



OKLAHOMA
Transportation

2021 ANNUAL REPORT





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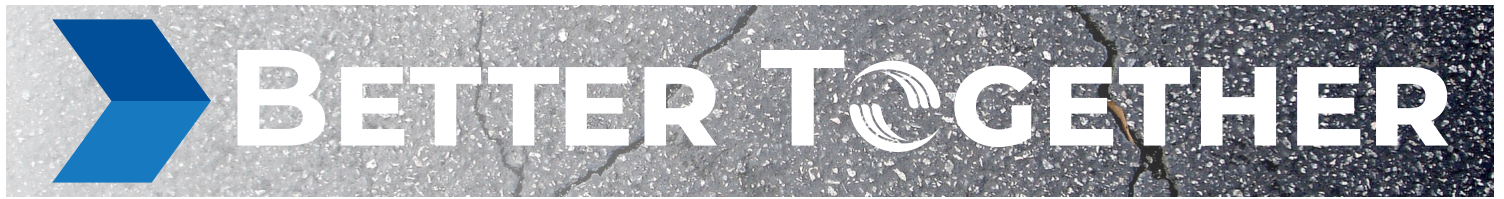
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Secretary's Message

It goes without saying that 2020 and 2021 have been years of uncertainty for not only Oklahoma but for everyone. Despite the challenges we have faced, the Department of Transportation has experienced significant progress and innovation. This progress wouldn't have been possible without the collaboration of our entire Transportation Cabinet; Transportation, Turnpike and Aeronautics; and the continued support of the Governor and the Legislature. We also owe our partners in the federal, state and local sectors as well as private for the success we have seen.

The positive impacts of cabinet-wide collaboration can be seen in our accomplishments in 2020 and 2021. For example, this year the Department reached its goal of sustaining 1% or less of structurally deficient on-system bridges going from 49th in the country to 7th.

Through our modernization efforts, collaboration and innovation were key to the success we have had in Phase one, like leveraging different areas into one Multimodal Division, providing the Department's payroll services to assist the Turnpike in processing their payroll and creating a cabinet-wide Audit office to service the entire Cabinet. We look forward to continued success and finding more efficiencies as we move to Phase two.

As we continue moving forward together, ODOT remains committed to providing the safest, most effective and best transportation system possible.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Gatz", with a stylized, cursive script.

Tim Gatz,

Secretary of Transportation
ODOT Executive Director

The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma.

Transportation Cabinet Guiding Principles

Transportation Modernization Vision

The Transportation Cabinet is an efficient, innovative, and customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation options throughout Oklahoma.

Improved Collaboration

Fosters integration and coordination of activities, expertise, and resources across projects and key department functions that can be better achieved together while improving transportation services for Oklahoma.

Enhanced Innovation

Promotes innovation across the organization and modernizes all business processes with data analytics and tailored technology solutions.

Greater Communication

Facilitates constructive communication that ensures participation and transparency across the organization.

Exceptional Customer Service

Prioritizes and manages internal and external customer service, and allows user needs to influence transportation planning.

Increased Efficiency:

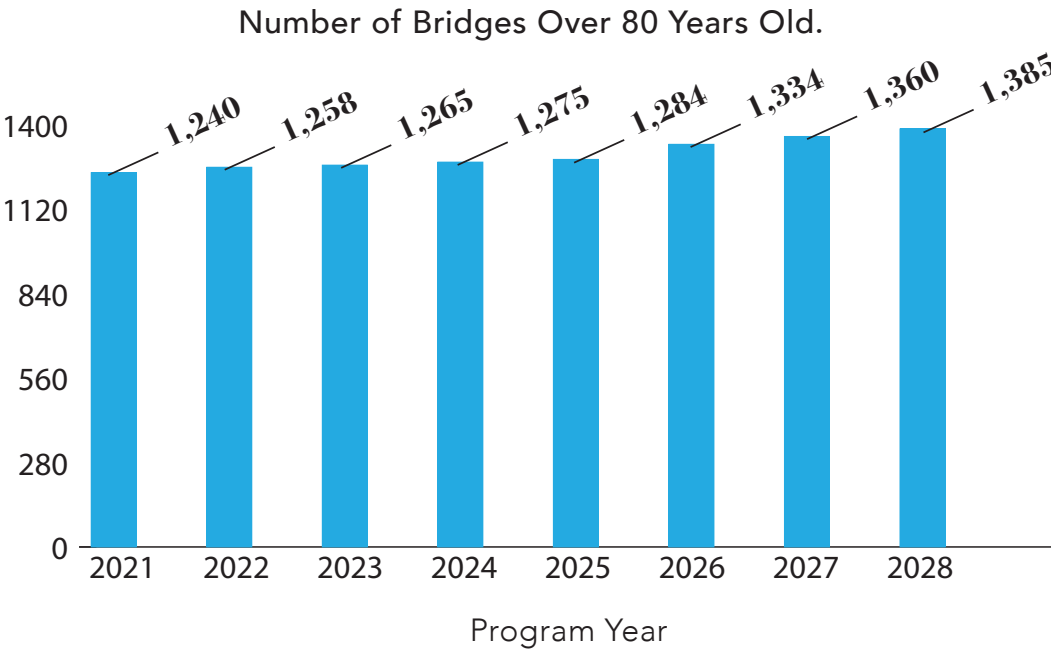
Streamlines organizational structure and functions while encouraging collective and proactive optimization of resources, delivery timelines, and results.

Rapid Adaptability:

Enables the organization to rapidly address existing and emerging needs, allocate resources, and implement solutions accordingly.

Progress on Strategic Objectives -

Sustain Less than 1% Structurally Deficient On-System Bridges
The department has accelerated bridge replacement efforts through a focused and concerted effort made possible by the consistent vision and support of our governors, legislators and congressional delegates. This effort has allowed for the the Department to meet the 1% strategic goal in 2021. In order to keep pace with Oklahoma’s aging infrastructure, ODOT must replace or refurbish 90 bridges annually.



Progress on Strategic Objectives -

Decrease Traffic Fatalities

Increase Seatbelt Usage

Motor vehicle crashes are the number one cause of death and disabling injuries for young Americans under the age of 21. Although there are many variables that affect fatality trends such as winter weather or as complex as increasing motorcycle usage and driver behaviors such as distracted driving, the simplest choice a driver or passenger can make is to buckle their seatbelt. Oklahoma ranks 42nd in seat belt usage. The department has recently embarked on a seatbelt usage campaign to help educate and encourage Oklahomans to buckle up. Through the use of continuing and new safety features, including public education, the department seeks to reduce the loss of life on state highways.



Cable Median Barriers

A safety feature that the Department is using is cable median barriers. These barriers have dramatically reduced fatalities on divided highways due to cross-over type crashes.

Rumble Strips

Another safety feature in use are centerline and edgeline rumble strips. Rectangular depressed areas of pavement along highways that generate a physical vibration in a vehicle cabin when tires drive over them. The vibration and noise is intended to alert inattentive drivers that their vehicle is leaving the travel lane. This particular safety feature aids in the reduction of head-on and opposite direction sideswipe collisions and run-off-the-road crashes, as well as serves as an effective means of locating the travel lane during inclement weather, which can obscure pavement markings.



Progress on Strategic Objectives -

Decrease Miles of Rural Two Lanes with Deficient Shoulders

Oklahoma's rural nature and historically agricultural and energy-based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. About 5,285 miles of Oklahoma highways are two-lane facilities with deficient shoulders.

These deficient areas account for about 56% of our 9,468 miles of two-lane highways. The refined goal on two-lane highways includes decreasing the total miles with deficient shoulders by 10 percent by 2023, which will significantly reduce severe accidents and fatalities from vehicle roadway departures and the resulting overcorrections.





Progress on Strategic Objectives -

Increase Lane Miles in Good Condition

Much like our bridges, our pavement surfaces require systematic preservation in order to maximize the life cycle of our highways. Until recently, it has been impossible for the department to afford the consideration of such initiatives. As budgetary conditions improve we can invest in and develop a timely surface preservation program with a focus on extending the life of our pavements.

Based on an evaluation of the pavement conditions, about 5.5% or 1,684 lane miles of the 30,418 lane miles of highways rate poor. The goal to improve the amount of good condition pavement miles by 10 percent by 2023 will be met by projects in the 8-Year Construction Work Plan and the 4-Year Asset Preservation Plan upgrading and extending the pavement life to change its rating from fair or poor to good.

Traffic on our major highways has increased dramatically in the past two decades and freight traffic is expected to continue to compound for the foreseeable future. The daily vehicle miles traveled on facilities with more than two lanes in 2020 was 49.6 million miles (71 percent of total miles traveled). Improvements to these facilities are often the most expensive and resource-consuming projects, but also yield high returns and have an immediate impact on regional traffic patterns. Over 559 miles of our 673 miles of interstate pavement have had significant rehabilitation or reconstruction since 2003 and an additional 177 miles are included in the Federal Fiscal Year 2022 through 2029 8-Year Construction Work Plan.

The safety of our transportation system and the traveling public is paramount to our mission and always has our full attention, but many highway safety improvements that could prevent property damage, personal injuries, and the tragic loss of life remain.



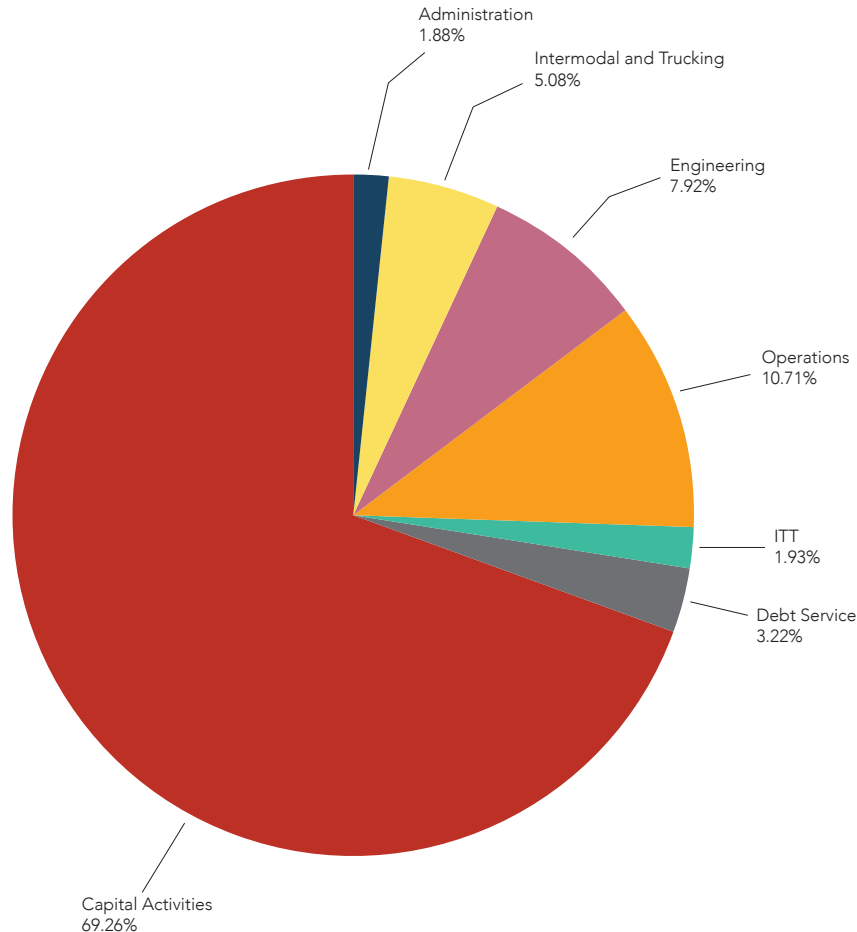
Funding

The Legislature authorizes ODOT's budgetary expenditures from historically available transportation funding sources. These sources are primarily comprised of federal and revolving funds including federal and state motor fuel taxes directed to the Highway Trust Fund and the State Transportation Fund respectively, along with the Rebuilding Oklahoma Access and Driver Safety Fund as initiated by House Bill 1078 in 2005. In addition to the traditional "on-highway" activities, the department also administers a number of transportation funding programs for rail, transit and local governmental entities.

Contractual Obligations

During the past several years the department has consistently retained more than \$1 billion in outstanding contract obligations relating to right-of-way acquisition, project design, construction and other project delivery-related activities. Cash funds consisting of state sources and federal reimbursements are set aside in revolving funds as contracts are awarded to ensure progressive payments can be made for these obligations as work is completed. Consequently, all cash balances must be reserved to meet these legal obligations and to cover the department's daily operations. Due to the nature of highway construction, most projects will extend over multiple fiscal years, resulting in the requirement for cash balances to carryover to future periods.

Budget by Activity:



State Funding

Motor fuel taxes are the main source of revenue to the Highway Construction and Maintenance Fund, ODOT’s long-standing source of state funding. The motor fuel taxes that are deposited to the fund are gasoline excise tax, diesel fuel excise tax, special fuel use tax and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel and the gasoline tax is the largest generator of revenue to the fund. Currently, the gasoline tax rate is 20 cents per gallon, the diesel tax is 20 cents per gallon and there is a transportation dedicated 5 cents per gasoline gallon equivalent excise tax on natural gas used for motor vehicle fuel. The motor fuel tax revenues are also apportioned to municipalities, Native American tribes and county governments for road and bridge maintenance.

As part of the aforementioned legislative acts, the annual increase was adjusted to nearly \$60 million beginning in 2014 and the long-term funding cap of \$575 million. Beginning in SFY 23 the ROADS cap will increase to \$590 million. To better understand the relationship between State Earmarked FY 2020 budgeted revenue and actual revenue, it is important to be aware of the change in legislation, HB 1010 and HB 1014, between FY 2019 and FY 2020. ODOT received more Motor Fuel and Motor Vehicle Tax and less Income Tax. The exchange represents an attempt to line up taxes with the use of the derived revenue. Motor Fuel and Motor Vehicle Taxes are

more directly related to the road user expenses. Due to recent legislation in 2020, HB 2743, \$180 million will be redirected from the ROADS Fund to the Education Reform Revolving Fund for FY’s 2021 and 2022. To help offset this loss of revenue occurring from HB 2743, ODOT was allowed, by way of HB 2744, to bond \$200 million.

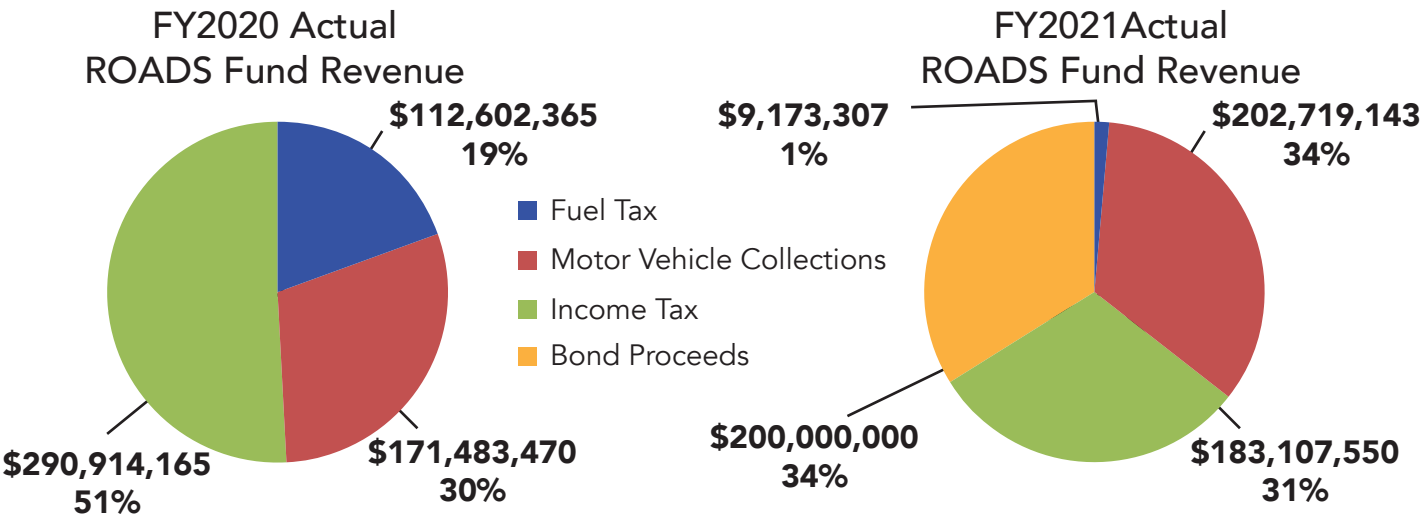
In addition, the County Improvement for Roads and Bridges (CIRB) Fund, as administered by the department, was incrementally increased over time to 20 percent of motor vehicle registration fees and capped at \$120 million beginning in SFY 2016. As part of the cap, \$30 million is transferred to the counties through a specified formula for maintenance and operations.

One key effort taking place to continue the state’s path toward increased financial accountability, transparency and efficiency is performance-informed budgeting or PIB. PIB allows the Department to align our financial information and performance metrics with the needs of our priority areas. As part of this effort the Department will begin measuring 30 % government efficiency by using The Base Model (10/10/10) which will be a data collection tool available to aid agencies in conceptualizing and gathering the information needed to measure efficiencies in the areas of value, process and time.

Impact to the ROADS Fund from 2018 Legislation

HB1010XX - Allocated 3 cent gasoline tax & 6 cent diesel tax to the ROADS Fund effective FY 2020. This Measure further transferred equal amounts received into the ROADS Fund from income tax to General Revenue.

HB1014XX - Reallocated certain Motor Vehicle collections from General Revenue to the ROADS Fund.



Federal Funding

The federal funding levels related to highways are typically established through authorizing legislation commonly referred to as the Federal Highway Bill. This legislation normally authorizes projected funding levels for a period of six years. Consistent, long-term funding anticipations are critical in order to understand the expected annual federal funding availability and prepare projects accordingly. Each year, the legislation is funded through the Federal administration's budgeting and the congressional appropriations processes. The primary source for the dedicated federal transportation funding appropriation is the gasoline and diesel tax deposits directed to the Highway Trust Fund.

Each Department of Transportation is designated as the agency to interact with the representative federal agency, the Federal Highway Administration. Therefore, federal funding for roads and bridges is administered by ODOT regardless of infrastructure ownership. All traditional, congressionally identified or discretionarily funded city street and county road projects that use federal highway funding are administered by and through ODOT.

It is important to note that the Highway Trust Fund has been on the verge of insolvency several times in recent history. In December 2015, Congress passed a five-year transportation bill known as Fixing America's Surface Transportation Act or "FAST Act". The act provided for funding certainty with minimal increases during its term.

In November 2021, President Biden signed the Infrastructure Investment and Jobs Act or IIJA. IIJA does include and incorporate the customary and expected 5 Year Reauthorization of the Highway Bill with an additional formula revenue commitment (distributed to states via funding formula(s)) above the previous FAST Act funding levels by about 30% (estimated) when comparing FFY 2021 to FFY 2022. The Department anticipated and accounted for an additional federal funding increase in the revenue projections utilized to balance the 8 Year Construction Work Plan for 2022-2029. We believe the federal funding projection utilized will align reasonably well with revenue estimates from IIJA. While inflation, material supply chain and labor force issues are currently challenging, we will work diligently with our federal partners and our consulting and construction contracting community to meet any and all funding utilization deadlines. IIJA does include and incorporate the Federal Transit Program (customarily part of the Reauthorization of the Highway Bill) with an additional formula Grant revenue commitment above the previous FAST Act Funding levels of about 43% (estimated) when comparing FFY 2021 to FFY 2022. IIJA does not bring \$5 billion in new investments in highways and bridges for Oklahoma – it simply includes a funding increase in the customary and expected formula Highway and Transit programs. IIJA also includes a variety of other infrastructure programs including many that will ultimately lie outside the jurisdiction of ODOT.



It should be noted that the gas tax is a volumetric tax on fuel. As the vehicle fleet has become more fuel efficient and as the numbers of alternatively fueled vehicles like compressed natural gas and electric vehicles increase, the incoming revenue to address transportation needs will continue to decline.

Challenges remain to provide new and non-traditional transportation revenue streams that can provide consistent and increasing funding levels for transportation. A new, more refined federal role and vision will be necessary to meet the increasing transportation challenges ahead and the resolution of our national transportation funding crisis cannot be left to the states alone.

Debt Financing Commitments

State Bond Issues

The Oklahoma Capitol Improvement Authority (“OCIA” or the “Authority”) is authorized to issue bonds, notes or other obligations to finance construction of highways in the State of Oklahoma. OCIA may also issue refunding bonds to refinance its existing obligations, if economically feasible. Due to a revenue challenging period, OCIA debt financing for highway infrastructure became a necessary tool for continued economic development within the State. OCIA refunded and issued bonds in calendar year 2020 at a significant savings with the obligation scheduled to pay off in 2051. The Department, in order to advance critical safety projects and reduce the overall number of lane miles with deficient shoulders, is in the final stages of acquiring a TIFIA loan. The loan with its unprecedentedly low rates is expected to be finalized over the next several months.

GARVEE

Title 69 section 2001 E(2) provides authorization to ODOT to issue Grant Anticipation Notes for projects of economic significance. ODOT issued \$90 million of debt to fund the Gilcrease Expressway project in Tulsa using federal highway funds. The Department partnered with Oklahoma Turnpike Authority, City of Tulsa, Tulsa County, Indian Nations Council of Government and the Federal Highway Administration to leverage their resources to bring this major project forward that would have never happened otherwise.

Debt Financing Commitments			
State Bond Program	Outstanding Principal Balance as of June 30, 2021		State FY 2022 Debt Service
2009	\$ 36,125,000	\$	13,551,418
2016	146,830,000		15,102,150
2020	258,125,000		33,246,396
	<u>\$ 441,080,000</u>	<u>\$</u>	<u>61,899,964</u>
GARVEE - Federal Program			
2018	\$ 53,945,000	\$	5,997,250

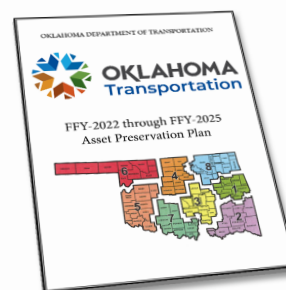
Investment Strategies

Asset Preservation and 8-Year Construction Work Plans

Due to the very nature of the department’s mission, resources are first dedicated to the daily duty of maintaining the transportation system in a manner that enhances the safety of the traveling public. The public’s first line of defense lies in the department’s ability to effectively perform both reactive maintenance such as snow and ice removal and emergency bridge and pavement repairs, coupled with more routine, regular maintenance activities, which might include the scheduled replacement of traffic signs or striping, pavement resurfacing and normal bridge maintenance.

ODOT also develops an **Asset Preservation Plan** in order to address the heavier, state of good repair improvements necessary to maximize the life-cycle of the concerned facilities. Annually, the field district Engineers review and validate the scheduled Asset Preservation Plan projects and target needed preservation activities in accordance with the projected funding availability. The Asset Preservation Plan is crafted with foremost consideration for maintaining the integrity of the field district Engineer’s transportation system management strategy and project priorities. Every effort is made to accelerate these much-needed preservation projects when additional resources are recognized.

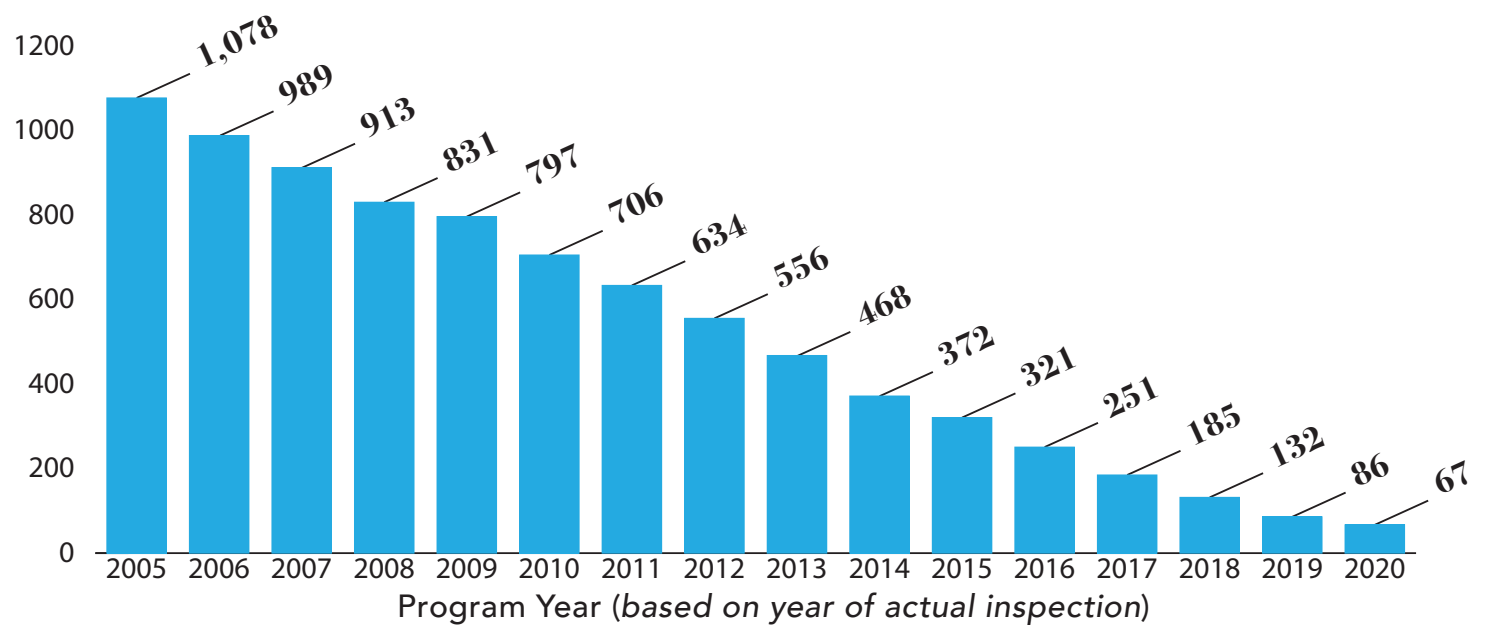
In the longer term, the direction of the dedicated maintenance and asset preservation resources is related to and influenced by ODOT’s ability to deliver scheduled larger-scope facility improvements that are planned many years in advance. The annual needs assessment and project identification for these larger scope improvements are in the **8-Year Construction Work Plan**. The 8-Year Construction Work Plan is fiscally constrained based on the projected state and federal funding. The current eight-year funding projection is derived from a conservative, flat federal-aid funding model based on federal funding levels and state funding based on the budgetary commitments of the Legislature.



Major Events & Accomplishments

Oklahoma's State Highway Transportation Infrastructure

Oklahoma highway bridge conditions are making the grade by moving from among the worst in the nation to the head of the class, achieving Top Ten status in 2020 and structurally deficient bridge numbers dropping to less than 1% in 2021. The Department's focus and progress is evident with the December 2020 annual bridge inspection report revealing 706 structurally deficient bridges recorded in 2010 have been reduced to 67, allowing the Department to rank number seven in the country in bridge conditions.

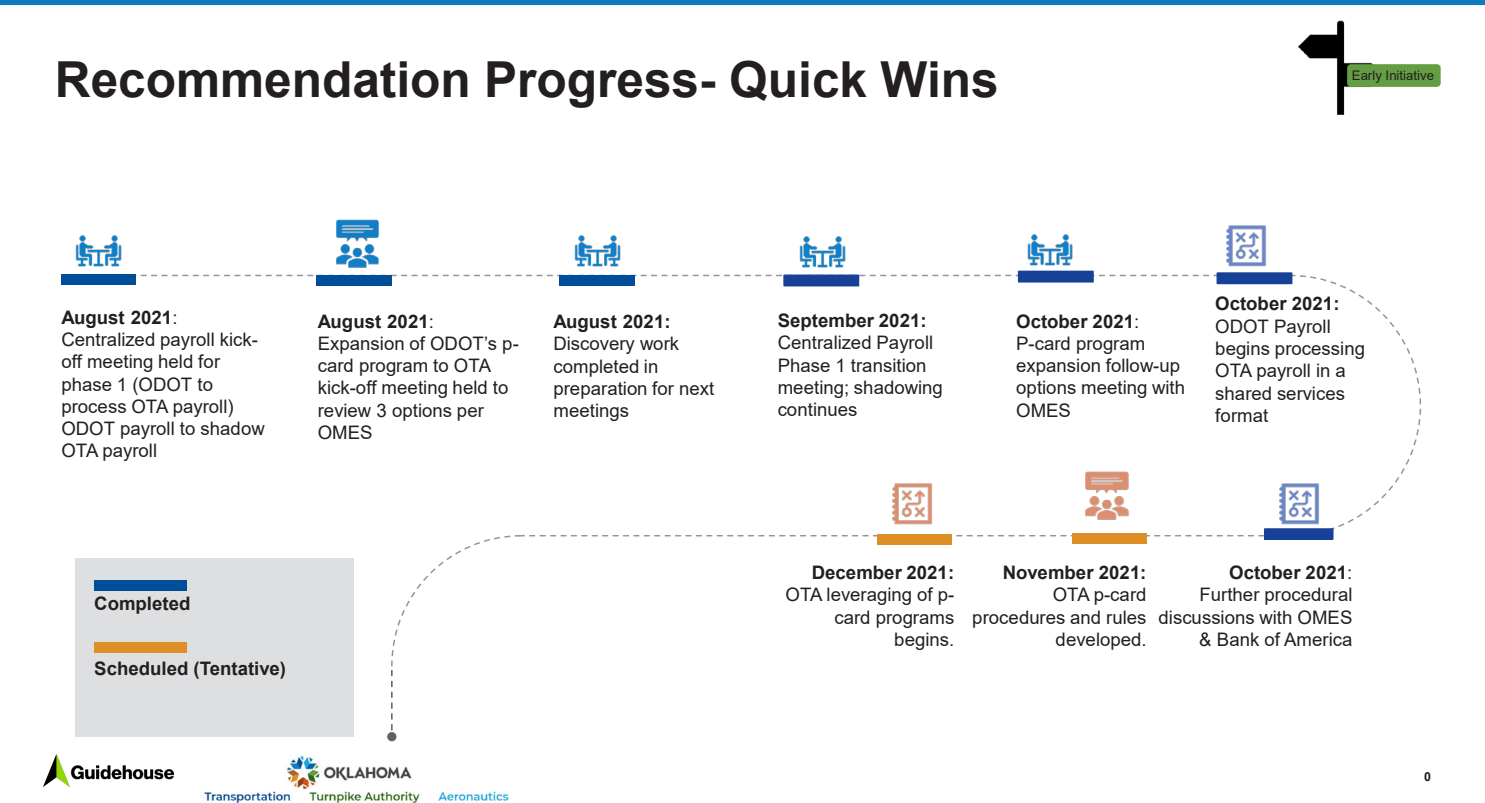


Modernization Efforts

Through Governor Stitt’s transformation initiative, Oklahoma Department of Transportation, Oklahoma Turnpike Authority and Oklahoma Aeronautics Commission have been provided with the opportunity to reimagine how they collectively operate in order to meet the transportation needs of the state for the long term and lay the foundation for Oklahoma to be a Top Ten state in transportation service delivery. Guidehouse, the consultant hired to assist the Transportation Cabinet with their modernization efforts, completed a current state review in Spring 2021 that evaluated ODOT, OTA and OAC’s organizational structures and associated responsibilities while recording any siloes or deficiencies in current service delivery. Once the current state could be understood, it was time to develop recommendations to assist the Transportation Cabinet with shared delivery services. The Draft Final Recommendation Report was released in Summer 2021. Out of this report came ten recommendations that cover both the front office operations (engineering) and back office operations (administrative). Guidehouse also recommended a few “quick wins” that the Cabinet could focus on for the agencies to experience the opportunity of shared services at an accelerate pace compared to the ten recommendations.

Currently the Strategic Communications Division (consists of ODOT, OTA and OAC communications and video personnel), Multimodal Division (consists of ODOT employees in the specialties of Rail, Freight, Mobility & Public Transit, Active Transportation & Waterways) and Cabinet-wide Audit Office (consists of ODOT internal audit, OTA internal audit and services provided to OAC for internal audit) are the three areas that have had the opportunity to progress through the recommendation phase. Although there is still work to be done not only in these areas along with many others, this is a journey not a race.

Over time the Transportation Cabinet will create more efficiency opportunities among the agencies that will prove to enhance our shared service delivery to the infrastructure which in turn will benefit the travelling public in and throughout our great state.





Multimodal

Freight

The Oklahoma Department of Transportation is committed to developing and maintaining an integrated surface transportation network that enhances commerce and supports Oklahoma communities. As the state's economy and technology continue to evolve, transporting cargo often includes more than one type, or mode, of transportation. The following modes will be addressed in this report: commercial motor vehicles or trucks, railroads and ports and waterways.

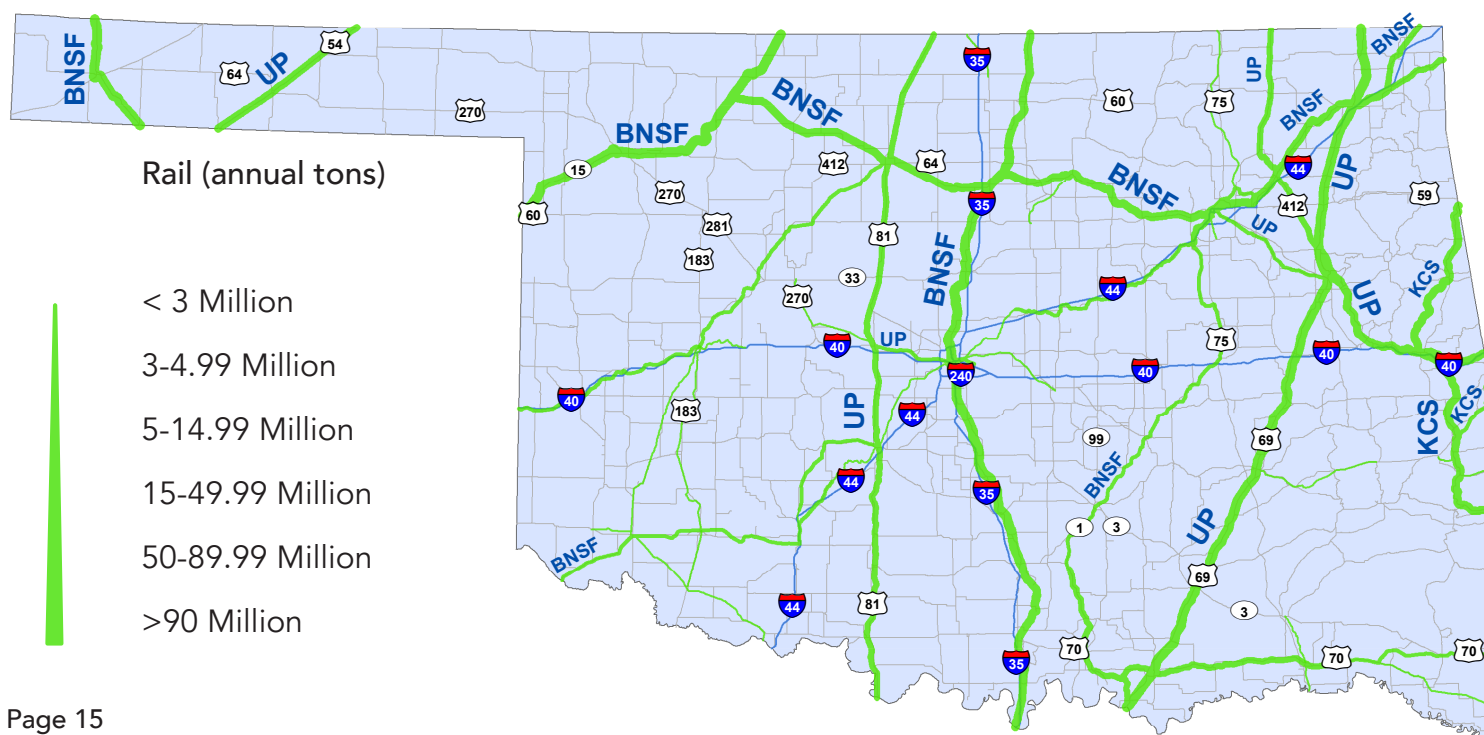
Reliable freight transportation enables productive connections between business and markets in Oklahoma, the United States and the world economy. Because of its geographic location in the central southwest, the state's proximity to markets and a positive business climate, a high-quality transportation network is vital to the state's continued growth and prosperity. From 2015 to 2045, the Oklahoma State Freight Transportation Plan projects tonnage to increase on average about 1.5% per year.

Rail

The Oklahoma Department of Transportation serves in a number of roles related to railroads and railroad related activities. ODOT currently manages leases with five railroad companies operating on state-owned track, administers the Federal Highway Administration's Grade Crossing Safety Program, which provides funding for safety improvements to Oklahoma's nearly 3,450 at-grade public rail/roadway intersections, manages Oklahoma's Heartland Flyer passenger rail service (one of Amtrak's highest-rated trains for customer satisfaction), a liaison to the rail companies for ODOT projects that involve operations or railroad property and reviews federal funding opportunities to grow and improve Oklahoma's passenger and freight rail systems.

With the sale of the Sooner Sub rail line, ODOT announced a \$100 million initiative to accelerate safety projects at railroad crossings statewide. State budget reductions in 2016 have subsequently limited the program to \$75 million. Since kicking off the safety initiative in October of 2015, the Transportation Commission has approved more than 276 crossing improvement projects statewide, which will add flashing light signals and crossing gate arms to many of these crossings. Federal funding, as well as funds provided by railroad companies and the local entities are also being used in the initiative, which has enabled ODOT to advance nearly 8 years worth of improvements in three years.

Freight traffic continues to be the main source of railroad activity in the state. An estimated 322 million tons of freight is transported by rail in the state each year, with many rail lines carrying 50 to 100 trains a day. Rail freight traffic will experience significant growth during the next few decades with the number of trains on some corridors expected to double in the next 20 years. The largest growth in freight traffic per day is expected on the BNSF Railway in the northern part of the state.

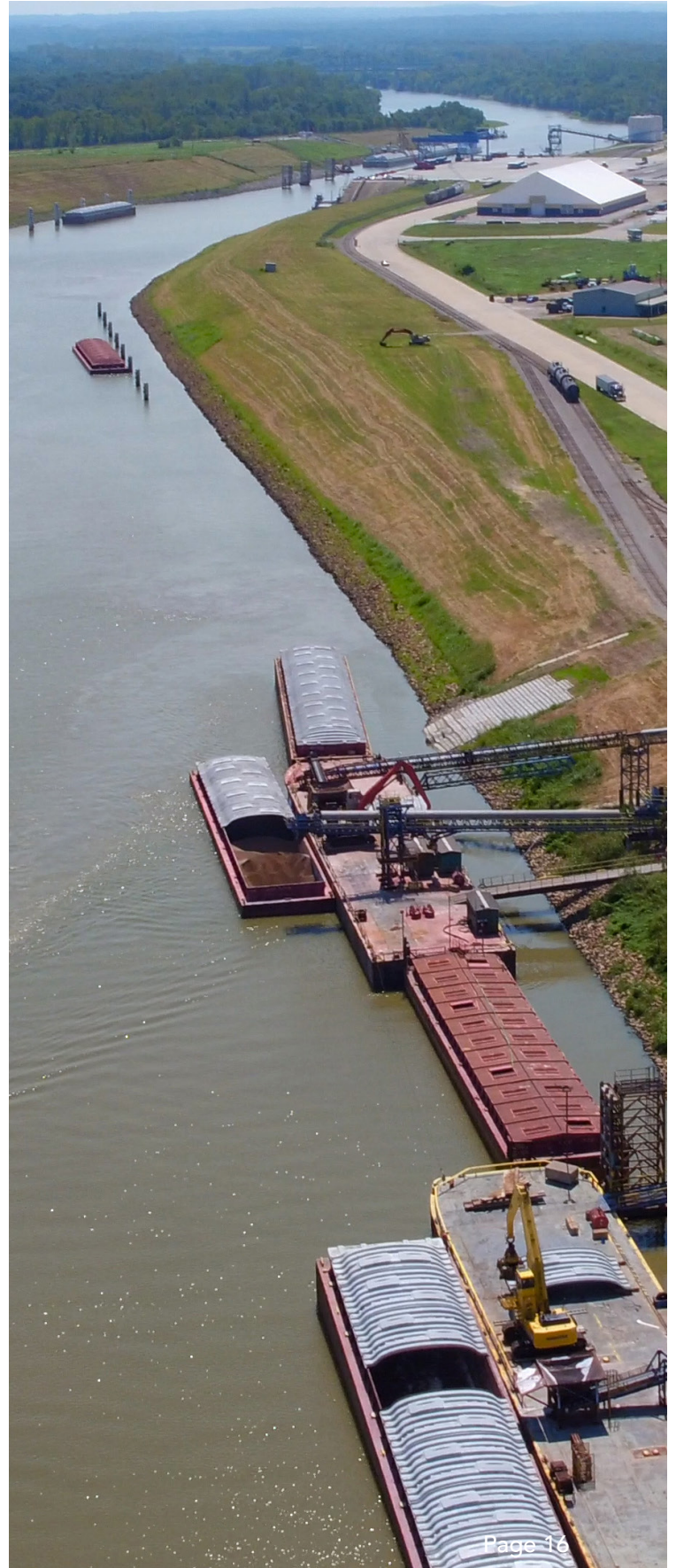


Waterways

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. 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 24/7/365, 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.

There are two hydropower plants with a total of seven power generating units on the MKARNS in Oklahoma benefiting approximately 700,000 end users that provide clean energy. A portion of the revenues is applied to the operations, maintenance and construction costs and the rest is deposited into the U.S. Treasury. Over 22,000 full and part-time jobs are provided for in Oklahoma and the surrounding region from the MKARNS.



Office of Mobility & Public Transit

The Office of Mobility & Public Transit is the governor's designee for the oversight and administration of the Federal Transit Administration's (FTA) programs detailed below:

Section 5303 : Metropolitan Transportation Planning Program

Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities

Section 5311: Formula Grants for Rural Areas

Section 5329: State Safety Oversight Program

Section 5339: Buses and Bus Facilities Formula Program

In 2016, ODOT's Transit Programs Division (now OMPT) became the governor's designee for the development and oversight of State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, not under the jurisdiction of the Federal Railroad Administration. The office is also charged with promulgating rules and procedures for innovative transit pilot programs, developing a comprehensive statewide transit policy plan (completed in December 2020), and a mobility ride connect call center.

During the creation of the transit policy plan, it was shown that existing levels of investment in Oklahoma's public transit system are insufficient to meet the current service needs. Studies and stakeholder input reveal that current public transit service in Oklahoma meets about 50% of the overall mobility needs of Oklahomans. The amount of unmet need is expected to increase significantly as demographics in the state change over the next 20 years, leading to even greater gaps in meeting mobility needs.

An analysis conducted for the policy plan shows that the investment in transit service operations in Oklahoma is lacking by \$126.7 million annually.

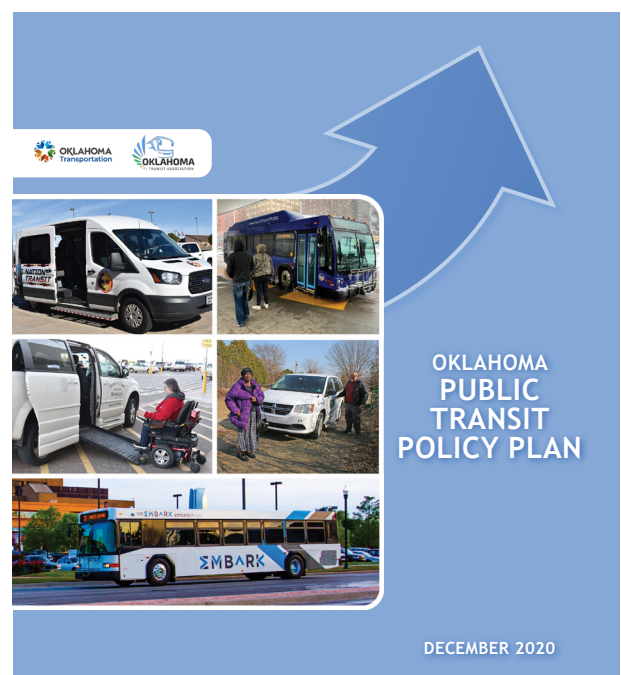
Key findings that the plan identifies are as follows:

- Transit agencies in urban areas face challenges keeping pace with population growth
- Public transit does not adequately serve rural populations

- Funding remains a key barrier for transit improvements in many areas throughout the state
- A desire to improve coordination of transportation services between transit and human service providers

Public transit can impact Oklahoma's statewide economy at a much greater scale than it is currently and can serve as a strong component of an economic recovery post-COVID-19. According to Oklahoma State University, public transit currently impacts the state's economy at \$815 million annually. With this Plan's projected doubling of transit service by 2040, the economic impact would grow to more than \$1.6 billion per year. To achieve these outcomes, it is critical for Oklahoma to develop policies and programs that work to implement the strategies laid out in this Plan, along with strategic investments to implement those strategies as mobility needs in Oklahoma continue to grow.

The IIJA will increase programmed funding up to 30% for transit agencies and increase the availability of discretionary grants. Increased local match for these funds will need to be prioritized to ensure all federal funds can be expended.





Active Transportation

- Continuing to implement the ADA Transition Plan and updating existing sidewalks and access points to ADA standards
- In coordination with State Representatives Carol Bush and John Talley, ODOT began the process of designating Route 66/US 66 as a United States Bicycle Route in Spring 2021. The route designation is on scheduled to be completed in Spring 2022.
- Received completed report from ODOT Research Division regarding Bicycle and Pedestrian Plans across the country. Results from report will be incorporated into the first ever Oklahoma statewide Active Transportation Plan. This Plan is scheduled to kick off in FY 2022.
- ODOT Staff continues to meet regularly with the Statewide Active Transportation Committee. The committee provides local and regional feedback to ODOT about bicycle and pedestrian concerns and shares programs that are going on in their area.
- The Active Transportation Program was moved to the new Multimodal Division in Fall 2021. The Multimodal Division also includes Rail Programs, Mobility Management, and the Office of Mobility and Public Transit. The move to Multimodal will foster more coordination between alternative transportation modes and enhance Active Transportation opportunities in Oklahoma



Progress Across the State

District 1

A narrow truss bridge on SH-51 in Cherokee County was successfully widened with shoulders. The deck of the old bridge was in poor condition, consisting of more patchwork than original concrete. The bridge crosses over Barron Fork Creek, which is a critical resource waterway. In conjunction with the project, the work also addressed problems with a nearby intersection.



District 2

Prone to potholes, SH-63 between US-69 in Kiowa and US-270 in Haileyville in District 2 garnered the attention of maintenance crews at least two to three days a week. Being a secondary road, it did not carry enough traffic to warrant a contract reconstruction or overlay. District crews were able to perform heavy surface patching over three weeks using state equipment at a fraction of the cost of contracting the project, as it would have been out of reach for traditional contracting.



District 3

Crews completed a project to add paved shoulders to five miles of SH-27 south of I-40 near Okemah in Okfuskee County, improving the safety of this rural two-lane highway while keeping it open to traffic during construction.

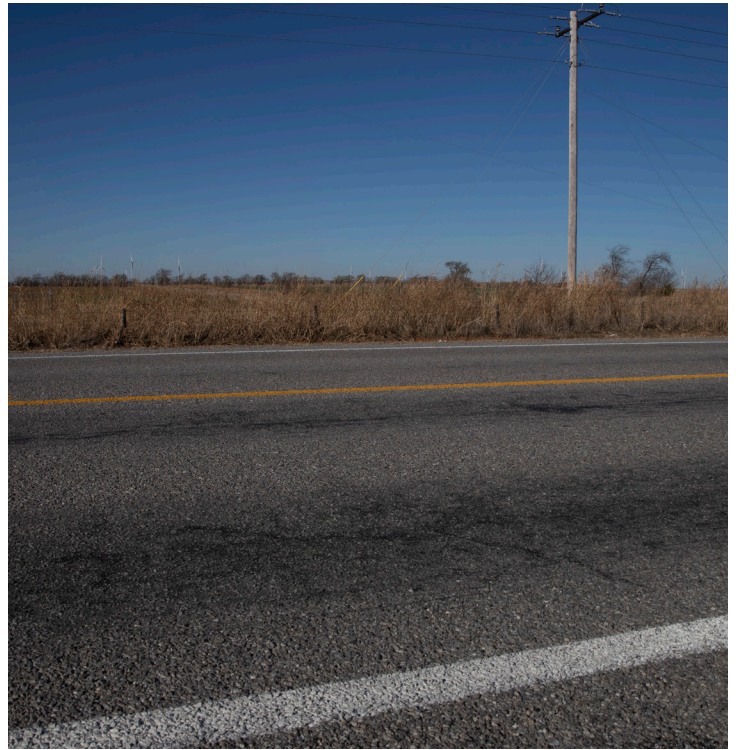
District 4

The US-81 Rock Island bridge in El Reno was opened to traffic in September 2021, exactly 75 years from the opening of the original bridge. This four-lane structure now features 5-foot protected sidewalks and serves as an iconic gateway to the City of El Reno. Aesthetics reflect the bridge's connection to Historic Route 66. This \$10 million project was in partnership with the city and now extends 382 feet.



District 5

Special Maintenance Crew armor coated 105 road miles of highway this past summer. They had to reschedule sometimes because of all the rain but still finished all of the projects one month early. They also performed the first scrub seal, which is similar to an armor coat except a special broom implement is used to spread out the liquid asphalt before the aggregate is applied. It helps to fill in and seal the cracks in the roadway better.



District 6

The US-64/Cimarron Ave. and US-385 junction in Boise City is known locally as the downtown square. This nearly \$11 million project tackled pavement reconstruction, sidewalks and other amenities. This project was unique in that it took place next to a historic courthouse that required the design team and the construction contractors to adjust construction near the structure. The project received the American Concrete Pavement Association Annual National Excellence in Concrete Paving Award in December 2021.



District 7

During the past year, District 7 completed projects to improve nearly 27 miles of rural two-lane highways with deficient shoulders, including on SH-29. Adding shoulders to rural, two-lane highways is a top priority for the department to improve traffic safety and provide a space for recovery if motorists need to pull over.

District 8

Construction began this year on the largest highway contract in Tulsa history at \$87 million. The contract is Phase 1 for the I-44 corridor from I-244 to the Arkansas River. Awarded to Sherwood Construction Co. Inc., this contract includes new US-75 bridges over I-44, a new Union Ave. bridge over I-44 and widens I-44 from Union Ave. to just west of the Arkansas River. The project is estimated to be complete in the summer of 2022.





OKLAHOMA Transportation

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