.

ADDITIONAL INFORMATION – FUNDING TRANSPORTATION

Funding sources are typically combined at various levels of government: city, county, regional, state and federal, as well as cooperative agreements with educational institutions such as technical schools, colleges and universities.

Projects must generally be identified in the local TSP and the statewide STIP to qualify for state or federal funding. As a result, it is always better for transit providers to have projects on the STIP lists so that they can be in the queue should funds become available. Funding for transit projects has been, and will continue to be, a challenge due to the volatility of grant appropriations and unstable transit funding. Potential federal, state and local funding opportunities are constantly changing, and it is important for a community to stay well informed about annual opportunities for transit.

FTA provides training for transit agencies seeking federal funding, maneuvering through federal funding requirements, and project management training. Upcoming training events are listed on the FTA Region websites.

Typically, federal funding grants require:

Public Involvement – The public must be involved in the process of identifying alternatives and selecting the final plans for any transit facility.

Local Matching Funds – The percentage of local match is usually 10-20 percent. The local match may be provided as dedicated project funds or staff time, assuming that neither the matching funds nor the funds to pay wages come from a federal revenue source.

MAINTENANCE AND PRESERVATION

County Roads

The persistent challenge to the county road system is the cost of road maintenance; the daily costs of keeping more than 1,114 miles of roadway and signage in good condition.

Sidewalks and Pedestrian Safety

Sidewalks and proper crosswalks throughout the region are absent or in a state of disrepair. The lack of safe paths to shopping, school and recreation is a common safety issue. Some Rogers County towns and cities have made efforts to improve pedestrian conditions. These efforts should be continued and supported in every population center.

Rail

There are two Class 1 railways operating through Rogers County (Burlington Northern Santa Fe and Union Pacific). Their tracks intersect in Claremore. Rail freight is expected to increase by 2040 which is projected to be over capacity within the next 20 years. The Tulsa Port of Catoosa operation also includes a rail operation for the industries at the Port as well as barge shipments to the Gulf of Mexico for international trade. Future freight movement growth through the MKARNS waterway would provide relief to the anticipated rail freight demands.

The following paragraph is excerpted from the Federal Highway Administration document titled "Planning for Transportation in Rural Areas," that are relevant to Rogers County connections to the regional and national economy:

"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 PTRA, 2001)"

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.

DEMOGRAPHICS AND TRENDS

As of the 2010 United States Census, there were 86,905 people residing in Rogers County. 75.3% were White, 13.1% Native American, 1.0% Black or African American, 0.2% Asian, 0.1% Pacific Islander, 0.8% of some other race and 6.5% of two or more races. 2.9% were Hispanic or Latino (of any race). See Appendix 3 for more details

The population resides in 4,354 occupied dwelling units. There were a total of 5,282 units of housing in the county, with a vacancy rate of about 18%.

Stable Population and Economy

Rogers County is forecast to have a relatively stable population with a gradual increase over time. According to the public survey conducted in Rogers County, most people work within 30 miles of home but may travel over 30 miles to shop and seek medical services in nearby Tulsa or Owasso.

Aging

The projected number of people over age 65 in 2040, is expected to grow. In 2015, Oklahoma was home to more than 3.6 million people. Of these, more than 1 million (about 34 percent) were over age 50. In 2015, Rogers County, 16.2% of the population was over age 65, somewhat higher than the percentage for the rest of the State (14.2%). The US Administration on Aging (AoA) Report projected that by 2030, the over-65 group will make up 24% of the population in the state (AoA, 2014). If the balance holds true, Rogers County may expect an aging population in excess of 24% of population by 2040. For more information on changing demographics in the county also see Appendix 18.

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.

OTHER CHALLENGES THAT WERE IDENTIFIED BY THIS STUDY:

- Lack of funding in the rural areas for public transit limits accessibility at affordable fares.
- Commuter park and ride interest was expressed for workers commuting to the Tulsa Metropolitan Area.
- Shuttle services to several casinos and entertainment venues during evenings and weekends was requested.
- Intercity connections for college students commuting from Pryor to Rogers State University in Claremore as well as on and off campus shuttle service for foreign exchange students and others without vehicles who are living on campus.
- Pedestrian sidewalks and walkable environments for many towns in Rogers County are needed.

GOALS, OBJECTIVES AND POLICIES

The LRTP includes goals, objectives and policies to assist Rogers 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, Survey, Rogers County LRTP Working Group (Steering Committee), 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 related to attaining the set goals.

POLICIES

Policy statements and Action steps provide guidance for decisions that will help attain these goals and objectives. They are *Attainable and Relevant* in the twenty-year *Time* frame. 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.

ROGERS COUNTY GOALS

Goals for the Rogers County LRTP were developed from comments received from the public and a composition of work plans with Rogers County Commissioners, City and County Planners, Transportation Stakeholders, and ODOT. They are based on the ten planning factors required by federal law 23 CFR 450.306 for the transportation planning process. Table 3 identifies the goal categories for the LRTP. The full text of the goals, objectives and strategies developed for this plan are outlined below.

GOAL CATEGORIES

1. Maximize Access to Funding	Provide a sound financial basis for the Transportation system
2. Prioritize Maintenance and Preservation	Maintain and preserve existing infrastructure and services
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

Table 3

GOALS AND OBJECTIVES

GOAL 1– MAXIMIZE FINANCE & FUNDING

GOAL STATEMENT: A fiscally balanced and sustainable transportation system

OBJECTIVES

A. Consistent regional applications for all available transportation opportunities maximizes annual funding.
B. Local agencies, municipalities, tribal governments, state officials and private interests effectively collaborate in the pursuit and funding of transportation improvements.
C. Expansion of transportation modes that utilize private funding or have a higher proportion of user-borne costs, such as private roads and rail; fees for service.

D. Utilization of Grand Gateway Community Development Foundation, a (501 c 3) non-profit public charity organization designed for community development which includes the transportation system.

GOAL 2 – PRIORITIZE MAINTENANCE AND PRESERVATION OF EXISTING INFRASTRUCTURE

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. The current transportation system is maintained with stable funding.
B. Regional pavements are preserved through growth of intermodal freight (rail and port).
C. New development is directed to appropriate roads and infrastructure.
D. Private companies with heavy truck traffic contribute to maintenance of vulnerable county roads.

GOAL 3 – ENHANCE ECONOMIC VITALITY

GOAL STATEMENT: An integrated, multimodal transportation system promotes quality of life 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. Economic development is coordinated with strategic transportation investments.
B. Employers have assurance that the labor force has reliable transportation options.
C. Reliable access to shopping and services is realistic for all residents.
D. Retail customers using all modes of travel.
E. Develop annual revenue sources dedicated to low cost transportation improvements.

GOAL 4 – IMPROVE ACCESSIBILITY, MOBILITY, CONNECTIVITY

GOAL STATEMENT: Improve accessibility and mobility for Rogers 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 coordinated with airport, bicycle/pedestrian, freight, port, transit, and rail projects according to the policies of ODOT..

C. Reliable access to the transportation system is ensured for ADA compliance.
D. Transit is an easier access option of travel for the unincorporated (rural) populace.
E. Dedicated Bike and "Share the Road" routes are indicated with signage for improved regional mobility.
F. Park-and-ride lots are developed in locations where potential vanpools for commuters warrants.
G. Planning efforts result in continuous bikeways throughout the multi-county region.
H. Right of way (ROW) areas are preserved for transportation purposes; including abandoned, existing and future road and railroad corridors.

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.

OBJECTIVES:

A. Areas with higher collision rates are monitored and improvements are implemented.
B. Structurally deficient bridges are prioritized for repair or replacement.
C. Local site development standards address safety for all legal road users.
D. Bicyclists have improved safety in rural areas.
E. Persons using handicap mobility vehicles have off road access to common destinations.
F. Crosswalks have appropriate signage and visibility.
G. A transportation system which is sustainable and resilient supports long term needs.
H. Improved modal options reduce reliance on single-occupancy vehicles.

CHAPTER 2: CURRENT CONDITIONS, NEEDS, AND FUNDED IMPROVEMENTS

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

ROGERS COUNTY

The following information is sourced from the Encyclopedia of Oklahoma History and Culture, by Sarah C. Thomas, 2009: Rogers County is located on the Eastern Lowlands of northeastern Oklahoma. A 1981 archaeological survey identified sixty-two prehistoric sites in Rogers County. The Cherokee Nation and Muskogee Creek Nation both have tribal jurisdictional areas within Rogers County. Many towns, streets, and roads are related to tribal history and languages.

Rogers County has produced several notable people. Oologah native Will Rogers (1879–1935), a mixed-blood Cherokee cowboy, became a nationally acclaimed entertainer, journalist, and public speaker. Claremore playwright Lynn Riggs (1899–1954), Singer Patti Page (1927–2013) and National Aeronautics and Space Administration (NASA) astronaut Stuart Roosa (1933–94).

According to the U.S. Census Bureau, the county has a total area of 712 square miles, of which 676 square miles is land and 36 square miles is water.

ENVIRONMENTAL FACTORS

With every project, care must be taken to ensure minimal environmental impacts. The purpose of this section is to provide an initial consideration of important environmental features and resources in Rogers County.

Identification of important environmental resources will provide agencies and officials, involved with addressing the transportation issues the information necessary to afford protection or to minimize impact to environmental resources as required by the National Environmental Policy Act (NEPA), and other State and Federal laws, rules and regulations.

As individual projects or transportation improvements are advanced from this Plan, detailed environmental impact assessments will be required for any projects using federal funds, and in many cases, also any using state funds. The environmental information collected and mapped here provides for an understanding and awareness of some important features and resources early in the planning process. In this way, the protection of these resources, either through avoidance

or minimization of impact, can be more fully considered as an integral part of plan and project development.

Environmental factors that need to be routinely considered in transportation planning include, but are not limited to, the following:

PHYSICAL GEOGRAPHY

The county is an irregular to undulating plain that is underlain by interbedded, westward-dipping sandstone, shale, and limestone. East-facing cuestas and how hills occur. Topography is distinct. Today, rangeland, cropland, riparian forests, and on rocky hills, oak woodland or oak forest occur; cropland is not as common.

ECOLOGICAL REGIONS

Rogers County lies in the Osage Cuestas of the Central Irregular Plains (Ecoregion 40). This area has a mix of land use types and tends to be topographically more irregular than the Western Corn Belt Plains to the north, where most of the land is in crops; however, the region is less irregular and less forest covered than the ecoregions to the south and east. The potential natural vegetation of this ecological region is a grassland/forest mosaic with wider forested strips along the streams compared to the region to the north. The mix of land use activities includes mining operations of high-sulfur bituminous coal. The disturbance of these coal strata has degraded water quality and affected aquatic biota.

CROSS TIMBERS

Natural vegetation is mostly tall grass, forests, and woodlands, dominated by post oak, blackjack oak, and black hickory, native on stony hilltops. (OK Forestry, 2005)[DM2]

ENDANGERED SPECIES

State and federal agencies classify plants and animals as threatened or endangered when their numbers are low or declining due to direct destruction (from development or pollution, for example) or loss or degradation of suitable habitat. The presence of a threatened or endangered species in an area is an indicator of a better or good quality environment. No endangered plant species have been identified in the County. Federally listed endangered and threatened species in this county may include the species in the table below.

Group	Common Name	Scientific Name	Status
Birds	Interior Least Tern	Sterna antillarum	Endangered
Birds	Piping Plover	Charadrius melodus	Threatened

Please contact the U.S. Fish and Wildlife Service for the most accurate and current information.

ECOLOGY

Rogers County contains 711.44 square miles of land and water area. The terrain is relatively level, but dotted with small hills. The county's major lake and streams are Oologah Lake and the Verdigris and Caney rivers. However, there are numerous creeks and small lakes throughout (Thomas, 2009).

LAKES

The largest body of water is Lake Oologah. The main streams are the Caney River and the Verdigris River. However, there are a number of smaller creeks and lakes in the county.

Hawthorn Bluff is located on Oologah Lake in northeastern Oklahoma. The lake provides an ideal getaway for fishing, boating, picnicking and camping. The group facilities are Accessible and accommodate up to 100 guests each.

Blue Creek is located on Oologah Lake in northeast Oklahoma. The lake provides an ideal getaway for fishing, boating, picnicking and camping with amenities of a playground, ranger station, sailing, showers; swimming, and water skiing.

WATERSHEDS

Monetary benefits include reduction in flood damages to crops, roads, bridges, fences, etc. and may include other benefits such as irrigation, municipal and industrial water supply and recreation. See Appendix 4 for a list of Rogers County Watersheds.

Conservation Districts are a primary sponsor of most watershed projects in Oklahoma. Listed below is the conservation district located in Rogers County that has watershed projects and other conservation agencies that can be contacted for more information about the watershed program.
Rogers County Conservation District 1900 West Will Rogers Circle, Suite C
Claremore, OK rogersccd@conservation.ok.gov .

The Oklahoma Conservation Commission is the lead state agency for upstream flood control programs and provides assistance and guidance to conservation districts.

The USDA Natural Resources Conservation Service (NRCS) is the federal agency that administers the watershed program and provides technical and financial assistance to the local project sponsors.

ECONOMY

From earliest settlement the prairie grasses and abundance of water provided excellent cattle ranching conditions. By the late 1800s farming had become prominent. The climate and topography were suitable for a variety of crops, including corn, cotton, and wheat. Agriculture, especially raising livestock remains a main source of income.

In 1903 prospectors who were drilling for oil or natural gas instead discovered artesian wells. The mineral water in them had a bad smell but was believed to have healing properties. The treatments were cheap and were endorsed by the railroads. A 1904 St. Louis and San Francisco Railway pamphlet proclaimed the healing powers of area spas. Before their popularity declined, the mineral baths benefited the county's economy and encouraged growth.

Other economic activities contributed to the county's development. Coal was first mined in 1890. Usually forty to seventy feet below the surface, the coal was strip-mined. It was of sufficient quality for use as coke. Today the county is experiencing land reclamation, turning old mines into pastures or ponds. Petroleum and natural gas production along with manufacturing are major contributors to the present economy. (Thomas, 2009).

PLACES

The ten (10) communities in Rogers County are Catoosa, Chelsea, Claremore (the county seat), Foyil, Inola, Jamestown, Oologah, Talala, Valley Park, Verdigris.

Beginning in the 1970s tourism provided economic expansion. Attractions include Will Rogers State Park northeast of Oologah and the Will Rogers Memorial Museum, Claremore's Radium Town, and the J. M. Davis Arms and Historical Museum in Claremore. Other sites are the Totem Pole Park east of Foyil, “The Blue Whale” on Historic Route 66 near Catoosa and the Hard Rock Casino and Resort owned by the Cherokee Nation in Catoosa. Reputable educational institutions are the Northeast Vo-Tech Center near Claremore and Rogers State University in Claremore, originally the Oklahoma Military Academy.

At the turn of the twenty-first century sixteen county properties are listed in the National Register of Historic Places (Thomas, 2009) below in **Table 11**:

National Register of Historic Places (Rogers County)	
I.W.W. Beck Building (99001086), 147 W. Cooweescoowee Avenue, Oologah	
The Belvidere (8200396), 109 Chickasaw Avenue, Claremore	
Chelsea Motel (04000525), Northeast corner, 1st and Historic Route 66, Chelsea	
Claremore Auto Dealership (95000042), 25 West Will Rogers Blvd., Claremore	
Eastern University Preparatory School, College Hill Drive, Claremore	
Ed Galloway's Totem Pole Park	**State Highway 28A, 3.5 miles East of U.S. Highway 66**
Mendenhall's Bath House (83002127)	**601 7th, Claremore**
Maurice Meyer Barracks (82003698)	**College Hill, Claremore**
Hanes Home (82003700)	**One mile west (gravel road) Highway 88 (Old)**
Hogue House (82001498)	**1001 Olive Street, Chelsea**
Oologah Bank (82003799)	**105 South Maple, Oologah**
Oologah Pump (82001499)	**Maple and Cooweescowee Street Intersections, Oologah**
Pryor Creek Bridge (06000796)	**Carries First Street over Pryor Creek, SW of junction with OK 66, Chelsea**
Will Rogers Birthplace (70000538)	**About four miles NE of Oologah**
Verdigris Club Lodge (03000876)	**27795 S. Skelly Drive, Catoosa**
Will Rogers Hotel (940001508)	**524 W. Will Rogers Blvd., Claremore**

http://www.nationalregisterofhistoricplaces.com

Population	2000	2010	Change
Catoosa	5449	7151	31.23%
Chelsea	2136	1964	-0.08%
Claremore	15873	18581	17.06%
Foyil	234	344	47.00%
Inola	1589	1788	12.52%
Oologah	883	1146	29.78%
Verdigris	No data	3993	N/A

Table 4

POPULATION

The twentieth century was a time of growth for Rogers County. See Table below:

Year	Population
1907	15,485
1910	17,736
1930	18,956
1940	21,078
1950	19,532
1960	27,532
1970	28,425
1980	46,436
1990	55,170
2000	70,641
2010	86,905

Table 5

The demographic makeup of the County in 2010 was 75.3% white, 1% black or African American,13.1% Native American, 1.1% Asian, 0.1% Pacific Islander, 1.4% from other races, 91.9% as one race and 8.1% from two or more races. About 3.7% of the population was Hispanic or Latino of any race. About 95.7% spoke English as their first language and 2.7% Spanish as their first -language.

The population percentages projected beyond 2010 according to the U.S. Census ACS-2011-2015 data is as follows:

ACS 2011-2015	Oklahoma	Rogers County
Race and Hispanic or Latino	%	%
Total population	100	100
One race	92.2	90.5
White	73.1	75.1
Black or African American	7.2	1.1
American Indian and Alaska Native	7.3	11.7
Two or More Races	7.8	9.5
Hispanic or Latino (of any race)	9.6	4.1

Table 6 - (2015 US Census Data)

HOUSEHOLDS

The population resides in 31,884 households with an estimated household size of 2.69 persons.

The 2010 population density was 128.6 people per square mile. The median age was 38.3 years. Of the total population, about 40% reside in a city or town and the other 60% live in rural or unincorporated areas. 2,128 people are housed in group quarters or institutions. The homeless population has not been counted by the US Census and the number is unknown. About 37.2% of households included children under the age of 18. About 20.2% of households consisted of a single individual and 75.5% were family households, 8% had someone living alone who was 65 years of age or older. In the County, the population was spread out with 26% under the age of 18, 74% ages 18 and older, 6% ages 20 to 24, 11% ages 25 to 34, 21% ages 35 to 49, 19% ages 50 to 64, and 13% ages 65 and older.

INCOME

Household income 2015 ACS		
Less than $10,000	695	2.8%
$10,000 to $14,999	523	2.1%
$15,000 to $24,999	1,530	6.1%
$25,000 to $34,999	2,125	8.4%
$35,000 to $49,999	3,857	15.3%
$50,000 to $74,999	5,558	22.0%
$75,000 to $99,999	3,935	15.6%
$100,000 to $149,999	4,590	18.2%
$150,000 to $199,999	1,457	5.8%
$200,000 or more	998	3.9%
Median household income (dollars)	$67,773	

The 2015 median income for a household in the County was estimated at $67,773, as compared to $46,879 for the State of Oklahoma. About 7% of the population was below the poverty line, including 11.6% of those under age 18 and 5.5% of those aged 65 or over. Appendix 5.6 illustrates poverty by TAZ.

Table 2

DWELLING VACANCY

The 2015 ACS estimates there were 36,071 housing units, of which 2,713 were vacant (7.5%) for a total of 33,358 occupied dwelling units. Seventy-four percent 26,320% were owner occupied, 21.1% are rentals. Most vacant units are rental properties (US Census, 2015).

A map in Appendix 5 shows the relative density of vacant dwellings by TAZ. The following table reflects the relative density of vacancy dwellings in some of the areas in Rogers County:

Cities/Towns	Vacant Units	Total Units	Percent
Catoosa	107	1,081	10%
Chelsea	117	498	23%
Claremore (East)	124	720	17%
Inola	104	890	12%
Verdigris	138	662	21%

Table 8

In other words, throughout significant portions of Rogers County, one of every three to four houses was unoccupied at the time of the survey (US Census, 2015[DM3])

REGISTERED MOTOR VEHICLES

In Rogers County the 2016 number of registered vehicles averages less than one vehicle per person (91%). However, that figure includes commercial vehicles and households with more than one vehicle. County-wide, about 3%, (1,080) households in the county have no vehicle. An average household size is 2.68 persons. USCensus ACS 2015.

Table 9

Motor Vehicle registrations

Year	2015	2016
Auto	60,047	70,651
Comm Truck	4,284	3,913
Truck Tractor	243	236
Farm Truck	1,669	1,737
Motorcycles	3,260	3,933
Utility Vehicles	2,466	2,757
Tax Exempt	213	276
Total	72,182	83,503

2016 ACS pop	89,190
Vehic/Pop	91%
Occ Housing Units	33,358
Persons per Hhd	2.68

There were 1,080 households in the county with no vehicle.

At an average household size of 2.6 persons, that means about

415 people have no transportation at home

- *uscensus ACS 2015*

PROJECTED NUMBER OF VEHICLES 2040

If population trends and the rate of vehicle ownership as a percentage of population (.91 vehicles per person) continue at the same rate as the last few decades by 2040 we may see 35,345 additional vehicles on the road traveling in Rogers County. A gradual increase in population would also generate additional revenue from fuel taxes and other vehicle fees that fund road maintenance in Rogers County, although it is not likely to be statistically significant.

Projected registered vehicles 2040:

2010 figure (86,905 pop X .91 = 79,083 vehicles)

2040 figure (125,745 pop X .91 = 114,428 vehicles)

Sources: US Census 2010 and Oklahoma Dept. of Commerce

ZERO-VEHICLE HOUSEHOLDS

About 0.03% of households in the county have no vehicle. Census Tract 504.03 in the Keetonville area (Claremore West) has the highest percentage of zero-vehicle households for owner occupied dwellings, at 0.03%. In the Claremore Census Tract for rental units it was relatively higher at 2%.

See the Zero-Vehicle Households Map in Appendix 5 for more information about zero-vehicle households.

TRAFFIC ANALYSIS ZONES (TAZ)

The Traffic Analysis Zone (TAZ) 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.

GGRTPO uses Traffic Analysis Zone (TAZ) boundaries in analysis of socio-economic data. Geographically, the Census study area was subdivided into eight Census Tracts which (in Rogers County) were equivalent to the Census Tracts (CT) (See Appendix 6) and numbered identically to the CT's. One of the tasks of this planning effort was to create more detailed TAZ, based on census block data for the rural areas of the state. Census data is organized by County, Census Tracts, Block Groups and the smallest units, Tabulation blocks. 182 TAZ were created based on block data, each with populations numbering 200 to 400 people. See the Maps in Appendix 7 for more information.

MAJOR EMPLOYERS

The Manufacturing and Service industries have become important to Roger County's economy. There are several industrial parks in Rogers County with over 28,986 employees in the labor force in Rogers County. There are 1,738 employers in Rogers County according to the US Census Quickfacts. The primary mode of transportation for shipping products into the national economy is by truck, however rail and waterway shipments are also an integral part in the Rogers County operations.

Rogers County is part of the Northeast Workforce Development Board (NEWDB) after the WIA laws were drastically changed in 2014 and Workforce now operates under the federal Workforce Innovation and Opportunity Act. Most major employers are located in or near the Cities of Catoosa and Claremore. The NEWDB monitors job data for seven counties: Craig, Delaware, Ottawa, Mayes, Nowata Rogers, and Washington counties.

Of the top ten employers in Rogers County, six are manufacturers, two are entertainment/casinos, and two are in the medical field which are part of the Service industry. (OK Commerce, 2016). A list of employers is available in the Tables in Appendix 7.

In the services-providing industries, employment in education and health services is forecast to provide the largest gains adding 39,420 jobs (10.1 percent) with health care and social assistance accounting for more than four-fifths of the growth and adding 32,220 jobs. (OK Commerce 2016)

COMMUTER STATISTICS

According to the Northeast Oklahoma Workforce Development Board, there are a significant number of people who commute to work. Only 48.3% of Northeast Oklahoma Workforce Development Area residents remain in the region for employment; 51.7% commute outside the region. Most of those individuals who commute outside the region travel to Tulsa County for employment. Rogers County experienced the highest percentage of workers leaving the region for employment at 66.3%. Given Rogers County's proximity to Tulsa County and the job density of the Tulsa Metropolitan Area, it is not surprising that over 52% of the residents in Rogers County who commute outside the county for work travel to Tulsa. Rogers County has 32% of the NEWDB area population and exhibited the largest growth rate of 5.3%. Much of the NEWDB area is rural. Approximately 66.3% of working residents commute outside of the region, 27.3% live and work in Rogers County and 4.3% Commute into the region but do not live in Rogers County. See Appendix 7 Tables, Charts and Maps for more information.

Baker Hughes	**Claremore**	**Manufacturing**
Umicore Autocat USA	Catoosa	Manufacturing
Hard Rock Hotel & Casino	Catoosa	Tribal/Services
Claremore Indian Hospital	Claremore	Government
Will Rogers Downs KOA	Claremore	Tribal/Services
KELVION	Catoosa	Manufacturing
Veteran Center	Claremore	Services
Wellman Products Group	Catoosa	Manufacturing
Hillcrest Hospital Claremore	Claremore	Services
Harsco Indl Air-X-Changers	Catoosa	Manufacturing

Table 10 - (Northeast OK Workforce, 2016)

COUNTY AND COMMUNITY DEVELOPMENT

Changing land uses affect the flow of traffic throughout the community. Over recent decades, most residential and industrial growth has occurred in and near incorporated municipalities. This is a preferred development strategy which efficiently utilizes existing infrastructure.

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

Rogers County is home to environmental features and natural resources which influence the transportation system. Rivers, streams and waterways meander throughout Rogers County. 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.

The county has a gentle 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. About 15% of the land

in Rogers County is in the floodplain, subject to the dangers of flash flooding. The Planning Commission Office administers local and feral development rules, meant to limit damage and protect lives, and maintains floodplain maps. Rogers County floodplains are to areas likely to flood when creeks rise and flow over their banks. Every creek and lake has a floodplain, regardless of whether it is mapped or not. The Planning Commission Office maintains floodplain maps, administers floodplain regulations, provides information to help protect property impacted by floodplains and reviews applications to build or remodel in the floodplain. The work the Planning Commission Office does ensures that Rogers County is compliant with FEMA rules, protects lives and properties, and allows Rogers County residents access to more affordable, federally-baked flood insurance.

Contact the County administrative office for current floodplain maps or view them on the FEMA Map Service Center at https://msc.fema.gov/portal/search

MULTI-USE TRAILS, BIKEWAYS AND PEDESTRIAN WALKWAYS

Building a connected network of bicycle and walking facilities in Rogers County will foster a more balanced transportation system among all modes of travel. Bicycling and walking is no longer viewed as just recreational as it is also becoming a means of transportation for work, and other travel needs for its participants.

The Rogers County LRTP has included the bicycle and pedestrian planning process through public involvement with local groups via a survey, public meetings, and telephone outreach. The results of the survey can be reviewed in Appendix 20.

CATOOSA

Catoosa is a city of just over 7,000 residents adjacent to the northeast border of Tulsa. The city contains two major regional destinations: the Hard Rock Casino, owned by the Cherokee Nation, located at the southern end and the Tulsa Port of Catoosa just north of the city limits along SH-167. Both locations are employment centers: the Casino includes two hotels, several restaurants, and other attractions, and 70 companies are located at the Port's industrial park that employs over 4,000 people.

Other commercial development in Catoosa is centered on the two-lane main street, Cherokee Street, which also is the location of City offices, Catoosa High School (at the southern end) and Catoosa Elementary school. The industrial park between Tiger Switch Road and Pine Street is an additional employment location just outside the city boundary. Catoosa's residential development is dispersed throughout the city in small pockets.

Catoosa's existing standards require the provision of sidewalks on both sides of primary and secondary arterials, as well as residential collector streets. Furthermore, standards have been

codified to provide for ADA compliant facilities providing comfortable walking and biking connections for residents and visitors. Efforts are still underway to fulfill the City's vision.

Over 65 percent of the nine pedestrian crashes reported in Catoosa in the five years ending July 2014 were located on arterial streets.

Safe Route to School are included in the planning and development of walkways and bike trails in Catoosa.

A sidepath is recommended along Tiger Switch Road that would connect the center of Catoosa to another sidepath on Pine Street that leads to the western edge of Tulsa.

Appendix 15 – INCOG Project List.

CATOOSA BICYCLE NETWORK RECOMMENDATIONS

The Cherokee Nation donated $10,000 toward the Rogers County bicycle project for two miles of trail on SH266 between Verdigris and Claremore.

There is a 12 mile trail system along SH66 known as Route 66 but the rumble strips and narrow shoulders make it hazardous on that pathway as reported by local cyclist. See Appendix 15 for Catoosa Bicycle Network recommendations by INCOG.

CLAREMORE

Adventure at every turn the Claremore Mountain Bike Trail & Nature Walk has four diverse loops of single track trail nestled east of Claremore Lake. At approximately three miles, it's great

for biking & day hiking, lunch breaks, and family outings.

The Main Trailhead is currently located east of Claremore on Highway 20 to NS4180 Rd. (Justus School), Go North 1.5 miles, across the low-water dam immediately on the right (east). 15011 E 470 Rd, Claremore.

The City of Claremore maintains the Claremore Lake Trail located on East Lowry Road and West Lake Road north of East Blue Starr Drive, Claremore. The trail surface is concrete and is a Greenway/Non-RT trail category. Trail activities include bike, inline skating, fishing, and walking.

Future plans are to pursue extending the trail from the West side to loop around the East side to totally surround the Claremore Lake. Private property ownership and liability concerns are one of the obstacles to address for this concept.

INOLA

TABLE 12

Inola High School at 800 E Commerce St, Inola, OK. Travel east on Highway 412 (past Catoosa) to Inola. Exit right on NS 420 (Lock and Dam Road, at Inola Christian Church), before Highway 88 exit. At 4-way stop sign turn left. Go about 2 miles to the 3rd road, take a right and school is shortly on right.

Landing 33. To get there head east on Highway 412 toward Inola, turn right at the first street past the bridge over the Verdigris river onto NS 416. There is a small sign for Landing 33 at this corner (not Port 33). Turn right at the stop sign and follow the road west and south to where it ends by the river.

ROUTES FROM THESE LOCATIONS

Distance	Location	Description
32	Inola High School	Inola to Chouteau (short)
35	Inola High School	Inola and surrounding area
35	Landing 33 near Inola	Landing 33 to Inola and Tiawah
50	Inola High School	Inola to Lock and Dam and surroundings
50	Inola High School	Inola to Chouteau (long)
50	Inola High School	Inola to Tiawah

Inola has received Safe Routes to School funding from ODOT for a bikeway within the City limits with planning underway for construction in 2018.

ROGERS COUNTY TRAILS MASTER PLAN

The development of a Rogers County Trails Master Plan will offer recommendations for improving community access to outdoor resources by building a network of off-road multi-use paved trails and on-street bicycle facilities. The purpose of a Master Plan will be to address the trail needs of community residents related to recreation, transportation, and economic pursuits. The plan will address policies, programs, and physical improvements that should be implemented to improve access to recreation resources and improve transportation efficiency throughout the communities in Rogers County. It will identifies **c**orridors throughout and around Rogers County that should be developed in the next five years. The Trails Master Plan will be developed by a steering committee of citizens, a trail planning consultant, local governments, and residents of the area. It will respond to specific needs that were defined by residents through a series of public meetings. This outline is a recommendation for the process that may used to prepare the Rogers County Trails Master Plan derived from a template of the Mayes County Trails Plan.

PUBLIC 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.

Pelivan Transit provides demand-response transit service for people of all ages. The transit program operates in Rogers County from 8:00 am to 4:00 pm Monday through Friday and 8:00 am to 8:00 pm on Saturday. The program operates from schedules, and due to heavy demand, rides are encouraged to schedule in advance with a cost savings to the fares and to ensure availability.

HIGHWAYS

Rogers County has Interstate 44, US highways 66 and 412, as well as State Highways 20, 28 28A, 77, 167 and 169 passing through its boundaries. There are Asphalt, Brick, Chip Seal, Concrete, Dirt, Gravel, and unimproved roads throughout the county. See Appendix 9 for a variety of maps of highway information such as mileage of each road type within the county, the locations of different types of roads as well as road projects proposed for

future improvements within Rogers County. Two-lane and no-shoulder roads within the county are also identified as locations for future improvements. Additional information on Functional Classifications, LOC, Traffic Counts and Rumble Strip Placement are also included in Appendix 9.

OKLAHOMA DEPARTMENT OF TRANSPORTATION, DIVISION 8

The development of Construction Work Plan begins with Field Engineers at ODOT who are guided by their knowledge of the transportation needs and priorities in their respective Divisions. Rogers County is in ODOT's Division 8 region. ODOT works with area transportation stakeholders and elected officials to maintain an understanding of the condition of the roads and bridges in their areas of responsibility. In addition, other key Department Divisions collect and analyze transportation data factoring the following general characteristics as applicable and listed in no particular order:

- surface condition
- bridge condition
- geometrics (vertical and horizontal alignment)
- average annual daily traffic (AADT)
- percentage of truck traffic
- accident history
- local, regional and national traffic patterns
- capacity

(ODOT Construction Work Plan 2017)

I-44 INTERSTATE

I-44 was designated through Oklahoma to replace the section of US-66 running from Oklahoma City to Joplin, Missouri. I-44 covered the already-existing Turner Turnpike and Will Rogers Turnpike, with a western terminus at I-35 in Oklahoma City, the current western terminus of the Turner Turnpike.

Southeast of Catoosa, I-44 was redesigned to have an interchange with the eastern expansion of the Creek Turnpike. A 1.5 mile stretch of the original roadbed remains, however it is unused and is not maintained by ODOT or any of the surrounding cities. In 2012, the only bridge over the abandoned stretch, Pine Street, was removed and replaced with a grade crossing.

ROGERS COUNTY HIGHWAY INTERCHANGES

Upon entering Rogers County, I-44/US-412/SH-66 parallel the southern boundary of the county, staying just north of the Rogers–Tulsa and, further east, Rogers-Wagoner county lines. In

Rogers County, the three highways enter the city of Catoosa, one of Tulsa's eastern suburbs. In Catoosa, the freeway serves as the southern terminus of SH-167, which serves Tulsa Port of Catoosa, and SH-66 splits off toward Claremore. I-44 and US-412 continue east for a short distance before going separate directions; I-44 exits from US-412 and joins the Will Rogers Turnpike. This interchange is also the northern terminus of the Creek Turnpike. US-412 becomes an expressway, and continues east of the interchange, passing through Fair Oaks on its way out of the Tulsa metro. In rural south-central Rogers County, it connects to SH-412P, a state highway spur to Port 33, before crossing the Verdigris River, a component of the McClennan-Kerr Arkansas River Navigation System. US-412 continues east through unincorporated territory before reaching Inola, where it has an interchange with SH-88, 1.39 miles (2.24 km) north of that highway's southern terminus. US-412 then heads eastward out of Rogers County.

Route 66 in Oklahoma follows SH-66 through Rogers County, with a number of older alignments that take Route 66 through many of the communities along the way. From the northeast side of Tulsa, at the intersection of 193rd Ave and I-44/SH-66, two or three routes are available, depending on which sources one considers to be official:

- The simplest route follows 193rd St. north onto the I-44 east entrance ramp. At the "top" of the ramp, the route diverts across the freeway and down a left exit onto SH-66 almost immediately. The route then proceeds along SH-66 through Catoosa and Chelsea.

Route 66 then follows SH-66 northeast through Verdigris and into Claremore. One may either continue on SH-66 all the way through town, or divert one block west and take the older alignment down J.M Davis Blvd. The route re-joins SH-66 via Stuart Roosa Dr., at the north end of town.

Blue Whale Park along Historic Route 66 near Catoosa

Route 66 then proceeds north and east via SH-66. Other communities along this stretch of road include Sequoyah, Foyil, and Busyhead. In Chelsea, SH-28 briefly merges with SH-66, then diverges north after about 5 blocks, while SH-66 continues toward White Oak.

FREIGHT

Reliable freight transportation enables connection between business and markets in Rogers County, Oklahoma, the United States and the World economy.

The Oklahoma Department of Transportation analyzes freight flows in, through, and into and out of the State of Oklahoma. Freight flows reflect the most recent year for which consistent and comprehensive data are accessible for each freight mode. This report describes freight flows on major highways, the freight rail network, and also the McClellan-Kerr Arkansas River Navigation System (MKARNS) in Oklahoma.

A summary of freight facts impacting Rogers County and northeastern Oklahoma are as follows:

- A total of 680.7 million tons, or 68% of all the state's freight traffic, flows through Oklahoma.
- The Union Pacific transports 33 to 60 million tons and Burlington Northern Santa Fe transports 21 to 32 million tons of freight volume per year through Rogers County. These volumes are currently below capacity.
- The number of trains are expected to double over the 25 years. Rail flows to, from, and within northeastern Oklahoma are expected to see strong growth as well boosted by gains in exports from the Tulsa area to Arkansas and Missouri.
- The Union Pacific and Burlington Northern Santa Fe railways intersect in Claremore which is situated in Rogers County.
- By 2040, the annual freight volumes for the Union Pacific will be above capacity and the BNSF will be near capacity.
- I-44 is a high volume truck corridor that travels through Rogers County in northeastern Oklahoma. The Average Annual Daily Traffic (AADT) volume in 2014 was 17,500 and is expected to increase to 26,600 by 2040 through Rogers County. The Annual Daily Truck Traffic (AADTT) volume is 5,675 (32.4%).
- Most of Oklahoma's freight, 64.6% of total tonnage, is transported by truck.
- I-44 truck volumes increase from southwest to northeast with the highest volumes in the northeast corner of the state near Missouri. US 69 crosses the eastern one-third of the state and handles up to 5,400 trucks per day with the highest volumes.
- Products most commonly transported by commercial motor vehicles in Oklahoma include coal, crude petroleum, cereal grains, gravel, and fertilizer. Agriculture, along with the energy industry, powers much of Oklahoma's economy.
- An improved Oversize/Overweight Permit System was developed in 2011 to enable an online registration process. This improvement resulted in an improved turnaround time factor from 24 hours to a mere five minutes for the issuance of a permit to the trucking

entity. This positive impact has resulted in over 10,000 more permit issuances per year since its inception.

- ODOT has successfully reduced the number of structurally deficient bridges statewide from 1,168 in 2004 to 372 in 2014. Their goal is to reduce the proportion to less than 1% by 2020.

There are several issues and opportunities that have been identified that directly affects freight movement in Rogers County:

1. Rogers County is situated in the northeastern corner of Oklahoma and illegally loaded or operated trucks have an adverse impact on the roadways due to a lack of Ports of Entry from Kansas and Missouri ingress truck traffic.
2. Two Class I railroads intersect in Claremore causing occasional train delays and traffic bottlenecks delaying freight movement time schedules.
3. A high volume of truck traffic flow into and out of the Tulsa Port of Catoosa's Industrial Park via SH167 and SH266 in route to I-44 and SH169 connections requires a study and road improvements.
4. A high volume of Oversize/Overweight truck traffic in the areas of Tulsa Port of Catoosa, Claremore Industrial Park, Catoosa Industrial Park and industry development along Pine Street, Tulsa require a study for widening of intersections and roadways to accommodate the growing industries in these area.
5. There is only one viable mapped route through Oklahoma for Oversize/Overweight trucks to travel from north to south in route to Texas. A study is needed to develop an additional route through eastern Oklahoma in a southerly direction.
6. A Clean Fuel station is needed at the Tulsa Port of Catoosa area for an alternative fuel option of CNG or LNG for trucks and commuters.
7. Dredging the MKARNS

Oklahoma has the opportunity to capitalize on its geographic and economic position regarding freight with the following needs being addressed:

- Emphasize improvements to the major truck freight corridors
- Promote development of transload and/or major intermodal freight facilities with rail, waterways, and trucking industries.
- Encourage the railroad industry to upgrade and/or expand the freight rail infrastructure. Railroads can help manage the high increases in freight expected in the years ahead.
- Work with the Corps of Engineers and affected entities to address critical maintenance needs on the McClellan-Kerr Arkansas Navigation System.

Source: ODOT's Freight and Goods Movement publication, November 2016. See the Map in Appendix 10 for the Airports/Rail locations in Rogers County.

An oversized shipment unloading

at Tulsa Port of Catoosa enroute to the Gulf of Mexico via MKARNS

RAIL

BURLINGTON NORTHERN SANTA FE (BNSF)

Burlington Northern Santa Fe Railroad (BNSF) passes through Rogers County and intersections with the Union Pacific Railway in Claremore. BNSF plans to spend approximately $800 million in nine states for engineering maintenance and line expansion projects, of which $175 million is planned for line expansion. "Building on the 2014 capacity increases, we will continue investing in our railroad to make us ever more capable of getting agriculture, energy supplies and a wide range of consumer and industrial products where they want to go," said Carl Ice, BNSF president and chief executive officer (Freight, 2016).

UNION PACIFIC (UP)

Oklahoma enacted a $100 million crossing upgrade project to ensure the safety of travelers statewide. The state's investment could add or update railroad crossings at more than 300 locations, with half of those locations being Union Pacific crossings.

The investment will add enhanced enforcement measures - such as electronic crossing arms and flashing lights - to a number of passive grade crossings. As part of the program, Union Pacific will pick up the cost of maintaining the new crossings.

Through hard work and successful partnerships, the number of grade crossing collisions on U.S. passenger and freight railroads has fallen 80 percent since 1980.

Union Pacific's premium business includes the transportation of finished vehicles, auto parts, intermodal containers and trailers. UP is the largest automotive carrier west of the Mississippi. River.

WATERWAY

MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM (MKARNS)

The McClellan-Kerr Arkansas River Navigation System (MKARNS) is Oklahoma's primary navigable waterway originating at the Tulsa Port of Catoosa and flowing southeast to the Mississippi River. The MKARNS is synonymous with the Arkansas River in Oklahoma from the Port of Muskogee downstream to the Arkansas border. Upstream of the Port of Muskogee, the MKARNS leaves the Arkansas River and joins the Verdigris River as it heads up to the Tulsa Port of Catoosa in Rogers County. It was dedicated by President Nixon in 1971 after being funded by Congress at a cost of $1.2 billion with a name that was selected in honor of U.S. Senators John L. McClellan and Robert S. Kerr from Arkansas and Oklahoma, respectively, after their vision became a reality.

The system is currently open 24/7 and the system is continuing to ship its annual tonnage. A total of 18 locks and dams enable tows to traverse the 445 mile trip along the MKARNS by raising the tows a total of 420' to meet the total change in elevation going upstream and lowering the tows going downstream through these locks. The five dams located in Oklahoma provide numerous benefits, one of which is preventing flood damage, estimated at a savings to Oklahoma of $644 million, and a cumulative savings of $9.3 billion since the MKARNS opened in 1971. Other benefits of the MKARNS include water supply, hydropower generation, recreation, fish and wildlife conservation and, most importantly, navigation. *Transporting by barge is the most economical, safe and environmentally friendly way of shipping bulk and oversized cargo (ODOT Waterway Publication).*

There are two hydropower plants with a total of seven power generating units on the MKARNS in Oklahoma benefiting approximately 636,500 end users that provide clean energy. A portion of the revenues is applied to the operations, maintenance and construction costs of these projects and the rest is deposited into the U.S. Treasury. Over 11,800 full and part-time jobs are provided for in Oklahoma and the surrounding region from the MKARNS.

The MKARNS has been designated the M-40 Marine Highway. It is considered a corridor of the inland river system. These designations identify alternate routes where water transportation presents opportunity to reduce air emissions and offer a level of relief to Interstate surface transportation facilities that may be congested or have condition issues.

Movement of cargo by inland waterway tends to be comprised of the least time sensitive and heavy bulk commodities. Ports and waterways are an important component of Oklahoma's network for transporting these goods. The MKARNS waterway links Oklahoma to a 12-state service area with various domestic ports on the U.S. inland waterways system and foreign ports by way of New Orleans and the Gulf Intracostal Waterway.

The most prevalent commodities shipped on the MKARNS are fertilizer and steel moving inbound and agricultural products such as wheat, soybeans and other grains moving outbound. Agricultural commodities accounted for 73% of the total product moved on the Oklahoma segment of the MKARNS in 2015.

The 2015 tonnage transported on the Oklahoma segment was 4.6 million tons (valued at $2.2 billion), which could require as many as 185,164 equivalent trucks to move on Oklahoma's highways, interstates and bridges. The system as a whole has a 10 year average of 11.6 million tons (valued at $3.6 billion), which could require as many as 467,570 equivalent trucks to move. While a significant and growing volume of freight is transported via the waterway, the representative tonnage is less than one percent of the total annual freight moved in, out, within and through the State of Oklahoma when considering truck, rail and waterway. Shipping rates of all modes are reduced by 15% due to the competition the system provides. Fuel use and CO_2 emissions are reduced by 40% compared to rail and 270% by truck.

The Port of Catoosa in Rogers County is a public port on the Oklahoma segment of the system. It has rail access in and out of their industrial park where industries lease property from the port and ship liquid and bulk materials and project cargo from across the globe. Oakley's Port 33 is the largest private port located 13 river miles downstream from the Port of Catoosa in Rogers County. The port facilities are able to transfer cargo quickly and easily to the next mode of transportation. The Port of Catoosa and Port 33 both have their own harbor towboats for barge movement and the Port of Catoosa also has internal rail tracks with locomotives for rail switching within the port for the mainline railroads. Additionally, the Port of Catoosa handles services to and from pipelines and is eight miles from the Tulsa International Airport for intermodal transportation needs. These ports in Rogers County have direct access to interstate, state highway, and/or turnpike facilities.

TULSA PORT OF CATOOSA

The Tulsa Port of Catoosa (TPOC) is one of the nation's largest inland river-ports, located at the head of the MKARNS. It is owned by the City of Tulsa-Rogers County Port Authority in Catoosa, with approximately 2,000 acres of industrial park space with multi-modal access. Industrial facilities located within the TPOC include manufacturing, distribution, and processing of goods. The TPOC has five public terminals, and the six liquid bulk terminals are all privately owned and operated. The TPOC was awarded a $6.425 million TIGER Grant from USDOT for rehabilitation of the main dock and adding a second crane with 100+ ton capacity in 2012. Barges, trains, and trucks serve the Tulsa Port of Catoosa. The TPOC owns three locomotives for its 12-mile short-line railroad system that serves the terminals and private industries. The TPOC also owns two switch-boats that move barges between docks. The TPOC is served by various nationwide trucking shippers, and averages over 1,000 trucks per day. There is easy access on and off I-44 and SH-169. Class I railroads serve the TPOC include Burlington Northern Santa Fe directly, and Union Pacific Rail Road through a short-line switch on the South Kansas and Oklahoma Railroad. The Tulsa International Airport is seven miles from the TPOC, and provides cargo shipping.

Products moved through the TPOC include but are not limited to:

Agricultural – Alfalfa Pellets, Grain, Peanuts, Grain Products

Liquid Bulk – Alcohol, Asphalt, Soybean Oil, Fuel Oil, Liquid Fertilizer, Molasses, Chemicals

Dry Bulk – Barite, Fertilizer, Fly Ash, Hematite, Oyster Shells, Pig Iron Ingots, Sand, Salt, Volcanic Rock

General Dry Cargo – Air Pollution Ducts, Air Separator Units, ammonia/Nitrate Equipment, Pressure Vessels, Convection Heaters, Electric Generators, Off-Road Trucks, Fire Brick, Gas Compressors, Heat Exchangers, Iron and Steel, Lumber, Newsprint, Pipe and Tubing

There is a backlog of critical maintenance of approximately $75 million needed on the 100% federally funded navigation features of the MKARNS. The Corps of Engineers is responsible for the operation and maintenance of the system and defines "critical maintenance" projects as having a 50% or greater probability of failure within the next five years. The available funding has not kept pace with the demand over the years with the increasing wear and tear on the locks that are now over 40 years old. With decreased federal funding, industry proposed legislation that was approved in the 2014 Water Resources Reform and Development Act (WRRDA) regarding contributions from the stakeholders, not only with funding, but also materials and services. In addition, H.R. 647 ABLE Act of 2014 included Section 205 in which industry advocated to have the diesel fuel tax increased from $0.20 cents per gallon to $0.29 cents to be collected in the Inland Waterways Trust Fund for construction projects approved through the Inland Waterways User Board. For navigation systems like the MKARNS, lockage fees would be detrimental with 18 locks on the system. The tax increase represents a more equitable means of distributing the burden of addressing the backlog of critical maintenance on inland waterway infrastructure.

Another priority for the navigation system is to upgrade Oklahoma's locks with tow haulage equipment. There is only enough room for eight barges and a towboat in a lock chamber. Without tow haulage, it almost double the lock time for tows of 9-17 barges.

Although the channel is currently navigable with a 9' draft, Congress authorized the channel at 12' in the Energy and Water Development Act of 2004, H.R. 2754. However, funds have never been appropriated for the work. The 12' draft would allow more weight to be placed on the barges lowering shipping costs that are ultimately paid by the consumer, as well as making MKARNS more competitive with other inland rivers in transporting commodities through the heartland and bringing economic growth to the region.

The importance of maintaining this vital infrastructure to Oklahoma's economy is undeniable. Since 2000, ODOT has awarded 175 contracts, including right-of-way and utility relocation efforts, totaling in excess of $573.9 million within a 10 mile radius of the Tulsa Port of Catoosa and Oakley's Port 33. Further, within that same area an additional 49 projects totaling nearly $255.2 million are scheduled for award in FFY 2017 through 2024 of which $214.2 million are included in the 8 Year Construction Work Plan.

The total nationwide impact of the Oklahoma MKARNS segment is $125 million.

The total impact on employment of Oklahoma MKARNS segment is 22,761 jobs.

The largest component of the entire MKARNS and MKARNS Oklahoma segment employment impacts are due to port activities (18,070 and 8,969 jobs respectively).

Port activities, shippers' activities, and transportation cost savings are the largest contributors to sales impacts on the MKARNS.

SH167/193 E Ave. was ranked #1 with 68 collisions/Severity Index 114

SH266/193 E Ave. was ranked #6 with 32 collisions/Severity Index 58

AVIATION

According to the Federal Aviation Administration and the Transportation Security Administration, the following Airports/Airparks/Heliports are registered for aviation operations in Rogers County:

Gundy's Airport - O83 - Private ownership, open to public, fuel, rental and training (Owasso North of Stone Canyon)
Mollys Landing Heliport - O34 - Private ownership, open to public
Dobie's Airport - OK6 - Private ownership, open to public
Buzzards Roost Airport - O18 - Private ownership, open to public
Sam Riggs Airpark - K11 - Private use, open to public (Closed according to FAA)
Avian Country Estates - OK15 - Private use, permission required
Barcus Field Airport - 95OK - Private use, permission required
Dog Iron Ranch Airport - OK37 - Private use, permission required (Will Rogers Memorial Birthplace)
Gilstrap Field Airport - 55OK - Private use, permission required
Sageeyah Airfield - OK20 - Private use, permission required
Sand Ridge Airpark - OK94 - Private use, permission required
Claremore Regional Hospital - 5OK1 - Private use, permission required

CLAREMORE REGIONAL AIRPORT

Claremore Regional Airport - KGCM - also has fuel, instrument approaches, automated weather.

Tulsa Aviation Group provides Flight Training and Rental in addition to the ground school class at KGCM.

Claremore Regional Airport, a public airport facility, is located 30 minutes northeast of Tulsa and 7 miles east of the Claremore Exit 255 on I-44. The Claremore Regional Airport is a City of Claremore asset managed and maintained by CIEDA. There are 77 current based aircraft, 48 tenants in 39 hangers, and approximately 15,000 operations per year on a 5,200' x 75' runway. KGCM also has fuel, instrument approaches, and automated weather services and features available.

Recent infrastructure investments have included:

Installation of Taxiway Lighting	$987,200
Installation of 17-35 Lighting	$162,200
Installation of 17-35 PAPI and REIL:	$100,710
Installation of Omni-Directional Approach Lighting	$279,460
Construction of South Taxiway Extension	$600,000

State and Federal Grants total more than $2.1 million in recent years

Claremore Regional Airports 5 Year Capital Improvement Plan will include constructing and rehabilitating the runway (17-35) and taxiway at an estimated cost of $2,810,140 utilizing AIP funds.

A Private Pilot Ground School is offered through the Tulsa Aviation Group, Tulsa, OK. Classes are held every Monday and Wednesday evening from 6:00 p.m. to 8:30 p.m. for six weeks.

PORT OF CATOOSA HELIPORT

Tulsa Port of Catoosa Heliport is located at 5350 Cimarron Road within the TPOC industrial park. A 50' x 50'. The helipad is open to the public. Records indicate that the majority of usage is the Corps of Engineers (military).

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.

ROGERS COUNTY COLLISIONS 2011-2015

The ODOT data found in the Tables in Appendix 11 depicts Rogers County Collision data from 2011 through 2015. There were a total of 568 reported vehicle accidents of all types over the 5 year period between 2011 and 2015 (inclusive). The number of all collisions per year has remained fairly steady since 2011 with a total of 1,065 crashes occurring in 2011, increased by 43 in 2012, and accelerated to 1,221 by 2015.

During the years 2011-2015, an average of one percent (1%) of Rogers County accidents resulted in death. About 1% of all accidents statewide result in fatality. Out of 5,685 vehicle accidents resulted in the deaths of 68 individuals in Rogers County over the five year period, 2,218 people were injured, and 3,399 collisions caused property damage only. See the Tables and Map in Appendix 11 for more details of traffic collisions in Rogers County.

Most collisions and nearly all fatalities happen on highways in rural areas, including along I-44 (see the Map in Appendix 11). Of the 5,685 collisions that were analyzed for this plan, 3,607 (63%) were on highways with 53 fatalities. Eighteen percent (1,033 collisions) occurred in rural non-highway areas with 14 fatalities; 18% (1,045) – including one fatality in Catoosa – were documented on streets and highways within the city limits of Catoosa, Claremore, Foyil, Inola, Oologah, Owasso, and Verdigris; of these the majority (76%) occurred in Claremore. These accidents were over a five year period (2011 through 2015).

CAUSES

The primary cause was rear-ended accidents (25.8%), followed by Angle turning (16%) and Right angle (14.2%). The majority of collisions involved multi-vehicles, occurred in dry conditions (80.8%) and during the daytime with clear (54.6%) conditions. The majority of the accidents occurred during mid-morning (37.3%) and on Friday (17%). Work zones were the highest locations and bridges were second. Most accidents were caused by driver's error.

PEDESTRIAN AND BICYCLE

Of total collisions over the five year period, 5 persons were killed in 35 pedestrian accidents. Twelve vehicle accidents involved bicyclists – with no fatalities in those accidents.

DETERIORATING PAVEMENTS AND DEFICIENT BRIDGES

The Oklahoma DOT has assigned County roads an average score of 110 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.

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 C; Definitions).

The Oklahoma Legislature 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 more than 1,000 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 (2017-2024) is necessarily dedicated to bridge work. See Appendix 12 for scheduled improvements projects in the ODOT 8-year Plan and Appendix 13 for the CIRB projects.

BRIDGES

Table 3

Rogers County Bridges on the NBI		
Total Bridges	# Structurally Deficient	# Functionally Obsolete
123	40	2

Aging bridges are scattered throughout the county. Structurally compromised bridges may be weight restricted. Some bridges may be structurally sound, but have narrow road beds which are considered functionally obsolete by modern standards.

The National Bridge Inventory tracks all bridges that are more than 20 feet long. The NBI database records a total of 123 bridges in Rogers County. Of those, 42 are considered deficient or obsolete, most constructed during the 1920's and 1930's. See Appendix 13 for CIRB projects scheduled for improvements (2017-2024).

STRUCTURALLY DEFICIENT; FUNCTIONALLY OBSOLETE

Forty (40) of Rogers County bridges are structurally deficient, two are functionally obsolete; which can have a negative impact – not only on public resources and safety – but also on the development potential of properties in the county. .

A bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition. A bridge can also be classified as structurally deficient if its load carrying capacity is significantly below current design standards, or if a waterway frequently overtops the bridge during floods.

Functionally Deficient bridges have lane widths, shoulder widths, or vertical clearances that are not fully functional to serve current traffic demand. While it is not unsafe for all vehicles, older design features cannot adequately accommodate modern traffic volumes or vehicle sizes and weights.

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.

CHAPTER 3: FUTURE CONDITIONS, NEEDS, & PLANNED IMPROVEMENTS

POPULATION AND EMPLOYMENT PROJECTIONS

US Census data indicate total population is expected to remain stable or slightly growing. Other demographic factors remain stable. See Appendix 18 for more information.

AGING POPULATION

The percentage of people in the general population in Rogers County from birth to adult age 59 is projected to have a slight decline whereas adults age 60 and older will have a slight increase by 2020. (US Census ACS 2015). See Appendix 18 for more information.

EMPLOYMENT PROJECTION

The Economic Research and Analysis Division of the Oklahoma Employment Security Commission projects from 2014 to 2024 that total payroll employment will grow 8.7 percent over the decade, adding 153,870 jobs to the state's economy. The manufacturing industry is projected to lead, adding 11,460 jobs almost all of which are anticipated to be in machinery manufacturing (5,980 jobs) and fabricated metals manufacturing (4,370 jobs). Employment growth in construction (10,540 jobs) and natural resources (mining) (9,600 jobs) will also grow. See Appendix 18 for more information.

PROJECTED GROWTH AREAS AND NEW HOUSING

Residential, commercial and industrial growth is projected to continue to be concentrated in and near the Cities of Claremore and Catoosa. Some smaller communities have set aside areas that are appropriate for Industrial Park use for future economic development. Each of these towns include housing developments. Senior and Low-income housing units would contribute to the vitality of these communities and meet the needs of retired residents. The Inola area may experience substantial population growth with economic development currently underway and more planned during the next five years.

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 9. Additional Maps

can also be found in this section and project lists for planned construction projects can be reviewed in Appendices 12 through 17.

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)

The **Indian Nations Council of Governments (INCOG)** is a voluntary association of local and tribal governments in the Tulsa metropolitan area in northeast Oklahoma. INCOG serves Creek, Osage, Rogers, Tulsa, and Wagoner counties, more than 50 cities and towns located in those counties, and the Cherokee, Muscogee (Creek), and Osage Nations.

Coordinated transportation planning efforts between INCOG and the Grand Gateway Regional Planning Organization has not only benefited the Tulsa Transportation Management Area (TMA) that includes Rogers County but has significant positive impact on the northeastern Oklahoma region as well as the State of Oklahoma. The southwestern portion of Rogers County that includes Catoosa, Claremore and Verdigris is also included in the Tulsa Metropolitan Statistical Area (MSA). See Appendix 15 for INCOG's project list related to projects in Rogers County.

TULSA MSA (ROGERS COUNTY)

The population in the Tulsa MSA is projected to grow 21% from 2000 to 2030 at an annual growth of 0.8%. The medium age for residents in Rogers County has risen to 36.2 from 1980 to 2000. The Elderly population rate is also expected to rise from 11% in 1980 to 21% by 2030.

Strong long-term employment growth is expected to continue for the Tulsa region based on the Bureau of Economic Analysis forecasts. An increase of 50,000 employees is projected by 2030. The Service industry sector is projected to hold the largest share of 2030's total employment at 36%. The Farming and Mining industries are projected to decline by 2030.

An increase of trips per household was a major factor in the growth of the Vehicle Miles of Travel (VMT) during the 1980s and 1990s. Since 1995, the number of daily trips per household has stabilized at around 9 trips per household, according to the Nationwide Personal Transportation Survey (NPTS). Commuter driving patterns indicate that the vast majority of commuter trips are made alone in a car.

Population, households, workers, and the number of vehicles have all increased significantly while trip lengths in minutes and trip lengths in miles have only changed slightly.

BICYCLE AND PEDESTRIAN ROUTES

Pedestrian improvements have been initiated in the City of Claremore and Catoosa. The Town of Inola was awarded a TAP grant in 2017 for construction and rehabilitation of sidewalks and trails. Anecdotally, the incidence of bicyclists on both paved and gravel roads is increasing, consistent with national trends. There are a few marked Bike routes in the County and the development of a Rogers County Master Trails Plan is planned.

- Chouteau National Trail has four miles planned with an estimated cost of $4,197,209.
- Claremore Lake Trail has 1.3 miles of existing multi-use trail.
- Catoosa/Owasso Linkage has 9.8 miles planned with an estimated $292,719 cost to complete.

Sources: INCOG's 2030 Destinations, August 2005 & 2035 Connection Regional Transportation Plan 2012, TIP, For more information about INCOG's LRTP and transportation planning visit www.incog.org.

PUBLIC TRANSPORTATION

Pelivan Transit provides demand response public transit services that includes six transit vehicles, four of which operate demand-response within the city limits and two vehicles in the surrounding Rogers County area from 8:00am to 4:30pm, Monday through Thursday, one vehicle from 4:30pm to 8:30pm on Friday, two vehicles within the city limits and one vehicle in the surrounding Rogers County area from 8:00am to 4:30pm on Saturday and one vehicle from 4:30pm to 8:30pm on Saturday within the city limits.

Their vision is to increase and expand services to the City of Claremore and Rogers County, establish additional work and education routes and increase service hours. More funding sources would also enable expanded services to the rural communities with lower fares, and commuter park and ride arrangements. Transit systems may also encounter increased operational demand as the aging and low-income populations continue to grow.

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 BNSF and UP services connecting Rogers County to the National Class I system, may support the economic desirability of local long-term rail improvements connecting freight to the national system.

- Burlington Santa Fe Railway BNSF - 1,475 miles across Oklahoma
- Union Pacific UP – 921 miles across Oklahoma
- Public Service Company of Oklahoma PSO – 11 miles in Rogers County
- Tulsa Port of Catoosa – 20 miles in Rogers County
- 3,599 miles of rail runs across Oklahoma

Rail Freight traffic is projected to experience significant growth over the next few decades. The number of trains on some corridors is expected to double over the next 25 years, and the largest growth in freight traffic per day is expected on the BNSF line in the northern part of the state. Rail flows to, from, and within northeastern Oklahoma are expected to see strong growth as well, boosted by gains in exports from the Tulsa area to Arkansas and Missouri. (ODOT)

The BNSF and UP railways intersect in Claremore, Oklahoma in Rogers County.

With the sale of the Sooner Sub rail line, ODOT currently has an initiative to improve safety at railroad crossings statewide with the proceeds of the sale. The addition of flashing light signals and crossing gate arms at many crossings has improved the safety conditions as a result of this program. (ODOT)

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 use jurisdictional collaboration and 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).

AVIATION REVIEW

Claremore Regional Airports 5 Year Capital Improvement Plan will include constructing and rehabilitating the runway (17-35) and taxiway at an estimated cost of $2,810,140 utilizing AIP funds.

FUNDED TRANSPORTATION PROJECTS

Funded improvements are projects that have ODOT and local funding commitments through the year 2024. 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. See Appendices 12 through 17 for the ODOT 8-Year Plan, CIRB Plan, and other plans in Rogers County with Project Lists to address current and future planning needs.

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.

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.

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.

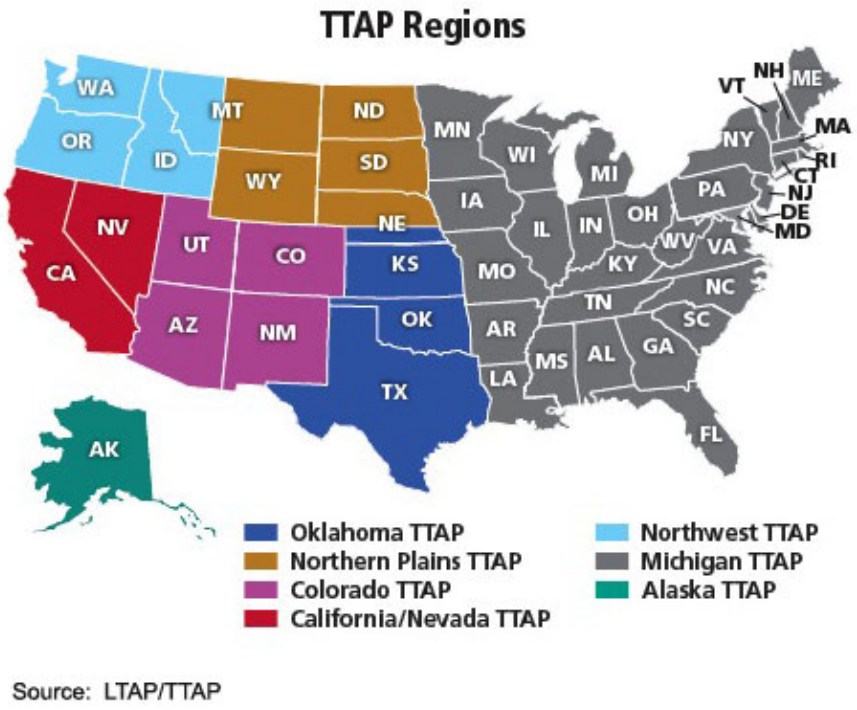
NON-MOTORIZED TRANSPORTATION

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.

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 GGRTPO region have been successful in working together to achieve implementation of critical transportation improvements. The (TTP) Tribal Transportation Program 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. Rogers County is mostly within the Cherokee Nation's tribal jurisdictional area with a small corner area of the Muskogee Creek Nation. See Appendix 19 Maps and Chart for more information.

TRIBAL TRANSPORTATION ASSISTANCE PROGRAM (USDOT)



Source: LTAP/TTAP

In 1991, the Federal Highway Administration (FHWA) recognized a need to expand the Local Technical Assistance Program to serve tribal nations; which was accomplished through the Intermodal Surface Transportation Efficiency Act (ISTEA). This expansion authorized a program to directly serve Native American tribal governments, the Tribal Technical Assistance Program.

TRIBAL CENTER AT OSU SERVES FOUR STATES

The Southern Plains TTAP Center serves 44 tribes in four states: Kansas, Nebraska, Oklahoma, and Texas. Karla Sisco is the TTAP Center manager and oversees all TTAP activities. Amy M. Echo-Hawk is the program speciailst and coordinates marketing and training. Tabatha Harris is the Tribal Safety Circuit Rider and focuses on the behavioral aspects of highway safety.

The SPTTAP Center is an outreach of the College of Engineering, Architecture, and Technology (CEAT) at OSU. CEAT also hosts the Local Technical Assistance Program (LTAP), which serves county and local governments in Oklahoma. The LTAP and SPTTAP each offer different training opportunities, which provide enhanced government-to-government relations between the tribes and the counties. SPTTAP and Oklahoma LTAP provide webinars and training on FHWA's Every Day Counts initiatives to its clients. EDC was designed to deploy innovation

aimed at reducing the time it takes to deliver highway projects, enhance safety, and protect the environment.

CHEROKEE NATION

The Cherokee Nation is a federally recognized Indian tribe with a territorial jurisdiction consisting of all or portions of 14 counties in northeastern Oklahoma. The counties include: Adair, Cherokee, Craig, Delaware, McIntosh, Mayes, Muskogee, Nowata, Ottawa, Rogers, Sequoyah, Tulsa, Wagoner, and Washington. Together, these counties make up the historic Cherokee Territory finalized by the United States Sales Act of 1893. The Curtis Act of 1893 provided for individual allotment of these lands; some of which still exist today; along with lands held in trust by the United States for the Cherokee Nation. In all, there are about 166,000 acres of restricted allotments and trust lands within the Nation's boundary.

The Cherokee Nation is the largest Indian tribe in the United States with well over 315,000 tribal citizens. More than 110,000 Cherokees reside within a 7,000 square mile geographical area, which is not a reservation but rather a federally-recognized, truly sovereign nation covering most of northeast Oklahoma. Its jurisdictional service area encompasses eight entire counties along with portions of six others. As one of only three such federally-recognized Cherokee tribes, the Cherokee Nation has both the sovereign right and the responsibility to exercise control and development over their tribal assets, including more than 66,000 acres of land and 96 miles of the Arkansas Riverbed.

Bridge #79 over Dog Creek. It is located 1.8 miles east of State Highway 66 on NE Akin Rd (EW-0450 Rd)

CHEROKEE NATION LONG RANGE TRANSPORTATION PLAN AND HIGHWAY SAFETY PLAN

The Cherokee Nation's Long-Range Transportation Plan (Cherokee Nation's LRTP) is the result of a multi-phase planning process designed to establish a long-range plan to set direction for the development of roadway systems, serving Cherokees, where they live, work and play within the Cherokee Nation.

Planning and programming roadway systems for the Cherokee Nation is complex due to the multiple state, county, and municipal governmental jurisdictions involved, and requires adherence to the Nation's guiding principles related to working together within our environment in order to achieve the desired outcomes. The Cherokee Nation's LRTP specifically establishes goals and policies related to working together with the roadway planning and development processes of other jurisdictions.

One of the key issues from their study indicated that a greater portion of Cherokees live in remote rural areas where travel to employment, goods, and services, medical and community facilities, and recreation is at great distances and where road conditions tend to be the worst.

Their financial and capacity analysis indicated:

a. The Tribe's road construction program and the County Commissioners' road and bridge programs, combined, have severe resource limitations;
b. The Tribe's roadway planning, programming, and administrative activities are limited by current funding levels;
c. The Tribal Transportation Program (TTP) program (formerly Indian Reservation Roads), which originated under the Federal Lands Highway program, is the primary source of road improvement funding for the Cherokee Nation and was designed to serve Indian Trust and Restricted lands and communities where the majority of residents are Indian;
d. Federal policy limits the number of Cherokee roads eligible for the Tribal Transportation Facility (TTF) Inventory;
e. Only $6 million of the federal transportation dollars the State receives each year is available for rural road improvements;
f. Anticipated increases in population, housing, and employment over the next 20 years will continue to place both physical and financial demands on the major and minor transportation systems within the Cherokee Nation;
g. Indians residing in urban areas of the Cherokee Nation are benefiting from transportation systems that are already in place and brought about by a multitude of road improvement resources generated through the federal government, sales taxes, bond issues, etc.

One of the Roadway Planning and Programming Goals is to ensure adequate internal and external movement of the Nations' people, goods and services, the tribe should adopt, rely on, work within the framework of, and attempt to impact the State of Oklahoma's Long-Range Transportation Plan. The Rogers County Long Range Transportation Plan is a part of the State's planning process and will ultimately become a part of the statewide plan.

There are currently 83 miles in Rogers County as a part of the Cherokee Nation's Tribal Transportation Facility Inventory (total 3,228 miles) for public roadways spread throughout the Nation's land base. See Appendix 19 for a Chart of BIA Inventory of Roads in Rogers County.

Most of these roadways are maintained by the county commissioners while the rest are either maintained by the state or the tribe itself; primarily tribal roads running through trust lands and tribal facilities. The Nation receives federal funding each fiscal year from the Tribal Transportation Program (TTP) to improve roads on this inventory, which is based on a scoring system of roadway attributes such as population, condition, safety, and a number of other factors.

The Cherokee Nation has included the following project for Rogers County in their Tribal Transportation Program (TTP) for FF2017 through FF2021:

Sequoyah West I & II – EW 0430 Road from the SH77 Junction, east 7.3 miles to the C/L:

2018	Engineering	$ 1,000
2019	Engineering	$ 1,000
2020	Engineering	$ 5,000
2021	Engineering	$100,000

The Cherokee Nation Highway Safety Plan (2016) was created to comply with the highway safety statutes of the Federal Highway Administration (FHWA) for the planning and development of future highway safety projects. It is also intended to build up existing safety management components employed by ODOT's roadway project rating system and to facilitate the inclusion of additional highway safety information into the planning process.

Highway safety planning is the mechanism used by governmental agencies to institute policies and programs that will reduce the number of highway fatalities, vehicle crashes, and exposure to hazardous situations for the traveling public. Active coordination and participation are keys to success. Therefore, the Department of Transportation and the Oklahoma Highway Safety Office work in concert with the Cherokee Nation and all Transportation Stakeholders in Oklahoma to address safety concerns derived from statistical information and reporting by multiple agencies to improve safety conditions in Oklahoma's transportation system.

The Cherokee Nation's Highway Safety Plan identified several issues and opportunities related to the transportation system within their 14 county (including Rogers County) tribal jurisdictional review. Some of the following issues and opportunities were identified in the Cherokee Nation's Highway Safety Plan:

1. The Cherokee Nation exists within the boundary of the State of Oklahoma but has separate and distinct jurisdiction over Indians and Indian lands.
2. Highway safety activities such as education, enforcement, and emergency services fall outside of the funding responsibility and administrative jurisdiction of the Nation's Department of Transportation.
3. The Nation's Tribal Transportation Facility Inventory is principally a rural roadway network.
4. A high percentage of Cherokees live in remote rural areas or towns or cities with populations of 5,000 or less.
5. Population statistics indicate that Cherokees are younger in age than the general population resulting in a greater number of entry level Cherokee drivers on the roadways.
6. While a car, truck, or van is the primary means for accessing jobs, a greater percentage of Cherokees either carpool or use public transportation compared to other races.
7. Cherokees accessing jobs, healthcare, and basic necessities have to travel great distances where road conditions tend to be worst.
8. The rural two-lane is the principle highway utilized by Cherokees, many of which have no shoulders on the roads.
9. There is not enough funding to build the entire highway system to desired safety standards.
10. The amount of funding spent on highway safety educational activities is far lower than highway enforcement spending.
11. State applications and awards for law enforcement assistance appear to be low in counties of the Cherokee Nation.
12. The percentage of alcohol and speed-related fatalities occurs in rural areas of the Cherokee Nation where law enforcement is at its weakest point.
13. Adair and Nowata Counties do not have 911 addressing systems.
14. Advance notice of tribal facility closures during inclement weather generally occur the date of the event.

Sources: Cherokee Nation's Long-Range Transportation Plan March 2017 and Highway Infrastructure Safety Plan 2016. See Appendix 19 for more details.

A historical marker still exists today showing the boundary in reference to a Treaty between the Cherokee Nation and the Muskogee Creek Nation. The marker is located in the cemetery in the Town of Inola just south of SH33.

MUSKOGEE CREEK NATION

The Muskogee Creek Nation is a self-governed Native American Tribe located in Oklahoma. The Muskogee (Creek) Nation is a federally recognized tribe of Muskogee people, also known as the Creek. The headquarters for the Muskogee Creek Nation is in Okmulgee, Oklahoma. In 2017, there were 80,591 people enrolled in the Muskogee Creek Nation. The Muskogee Creek Nation is one of the Five Civilized Tribes and is the fourth largest tribe in the United States.

There is a small portion of the Muskogee Creek Nation's tribal jurisdiction area within Rogers County adjacent to the Cherokee Nation.

There were no current or planned projects reported at the time of this publication.

CHAPTER 5: PUBLIC PARTICIPATION

Public involvement is an integral part of the transportation process and is also a federal requirement, continued as part of the legislation Fixing America's Surface Transportation Act, or "FAST Act." The Rogers County Long Range Transportation Plan (LRTP) is the product of comprehensive study of data, community meetings, public surveys and planning research. Together, these efforts provided an opportunity for local stakeholders to assess the existing transportation system, consider needs, trends and alternatives, and identify specific priorities for the county and region in the context of sound planning principles.

We include 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. Additional information about community involvement in drafting this plan is available in Appendix 22.

PUBLIC PARTICIPATION PLAN

GGRTPO 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 newspaper press releases were issued for public outreach, to involve interested parties in the early stages of the plan development. Notices of public meetings for the LRTP were posted in accordance with Oklahoma Open Meetings Law After the draft LRTP was developed, GGRTPO hosted additional public meetings and provided a notice of availability for a 45-day public comment period (Appendix 5.5; copy of public comment period notice). The final draft LRTP was presented to the GGRTPO Technical Committee for review and comment prior to recommendation to the GGRTPO Policy Board for adoption. Contact the GGRTPO office or website for the full version of the PPP. See Appendix 23 for the Public Comments notice.

SURVEYS

To receive public comments by survey, we issued a press release, posted notices, published the survey on GGRTPO website, provided paper copies to local interest groups and distributed them throughout Rogers County in Catoosa, Chelsea, Claremore, Foyil, Inola, Oologah, and Verdigris

through community representatives of the GGRTPO. Surveys were collected from the public between January 10, 2017 and May 5, 2017. 281 surveys were returned and tabulated. All public comments received have been included. See Appendix 20 for survey instrument, response summary and public comments.

NARRATIVE SURVEY RESULTS

Three top concerns were identified during the process of public involvement. They are: Safety, Maintenance of infrastructure, Improved Mobility (Transit and Pedestrian safety) and Economic Vitality. The need for a railroad overpass and railroad crossings in Claremore was the most important concern. Road surface maintenance and bridge integrity were also considered important for state and county roads, and city street systems. Expanded transit and safer pedestrian routes and crosswalks are needed to access work, schools and shopping. Economic vitality and transportation are viewed as mutually dependent. Signage is perceived to be lacking or in need of repair. There are few existing accommodations for bicycle travel.

Priority in funding transportation projects ranked as follows:

1. Safety
2. Reduce Congestion
3. Economic Development
4. Pollution/Air Quality
5. Freight
6. Travel
7. Pedestrian
8. Transit
9. Bicycle
10. Air

Some comments included: Traffic lights synchronization with railroads, need a railroad overpass in Claremore, and more walkways and bicycle trails are needed.

Funding in economic development ranked schools most important, followed by manufacturing and retail.

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. Census Bureau ACS 2011-2015 were identified in Rogers County. About 7% of families and 9.4% 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. A greater percentage of minority populations do seem to be correlated with higher density of poverty in the county. More information regarding Poverty data in Rogers County can be found in Appendix 5.

CHAPTER 6: THE TRANSPORTATION PLAN

The recommendations of projects, plans, policies and studies were developed as a result of the review of demographics, growth, activity generators, transportation infrastructure, survey information and comments of the community. Research is included in the plan that will provide information and data to support achievement of the goals. The goals, objectives, and recommendations of this plan can be used as guidelines for improvement to the county and region's multimodal transportation system over a long period of time. With regard to Federally-funded projects, the Rogers 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.

The goals and objectives in Chapter 1 of the Rogers County LRTP suggest strategies which consistently applied, can be expected to bring the community vision to fruition. Those activities and policies have been organized into a Table for handy reference below. The entire plan has been summarized into a comprehensive reference Table shown in Appendix 21, The Transportation Plan.

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

COMMENTS SUMMARY

The LRTP goals, objectives, policy and project suggestions are based on public comments. The largest number of comments indicated a need for railroad crossing improvements, safety concerns at intersections, surface maintenance and preservation of roads and bridges and improved transit services. Specific locations were noted where safety was a concern. Many of these locations are on State Highways. Those comments were prioritized into projects and were included in Table 1. All comments received may also be viewed in Appendix 20.

COMMUNITY SURVEY PROJECT RECOMMENDATIONS

There were several projects that were identified by the community during the planning process. Many comments indicated a need a railroad overpass and railroad crossings improvements; for increased preservation and maintenance of existing road and street surfaces throughout the county, and especially in small towns. Other projects suggested were crosswalks to improve

safety near schools and pedestrian improvements throughout the county. Rehabilitating the appearance of public spaces and streets was suggested as pertinent to economic vitality and tourism. Improved bicycle safety was of interest to the public.

Projects recommended in the LRTP are shown in Table 1 of Chapter 1 and included in Appendices 12 through 17. Potential funding may come from a single source or multiple sources. Sources could include funding from entities such as FHWA, ODOT, DOC, EDA, USDA, REAP, CDBG, Industrial Access, Lake Access, the Transportation Alternative Program (TAP) or the Tribal Transportation Program (TTP), and local governments Additional sources of project support such as private investments, non-governmental grants and others not listed may also be available. Successful projects are often the result of collaborative funding strategies.

STRATEGIES FOR IMPLEMENTATION: POLICY

Reference Policy Table:	
Goal 1 Funding	
1.1	Preservation of existing levels of service among all modes of travel is the first priority
1.2	Continue to expand Multi-jurisdictional collaboration
1.3	Allocate an annual portion of public employee labor to be used as in-kind funds for grants
Goal 2 Preservation & Maintenance	
2.1	Coordinate with State and Federal agencies to stabilize funding; ensure that current levels of service on roads, rail and transit systems, do not fail
2.2	Consistent investment in alternative modes to improve resilience
2.3	Use public-private agreements to maintain vulnerable county roads
Goal 3 Economic Vitality	
3.1	Support facilities and services that enable non-drivers to access typical destinations
3.2	Coordinate economic development with long-term regional connectivity and sustainability
Goal 4 Accessibility; Mobility; Connectivity	

4.1	Recognize and respond to opportunities to include pedestrian and bicycle infrastructure on or adjacent to state routes
4.2	Choose transit when possible to support sustainability
4.3	Integrate alternative transportation solutions into all new developments
Goal 5 Safety& Security	
5.1	Well lighted facilities for automobile parking areas, bicycle and pedestrian facilities
5.2	Promote the use of alternative modes of transportation to reduce dependency on single-occupancy vehicles;
5.3	Incorporate sustainability and resiliency into annual transportation projects to mitigate the economic impacts of unpredictable events

STRATEGIES FOR IMPLEMENTATION: ACTIVITY & PROJECTS

Project activity Tables:

Goal 1 Funding	
A.1.1	Monitor and apply for all available transportation grant opportunities each year
A.1.2	Engage in long term Fiscal Planning to balance long-term transportation needs with sustainable solutions
A.1.3	Explore and implement alternative funding opportunities used in other jurisdictions
Goal 2 Preservation & Maintenance	
A.2.1	Identify preferred development corridors and plan for preservation; Map
A.2.2	Evaluate and post weight limits on roads
A.2.3	Develop long-term strategies in coordination with waste disposal and oil field companies to fund
Goal 3 Economic Vitality	
A.3.1	Publish a County map showing the location of existing infrastructure appropriate for residential and industrial development
A.3.2	Develop a prioritized plan for sidewalks and bicycle routes

A.3.3	Encourage Tourism with highway signage; earmark revenue for transportation
Goal 4 Accessibility; Mobility; Connectivity	
A.4.1	Identify and minimize transportation barriers for non-drivers
A.4.2	Designate specific areas as Park-and-Ride lots for commuters
A.4.3	Develop a proposed Bike route map with a focus on regional connectivity
A.4.4	Add signage to direct Bike and Pedestrian travelers to preferred routes
A.4.5	Plan and implement walkways and bike facilities in small town areas
A.4.6	Evaluate existing town sidewalks and pursue rehabilitation
A.4.7	Appoint an individual to act as a Railroad contact to improve industrial access to rail and facilitate the mobility of freight
Goal 5 Safety & Security	
A.5.1	Prioritize bridge improvements where weight limits are too low for emergency vehicle response;
A.5.2	Map appropriate routes for tanker response according to bridge sufficiency ratings (see Appendix 3.8)
A.5.3	Improved signage: alert motor vehicles to watch for bikes on the road
A.5.4	Evaluate and prioritize crosswalks for improvement
A.5.5	Place rumble strips appropriately for enhanced safety between motorized vehicles and bikes using the shoulder in accordance with FHWA standards (see Appendix 5.10)
A.5.6	Use signage to alert motorists to the possible presence of bicycles on the road
A.5.7	Evaluate and prioritize underpasses and overpasses for low-cost improvements for non-motor vehicle travel safety
A.5.8	Incorporate sustainability and resiliency into transportation system projects to mitigate the economic impacts of unpredictable events

THE ROGERS COUNTY LRTP 2040 IS ORGANIZED IN A SUMMARY REFERENCE TABLE FORMAT WITH POLICY AND ACTION STEPS ARE SHOWN TOGETHER THE GOALS AND OBJECTIVES FOR THE CONVENIENCE OF THE READER, IN APPENDIX 21.

The GGRTPO Staff appreciates the invaluable contributions offered by the citizens of Rogers County in the development of this comprehensive Transportation policy plan.