

## MEGA PROJECT DATA COLLECTION PLAN

The Oklahoma Department of Transportation (ODOT) is committed to collecting and analyzing performance indicators to identify the impacts of the US-412 Priority Improvements for Interstate Designation Project. The information provided below contains the performance indicator, method in which the data will be collected, the performance target that ODOT strives to achieve compared to the baseline condition, and the timeline for collecting and analyzing the data. For certain Criterion where no benefit was claimed in the grant narrative or benefit cost analysis (BCA), the project team requests an exemption from measuring performance.

### Criterion 1: Reduce Crashes

This criterion was the most significant benefit realized in the BCA. Data is currently available to monitor performance.

- **Performance Indicator:** Reduction in total crashes and severe crashes.
- **Method for Collecting Data:** ODOT crash database.
- **Target:** Crash rates and crash severity (fatal and non-fatal) will be below the statewide average compared to similar facilities AND less than the crash rates previously experienced on US-412 prior to constructing the new system.
- **Data Collection Schedule:** Annually, up to five years after significant construction tasks have been completed. Data will be compiled to an annual rate over the 5 year period to be compared to the pre-construction 5 year collision rates.

### Criterion 3: Support Multimodal (Freight) Movements

While freight benefits could not be quantified in the BCA, the project team commits to collecting the following data to monitor performance:

- **Performance Indicators:** Monitor freight movement and investments on and surrounding US-412.
- **Method for Collecting Data:** Continuous traffic counts on the roadway to quantify number of freight vehicles travelling on the corridor. Work with port facilities within a 10-mile radius of the US-412 corridor to monitor freight tonnage flowing through ports.
- **Target:** ODOT expects to see an increase in total freight trucking movement and tonnage moving through nearby ports on a year-over-year basis from the baseline condition.
- **Data Collection Schedule:** Annually, up to five years after significant construction tasks have been completed. Data can be broken out on a quarterly level upon request.

### Criterion 3: Support Economic Development/Job Creation

While freight benefits could not be quantified in the BCA, the project team commits to collecting the following data to monitor performance:

- **Performance Indicator:** Work with local and regional Chambers of Commerce to identify new employers coming to the area.
- **Method for Collecting Data:** Yearly chamber of commerce economic outlook documents.
- **Target:** Year over year economic growth in the area surrounding the new US-412 facility.
- **Data Collection Schedule:** Annually, up to five years after significant construction tasks have been completed.

#### **Criterion 4: Climate Change/Environment**

The BCA shows no environmental benefits are captured by constructing this facility. The project team does expect that with increased access to the inland MKARNS ports (adjacent west of the project area), more freight tonnage will flow by barge rather than heavy truck, reducing greenhouse gas (GHG) emissions for the overall region. It is requested that no performance indicator be measured. However, ODOT is prepared to collect the following information, if requested:

- **Performance Indicator:** Increased tonnage usage at inland ports along the MKARNS
- **Method for Collecting Data:** Annual reports from port operators.
- **Target:** The added safety and access improvements on US-412 will encourage increased tonnage to utilize the MKARNS waterways network with substantially lower emissions.
- **Data Collection Schedule:** Annually, up to five years after significant construction tasks have been completed.

#### **Criterion 5: Equity, Multimodal Options, Quality of Life for APP and HDC's**

ODOT is committed to not just maintaining the quality of life for those living in Areas of Persistent Poverty (APP), Historically Disadvantaged Communities (HDC) and tribal lands, but making efforts to advance opportunities for those surrounding the proposed project. Noted in the grant narrative, an equity analysis is being performed as part of the Planning Environmental Linkages (PEL) study, which is currently ongoing. Results from this analysis will lead to further performance indicators and targets. Furthermore, the project team will track several items prior to and after construction.

- **Performance Indicator:**
  - Pre-Construction: Monitor the public participation of those living in APP/HDC's.
  - Post-Construction: Monitor median household incomes and employment rates in areas surrounding the corridor.

- **Method for Collecting Data:**
  - Pre-Construction: ODOT attendance logs and other feedback received during the engagement process continuing through construction.
  - Post-Construction: Census Data / American Community Survey (ACS)
- **Target:**
  - Because identification of participants in public involvement will be compiled through self-reporting at the time of public involvement, there is a high likelihood of under reporting with inaccurate results. As such, no quantitative target is being proposed, but will calculate the proportion of APP and HDC participation compared to the project area.
- **Data Collection Schedule:** Data will be continuously collected for pre-construction activities. Post-construction data will be collected yearly as ACS data is updated.

## Criterion 6: Innovation

No innovation benefits were realized as part of the BCA, however ODOT is committed to helping bring innovative transportation solutions to the corridor. It is requested that no performance indicator be measured. However, ODOT is prepared to collect the following information, if requested:

- **Performance Indicator:** Monitor number of EV fast charging stations installed along the corridor including those in accordance to ODOT's approved NEVI plan
- **Method for Collecting Data:** Manual counts
- **Target:** EV fast charging stations every 50 miles on US 412
- **Data Collection Schedule:** Annually, up to five years after significant construction tasks have been completed.

Members of the project team will submit a report to the FHWA providing baseline data of the performance indicators listed above (except for those where an exemption has been requested) prior to the start of construction. As mentioned, some targets may not be able to be compared to a baseline condition, rather an aspirational goal. ODOT is also willing to work with the FHWA to modify or update specific performance indicators prior to construction.