



OKLAHOMA
Transportation

2022 ANNUAL REPORT

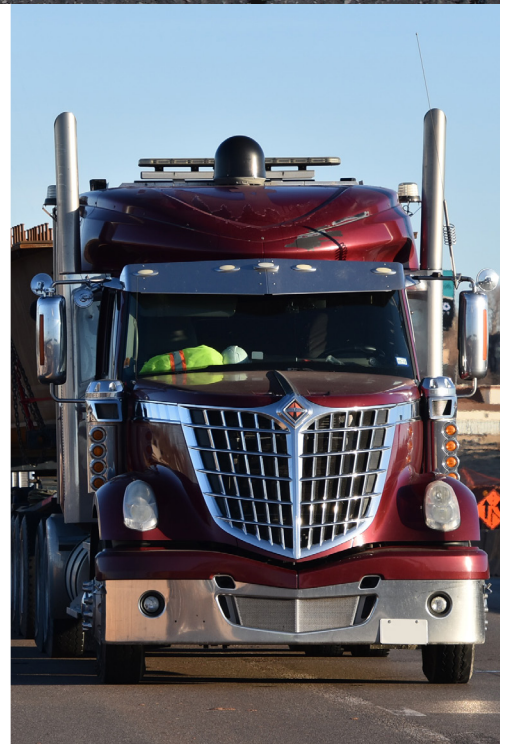




Table of Contents

Better Together.....

Secretary's Message.....	Page 2
Remembering Former Secretary of Transportation Gary Ridley.....	Page 3
Transportation Cabinet Guiding Principles.....	Page 4

Investing in Our Transportation Future Today.....

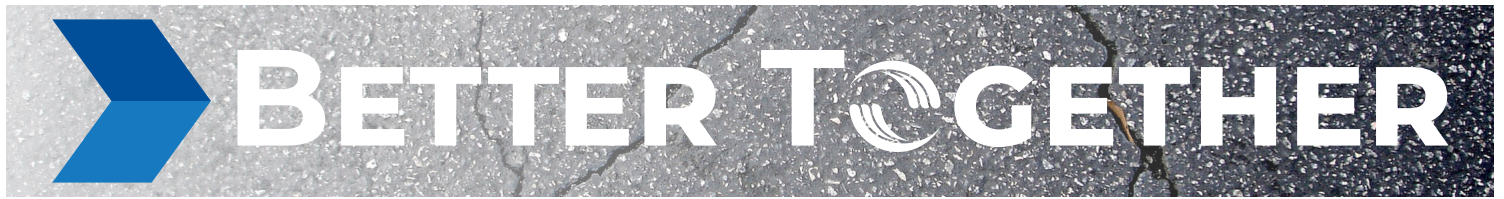
Progress on Strategic Objectives.....	Page 5
Funding.....	Page 14

Achieving Excellence.....

Major Events and Accomplishments 2022.....	Page 18
Efficiency & Shared Services Efforts.....	Page 19

Multimodal.....

Freight Transportation in Oklahoma.....	Page 20
Rail.....	Page 24
Waterways.....	Page 25
Office of Mobility & Public Transit.....	Page 29
What is Active Transportation?.....	Page 32
Passenger Rail Transportation in Oklahoma.....	Page 34



Secretary's Message

The last year has yielded many transitions as well as many successes for the Department.

Since 2006, Oklahoma has gone from 49th in the nation in structurally deficient bridges on the highway system to 5th. The Department continues to maintain the goal of one percent or less of our almost 6,800 bridges reported as structurally deficient while always managing a backlog of aging pavement and bridge infrastructure and along with growing operational and safety needs.

The Department was one of the first large state agencies to implement the new statewide Human Resource system, Workday. Our Human Resources staff did a tremendous job along with all of the ODOT employees. Several of our HR personnel were recognized with a Governor's Commendation for their meritorious efforts.

These successes and others are attributed to the continued hard work of the transportation employees and continued support from the Legislature and Governor as well as our federal, state and local partners and the steadfast assistance of private sector companies. It goes without saying that the improvements that we have witnessed would not have been possible without that continuous focus and support. I would also take this opportunity to recognize former Secretary of Transportation and ODOT / OTA Director, Gary Ridley. Secretary Ridley was always a driving force for transportation in our great state and across the nation. He worked tirelessly to make sure that our transportation system was as safe as it could possibly be and that Oklahoma was looking to the future. With his passing, the transportation family lost a tremendous leader, mentor, friend and hero. His hard work and dedication is greatly appreciated and is permanently imprinted on Oklahoma's infrastructure. Millions of travelers have directly benefitted from his commitment.

Today, the Department remains diligent and continues our work to provide for the safest, most effective and best quality transportation system possible. Thank you to all involved.

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.



Remembering Former Secretary of Transportation Gary Ridley

Former Transportation Secretary and ODOT and OTA Director Gary Ridley passed away Wednesday, Dec. 21.

In June 2017, longtime transportation executive Gary Ridley retired as Oklahoma's Secretary of Transportation. Ridley was appointed Secretary of Transportation by then-Gov. Brad Henry in May 2009. He was reappointed to that position by Gov. Mary Fallin after her election in November 2010. Ridley served as director of the Oklahoma Department of Transportation from August 2001 to April 2013 as well as director of the Oklahoma Turnpike Authority from October 2009 to April 2013.

Ridley's journey up through the ranks provided him first-hand insights into the vast spectrum of departmental operations. His ODOT service dates back to 1965, when he joined the department as an equipment operator. He moved up to maintenance superintendent at Kingfisher in 1970 and traffic superintendent at Perry in 1979. In 1983 he became the field maintenance manager at Perry then advanced to Division 5 maintenance engineer at Clinton in 1986. He became division engineer at Division 5 in Clinton in 1995 then left in 1997 to lead the Oklahoma Asphalt Paving Association. Ridley returned to the department in January 2001 as Assistant Director for Operations before becoming ODOT director from August 2001 to April 2013.

Following the Webbers Falls I-40 bridge disaster in the summer of 2002, Ridley led ODOT's effort to rebuild the interstate bridge in record time. Ridley worked with the state Legislature when it passed several landmark pieces of legislation to improve transportation funding.

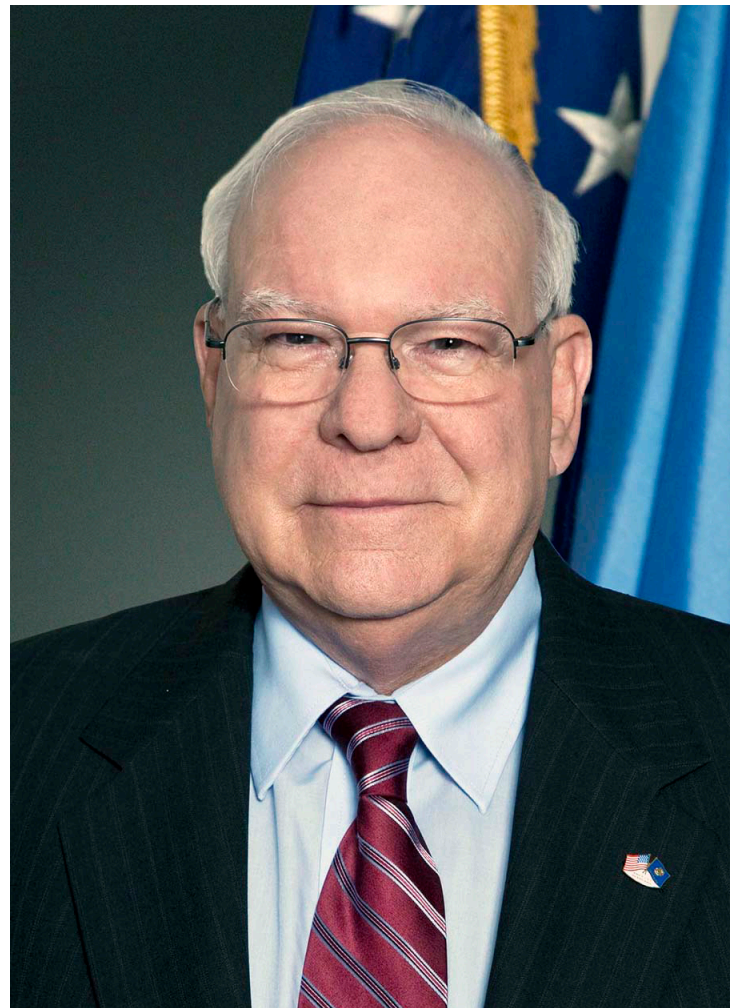
During his tenure, the number of bad bridges was reduced and safety features, such as life-saving cable barriers, became commonplace on Oklahoma's highways.

Ridley also improved the process of developing the department's Eight-Year Construction Work Plan. With funding increases for transportation, he was able to firm-up commitments made in the fiscally constrained plan, particularly those during the first three years. He also created ODOT's four-year Asset Preservation Plan aimed at maximizing the life of Oklahoma's infrastructure.

Ridley testified to Congress on several occasions about the challenges faced by state transportation officials. He also chaired the American Association of State Highway

and Transportation Officials committee that organized the 50th anniversary of the interstate highway system in 2006.

Ridley was a native of Chicago and a registered Professional Engineer. He was married to wife Eula, lived in Yukon and had two grown children and four grandchildren.



Transportation Cabinet Guiding Principles

Transportation 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.

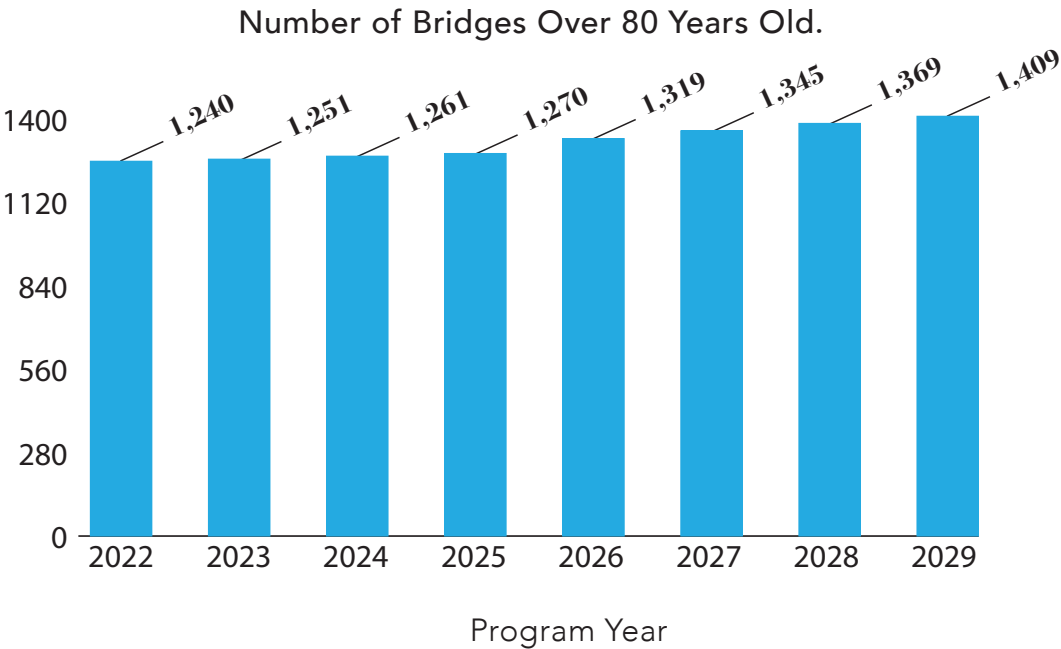
Progress on Strategic Objectives -

Sustain Less than 1% Structurally Deficient On-System Bridges

Oklahoma first broke into the Top Ten national bridge ranking in 2019 after nearly two decades of focused planning and effort as well as significant support from the Oklahoma Legislature to reverse the state’s 49th place in the nation for bridge conditions in 2004. At that time, 1,168 of the 6,800 state highway bridges, or 17 percent, of the structures maintained by ODOT were rated structurally deficient or poor condition.

The state highway system alone has more than 1,200 bridges that are 80 years old or older. It will take continued vigilance and effort to keep our infrastructure at a manageable level.

Bringing highway bridges into good condition and preserving them for the future allows the department to put more resources toward other priorities such as improving pavement conditions, adding shoulders to rural, two-lane highways and tackling urban traffic congestion.



Progress on Strategic Objectives -

Decrease Traffic Fatalities

The National Highway Transportation Safety Administration's region six, of which Oklahoma is a part, saw a 17% increase in fatalities in 2021. Increases in speeding, distraction, impaired driving, and fatalities in Oklahoma were also reported while seatbelt use has actually declined. If you didn't know, you reduce your risk of being a fatality by forty-five percent if you buckle up in a passenger vehicle and by sixty percent if you are in a light duty truck.

Through the use of continuing and new safety features, such as rumble strips, cable median barriers and public education, the department seeks to reduce the loss of the life on state highways. The department has embarked on a seatbelt usage campaign to help educate and encourage Oklahomans to buckle up.

Along with the seatbelt usage campaign the department has made the choice to modernize the current approach to educating and engaging Oklahoma's drivers, teens specifically, who are developing work zone driving habits for life. To date, the department is leading the nation with a new and continuing effort to modernize the engagement and education of thousands of lifelong Oklahoma drivers on the importance of being work zone safe. The goal is to give teen drivers the hands-on and online tools to become partners in work zone safety. These new teen drivers will then be recognized and rewarded for their commitment to being work zone safe.

The Work Zone Safe Program kicked off in June 2021 and is the shared commitment of Transportation and the Oklahoma Highway Safety Office. It is also a team effort of highway workers, contractors, first responders, educators, community leaders, agencies, and associations. The program is a free online course that takes 45-60 minutes for Oklahoma teen drivers 15-19 years old to complete. Over 12,000 Oklahoma teens representing more than 250 high schools have been educated on Work Zone Safety.

www.workzonesafe.com



WORK ZONE SAFE

A FREE and ONLINE work zone driving safety course for all Oklahoma teens ages 15-19

\$500 Monthly Scholarship

Every teen who completes this brief virtual training will be entered into a monthly \$500 scholarship from AOGC



60 Minute Jump Park Pass

Teens can take their course completion certificate to Edmond Sky Zone and redeem it for a free 60 minute jump pass

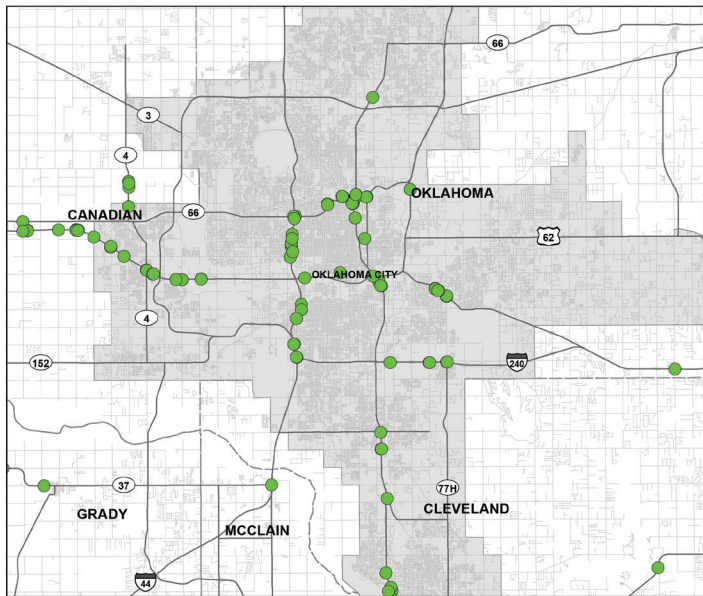
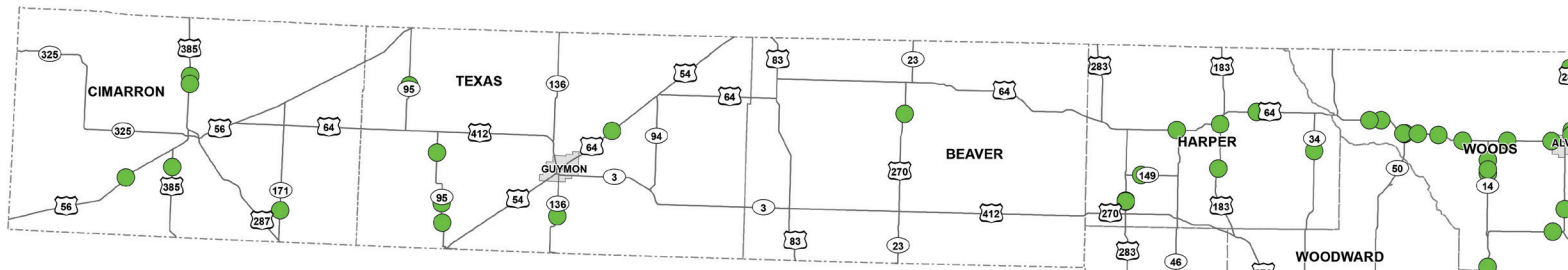
Safe Driver Discount

Cornerstone Insurance Group www.cigok.com Offers a Safe Driver Discount for teens who complete the course

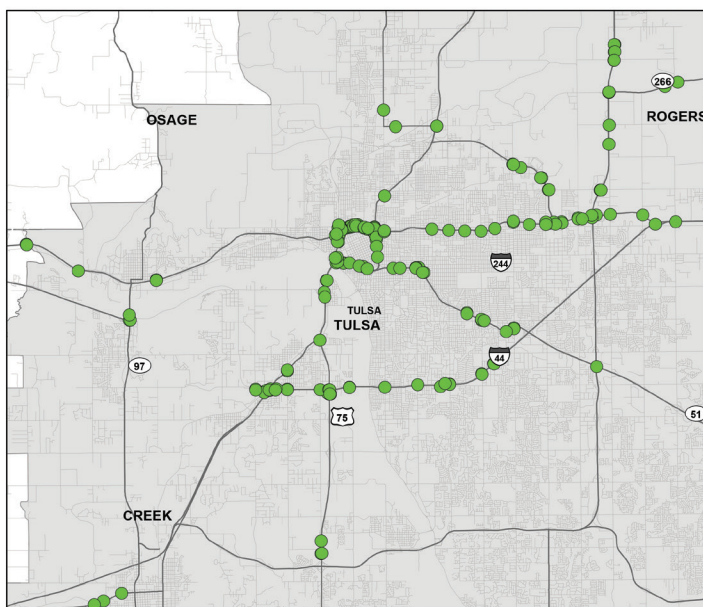
www.workzonesafe.com

In partnership with ODOT, OHP & AOGC

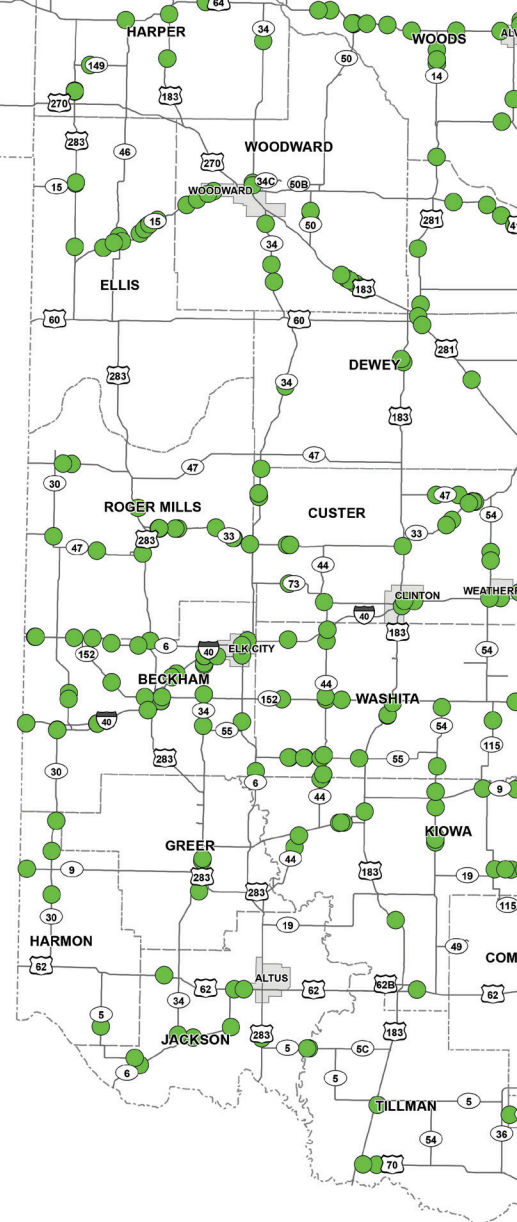




Oklahoma City Metro Area

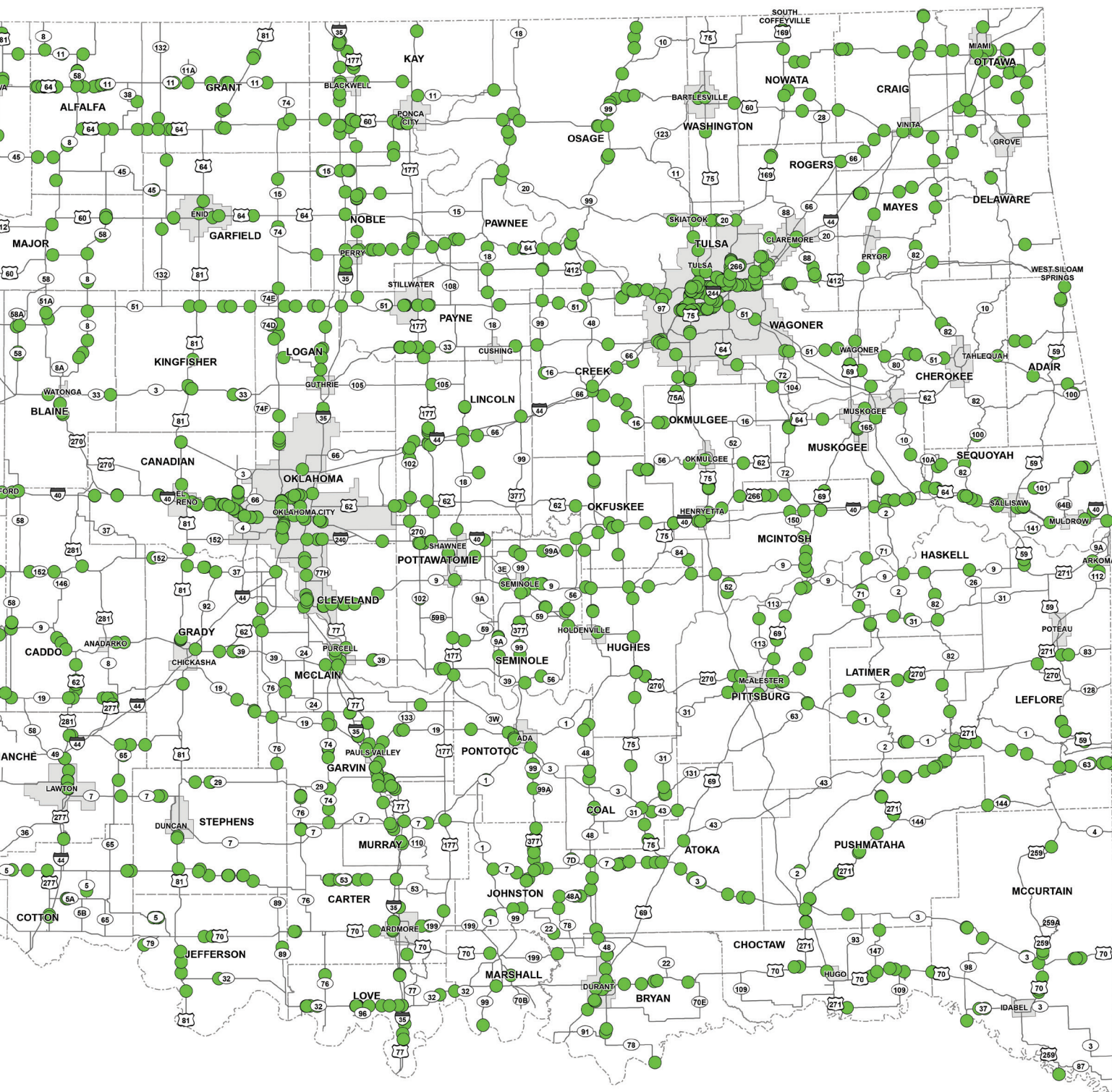


Tulsa Metro Area



**Completed or
Under Construction
Between January 2006
and October 2022**

- Replacements / Major Rehabilitation
- Highways
- Urban Areas
- Counties



Bridge Replacements/ Major Rehabilitation Projects (1,687)

State Highway System Bridges Only
NOTE: The information provided is generated from the National Bridge Inventory system. Some of the identified bridges are either under construction or have been recently constructed.

Decrease Traffic Fatalities Continued -

One 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. More than 5,075 reported hits on cable barrier have occurred over the last 5 years, each representing a potentially devastating cross-over accident that was avoided.

Another safety feature in use are centerline and edgeline rumble strips. Rumble strips are 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.

The Department has added more than 1,391 miles of centerline rumble strips as part of the Highway Safety efforts from 2019 through 2022.



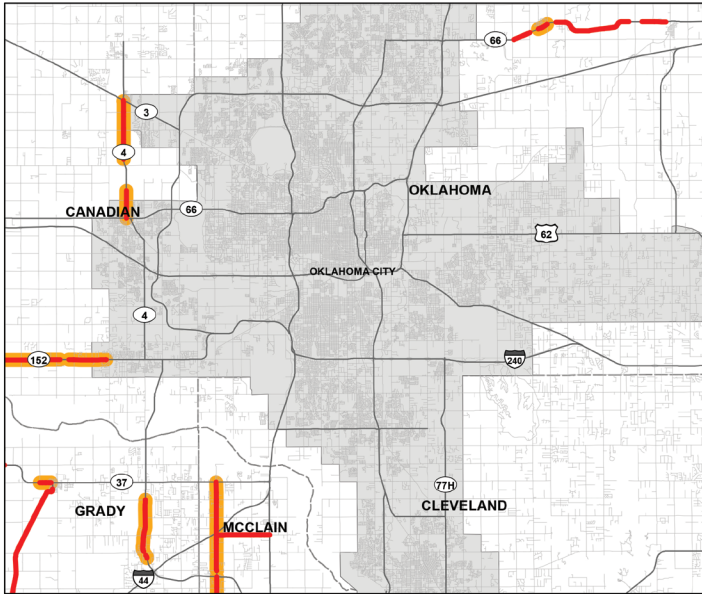
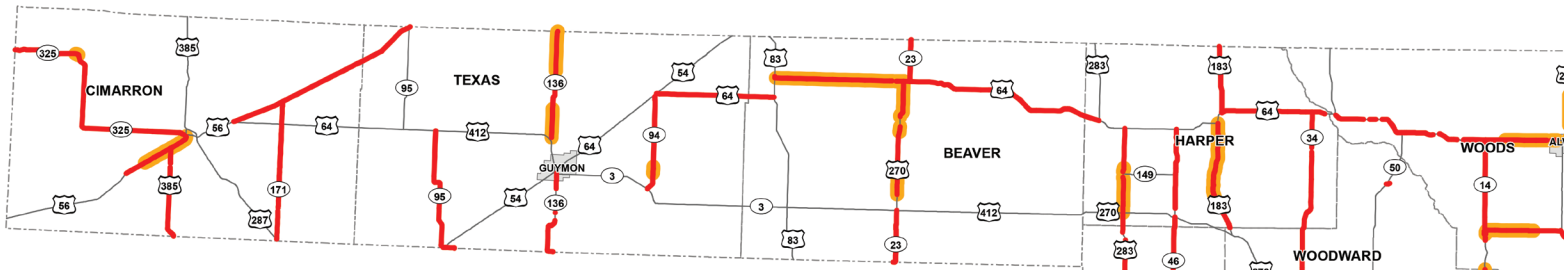
Progress on Strategic Objectives -

Decrease Miles of Rural Two Lanes with Deficient Shoulders

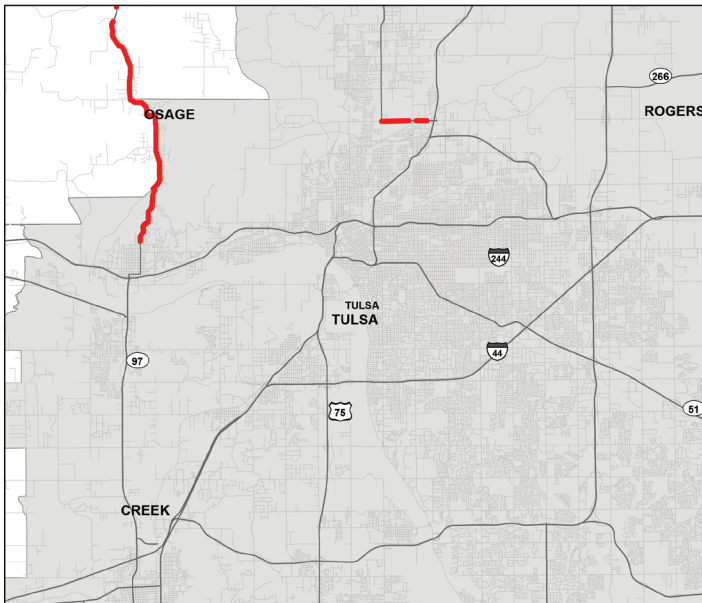
Oklahoma's rural nature and historically agricultural and energy-based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. About 5,273 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 current 8 year Construction Work Plan contains just under 1,100 miles (1,093) of improvements to rural two-lane highways with deficient shoulders representing one of the largest investments areas in the workplan, which will significantly reduce severe accidents and fatalities from vehicle roadway departures and the resulting overcorrections.



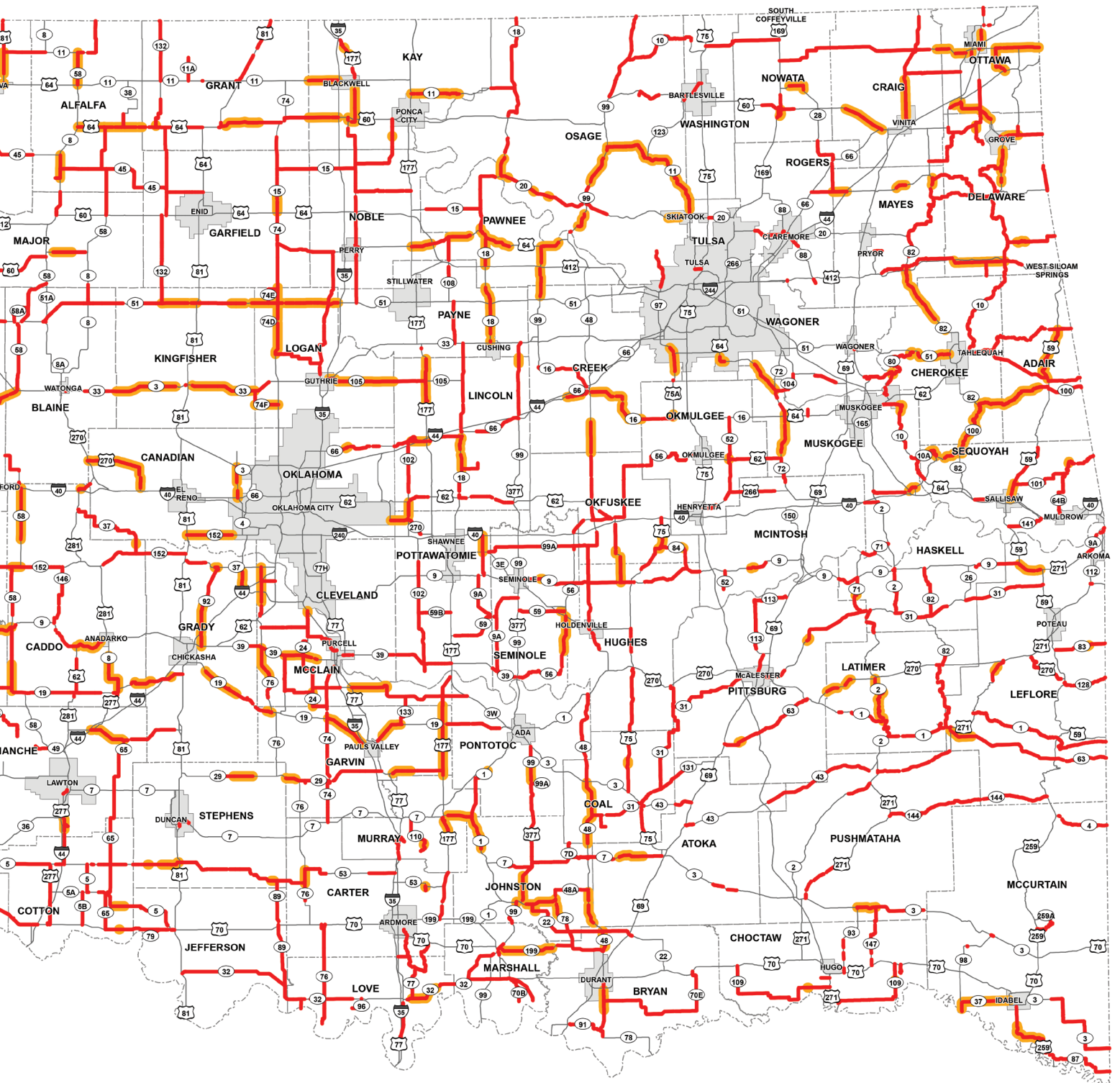


Oklahoma City Metro Area



Tulsa Metro Area

- 2 Lane Highways With Deficient Shoulder (5273 mi)
- Work Plan Construction (1591mi)
- Highways
- Urban Areas
- Counties



Two-Lane Highways
Without Paved
Shoulders



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 3.93% or 1,192 lane miles of the 30,291 lane miles of highways rate poor. The latest reporting shows more than 758 miles of fair or poor condition roadways improved to good condition as a result of ODOT's maintenance and construction activities. 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 2021 was 54.02 million miles (72 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 616 miles of our 673 miles of interstate pavement have had significant rehabilitation or reconstruction since 2003 and an additional 293 miles are included in the Federal Fiscal Year 2023 through 2030 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.



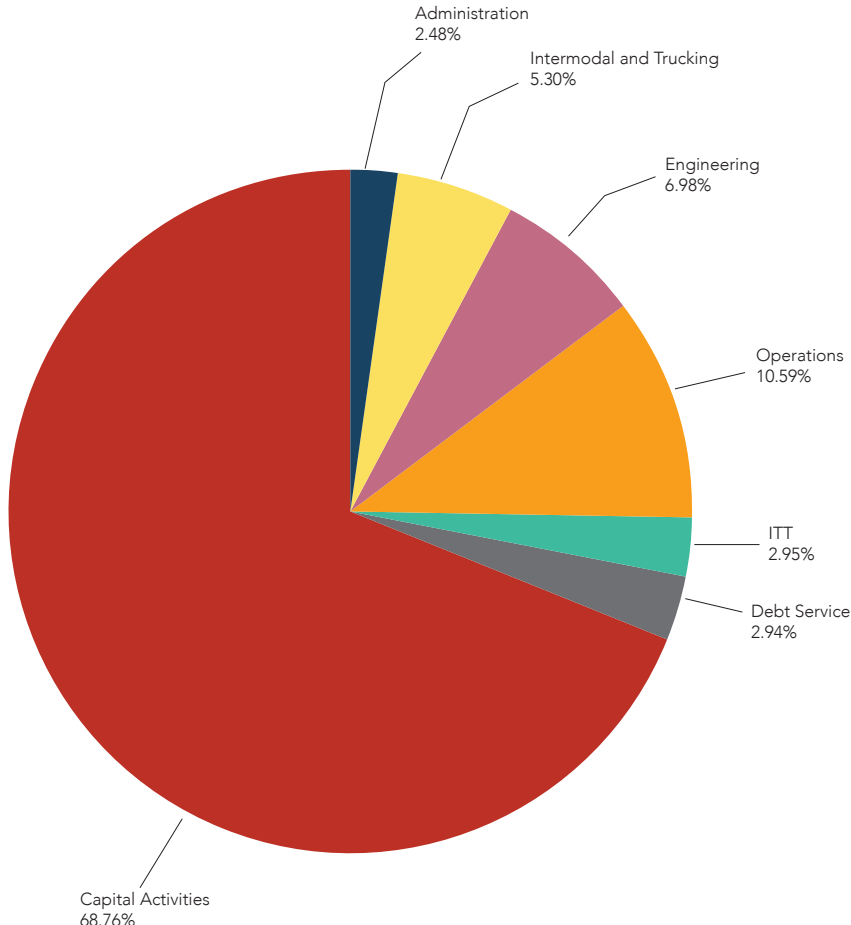
Funding

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.

Beginning in SFY 23 the ROADS cap increased 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.

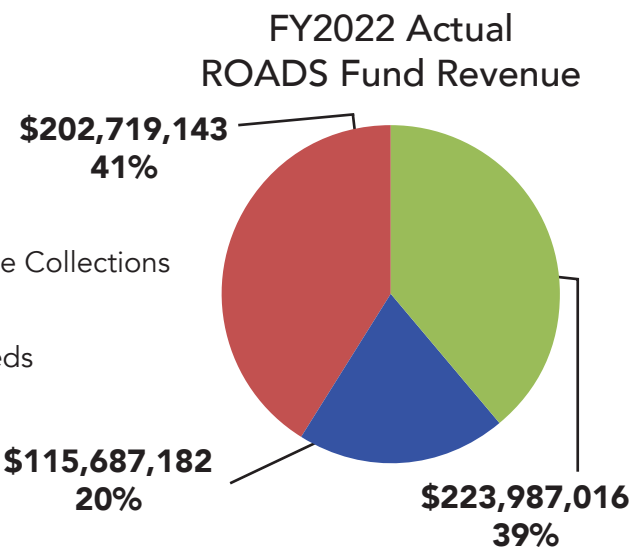
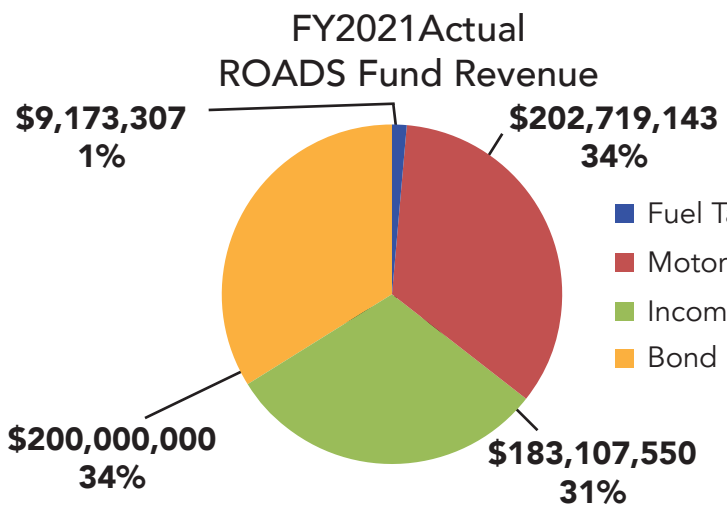
In addition, the County Improvement for Roads and Bridges (CIRB) Fund, as administered by the department, was incrementally increased over time to 20 percent of motor vehicle registration fees and capped at \$120 million beginning in SFY 2016. As part of the cap, \$30 million is transferred to the counties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

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.

State Bond Program		Outstanding Principal as of June 30, 2022	State FY 2023 Debt Service
2009B		\$ 24,485,000.00	\$ 13,336,482
2016		\$ 138,495,000	\$ 15,103,150
2020A		\$ 55,405,000	\$ 17,765,250
2020B		\$ 164,040,000	\$ 9,945,294
2020C		\$ 16,270,000	\$ 5,532,425
TIFIA		\$ 43,281,728	--
		\$ 441,976,728	\$ 61,682,601
GARVEE- Federal Program			
2018		\$ 49,810,000	\$ 5,995,500

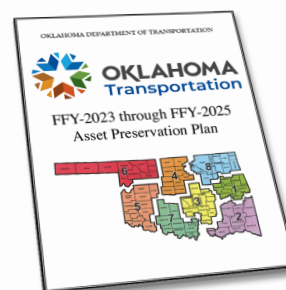
Investment Strategies

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 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 based on a conservative funding model based on federal funding levels and state funding based on the budgetary commitments of the Legislature.





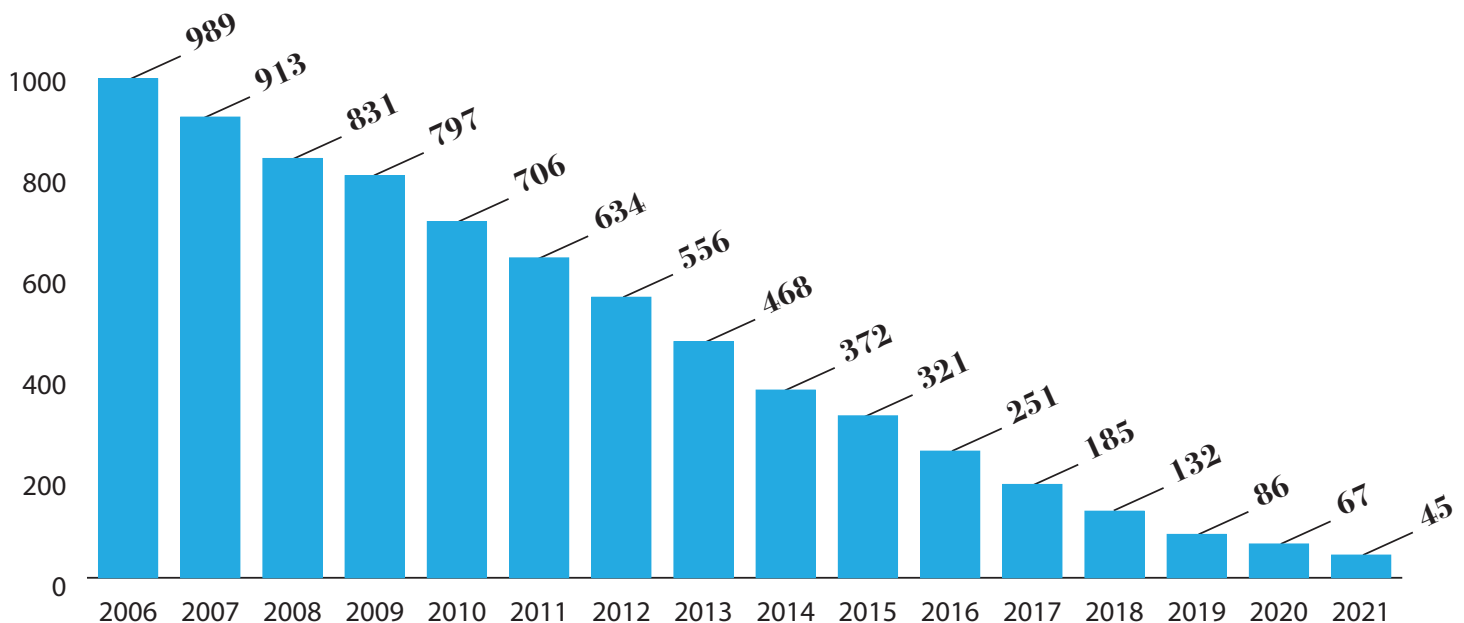
Achieving Excellence

Major Events & Accomplishments

Oklahoma climbs to No. 5 in the nation for good highway bridge conditions

The results are in and Oklahoma's state bridges continue to shine in a national ranking for good bridge conditions. Bridge reconstruction projects and repairs made in 2021 helped move Oklahoma up to No. 5 in the nation for the first time. Oklahoma moved ahead of Texas to claim the No.5 ranking for 2021 after coming in at No. 7 in 2020 among states with the lowest percentages of structurally deficient bridges on the highway system, according to the most recent inspection data from the Federal Highway Administration analyzed by the Oklahoma Department of Transportation.

Today, 45 highway bridges rate as poor, meaning fewer than 1 percent of all highway bridges are structurally deficient. All of these remaining bridges are programmed in ODOT's Eight-Year Construction Work Plan for replacement or major rehabilitation by 2029.



Efficiency & Shared Services Efforts

The Transportation Cabinet continues 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.

Over the past year, numerous initiatives and implementation efforts have been underway, leading to more efficient and even in some instances shared services. An example, the department began hosting two bid openings a month, one for the department and one for the turnpike authority (as needed) allowing for a more efficient shared service. Beginning in 2023, the department will continue hosting two bid openings each month, but they will not be separate. The two bid openings will have the potential to have projects from both agencies.

Another example, along with processing payroll for the authority as a shared service, the department was the first large state agency to process payroll under the new Workday system and provided technical assistance through training manuals to multiple agencies. This accomplishment came with a few Governor Commendations for some of the department's HR staff.

The department has been working hard on decreasing the facility footprint across the state, along with process improvements that save time and money, continuing to go paperless with files and reports, project bundling as well as making sure that the surplus property continues to be reinvested back into the infrastructure. The latest savings from just those mentioned is approximately \$7 million.

Over time, the Transportation Cabinet will create additional efficiency opportunities 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.



Receiving a Governor's Commendation for their dedication to implementing Workday are Keith Stout, operations manager; Elizabeth Blais, talent manager; Carrie Stiefel, HR specialist; Lyndsey States, HR specialist; and Melissa Jolly, HR specialist.



Freight Transportation in Oklahoma

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. These modes include: 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.

The Oklahoma Department of Transportation analyzes freight flows within, through and into and out 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.

Total freight flow volumes, by mode, indicates several points as follows:

- The largest total freight volumes, for all modes combined, occur in the north-south corridor that includes the I-35 truck corridor and the BNSF Railway corridor. Those volumes are greatest between the Texas border and north-central Oklahoma, where some of the volumes are dispersed in east-west directions.
- Rail freight flows are predominantly in the north-south direction.
- A total of 519.3 million tons, or 63.7% of all the state's freight traffic, flows through Oklahoma. The remaining 36.3% is freight that is inbound, outbound, or occurring within the state.
- Most of Oklahoma's freight, 59.7% of total tonnage, is transported by truck.





Trucking

Oklahoma's Major Corridors

Highways that have consistent truck volumes at or above 5000 vehicles per day or represent 40% or more of the total traffic are considered high-volume truck corridors.

- I-40 truck volumes outside of the Oklahoma City metropolitan area are in the range of 6,000 to 8,000 freight vehicles per day. In the rural parts of the state, trucks are a larger percentage of total vehicles; in some locations one of every two vehicles on I-40 is a truck. I-40 truck volumes in central Oklahoma exceed 10,000 vehicles per day.
- I-35 truck volumes increase from north to south, with the peak in the Oklahoma City metropolitan area.
- 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 6,500 trucks per day with the highest volumes in Pittsburgh County southwest of McAlester.
- US-64 and US-287 in the Oklahoma panhandle serve commercial carriers traveling between Texas, Kansas, New Mexico and Colorado. Trucks comprise more than half of all vehicles on these roadways.



Ports of Entry

In 2008, the Oklahoma Department of Transportation, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority announced a partnership effort to upgrade Oklahoma's port of entry facilities. These ports of entry facilities are where commercial motor vehicles enter into the state and pass through a credential and safety inspection checkpoint. Using an estimated \$81 million in funding originating from the Oklahoma Petroleum Storage Tank Release Indemnity Program, as provided by the Corporation Commission, \$11 million from the Turnpike Authority and \$4 million from ODOT, the department set a goal of developing several new port of entry facilities at key points on Oklahoma State lines.

Four ports of entry have been completed to date. The ports of entry on I-35 in Kay County at the Kansas state line and on I-40 in Beckham County at the Texas state line were the first to be completed in 2012. A third port of entry was put

into service in 2015 on I-40 in Sequoyah County at the Arkansas state line. In 2017 the fourth port of entry was opened in Love County.

Illegally loaded or operated trucks have an adverse impact on the condition of our transportation system and on the safety of the traveling public. These state-of-the-art facilities establish the front line necessary to create a safer and more responsible freight transportation environment on the highway system. By closely monitoring freight ingress at the state line, the appropriate state agencies can better enforce vehicle and freight laws and regulations, ensure proper truck registration, operation and permitting and enforce weight and size regulations.

Oversize/Overweight Truck Routing and Permitting System

The state legislature met with ODOT and DPS in 2008 and determined that improving the existing oversize/overweight permitting and routing process was a priority. In response, ODOT and DPS initiated a joint project to develop a system that provides carriers with the ability to submit a standard permit request via the internet at any time of day, generate a safe route and automatically pay for and receive the permit electronically. In 2022, HB 4008 transferred the administrative functions of the size and weight permitting process to the Department of Transportation. The transfer now places the permitting process in the agency most impacted by oversize and overweight loads, which provides a greater level of oversight to ODOT. Oklahoma Highway Patrol will still be engaged in the process of providing escorts for properly permitted oversize and overweight loads.

In 2022, 168,082 permits were issued. Seventy five percent of the permits were in the customer's hands in less than five minutes, as compared to a typical 24-hour turnaround prior to the inauguration of the automated system. Since the system is 24 hours/7 days a week, it provides customers with working options on weekends and late hours of the day, even when state offices are closed.

The current statewide focus on improving structurally deficient bridge infrastructure also has a direct effect on both legal and permitted loads. In recent years, the department has reduced the number of structurally deficient

bridges from 1168 in 2004 to 45 in 2021. ODOT is now #5 in the nation for structurally deficient bridges as of 2021. The goal is to have ODOT's highway bridge inventory at a manageable level of less than one percent structurally deficient. Load posted or deficient bridges present significant and costly obstacles to the conduct of business and commerce for trucking in Oklahoma. The focus on bridge infrastructure ensures that highway structures are in a condition that can support the safe and efficient travel for both legally loaded trucks and permitted loads in all areas of the state.



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.

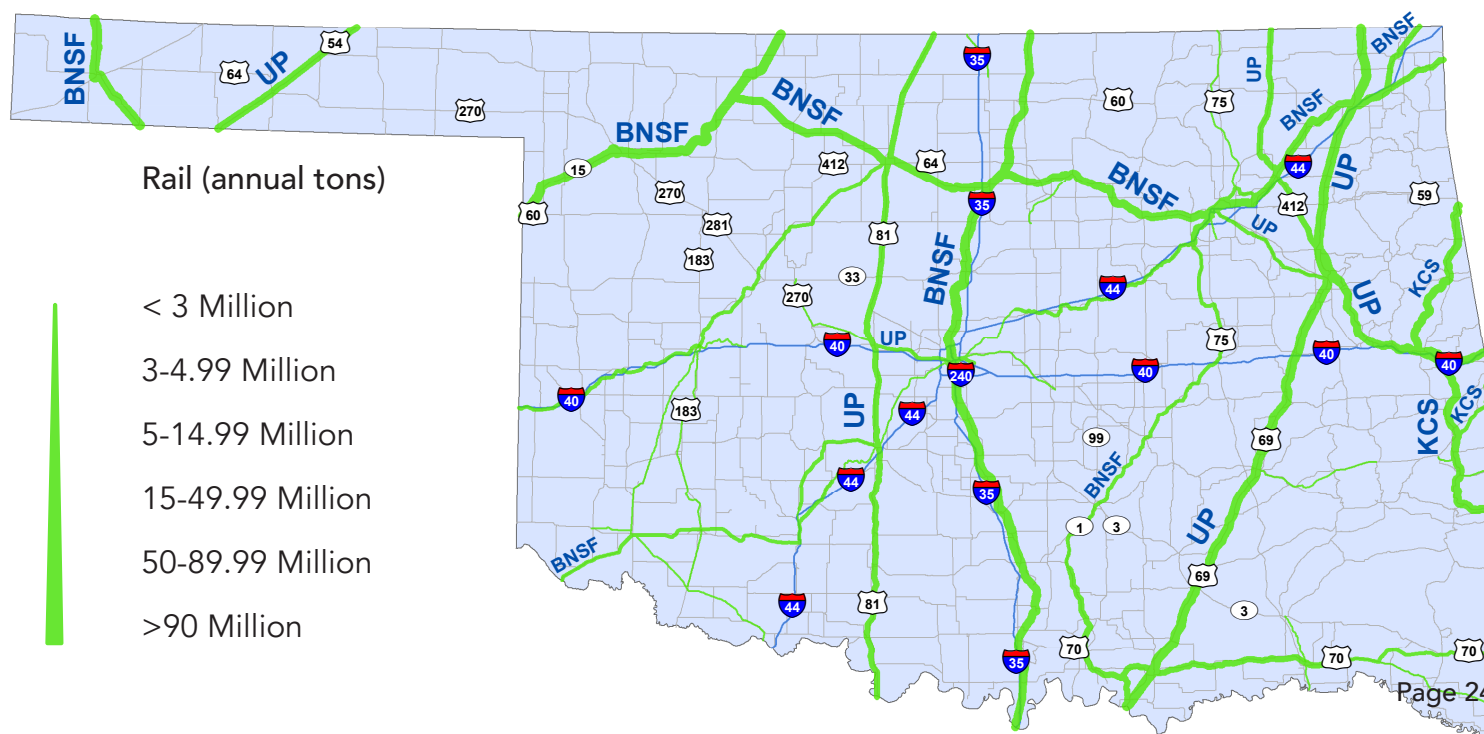
With the sale of the Sooner Sub rail line, ODOT announced a \$100 million initiative to accelerate safety projects at railroad crossings statewide. State budget reductions in 2016 have subsequently limited the program to \$75 million. Since kicking off the safety initiative in October of 2015, the Transportation 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 volumes are the heaviest in the corridor on the Burlington Northern Santa Fe Railway (BNSF) line in the northwestern part of the state and on the north-south BNSF route in the central part of the state, both carrying between 50 and 100 trains per day. The next highest train traffic volumes are shown on the Union Pacific Railroad (UP) lines, one parallel to US-81 north to south through the central part of the state and another in the eastern part of the state roughly paralleling the US-69 corridor.

Rail freight traffic is projected to grow significantly during the next few decades. The number of trains on some corridors is expected to double 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.

In addition to the BNSF and the UP, the Kansas City Southern Railway Company is the third Class I railroad operating in Oklahoma. Additionally, Oklahoma has 18 Class III carriers.



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 MKARNS celebrated its 50th Anniversary on June 5th, 2021. ODOT placed new signs at all eleven highway and turnpike bridges over the MKARNS in Oklahoma to help highlight the waterway below and celebrate its 50 years of service.

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.

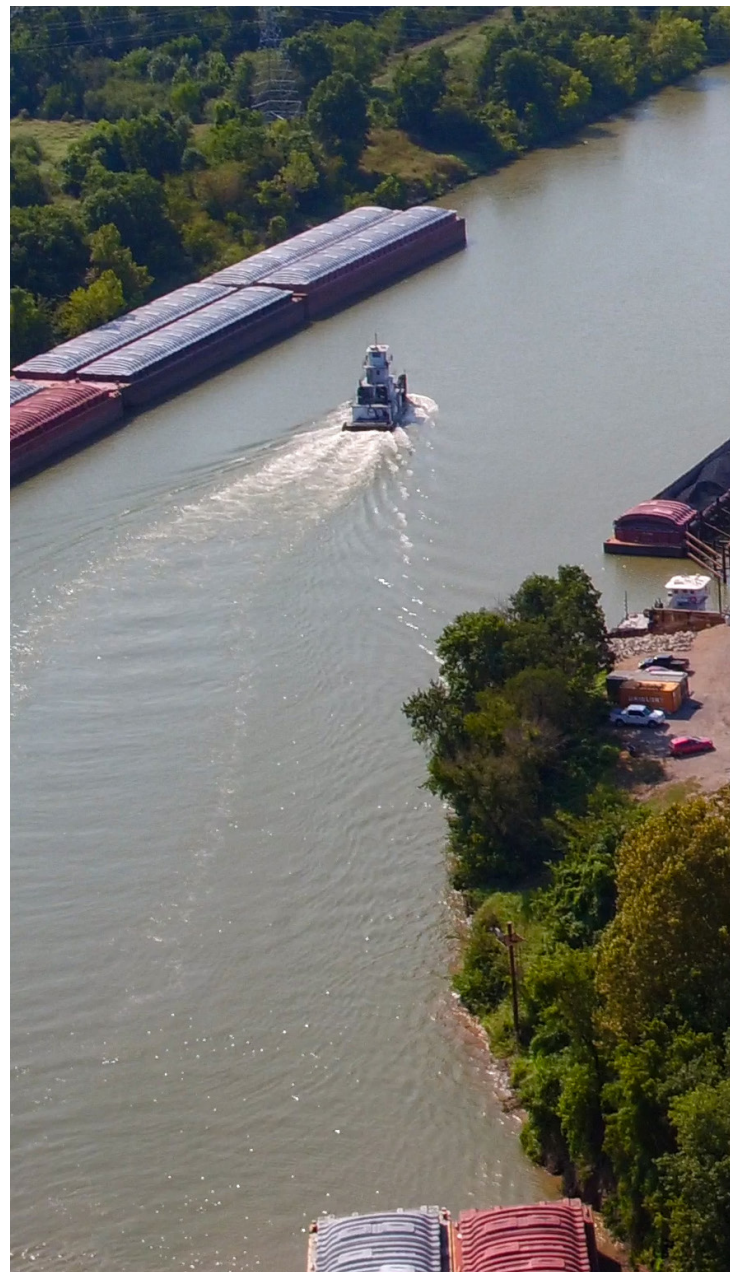
There are two hydropower plants with a total of seven power generating units on the MKARNS in Oklahoma benefiting approximately 700,000 end users that provide clean energy. A portion of the revenues is applied to the operations, maintenance and construction costs and the rest is deposited into the U.S.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

SYSTEM PRIORITIES UPDATE:

2022 was a great year for federal investment in the MKARNS. Robust funding was included for the MKARNS in the Infrastructure Investment and Jobs Act (IIJA), Corps Spend Plans; the FY2022 Corps Work Plan; and the

President's FY2023 Budget Request. This included:

- \$109.2 million (BIL) & \$96.85 million (FY2022 Work Plan) for the Three Rivers Project, funding the project to completion. This has been the MKARN's TOP priority.
- \$92.6 million for the MKARNS 12 ft Deepening Project
- \$27.8 million in FY2022, and \$15 million in FY2023 for Oklahoma and \$72.3 million in FY2022, and \$62.7 million in FY2023 for Arkansas in Operation & Maintenance (O&M) funds to address the Backlog of Critical Maintenance (currently at \$300 million)



INLAND WATERWAY FREIGHT TRANSPORTATION

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 Intracoastal 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 CY15.

The 202 tonnage transported on the Oklahoma segment was 4.9 million tons (valued at \$2.2 billion), which would require as many as 195,847 equivalent trucks to move on Oklahoma's highways, interstates and bridges. The system as a whole transported 10.9 million tons (valued at \$4.1 billion), which would require as many as 412,891 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 all modes of transport, including truck, rail and waterway. Shipping rates of all modes are reduced by 15 percent due to the competition the system provides. Fuel use and CO2 emissions are reduced by 40 percent compared to rail and 270 percent by truck.

PORTS

There are 31 terminal facilities along the MKARNS within Oklahoma; however, most facilities are clustered along the Ports of Catoosa and Muskogee. The Port of Catoosa and the Port of Muskogee are the two public ports on the Oklahoma segment of the system. They both have rail access in and out of their industrial parks where industries lease property from the ports and ship liquid, bulk materials and project cargo from across the globe. Both public ports have designated Foreign Trade Zones and have served over 44 countries. Oakley's Port 33 is the largest private port located 13 river miles downstream from the Port of Catoosa. The other ports and terminals in Oklahoma include Consolidated Grain and Barge located within Oakley's Port 33, the Port of Dunkin and Webbers Falls; Frontier Terminal and Georgia Pacific, LLC (located downstream from the Port of Muskogee) and Livestock Nutrition at the Port of Keota. The main commodities being shipped include: iron and steel, chemical fertilizer, other chemicals, petroleum products, coal & coke, sand, gravel and rock, soybeans, wheat, other grains, forest products/minerals, miscellaneous, farm products/minerals and project cargo such as manufacturing equipment or machines that are generally too large to ship by rail or truck.

The port facilities are able to transfer cargo quickly and easily to the next mode of transportation. Oakley's Port 33 and the Port of Keota have their own harbor towboats for barge movement, while the two public ports also have internal rail tracks with locomotives for rail switching within the ports for the mainline railroads, in addition to the harbor towboats. Additionally, the Port of Catoosa handles services to and from pipelines. Both public ports are located within 12 miles of the airports in their respective cities. Most ports have direct access to several interstate, state highway, and/or turnpike facilities.



Tulsa Ports

The Tulsa Port of Catoosa 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 Port of Catoosa include manufacturing, distribution, and processing of goods. The Port has five public terminals including a general dry cargo dock, roll-on/roll-off low water wharf, dry bulk terminal, grain terminals and the 6 liquid bulk terminals are all privately owned and operated. The Port owns three locomotives for its 12-mile short-line railroad system that serves the terminals and private industries. The Port also owns two switch-boats that move barges between docks. The Port of Catoosa is served by various nationwide trucking shippers, and averages over 1,000 trucks per day. There is easy access on and off of I-44 and SH-169. Class I railroads serving the Port include Burlington Northern Santa Fe directly, and Union Pacific Rail Road through a short-line switch on the South Kansas and Oklahoma Railroad. The nearby Tulsa International Airport provides freight cargo shipping.

- In 2019, The Tulsa Port of Catoosa acquired 2,000 acres in Inola, OK as part of a land transfer from Public Service Company of Oklahoma, with plans to develop the site to attract large-scale economic development projects.
- In 2020, The Tulsa Port of Catoosa announced a new logo and brand, "Tulsa Ports," with locations in both Catoosa and Inola, Oklahoma

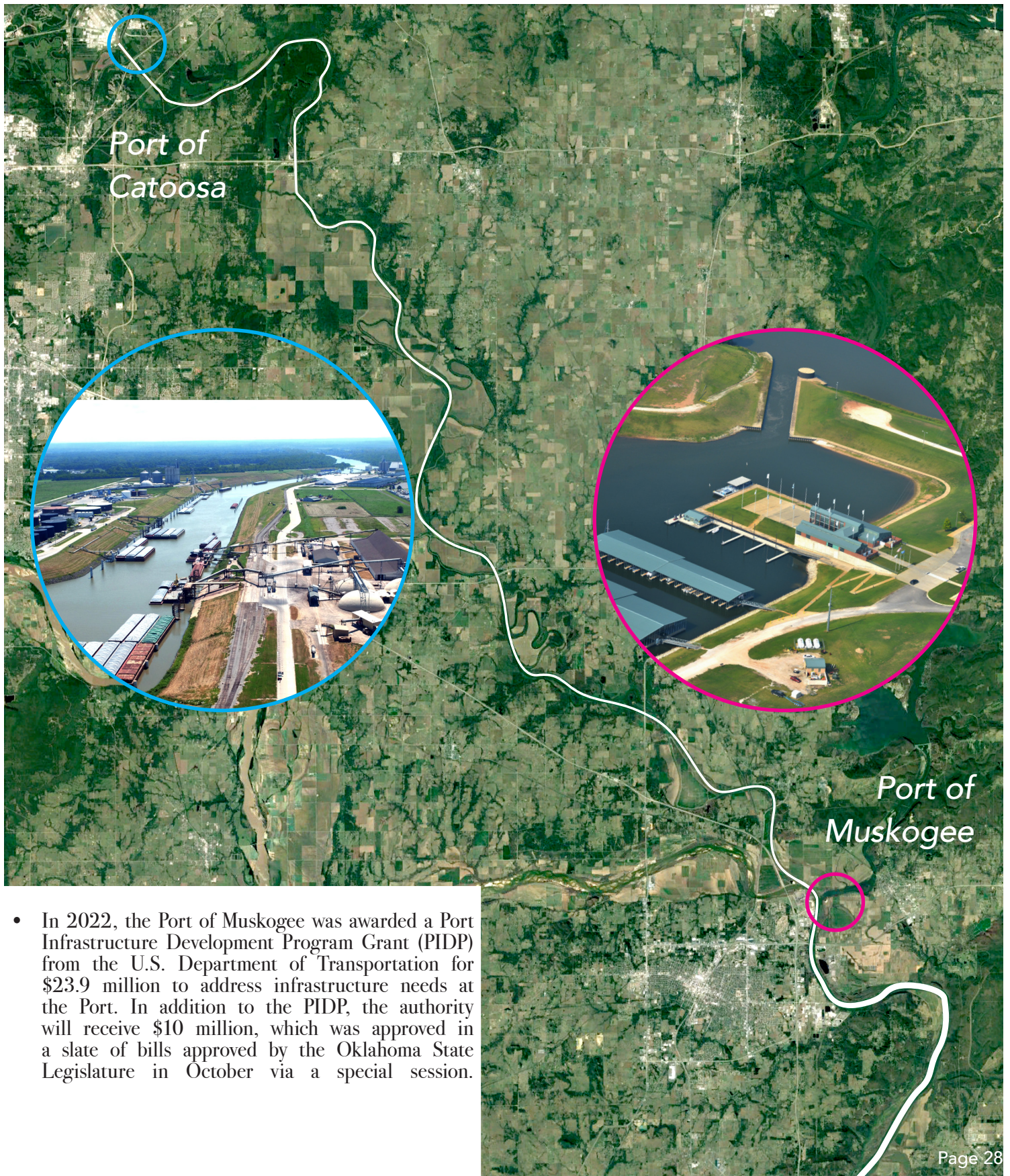
- In 2020, Tulsa Ports was awarded a \$6.1 million grant from USDOT for the Inola Industrial Park Rail Switching Enhancement Project through Infrastructure for Rebuilding American (INFRA) program. ODOT committed \$600,000 in matching funds to this project.

Port of Muskogee

The Port of Muskogee lies in the City of Muskogee and provides industrial park facilities with access to multiple modes of transportation. There is the Port Industrial Park with 144 acres of industrial park land and the Port of Muskogee/John T. Griffin Industrial Park with 117 acres. Industrial roads connect the Port to the Muskogee Turnpike and SH-165. The Turnpike and SH-165 provides access to US-69, which provides access to I-40 and I-44. Commercial trucking companies that serve this Port include J.B. Hunt, Yellow Freight, Dalworth Trucking, Arrow Trucking, Oakley.

- In 2022, the Port of Muskogee board of directors authorized the execution of a grant acceptance agreement with the U.S. Department of Transportation. The grant, known as the Better Utilizing Investments to Leverage Development (BUILD) grant, totaled \$5,789,210 and will go toward rail access improvements at the Port of Muskogee. These improvements include track upgrades, expansion and realignment to meet current Class I railroad safety standards; State Highway 16 highway-rail grade crossing modernization; and approximately 11,900 feet of additional track to expand the capacity of the Port's existing marshalling yard.





- In 2022, the Port of Muskogee was awarded a Port Infrastructure Development Program Grant (PIDP) from the U.S. Department of Transportation for \$23.9 million to address infrastructure needs at the Port. In addition to the PIDP, the authority will receive \$10 million, which was approved in a slate of bills approved by the Oklahoma State Legislature in October via a special session.

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.



Rural and Urban Public Transportation

When the topic of public transportation in Oklahoma comes up, most people envision a large bus that runs up and down the street of an urban city, but this is just part of the big picture. Many of the rural public transportation operators in Oklahoma provide services that use both Americans with Disabilities Act (ADA) and standard mini-vans and buses. Just as the vehicles are different in urban and rural areas, so too is the funding structure. Those funding sources include federal, state, private and nonprofit sources and local funding.

In Oklahoma, 20 rural public transportation systems operate in 75 of the 77 counties statewide. Cimarron and Beaver counties do not currently have countywide transportation service. In fiscal year 2021, these rural transit systems provided more than 1.6 million trips. Thirteen percent (13%) of those trips were made by persons who are elderly or disabled.

Funding Rural Transit

The financial assistance programs that are administered by ODOT's Office of Mobility & Public Transit include funding from the federal government and from Oklahoma's Public Transit Revolving Fund. In fiscal year 2022, the federal Rural Area Formula Grant Program (Section 5311) provided nearly \$21 million in formula funding for public transportation services in Oklahoman's rural areas. The state's Public Transit Revolving Fund provided \$6.97 million to Oklahoma's rural transit programs.



Urban Public Transportation

Urban public transportation systems serve communities with populations of 50,000 or more. In Oklahoma, urban public transportation providers are currently operating in Oklahoma City, Tulsa, Edmond, Norman and Lawton. Its services include transportation for the general public, along with a more specialized service for those citizens who are elderly and/or have a disability. The Fort Smith, Arkansas metropolitan area includes portions of Sequoyah and LeFlore counties in eastern Oklahoma. Edmond CityLink receives urban funding as a portion of the funding received by Oklahoma City. The federal Urban Area Formula Grant Program (Section 5307) provided \$25.08 million in fiscal year 2022 funds to urbanized areas in Oklahoma. The Federal Transit Administration apportions this amount based on the percentage of population attributable to the states in the urbanized area, as determined by the latest census. The state's Public Transit Revolving Fund provided \$2.5 million to Oklahoma's urban public transit programs.



Oklahoma Transit Providers

<i>Urban:</i>
EMBARK
Tulsa Transit
Citylink Edmond
City of Norman
Lawton Area Transit System (LATS)
<i>Tribal:</i>
Cheyenne & Arapaho Transit Program
Muscogee (Creek) National Tribal Transit
Chickasaw Nation Transportation Services
Choctaw Nation Tribal Transit
Comanche Nation Transit
Kiowa Fastrans
United Keetoowah Band Transit
Citizen Potawatomi Nation Tribal Transit
Seminole Nation Transit
White Eagle Transit

<i>Rural:</i>
First Capitol Trolley
OSU/Stillwater Community Transit System
Muskogee County Public Transit Authority
Central Oklahoma Community Transit System (COTS)
Cherokee Strip
Cimarron Public Transit System
Enid Transit
JAMM Transit
KO BOIS Area Transit System
MAGB Transportation
Pelivan Transit System
Red River Public Transportation Service
Southern Oklahoma Rural Transit System (SORTS)
Beaver City Transit
Call A Ride Public Transit
Delta Public Transit
Little Dixie Transit
Southwest Transit
The Ride (City of Guymon)
Washita Valley Transit

What is Active Transportation?

Active Transportation describes all human-powered forms of travel, such as walking, cycling, etc. 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. This has created a unique opportunity to work more closely with transit providers, and Councils of Governments in a different way to fully understand the potential barriers to users of active transportation, and to develop the first ever Oklahoma Statewide Active Transportation Plan.

- Continuing to implement the Americans with Disabilities Act (ADA) Transition Plan and updating existing sidewalks and access points to ADA standards
- Route 66/SH 66 was designated as a United States Bicycle Route in Spring 2022. .
- First ever Oklahoma statewide Active Transportation Plan is still in the works. Additional info can be found at: <https://www.okatp.org/>
- 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.

Bicycle and Pedestrian Efforts

Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, bicycle routes, and sidewalks. The planning and implementation of bicycle and pedestrian improvements are typically completed at the local government level, and/or through a Metropolitan Planning Organization (MPO). ODOT continues to work in cooperation with local governments to enhance bicycle and pedestrian facilities. Funding for these bicycle and pedestrian improvements is almost always from a combination of federal, local and private and/or non-profit sources. The following policies and strategies/action items (Table 11-6) seek to enhance the bicycle and pedestrian facilities and improve modal choices in the State of Oklahoma.



1. Establish a vision to support bicycle and pedestrian modal choices and promote healthy affordable modes of transportation. <i>(Updated Policy)</i>
<ul style="list-style-type: none"> a. Continue to pursue opportunities to bring state highways in small communities into compliance with the Americans with Disabilities Act. <i>(Existing)</i> b. Incorporate bicycle facility design standards into the next version of the ODOT Roadway Design Manual. <i>(Existing)</i> c. Develop a statewide bicycle plan that emphasizes safety and builds and expands upon the work of the Metropolitan Planning Organizations. <i>(Updated)</i>
2. Improve modal choices and safety by incorporating pedestrian and bicyclist facilities in accordance with approved design standards. <i>(Updated Policy)</i>
<ul style="list-style-type: none"> a. Continue to provide pedestrian signals, warning beacons, signage, striping, and lighting at intersections of state routes with high-volume pedestrian crossings. <i>(Updated)</i> b. Support inclusion of bicycle and pedestrian facilities into new and renovated intermodal facilities and connection points, such as train depots, bus terminals, etc. <i>(Existing)</i> c. Support efforts by local governments, public transit providers, passenger rail systems, and others to expand and improve bicycle ways and walkway connections. <i>(Updated)</i> d. Assess and respond to needs for pedestrian and bicycle infrastructure on or adjacent to state highways concurrent with related highway improvements, and as a part of the project development process. <i>(Updated)</i> e. Inform bicycle/pedestrian community about coordinating with the state's bicycle and pedestrian coordinator and about the public involvement process. <i>(New)</i>
3. Promote and support public information outreach and education regarding safe and accessible transportation routes for bicyclists and pedestrians. <i>(New Policy)</i>
<ul style="list-style-type: none"> a. Continue to educate communities about sidewalk and trail requirements associated with the Americans with Disabilities Act. <i>(New)</i> b. Promote statewide and local-area education programs to make transportation users aware of pedestrian and bicyclist rights and responsibilities. <i>(Existing)</i> c. Support efforts by health departments, educational facilities, and public safety agencies to provide bicycle and pedestrian safety lessons/workshops. <i>(New)</i> d. Encourage local communities that are planning or constructing new facilities for pedestrians and bicyclists to seek technical support from the state's bicycle and pedestrian coordinator. <i>(Existing)</i>

Passenger Rail Transportation in Oklahoma























The Heartland Flyer is a favorite among Amtrak passengers. The route between the Santa Fe Depot in Oklahoma City and the Fort Worth inter-modal Transit Center is 206 miles. Intermediate stops on the route are Norman, Purcell, Pauls Valley and Ardmore in Oklahoma and Gainesville in Texas. The Heartland Flyer is a state-sponsored, Amtrak-operated train with Texas and Oklahoma sharing support of this service. The southbound Heartland Flyer is designated as Amtrak train #821 with the northbound being #822.

The Heartland Flyer departs Oklahoma City at 8:25 a.m., arriving at Fort Worth mid-day. The train returns to Oklahoma City in the evening. Amtrak operates daily under Section 403(b)3 of the Rail Passenger Service Act (RPSA) states and other governmental agencies are permitted to partner with Amtrak to operate passenger trains of local interest. Under these provisions, Amtrak operates the service but is reimbursed a reasonable share of the service's loss by the sponsors, ODOT and TXDOT.

Current Amtrak policy is to charge 100 percent of deficits to the sponsor. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) further refined the local sponsorship provisions by requiring Amtrak to establish a "standardized methodology for establishing and allocating the operating and capital costs" for the locally sponsored services.

ODOT is working with KDOT on getting the Heartland Flyer to Newton, KS to end the Amtrak cul-de-sac in Oklahoma City. KDOT is leading the charge and the department have started a Service Development Plan in the Spring of 2022 before the formal announcement of the FRA Corridor ID Program to identify State Supported Route corridors that will be eligible for federal funding. Kansas, Texas and Oklahoma have collaborated to apply for the Corridor ID Program and are actively involved in acquiring these new Federal funding opportunities.

HEARTLAND FLYER

821		◀ Train Number ▶					822	
Daily		◀ Normal Days of Operation ▶					Daily	
 		◀ On Board Service ▶					 	
Read Down	Mile			Symbol		Read Up		
8 25A	0	Dp	Oklahoma City, OK (CT)	  QT	Ar	9 23P		
8 49A	20		Norman, OK	 		8 48P		
9 06A	35		Purcell, OK	 		8 31P		
9 31A	57		Pauls Valley, OK	 		8 05P		
10 23A	102		Ardmore, OK	 		7 12P		
11 05A	141		Gainesville, TX	 		6 31P		
12 23P	206	Ar	Fort Worth, TX (CT)	  QT	Dp	5 25P		



OKLAHOMA Transportation

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[74 O.S. 2001 § 3105(B)]

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