

2020
UPDATE



FISCAL AND ORGANIZATIONAL STRATEGY

Table of Contents

Transportation Commission..... *Page 3*

Organizational Structure..... *Page 4*

Fiscal Considerations..... *Page 7*

State Funding..... *Page 10*

Federal Funding..... *Page 12*

Debt Financing Commitments..... *Page 13*

Investment Strategies..... *Page 14*

Priorities and Progress..... *Page 16*

Freight and Mobility Programs..... *Page 17*

Current Trucking Initiatives..... *Page 20*

Fiscal and Organizational Strategy

The Oklahoma Department of Transportation is charged with the planning, designing, constructing, operating and maintaining of Oklahoma's highway-based transportation infrastructure including the non-toll interstate system, the U.S. highway system and the state highway system along with management of the state-owned railroads.

12,254 centerline miles of state-owned highway.

6,800 state-owned bridges.

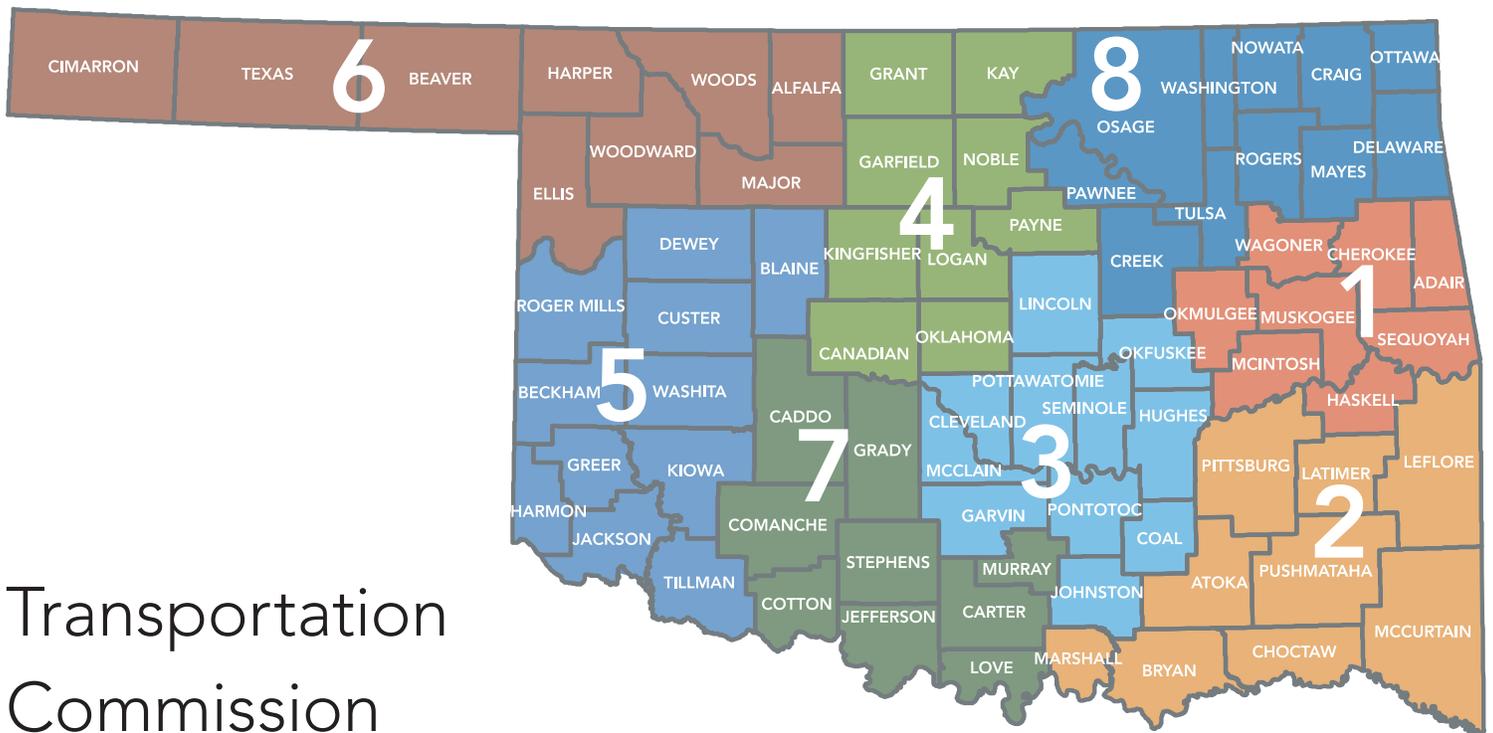
126 miles of operating state-owned railroad.

ODOT also administers a variety of other multi-modal programs including passenger rail, public transit and waterways. The agency also oversees other state and federal funds and programs directed to the county and city transportation systems.



	District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8
Centerline Miles:	1,111.19	1,649.55	1,788.41	1,400.96	1,701.77	1,503.16	1,419.62	1,660.32
Bridges:	694	864	930	1,127	788	477	786	1,108

ODOT Field Divisions



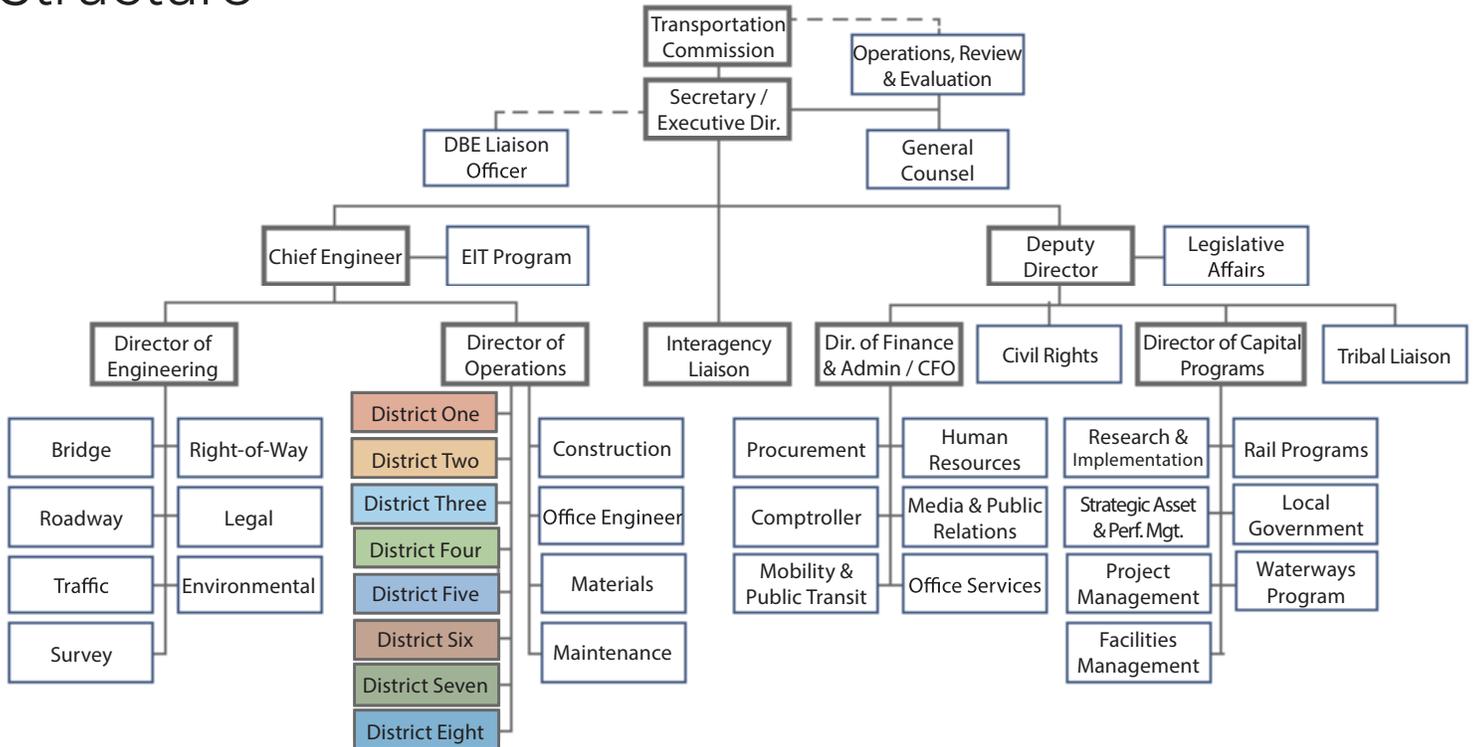
Transportation Commission

The Oklahoma Transportation Commission is comprised of an at-large member and one member from each of the eight districts of the state. The appointing authorities are the Governor, Speaker of the House of Representatives and President Pro Tempore of the Senate.

Each member shall serve at the pleasure of his or her appointing authority and may be removed or replaced without cause. The Transportation Commission meets on the first Monday of each month in the R.A. Ward Transportation Building in Oklahoma City.

- Members from 5,6,7,8 and at-large shall be appointed by the Governor
- Members from 2 and 3 shall be appointed by the Speaker of the House of Representatives
- Members from 1 and 4 shall be appointed by the President Pro Tempore of the Senate

Organizational Structure



The department is regionally organized with eight field districts that correspond to the Transportation Commissioner districts and a central office located in the State Capitol Complex in Oklahoma City. More than 70 percent of ODOT's workforce is based in the eight field divisions. The operations in each field district are directed by the field district engineer who retains the primary responsibility for the daily and long-term highway maintenance and construction activities and decisions associated with the highways within their boundaries.

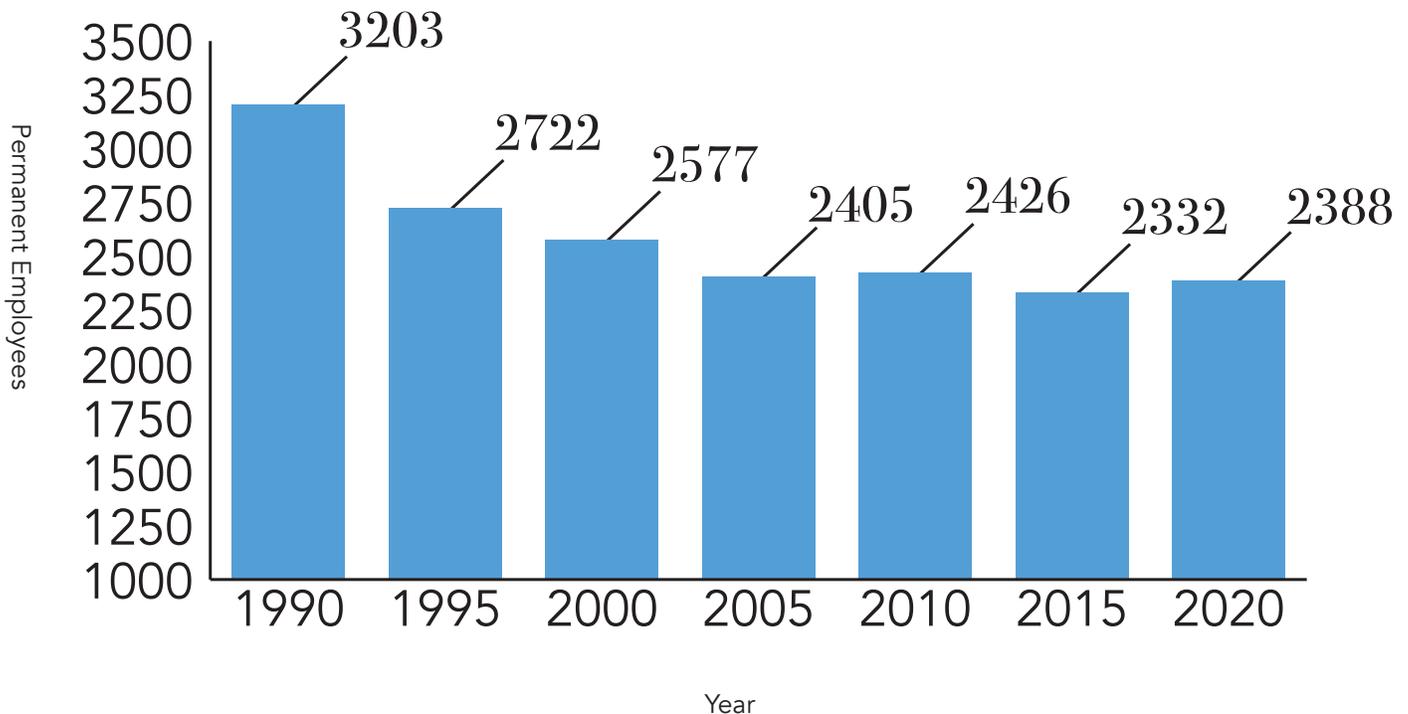
The central office in Oklahoma City houses the executive staff, districts and work units that essentially support transportation project and program delivery in all regions. ODOT's executive staff, field districts and central office cooperatively interact to construct and maintain Oklahoma's highway system and to administer and deliver other transportation-related projects and programs.



Staffing Levels

In 1990 ODOT employed more than 3,200 people, a number that has been responsibly but dramatically reduced over the last 30 years. The department is currently staffed with 2,388 Full Time Equivalent staff for 2020. ODOT continues to focus on ensuring adequate staffing to perform critical agency functions but also relies on the private sector to assist in delivering the transportation program. While ODOT operates with a reduced staff, the efforts required to maintain a safe and adequate

Permanent Employees by Year
(as of January 1)



transportation infrastructure continues to increase. ODOT successfully and consistently accomplishes its mission by recognizing and implementing relevant advances in technology and by strategically targeting and effectively outsourcing activities and services to the private sector. However, it should be recognized that, when considering current turnover rates, some ODOT work units are often staffed at or below the absolute minimum levels considered necessary to maintain

responsive and safe operations. Therefore, personnel levels and employment markets are constantly and carefully monitored and a managed classification, hiring and salary strategy is a mission critical component of the department's human resources recruitment and retention program.

The number of permanent employees since 1990 has dropped by over
25%



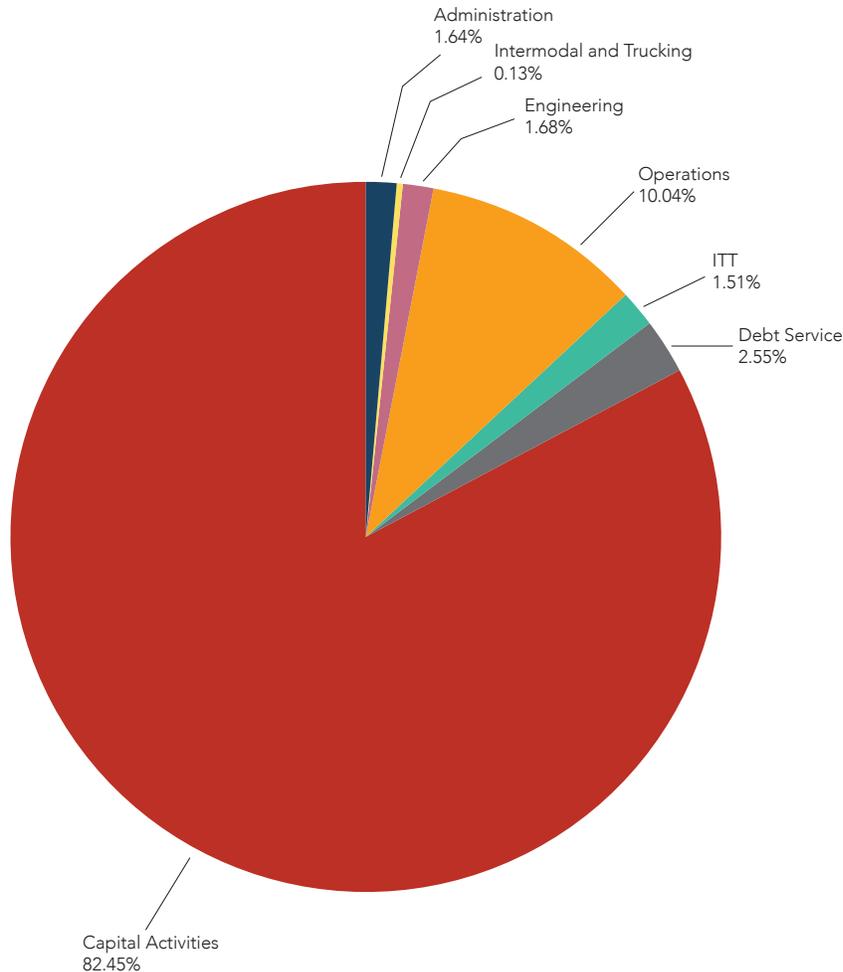
Fiscal Considerations

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. In 2012, action taken by the Governor and the Legislature to address the critical condition of the state's transportation network provided the department a much needed and long awaited financial boost to accelerate the revitalization of Oklahoma's transportation infrastructure. As part of the Governor's plan to virtually eliminate Oklahoma's bridge

and highway infrastructure deficiencies, the Legislature followed suit with passage of House Bill 2248 and House Bill 2249. These two pieces of legislation provide the funding solution necessary to significantly reduce the number of structurally deficient bridges and deteriorating road conditions on the state highway system.

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.

Budget by Activity:





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.



Contractual Obligations



(2018- 2020)

Outstanding Contract Obligations - 
Cash Balances - 

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, that remains today, was achieved in SFY 2019 into the ROADS fund. 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.

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.

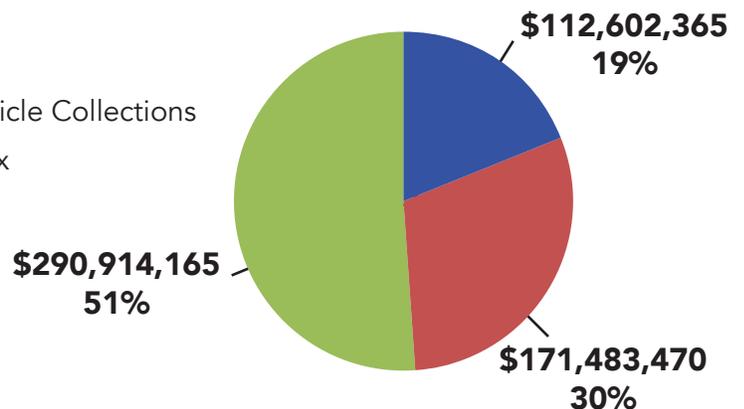
HB1014XX - Reallocated certain Motor Vehicle collections from General Revenue to the ROADS Fund.

FY2019 Actual
ROADS Fund Revenue



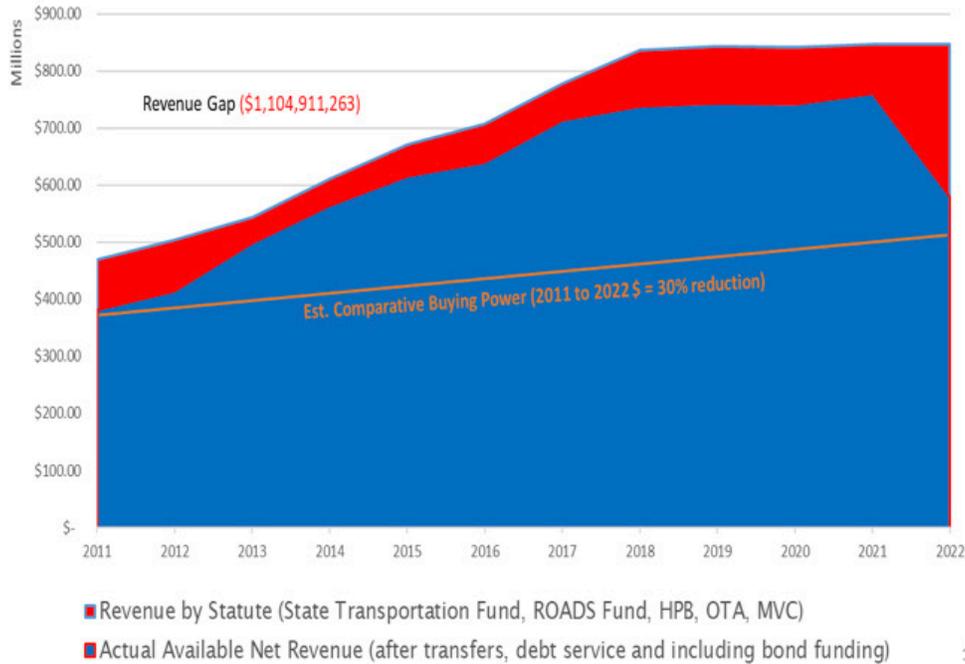
- Fuel Tax
- Motor Vehicle Collections
- Income Tax

FY2019 Actual
ROADS Fund Revenue



NOTE: The ROADS fund cap remains at \$575 million

Primary State Transportation Revenues Comparison



Represented in red is the revenue the department would have received had statutory adjustments not been made. The revenues included are the ROADS funds, the State Transportation Fund, High Priority Bridge fund and some Motor Vehicle Collections. The blue portion of the graph represents net revenues available after transfers, debt service and includes bond issues.

Over the 12 year span approximately \$1.1B gap which was necessary to manage through tough budgetary periods. It represents accumulated lost revenue over time. In addition to the loss of revenue, a natural progression of cost contributed to a 30% loss of purchasing power since 2011 with increases of cost for concrete and asphalt.

ODOT State Revenue and Expenditures

	FY19 Actual	FY20 Actual	FY21 Budget
State Transportation Fund	\$ 165,853,359	\$ 168,917,715	\$ 170,000,000
Motor Vehicle Collections	4,051,165	4,036,642	4,000,000
Motor Fuel Tax	8,061,897	7,840,098	7,800,000
ROADS	575,000,000	575,000,000	395,000,000
Bond Proceeds			200,000,000
Total Allocation	\$ 752,966,421	\$ 755,794,455	\$ 776,800,000
OTA Transfers	46,675,147	45,475,041	45,000,000
Total State Revenue	\$ 799,641,568	\$ 801,269,496	\$ 821,800,000
ROADS Debt Service	\$ 51,883,205	\$ 52,338,394	\$ 60,000,000
Highways and Bridges	737,164,649	740,331,102	750,700,000
Lake & Industrial Access	1,993,714	-	2,500,000
Passenger Rail	2,850,000	2,850,000	2,850,000
Public Transit	3,850,000	3,850,000	3,850,000
Intermodal	1,900,000	1,900,000	1,900,000
Total Allocation	\$ 799,641,568	\$ 801,269,496	\$ 821,800,000

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 federal highway bill contains a series of mandated allocations that direct funding to non-highway transportation programs. For example, Oklahoma's Metropolitan Planning Organizations receive federally mandated, formula-based funding each year. Oklahoma's MPOs are the Association of Central Oklahoma Governments, which encompasses the Oklahoma City metropolitan area; the Indian Nation Council of Governments, which encompasses the Tulsa metropolitan area; the Lawton Metropolitan Area Planning Commission and the Frontier Metropolitan Planning Organization which encompasses the Fort Smith, Arkansas area. Other non-highway programs such as transit, rail and non-motorized transportation alternatives also receive mandated funding allocations. Additionally, the Transportation Commission has a long-standing commitment to provide matching funding for roads and bridges in small cities and on the county system.

Often Congress and the administration make provisions during the annual appropriations process that direct additional funding for identified transportation projects. In recent history, Oklahoma has benefited from the receipt of this type of funding to assist in the construction of such notable projects as the relocation of Interstate 40 in downtown Oklahoma City and the reconstruction of Interstate 44 in Tulsa, referred to as earmarks. Additionally, Oklahoma has benefited from administrative funding vehicles like the Transportation Investment Generating Economic Recovery (TIGER) and Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant programs. These specially appropriated and congressionally focused funds enable the department to accomplish statewide transportation improvements and projects that could not be implemented otherwise.

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 and Congress has acted to re-infuse funds into the account. In December 2015, Congress passed a five-year transportation bill known as Fixing America's Surface Transportation Act or "FAST Act". The act provides for funding certainty with minimal increases during its term. However, 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.



Willis Bridge Lake Texoma

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.

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.

The following is a schedule of the outstanding balance of bond issues and the debt service requirement for state fiscal year 2020.

Debt Financing Commitments

State Bond Program	Outstanding Principal Balance as of June 30, 2020	State FY 2021 Debt Service
2009	\$ 47,385,000	\$ 13,755,812
2012	30,300,000	5,811,700
2016	154,835,000	15,032,250
2020	82,360,000	16,778,000
	\$ 314,880,000	\$ 51,377,762
GARVEE - Federal Program		
2018	\$ 59,360,000	\$ 5,922,250

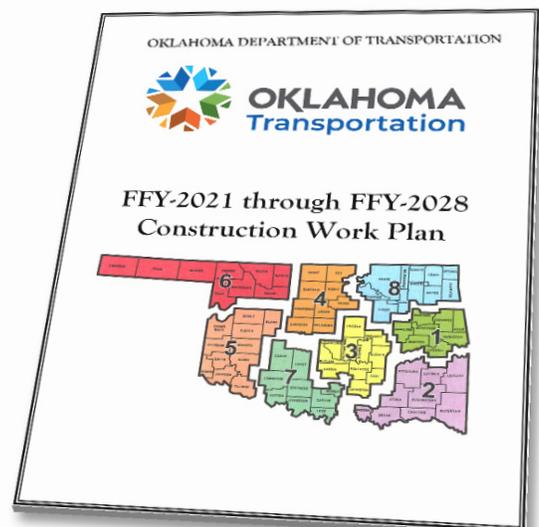
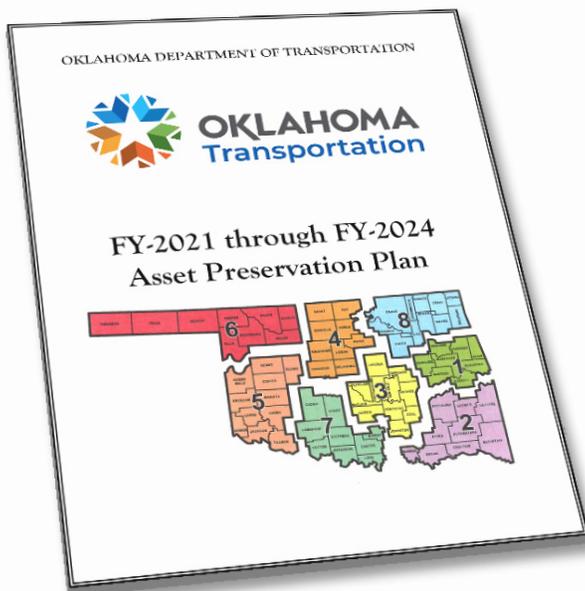
Investment Strategies

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.



The needs of the state transportation infrastructure system are constantly assessed and appropriate maintenance, rehabilitation and reconstruction activities are planned and implemented in a fully integrated and systematic manner. Regular maintenance extends the lifecycle of the transportation facilities and timely rehabilitation and reconstruction activities as encompassed by the work plans are necessary to leverage those maintenance resources so the efforts are restorative and preventative in nature. The timing of these investments is critical, as resources being directed to infrastructure and facilities that are beyond useful repair do not constitute effective maintenance and will not prevent the eventual, inevitable and costly failure of those elements.

Unfortunately, Oklahoma's highway system bridge and pavement problems are well recognized and are a direct result of many decades of "deferred maintenance" due to a lack of funding. From 1985 to 2005 transportation investment was flat and as a result the system experienced a downward spiral and decline of the condition of the

infrastructure that has been difficult to reverse. In 2005 the problem was unmanageable with no viable solution. Thanks to the creation of the ROADS fund, the department now has a strategy and plan that wisely and transparently invests the available resources in a balanced manner. This strategy represents the beginning of a monumental effort to return not only Oklahoma's bridges, but also the highway system as a whole to a state of good repair.

The maintenance, preservation and reconstruction strategies as described serve to illustrate the department's reliance and direct dependence on long-term, consistent funding commitments and the subsequent resource availability in the performance of our mission.

\$18.4 Billion
*in investments needed to bring
 Oklahoma state highways into an
 adequate condition for safety and
 mobility.*



Priorities and Progress

The department's priorities need to remain focused on eliminating Oklahoma's deficient and obsolete bridge problem and on returning our inadequate pavements to a state of good repair. There is also much work to be done to improve the safety of our rural two-lane highways that suffer from a lack of adequate shoulders, blind intersections and poor sight distance and that have undesirable alignments with both steep hills and sharp curves. ODOT will continue to invest in both cable and concrete median barrier systems on the higher speed and higher-volume divided highways, which will reduce the potential for severe and devastating crossover accidents and fatalities. The urban area population and economic centers require specific improvements to enhance the operation of the interstates and other highways and to alleviate congestion. Based on these fundamental and critical needs of the transportation system and considering the referenced strategies and the projected resource availability, the investment priorities of ODOT should not change in the foreseeable future.

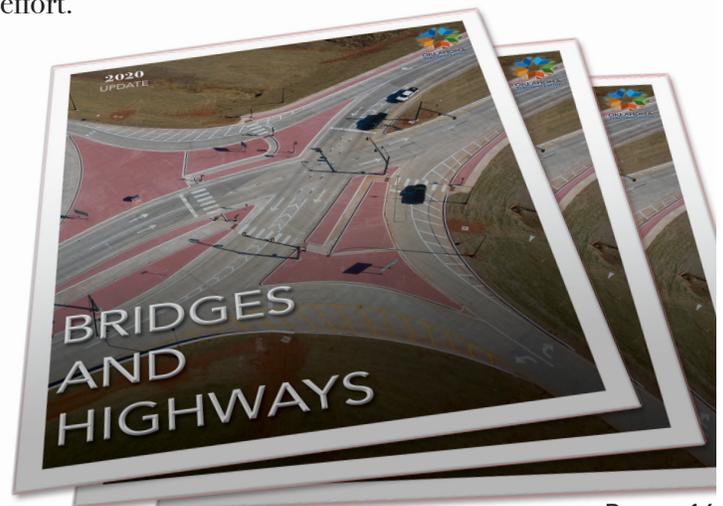
New investment is generating positive results as illustrated in our **2020 Update on Oklahoma Bridges and Highways**. Oklahoma highway bridge conditions are making the grade by moving from among the worst in the nation to the head of the class, achieving Top Ten status for the first time by ranking ninth, according to the latest data from the Federal Highway Administration. The department replaced or rehabilitated 1,651 bridges during a period from 2006 to 2020. This is one of our most important accomplishments and likely represents more bridge work performed than any other time period in the history of the agency. The 8-Year Construction Work Plan includes an additional 609 bridge replacements or major rehabilitations. This 609 has roughly tripled the amount of bridge work included in the Construction Work Plan formulated in 2003. During that same general time period, ODOT has resurfaced, rehabilitated or reconstructed more than 5,000 miles of highway pavements including work completed through the eight-year and asset preservation plans. The 8-Year Construction Work Plan also includes almost 804 miles of shoulders and roadway improvements to two-lane highways and more than \$3 billion of surface, operational and capacity improvements to high-volume major highways.

The department has long envisioned an organized and well-executed Asset Preservation Plan, but had never possessed the fiscal capability to initiate such a program. Beginning in 2006 with new resource availability, ODOT has maintained an increasing investment in preservation. Today a minimum of \$75 million per year is directed to an aggressive pavement preservation program and a minimum of \$40 million per year is targeted for major bridge rehabilitation activities. The Asset

Preservation Plan has become a mainstay of the transportation system management tool box. This type of preservation work helps the department stretch resources further and ensures that the life-cycle of transportation facilities is maximized to the extent possible.

Oklahoma's increased transportation investment results in increased support for our citizens and businesses today and positions us for sustaining the growth opportunities for future Oklahomans. There is no instant gratification when implementing improvements to infrastructure. It can take decades to address systemic problems that develop during long periods of inadequate investment. A critical tipping point was reached and a long-term strategy was enacted that will slowly return our transportation system to a manageable condition. Progress is evident, but much work and the need for continued investment remains.

Through Governor Stitt's transformation initiative, Oklahoma Department of Transportation, Oklahoma Turnpike Authority and the 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. The goal is to review the ODOT, OTA and OAC organizational structure and associated responsibilities and develop recommendations for opportunities to minimize duplication of effort and to merge like functions where it makes sense. Elimination of unnecessary practices and functions, increased efficiencies or the effectiveness of project and program delivery and the creation of a shared services organizational structure for the agencies are just some of the benefits to this modernization effort.



Freight and Mobility

While adequate transportation funding is a perennial challenge, robust modal systems that improve connectivity and that provide transportation opportunities and choices are important to Oklahoma's long-term economic viability. When considering the need to move both people and freight, ODOT administers several mode-specific programs.



Today, ODOT serves in a number of roles related to railroads and railroad-related activities. ODOT's Rail Programs Division oversees and monitors five different railroad companies operating through leases on approximately 126 miles of operating state-owned track; administers the Federal Highway Administration's Grade Crossing Safety Program, which provides funding to make safety improvements to Oklahoma's nearly 3,450 at-grade public railway/road intersections; manages Oklahoma's Heartland Flyer passenger rail service, one of Amtrak's highest-rated trains for customer satisfaction; and serves as a liaison for ODOT to the rail companies for ODOT projects that involve railroads or railroad property. The Rail Programs Division continuously explores federal funding opportunities to grow and improve Oklahoma's passenger and freight rail systems. Over the years the department has developed public-private partnerships with many railroads to lease the majority of what was once an 882 mile system of state owned track in order to continue rail service for many Oklahoma communities and businesses. Two of the leases were developed as long term lease to purchase agreements, intended to eventually return those facilities to private ownership. Following the maturation of these 30 year agreements, more than 350 miles of the state-owned rail system was returned to private ownership in 2013, thus reducing total ownership.

In 2015, ODOT announced a \$100 million initiative to improve safety at railroad crossings statewide. State budget reductions in 2016 have subsequently limited the program to \$75 million. Since kicking off the safety improvement program, 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 will also be used in completing the program.

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

In addition, ODOT coordinates and administers the Oklahoma portion of the AMTRAK Passenger Rail Service between Oklahoma City and Fort Worth, Texas. The Heartland Flyer makes a daily round trip between these two major cities with additional stops at Norman, Purcell, Pauls Valley, Ardmore and Gainsville, Texas. Not only does the Heartland Flyer provide business and vacation travel services between the two cities, it also allows approximately one third of passengers the opportunity to make Amtrak connections from Fort Worth to more than 500 destinations in 46 states.



Office of Mobility & Public Transit

In April 2019, Oklahoma's House Bill 1365 created the Oklahoma Department of Transportation's Office of Mobility and Public Transit (OMPT) and transferred all current duties and oversight responsibilities of the previous ODOT Transit Programs Division to the new office. The OMPT is the governor's designee for the oversight and administration of the Federal Transit Administration's Section 5303, 5310, 5311, 5329, and 5339 programs. OMPT is the governor's designee for State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, not under the jurisdiction of the Federal Railroad Administration. The division 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 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.

The pandemic has caused severe ridership declines across all modes of public transportation. Due to this drastic decline, 2019 ridership and funding numbers will be used as it reflects the most up-to-date information available. Approximately \$53 million in funding through the CARES Act was provided to the public transit agencies within Oklahoma for use in whatever capacity was needed.

In Oklahoma, 20 rural public transportation systems operate in 75 of the 77 counties statewide. In fiscal year 2019, these rural transit systems provided more than two million trips. Thirty-five percent of those trips were made by persons who are elderly or disabled. Combining

all systems, elderly persons with disabilities and other geographically and economically challenged populations requiring public transportation, represent a majority of the public transit trips provided each year.

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 federal Urban Area Formula Grant Program (Section 5307) provided \$19.1 million in fiscal year 2019 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 2010 census. The state's Public Transit Revolving Fund provided \$2.6 million to Oklahoma's urban public transit programs.

In 2009, Oklahoma City residents approved the MAPS3 (Metropolitan Area Project Plan) capital improvements program, which included the Oklahoma City streetcar. After more than 10 years of planning and construction, rail installation and testing, the Oklahoma City streetcar system opened in December 2018. Operated by EMBARK, with ODOT oversight, the Oklahoma City streetcar system consists of 4.8 miles of at-grade track, 7 streetcar vehicles and 22 stops serviced by two loops (or operating routes). The Downtown Loop goes through all 22 stations while the Bricktown Loop covers a smaller portion of the same loop with 9 stations. Powered by an overhead contact system, the streetcars travel in lanes, sharing space with motorists, pedestrians and bicyclists. Streetcars follow traffic signals, train signals and other rules of the road while operating at speeds up to 30 miles per hour.

Waterways

The Department is involved in a program to promote the use of barge transportation on the McClellan-Kerr Arkansas River Navigation System (MKARNS). The focus of the waterways program is to educate the public, work with ports and shippers and promote waterways transportation usage and facilities. There are five publicly developed ports on the MKARNS, two of which are in Oklahoma - the Port of Catoosa north of Tulsa and the Port of Muskogee, along with other private operations such as Oakley's Port 33 east of Tulsa.



Current Trucking Initiatives

Oversize / Overweight Truck Routing and Permitting System

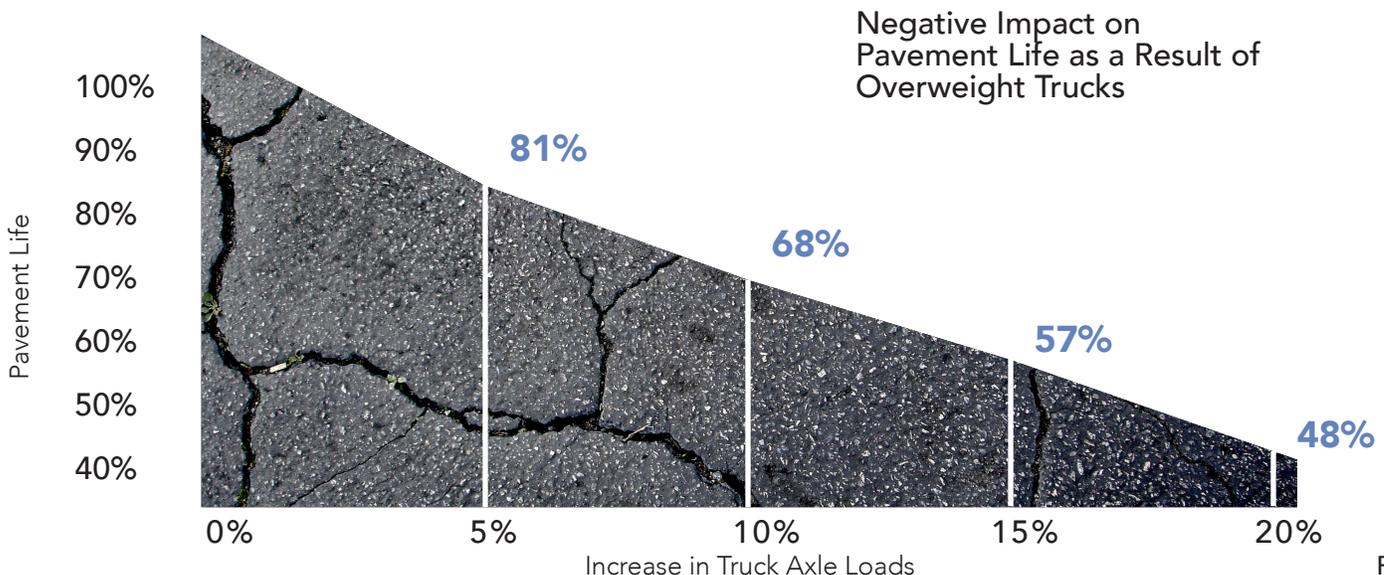
Agriculture, along with the energy industry, powers much of Oklahoma's economy. As such, the Department of Public Safety issues hundreds of thousands of oversized or overweight trucking permits on an annual basis. The state Legislature met with ODOT and DPS in 2008 and determined that improving the existing oversized 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.

Ports of Entry / Weigh Stations

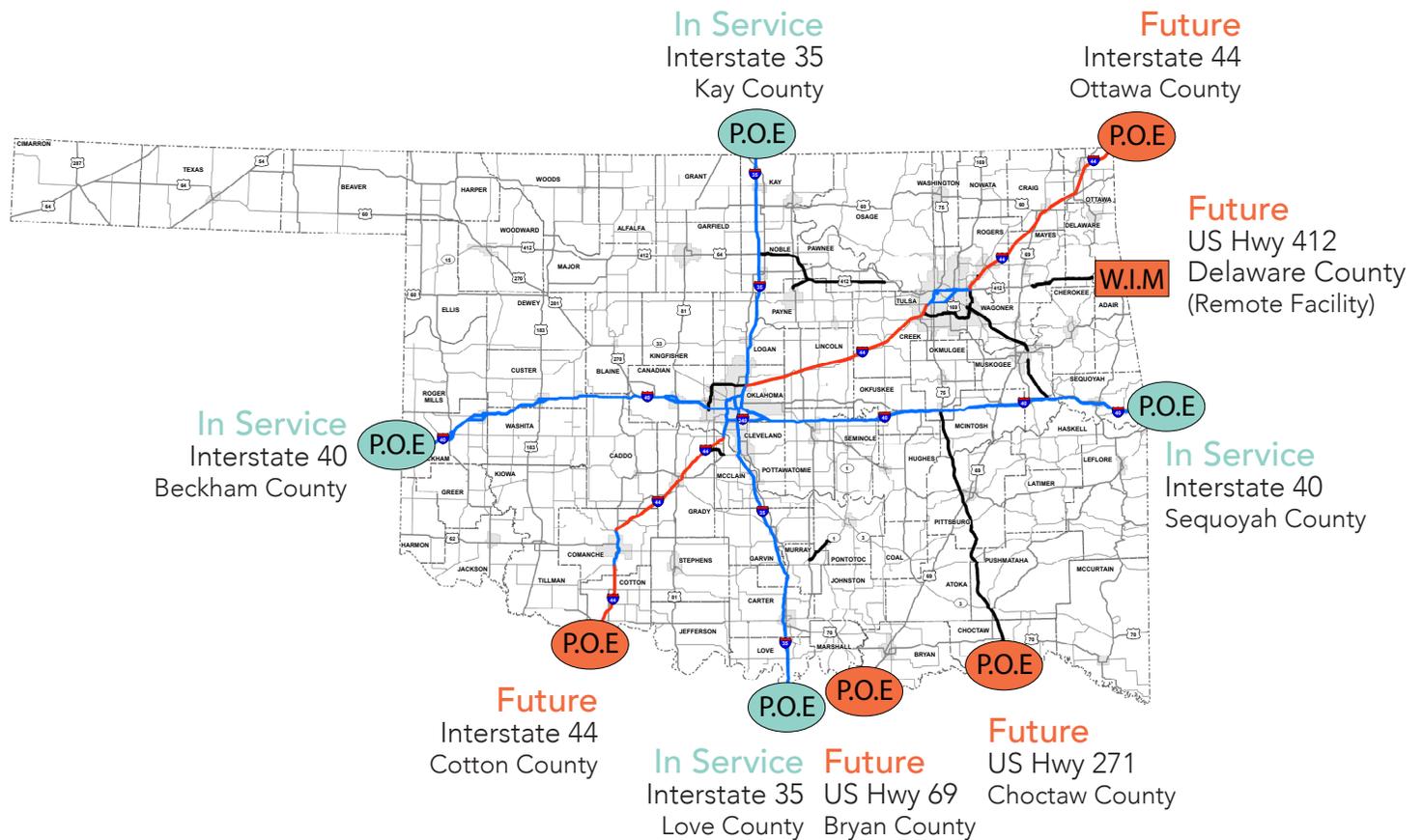
In 2008, the Oklahoma Department of Transportation, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority announced a partnership effort to upgrade Oklahoma's Ports of Entry facilities. In 2012, the Legislature created the "Weigh Station Improvement Revolving Fund" as the mechanism to fund the construction of weigh stations.

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 will 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.



Proposed Ports of Entry Locations

A Port of Entry (P.O.E.) facility has been completed in the following four locations; Kay County (I-35 North), Beckham County (I-40 West), Sequoyah County (I-40 East), and Love County (I-35 South). The next facilities scheduled for construction will be located in Bryan County (US-69 South), Choctaw County (US-75 South), and Cotton County (I-44 South). Also scheduled is a remote Weight in Motion (W.I.M.) facility in Delaware County (US Hwy 412).



Interactive Boards and Coordination

County Advisory Board

The department regularly conducts business with the statutorily created County Advisory Board. The board consists of nine county commissioners selected by the Association of County Commissioners of Oklahoma. One member is elected from each of the eight districts of the ACCO and one member is selected at large by the other eight members. Each member holds office for a two-year term or until the successor of the member takes office. Their term of office begins on July 1 of the succeeding fiscal year. The board meets no less than quarterly and acts in an advisory capacity to the director of the department concerning transportation issues of shared interest. In addition, the board is authorized to and actively participates in the administration of the County Road Machinery and Equipment Revolving Fund.

Tribal Advisory Board

The department also regularly interacts with the statutorily created Tribal Advisory Board, which acts in an advisory capacity to the director of the department as related to transportation programs that affect tribal governments. The board meets with department representatives no less than on a quarterly basis to discuss areas of mutual concern. ODOT recognizes the many important contributions of Oklahoma's tribal nations and works in partnership with the tribes on transportation projects and issues. As such, the department retains a dedicated liaison position that coordinates the operations of the Tribal Advisory Board and who works directly with Oklahoma's federally recognized tribes. The Tribal Advisory Board is comprised of nine members. The Governor, President Pro Tempore of the Senate and Speaker of the House of Representatives make three appointments each from a list of qualified persons nominated by the Oklahoma Tribal Transportation Council. Four members are members of tribes served by each Bureau of Indian Affairs Area Office in Oklahoma and one member is selected at large by the Governor. Each member holds office for a two-year term or until the successor of the member takes office. Their terms of office begin on July 1 of the succeeding fiscal year.

Highway Construction Materials Technician Certification Board

The department works closely with the Highway Construction Materials Technician Certification Board, which was created pursuant to the provisions of the Oklahoma Highway Construction Materials Technician Registration Act. The board is independent of but receives administrative and financial support from ODOT and functions to ensure that every technician sampling or testing Oklahoma highway construction materials for the purpose of quality control and/or quality assurance has demonstrated the knowledge, skills and abilities to perform at a level of competence that is commensurate with the highest standards of the industry. The board consists of 11 members to be appointed by the Governor.

ODOT Waterways Advisory Board

The statutorily created ODOT Waterways Advisory Board consists of seven members comprised of two public port executive directors (mandated by statute); two members from private port operations which have existing waterfront cargo handling facilities and employ the use of barge transportation; one at-large member who has professional experience in shipping, freight logistics or construction operation, maintenance and rehabilitation of transportation systems; and two members at-large from business and/or industry associated with inland navigation. The executive director of ODOT appoints the two private members and three at-large members. The board meets quarterly, acting in an advisory capacity and at the discretion of the ODOT executive director. No term limits apply.



Port of Muskogee, OK - McClellan-Kerr Navigation Sys.



OKLAHOMA Transportation

"This publication, is printed by the Office Services Division, Oklahoma Department of Transportation, as authorized by Secretary of Transportation. Copies will be prepared and distributed at a cost of \$1.10 each. Copies have been deposited with the Publications Clearinghouse of the Oklahoma Department of Libraries." [74 O.S. 2001 § 3105(B)]

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.