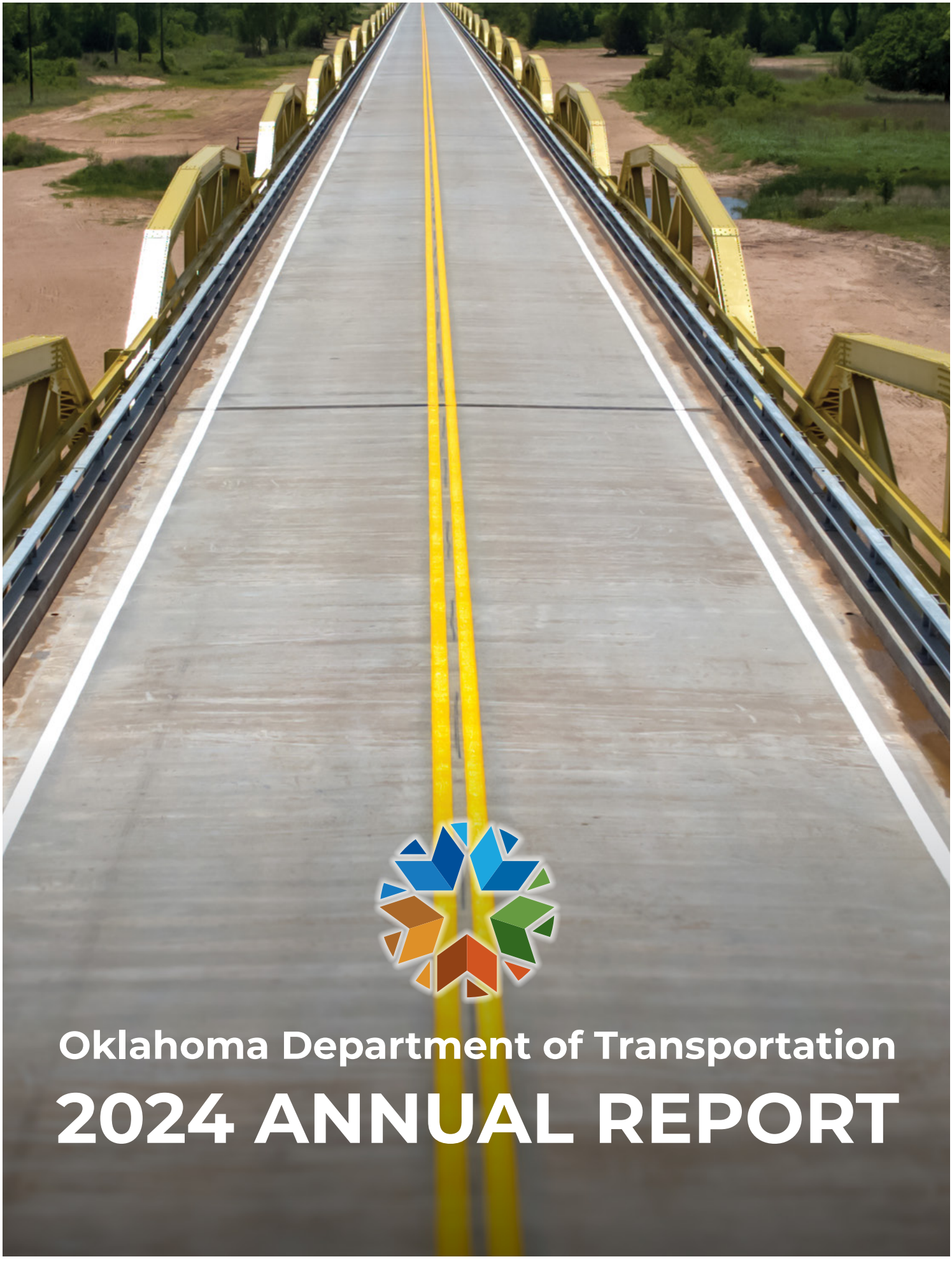


Oklahoma Department of Transportation

2024 ANNUAL REPORT

Table of Contents

Table of Contents

Executive Director's Message

The Oklahoma Department of Transportation firmly believes that the economic health, prosperity, and safety of all Oklahomans is directly tied to the state of our transportation system.

Oklahoma strives to be a Top 10 State in critical components of transportation infrastructure and is always managing a backlog of aging pavement and bridges, in addition to growing operational and safety needs. From addressing deficient shoulders on rural two-lane highways to improving pavement conditions and upgrading road safety features, ODOT is dedicated to keeping families and commerce, safe and connected.

Maintaining one percent or less of our almost 6,800 bridges rated as structurally deficient is a critical goal that affects every citizen and traveler on our highways. I am proud to report the department's success to meet this goal continues for 2023. Oklahoma ranked 7th in the nation with only 46 structurally deficient state-highway bridges, representing 0.68% of all State bridges.

We are extremely grateful for Governor Stitt's support and understanding, and equally appreciative of the ongoing commitment to transportation from the Oklahoma Legislature. Their leadership and advocacy for infrastructure investment have been instrumental in advancing our agency's statewide transportation goals.

I also wish to thank the continued hard work of our transportation employees and extend my sincere gratitude to the steadfast assistance and support from the department's partnerships at the federal, state and local levels, as well as those in the private sector.

This publication provides a wide array of information about the department's mission and serves as a snapshot of ODOT's many achievements, as well as the challenges new and old, that are on Oklahoma's path forward. It is my hope that this annual report provides not only insight for how the department serves our state, but also conveys the innovative opportunities that ODOT continues to embrace on behalf of all Oklahomans.

The department remains diligent and continues its work to provide the safest, most effective, and highest-quality transportation system possible. Thank you to all involved.

Tim Gatz
Executive Director
Oklahoma Department of Transportation

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.

Guiding Principles

The Oklahoma Department of Transportation 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

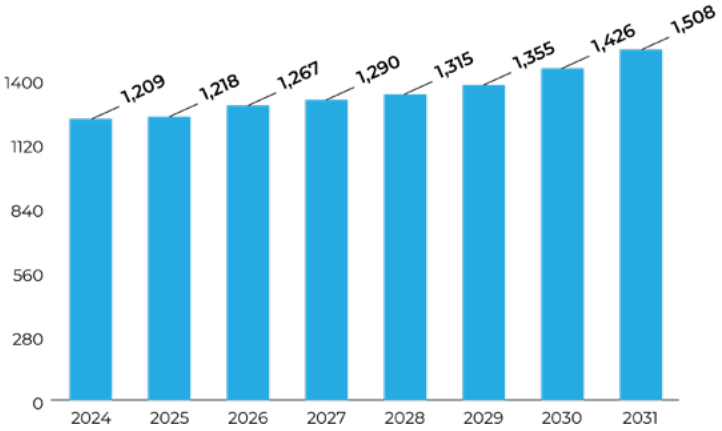
Streamlines organizational structure and functions while encouraging collective and proactive optimization of resources, delivery timelines, and results.

Rapid Adaptablility

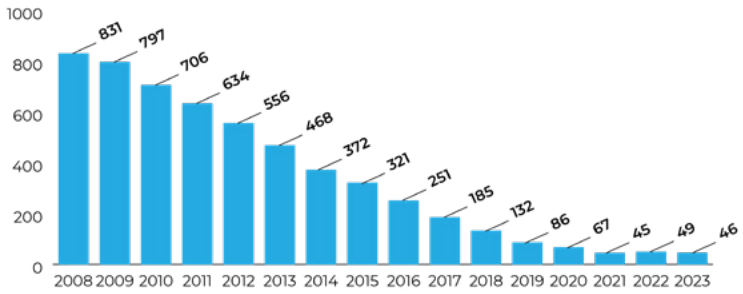
Enables the organization to rapidly address existing and emerging needs, allocate resources, and implement solutions accordingly.

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 a result of the 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% of the structures maintained by the Oklahoma Department of Transportation were rated structurally deficient or poor condition.



Number of Bridges Over 80 Years Old



Number of Structurally Deficient Bridges

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 condition at a manageable level.

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

Refer to page 68 for a map of bridge replacements and major rehabilitation projects.

The new bridge over Sulphur Canyon on US-271 was a critical replacement due to the condition of the previous bridge, which was structurally deficient and functionally obsolete.

Decrease Traffic Fatalities

ODOT's first priority is to reduce the loss of life on state highways. ODOT uses public education, proven safety features, and new technologies to accomplish this goal. ODOT embraces the "toward zero deaths" vision and acknowledges that even one death on the transportation system is unacceptable. Oklahoma strives to provide and promote the safest roadway transportation system for all travellers — zero deaths, zero serious injuries.

Make It Home Safe is an ongoing ODOT seat belt campaign that encourages Oklahomans to buckle up every time they travel.

Public Education

The department seeks to reduce the loss of life on state highways by using existing and new safety features, such as rumble strips, cable median barriers, public education, and communication.

An ODOT message sign reads, "Don't Forget Your Seatbelt This Season" reminding Oklahoma travelers to buckle up.

ODOT consistently encourages and communicates the importance of seatbelt safety. In addition, the department observes national Work Zone Awareness week in April with law enforcement and contractor partnerships. The campaign focuses on heightening the public's awareness of construction and maintenance work zones, educating them on how to drive safely in work zones and the consequences of inattention.

Along with the seatbelt usage and work zone awareness, the department has chosen to modernize the current approach to educating and engaging Oklahoma's drivers - teens specifically - who are developing work zone driving habits for life.

The department is leading the nation with a continuing effort to modernize the engagement and education of thousands of lifelong Oklahoma drivers on the importance of being Work Zone Safe. The Work Zone Safe program is designed to teach new drivers about work zone safety, first responder safety and educate them on how their actions can impact themselves and transportation workers forever.

November 2024 marked one year since the Work Zone Safe initiative became a requirement for teen drivers in Oklahoma looking to get their license. Since becoming law, more than 63,000 teens have participated in the course. Oklahoma was the first state in the nation to require the program, which was also adopted in Wisconsin, who is considering its implementation.

Safety Measures

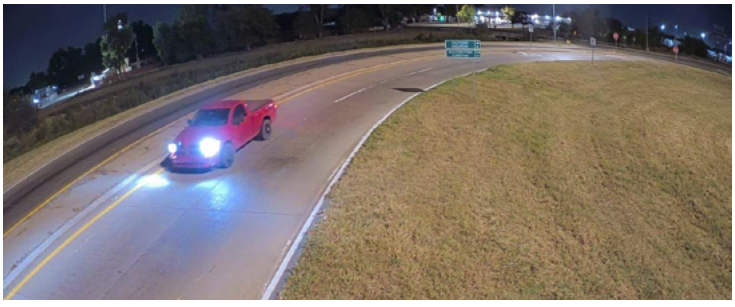
Providing a safe transportation system includes the installation, maintenance, and upgrades of the physical markers and safety features that protect drivers on the road. Highway centerline and edge-line rumble strips are safety features that primarily aid in the reduction of head-on and opposite direction sideswipe collisions, as well as run-off-the-road crashes. Rumble strips are rectangular depressed units of pavement that create a physical vibration in a vehicle cabin when tires drive over them. That vibration and noise is intended to alert drivers, especially inattentive ones, that their vehicle is leaving the travel lane or crossing the center line. The department has added more than 1,580 miles of centerline rumble strips as part of the Highway Safety efforts from 2019 through 2024.

A rumble strip's vibration and noise is designed to alert drivers that their vehicle is leaving the travel lane.

Over the last few years, an additional assortment of standard safety features like signage and striping have been installed. Lane lines or striping are fundamental paved-road features that can affect a driver's safety when those lanes or symbols lose their clarity and reflectivity during day, night, or inclement weather. In 2024, ODOT contracted 465.5 miles of striping upgrades around the state and installed 40,834 pavement markers and 14,203 square feet of signage upgrades, not including wrong way signs. ODOT installs and maintains additional standard wrong way countermeasures and is implementing new technologies as well.

New Technologies

Wrong way countermeasures are critical safety warning devices that help deter wrong way drivers from entering interstate off-ramps within different interchange designs. As of 2022, the department has invested in new technology that requires the installation of thermal sensors and flashing lights. When a vehicle traveling the wrong way is detected, flashing lights alert the driver of their wrong way error. The interchange ramps identified as highest risk for wrong way incidents were decided using multiple factors including, but not limited to, crash frequency data, proximity of establishments serving alcohol, nighttime visibility and lighting conditions, as well as geography. Between 2022 and 2024, ODOT has completed over 65 wrong-way system installations on specific interstate ramps along I-40 East and West, and I-35 North and South. Travelers may notice the majority of these wrong way systems were installed on ramps along I-40 West and I-35 South, ranging from sites in Canadian and Cleveland Counties to the respective Texas state lines.



Late at night a driver enters an exit ramp going the wrong way.

ODOT's new wrong way technology flashes red lights to alert drivers of their error.

Decrease Miles of Rural Two-Lanes with Deficient Shoulders

Oklahoma's rural communities have long been key to Oklahoma's agriculture and energy-based economies. Many rural roads and highways were not designed for today's heavier trucks, increased traffic demands and higher operating speeds. About 5,162 miles of Oklahoma highways are two-lane facilities with deficient shoulders. These deficient facilities account for about 54% of our 9,418 miles of two-lane highways. The current 8-Year Construction Work Plan contains 964 miles of improvements to rural two-lane highways with deficient shoulders representing one of the largest investment areas in the workplan, which will significantly reduce severe crashes and fatalities caused by vehicle lane departures and overcorrections.

Refer to page 69 for a map of two-lane highways without paved shoulders.

Curves and hills come with limited line of sight for drivers and prove more dangerous without shoulders, especially on two-lane highways.

Extended shoulders on rural highways help keep Oklahomans safe. Shoulders significantly reduce severe crashes and fatalities caused by vehicle lane departures and overcorrections.

Increase Lane Miles in Good Condition

Much like Oklahoma's bridges, highway pavement surfaces require systematic preservation to maximize their life cycle. With the advent of the ROADS Fund and the long-term focus on bridge infrastructure now in the sustaining phase, ODOT is turning attention to invest in and develop a timely surface preservation program that focuses on extending the life of highway pavements.

Based on the annual evaluation of pavement conditions, 3.71% or 1,129.37 lane miles of the total 30,517 lane miles of ODOT highways are rated "poor" by the federal condition standards. Projects in the 8-Year Construction Work Plan and the 4-Year Asset Preservation Plan are designed to improve and extend pavement life, and bring pavement ratings from "fair" or "poor" to "good". Between these two plans, ODOT is proposing to improve nearly 5,616 lane miles to "good" condition in the next eight years.

ODOT maintenance crews work to improve lane miles alongside highway traffic.

Improve Mobility

Traffic on Oklahoma's 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 highways with more than two lanes in 2023 was 55.25 million miles (72.7% of all vehicle miles traveled on ODOT highways). Improvements to these facilities are often the most expensive and resource-consuming projects, but also yield high returns and have an immediate impact on safety and travel times. ODOT has completed improvements to the major urban interchange and Interstate 44 and Broadway Extension (US-77) in Oklahoma City, and phased work continues on the Crossroads Interchange (I-35 and I-240) in Oklahoma City, and in Tulsa on the US-75 and Interstate 44 Interchange, to name a few.

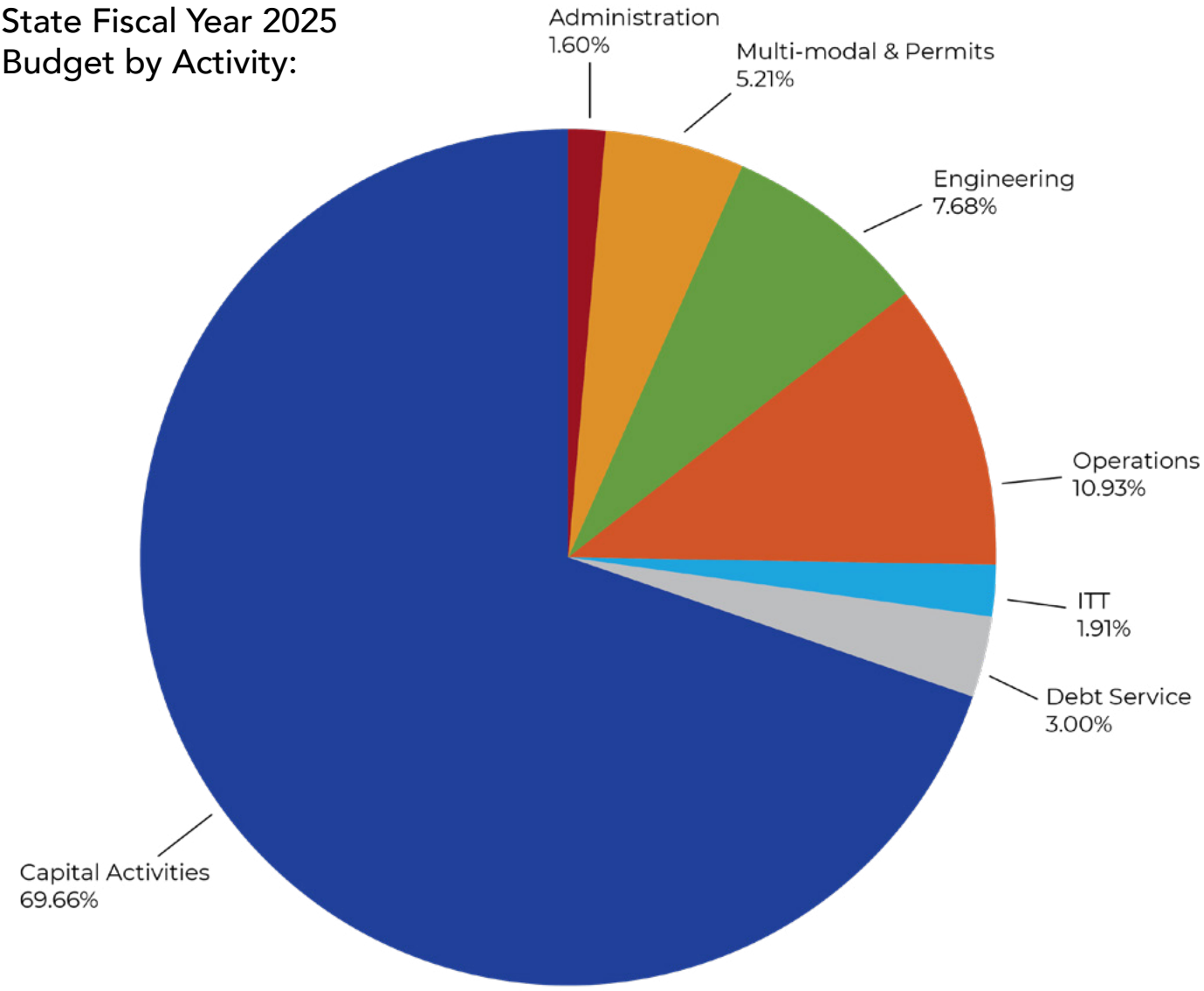
The department's commitment to safety for the traveling public is never complete. Addressing and deploying highway safety improvements that could prevent property damage, injuries, and the tragic loss of life, is not only paramount to the mission, but has ODOT's full attention.

Oklahoma's major highways have seen a dramatic increase in traffic that is evident during lane closures. Pictured are travelers on northbound I-35 near the I-40 interchange during summer 2024's I-235 bridge project.

Funding

The Legislature authorizes ODOT's budgetary expenditures from historically available transportation funding sources. These sources are state funds from state motor fuel taxes directed to the State Transportation Fund; vehicle fees, motor fuel taxes, and income taxes directed to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund; and federal funds from federal motor fuel taxes directed to the Highway Trust Fund and transfers from the nation's General Fund. In addition to the traditional "on-highway" activities, the department also administers several state and federal transportation funding programs for freight and passenger rail, transit, and local government entities.

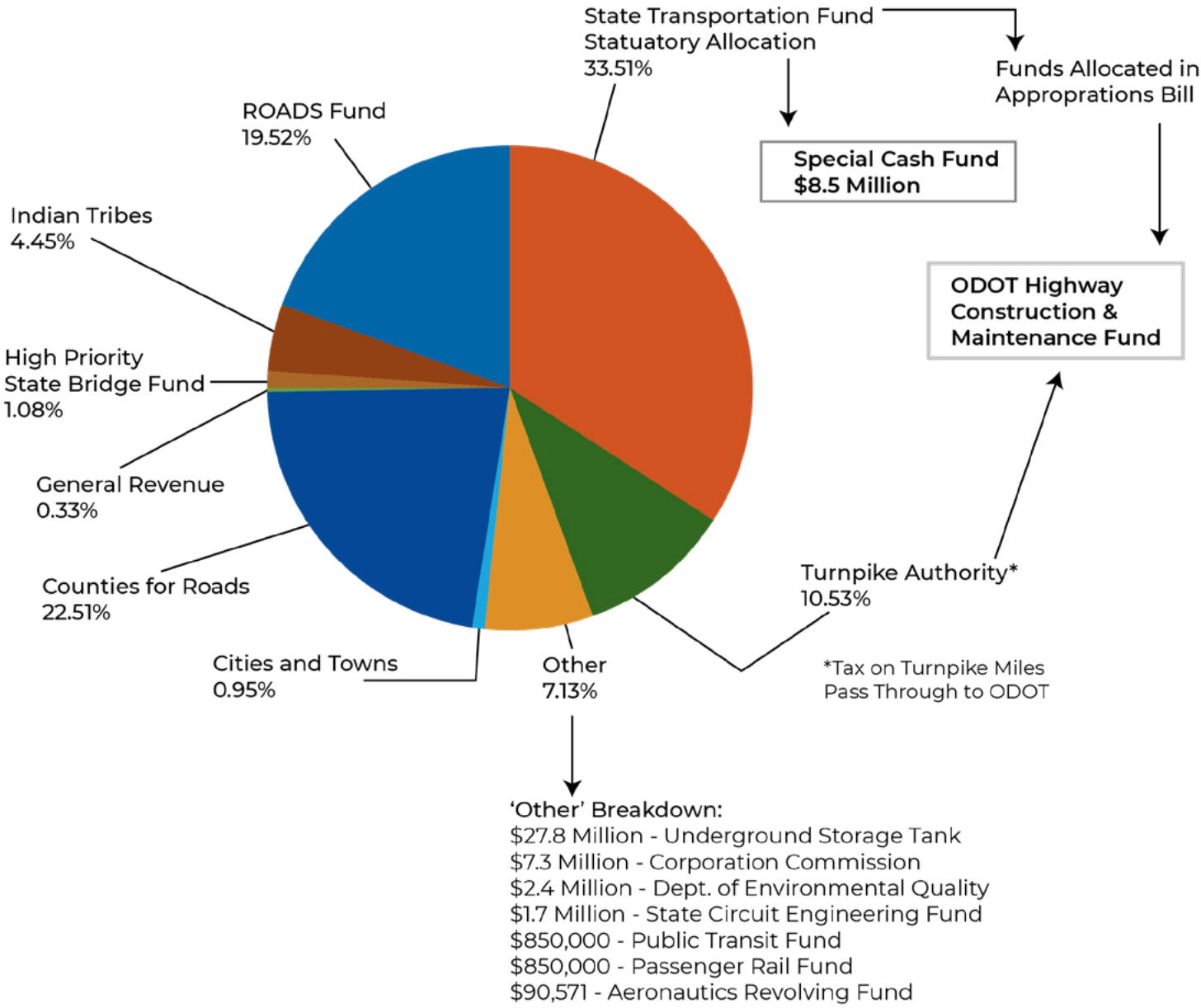
State Fiscal Year 2025 Budget by Activity:



State Funding

Motor fuel taxes are the main source of revenue for the Highway Construction and Maintenance Fund, ODOT's long-standing source of state funding. The different taxes deposited to this fund include the gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. Consumers with fuel-powered vehicles pay a fuel tax every time they buy gas, making the gasoline tax the largest revenue generator for the department's highway and maintenance fund. Currently, the gasoline tax rate is 20 cents per gallon and the diesel tax is 20 cents per gallon of which 19 cents goes to transportation. On natural gas used for motor vehicle fuel, there is a transportation-dedicated 5 cents per gallon gasoline-equivalent excise tax. These motor fuel tax revenues are divided among the department and municipalities, Native American tribes, and county governments for road and bridge maintenance.

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.



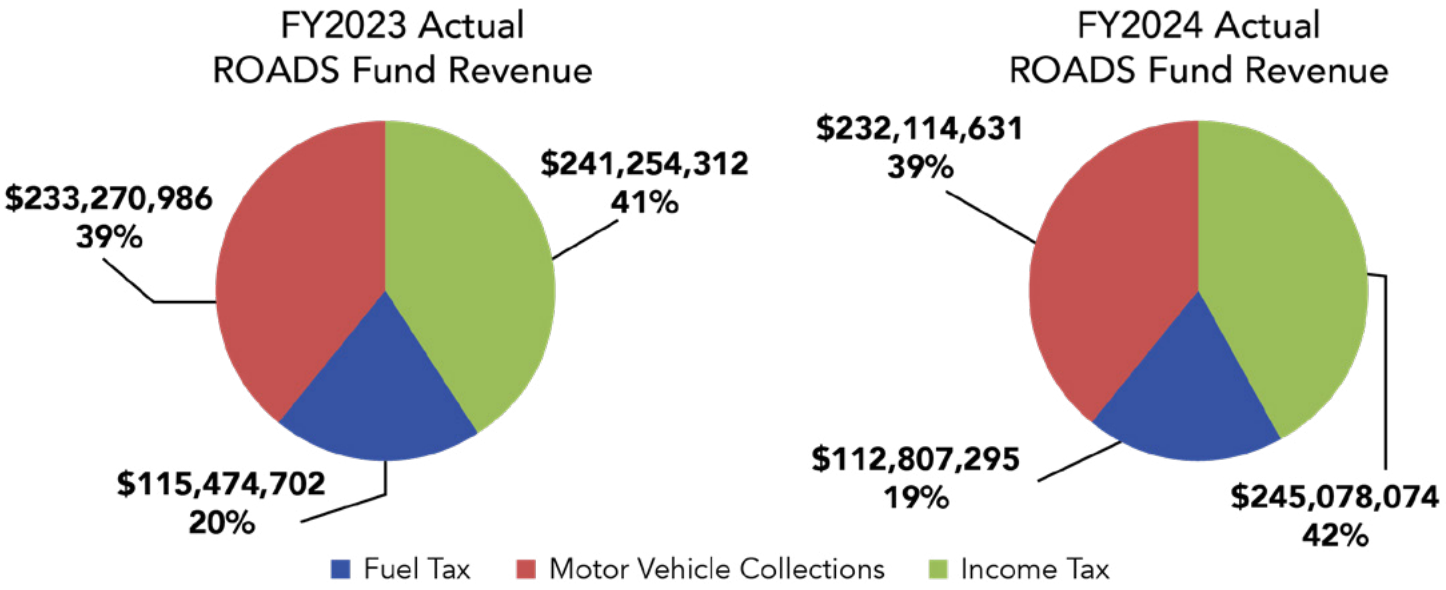
Since its inception in 2006, the ROADS fund has been increased to its cap of $590 million in SFY 2024. Originally the fund contained income tax, and has changed to include motor fuel tax and motor vehicle tax in an attempt to line up taxes with the derived revenue (HB 1010 and HB 1014) with the remaining comprising of income tax.

In addition, the County Improvement for Roads and Bridges (CIRB) Fund, as administered by the department, was incrementally increased over time to 20% 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. HB4459 signed in May 2022 increases the county allocation to $145 million by 2027.

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 resulted in less income tax being transferred to the ROADS Fund.

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



Federal Funding

Authorizing legislation commonly referred to as the Federal Highway Bill is what authorizes federal funding levels for highways, usually for a period of five years. Consistent, long-term funding is critical to plan and prepare projects accordingly. Each year, annual federal budgeting and congressional appropriations processes determine the actual funding for this legislation. The sources for the dedicated federal transportation funding appropriation are the gasoline and diesel tax deposits directed to the Highway Trust Fund and general fund transfers. It is important to note that the Highway Trust Fund has long been insolvent and the motor fuel tax deposits do not begin to fund the authorized revenue levels.

Congress has designated each state's department of transportation as the agency solely responsible for interacting with federal highway funds with oversight from the Federal Highway and Federal Transit Administrations (FHWA and FTA). Because of this, ODOT administers federal funding for roads and bridges regardless of infrastructure ownership. Therefore, all traditional congressionally identified or discretionarily-funded city street and county road projects using federal highway funds are administered by and through the department, with a few exceptions from the recently enacted Infrastructure Investment and Jobs Act (IIJA) that has allowed some local entities to directly receive

federal funds in certain programs and grant opportunities. Since the signing of the Infrastructure Investment and Jobs Act or IIJA in November 2021, the department estimated and planned for about a 30% increase in additional federal funding in the revenue projections utilized to balance the 8-Year Construction Work Plan for 2022-2029. Unfortunately, since IIJA, inflation, material supply chain, and labor force issues are impacting the department's costs resulting in major pay items increasing by 60% since 2021. IIJA also included and incorporated 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.

Revenue Challenges

The gas tax at both the state and federal levels is a volumetric tax on fuel. Challenges remain to find solutions for new and non-traditional transportation revenue streams that create consistent and increasing funding levels necessary to offset the loss of buying power from inflation and the loss of revenue due to the gas tax. Incoming revenue for addressing transportation needs will continue to decline due to the vehicle fleet becoming more fuel-efficient and the increasing numbers of alternatively fueled vehicles like natural gas and electric vehicles. Even though vehicle miles traveled is expected to grow at a rate of around 1.5% annually, fuel tax growth is expected to be negligible and even decline by 2030. By 2050 actual fuel tax revenue will be over 50% lower than today's level when adjusted for inflation. For these reasons, the Road User Task Force was formed in 2022 as directed by HB1712. As directed by the legislation, a Pay-per-Mile pilot was conducted and the Task Force provided a summary report that included recommendations and options for legislative consideration.

To view this summary report, visit oklahoma.gov/odot/ruc.

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 state revenue challenge period, OCIA debt financing for highway infrastructure became a necessary tool for a balanced budget 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. In 2018, 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 Governments, and the Federal Highway Administration to leverage their resources and bring this major project forward that would have never happened otherwise. The bond debt is paid from INCOGs annual federal funds allocation.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Through the Build America Bureau's TIFIA Rural Project Initiative, ODOT has secured loans for enhancing rural road safety in Oklahoma. The TIFIA program makes federal financing more accessible to small communities and offers significant benefits and savings to project sponsors. In 2024, the department finalized a total of $200 million in TIFIA loan packages to help fund multiple projects as a part of the State's Rural Two-Lane Advancement and Management Plan (RAAMP).

	Outstanding Principal as of June 30, 2024	State FY 2025 Debt Service
State Bond Program		
2016	$120,590,000	$15,130,300
2020A	$24,680,000	$25,914,000
2020B	$158,040,000	$9,950,294
2020C	$5,475,000	$5,535,225
	$308,785,000	**$56,529,819**
ODOT TIFIA		
ODOT TIFIA RAAMP 1	$40,360,147	$2,367,060
ODOT TIFIA RAAMP 2	$42,961,592	$2,632,464
ODOT TIFIA RAAMP 3	$45,660,304	-
ODOT TIFIA RAAMP 4	$39,407,942	-
ODOT TIFIA RAAMP 5	$29,649,307	-
	$198,039,293	**$4,999,524**
	$506,824,293	**$61,529,343**
OTA TIFIA		
OTA TIFIA	**$4,000,000**	**$4,000,000**
GARVEE		
2018A	$46,305,000	$5,995,250

Contractual Obligations

During the past several years the department has consistently had more than $1 billion in outstanding contract obligations relating to right-of-way acquisition, project design, construction and other project delivery-related activities for ODOT's Capital Activities. As contracts are awarded, cash funds consisting of state sources are reserved for expenses to ensure progressive payments can be made as work is completed and federal reimbursements are requested for the eligible share, which are then returned to pay future progressive payments. Consequently, all cash balances are committed and reserved to meet these legal obligations and daily operations. Due to the nature of highway construction, most projects extend over multiple fiscal years, thus these cash balances are necessary to carry-over to the next fiscal year until construction is complete.

Investment Strategies

Asset Preservation and 8-Year Construction Work Plans

A foundational element of ODOT's mission is to enhance the safety of the traveling public. This requires that resources are first allocated towards the daily maintenance of Oklahoma's transportation system. The public's first line of defense lies in the department's ability to effectively perform its scheduled maintenance tasks and efficiently respond when emergency situations arise. ODOT's planned maintenance includes traffic sign replacement, lane striping, pavement resurfacing and bridge upkeep, but it is also prepared to respond with snow and ice removal, as well as emergency bridge and pavement repairs.

To maximize the life-cycle of its facilities, the department develops an Asset Preservation Plan that is intended to address the heavier, state-of-good-repair improvements around the state. The field district engineers annually review and validate this plan's scheduled projects and also define which preservation activities take priority according to current condition and funding availability. The Asset Preservation Plan not only supports project priorities but maintains the integrity of the field district engineer's transportation system management strategy. When additional resources become available, every effort is made to accelerate these much-needed preservation projects.

The long-term direction of ODOT's dedicated maintenance and asset preservation resources is intertwined with and influenced by the department's ability to deliver scheduled larger-scope facility improvements that are planned many years in advance through the 8-Year Construction Work Plan. This plan identifies projects for these larger scope improvements, which includes an annual needs assessment, and is fiscally constrained based on state and federal funding projections. The current eight-year funding projection uses a conservative funding model based on federal funding levels and state funding determined by the budgetary commitments of the Legislature.

Phase 2 of the I-44/US-75 interchange in Tulsa will soon be underway. Pictured are bridge abutments that are locally referred to as, ODOT's Stonehenge.

Freight Transportation in Oklahoma

The Oklahoma Department of Transportation is committed to developing and maintaining a multi-modal integrated surface transportation network that enhances commerce and supports Oklahoma communities. Oklahoma's economy relies on more than one type, or mode, of transportation, including commercial motor vehicles or trucks, railroads, as well as ports and the McClellan-Kerr Arkansas River Navigation System (MKARNS) in Oklahoma.

Reliable freight transportation enables productive business and market connections between Oklahoma, the United States, and the greater global economy. Oklahoma's central geographic location means the transportation network is vital to not only Oklahoma's continued growth and prosperity, but also to the nation.

The department analyzes the flow of freight traveling within, passing through, and entering or exiting one way in 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 the MKARNS.

Semi-trucks travel south on I-35.

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 Burlington Northern Santa Fe Railway (BNSF) corridor. Those volumes are greatest between the Texas border and north-central Oklahoma, where some of the volumes are dispersed in east-west directions. A total of 519.3 million tons, or 63.7% of all the state's freight traffic is not destined for, but passes 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

Understanding the volumes of commercial freight relying on Oklahoma's highway system informs the department's focus on bridge infrastructure and needed highway improvements. Load-posted or deficient bridges present significant and costly obstacles to the conduct of business and commerce in Oklahoma. The department's focus and commitment to improving 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.

Highways that have consistent truck volumes at or above 5,000 vehicles per day or truck volumes that 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 range between 6,000 to 8,000 freight vehicles per day. While trucks are a larger percentage of total vehicles in most rural areas around the state, some locations on I-40 see one truck for every two vehicles. In central Oklahoma, I-40 truck volumes 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.

Portions of I-40 see one truck for every two vehicles.

Ports of Entry

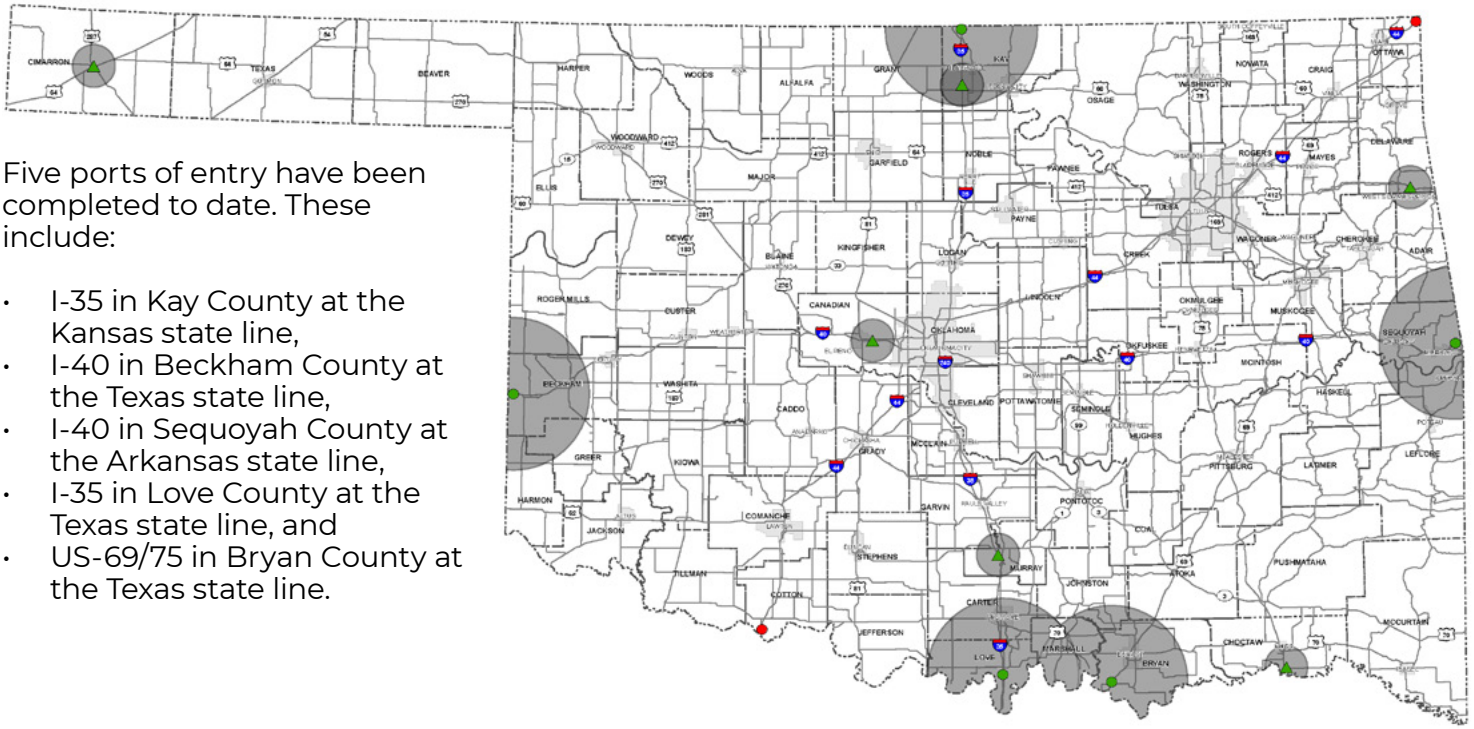
By closely monitoring freight ingress at the state line, the appropriate state agencies can better enforce vehicle and freight laws and regulations, ensure proper truck registration, operation and permitting and enforce weight and size regulations. Ports of entry are state-checkpoint entrances where commercial motor vehicles receive credential and safety inspections. Illegally loaded or operated trucks have a negative impact on the condition of our transportation system and on the safety of the traveling public.

In 2008, the Oklahoma Department of Transportation, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority announced a partnership effort and established a goal to develop multiple new port-of-entry facilities at key points on Oklahoma state lines. These state-of-the-art facilities establish a front line that is necessary to create a safer and more responsible freight transportation environment on the highway system.

Map of Oklahoma's Ports of Entry and Weigh Stations

Five ports of entry have been completed to date. These include:

- I-35 in Kay County at the Kansas state line,
- I-40 in Beckham County at the Texas state line,
- I-40 in Sequoyah County at the Arkansas state line,
- I-35 in Love County at the Texas state line, and
- US-69/75 in Bryan County at the Texas state line.



Port of Entry (25 mi buffer)
- Future
- In Operation/Under Construction

Weigh Station (7 mi buffer)
- Future
- In Operation

- Highways
- Urban Areas
- Counties

Refer to page 70 for a larger map.

Using innovation and technology, ODOT opened Oklahoma's first Virtual Weigh Station in September 2021 on US-412 in Delaware County at the Arkansas state line. The second Virtual Weigh Station opened in late spring 2024 on US-69/75 in Bryan County at the Texas state line.

Oversize/Overweight Truck Routing and Permitting System

It is critical for the safety of the traveling public and the life of the highway infrastructure that only legal and permitted loads are operating on Oklahoma's highways. The existing oversize/overweight permitting and routing process is an online system that provides carriers with the ability to submit a standard permit request, generate a safe route and automatically pay for and receive an electronic permit at any time of day. In 2022, HB 4008 transferred the administrative functions of the size and weight permitting process to the Department of Transportation. This transfer placed the permitting process in the agency most impacted by oversize and overweight loads, which has provided a greater level of oversight to ODOT. Oklahoma Highway Patrol is still engaged in the process of enforcing these laws and providing escorts for properly permitted oversize and overweight loads.

In 2023 there were 179,641 permits issued. With the automated system, most permits are in a customer's hands in less than five minutes, leaving the previous 24-hour turnaround an inconvenience of the past. Since the system is available 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.

A blade of a wind turbine is transferred via semi-truck and specialized trailer with wide load safety flags and signs. Freight escorts follow in pick-ups with flashing lights.

Rail

The Oklahoma Department of Transportation serves in many 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, serves to liaise with the rail companies for ODOT projects that involve operations on railroad property, and reviews federal funding opportunities to grow and improve Oklahoma's freight rail systems.

Traveling through rural Oklahoma, a long train transports double-stacked shipping containers.

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 to 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 in 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. KCS lines are located on the east side of the state in Adair, Sequoyah and LeFlore counties. Additionally, Oklahoma has 18 Class III carriers.

Waterways

Movement of cargo by inland waterway is the most economical, safe and environmentally friendly way of shipping bulk and oversized cargo. Ports and waterways are an important component of Oklahoma's network for transporting these goods. The McClellan-Kerr Arkansas River Navigation System (MKARNS) is Oklahoma's primary navigable waterway originating at the Tulsa Port of Catoosa, northeast of Tulsa and flowing southeast to the Mississippi River. The MKARNS waterway serves a 12-state area, linking Oklahoma with various domestic ports on the U.S. inland waterways system and foreign ports by way of New Orleans and the Gulf Intercoastal Waterway.

Construction of the system was funded by Congress at a cost of $1.2 billion and opened in 1971. June 5, 2021 marked the MKARNS 50th Anniversary. The MKARNS is open 24/7/365, and ships 11-12 million tons of bulk product annually. Primary commodities shipped include iron and steel, chemical fertilizer and other chemicals, petroleum products, coal and coke (coal-based fuel), sand, gravel and rock, soybeans, wheat and other grains, forest products and minerals, farm products/minerals, and project cargo such as manufacturing equipment or machines that are generally too large to ship by rail or truck. Eighteen locks and dams enable bulk commodities to traverse the 445-mile system. The five dams located in Oklahoma provide numerous benefits including flood control, water supply, hydropower generation, recreation, fish and wildlife conservation and, most importantly, navigation.

A push boat moves a barge through the Port of Catoosa.

The 2023 tonnage transported on the Oklahoma segment was 4.4 million tons (valued at $1.2 billion), without which as many as 188,367 additional trucks would have moved on Oklahoma's highways, interstates, and bridges. While a significant and growing volume of freight is transported by the waterway, the representative tonnage is less than 1% of the total annual freight in the State of Oklahoma. While the system is underutilized, economic studies have shown that the competition and choice the system provides between transportation modes reduces shipping costs by 15%.

An additional $141 million in appropriations was also awarded to the MKARNS to address the ongoing critical maintenance needs. The MKARNS investment strategy will focus on replacing all critical components that have surpassed design life at an estimated cost of $3.6 billion. Replacement resets the life cycle to a 100-year timeframe. The federal government will continue to invest in maintenance and repairs on aging infrastructure until component replacement is complete.

The design for Phase 1 of the 12-foot channel project will be at 90% completion in March 2025. At that point, work will pause until more funding is received.

Ports

There are 31 terminal facilities along the MKARNS within Oklahoma, and most of those facilities are clustered along the Ports of Catoosa and Muskogee, the two public ports on the Oklahoma segment of the system. The Ports have rail and highway access to facilitate the movement of freight 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. 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.

Oklahoma's port facilities are equipped to efficiently transfer incoming cargo to the next mode of transportation. Oakley's Port 33 and the Port of Keota can move barges with their own harbor towboats, while the two public ports have the additional benefit of rail infrastructure, which allows them to rail switch to mainline railroads using their own locomotives and internal tracks. Additionally, the Port of Catoosa handles services to and from pipelines. Both public ports are located within 12 miles of their respective-city airports, and most ports have direct access to multiple interstates, state highways, and turnpike facilities.

The Oklahoma Department of Transportation is responsible for promoting the MKARNS for transporting goods, in addition to assisting in the attraction and location of waterways-related industries, assisting and coordinating public and private entities in the development of river port and harbor facilities, and pursuing federal funding for necessary improvements to the system.

A material handler operator loads the back of a dump truck with sand-like material from a barge at the Port of Muskogee.

Office of Mobility & Public Transit

The Office of Mobility & Public Transit (OMPT) is responsible for the oversight and administration of the following Federal Transit Administration's (FTA) programs, named for the section of the federal statute 49 U.S.C. where they were created:

- 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

A streetcar on its route near downtown Oklahoma City.

Additionally, ODOT's OMPT is responsible for the development and oversight of State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, with the opening and operation of the Oklahoma City Streetcar in 2018.

The office was also charged with promulgating rules and procedures for innovative transit pilot programs, developing a comprehensive statewide transit policy plan (completed in December 2020), and managing a mobility ride connect call center with the passage of HB 1365 in 2019.

The development of the transit policy plan revealed that existing levels of investment in Oklahoma's public transit system are insufficient to meet current service needs. According to an analysis conducted for this plan, the investment needed to meet the identified needs in transit service operations in Oklahoma would require $ 6.7 million annually. Current public transit services in Oklahoma only meet about 50% of the overall mobility needs of Oklahomans. This unmet need is expected to increase significantly as demographics across the state change over the next 20 years and lead to even greater gaps in mobility access.

An urban bus waits at a public bus stop in Oklahoma City.

Key findings that the plan identified 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.
- Improved coordination of transportation services is needed between transit and human service transportation providers.

According to Oklahoma State University, public transit currently impacts the state's economy at $815 million annually. Doubling of transit services by 2040 would result in an estimated $1.6 billion per year in economic growth. The federal funding bill, IIJA has increased programmed funding above the previous federal transportation bill by about 43% (estimated) when comparing FFY 2021 to FFY 2022, and increased the availability of discretionary grants. Increased state and local match to access these funds is needed to leverage these federal funds, and the Oklahoma Legislature provided $5 million in additional dollars to assist. This increased need in funding will continue for the life of the IIJA bill to ensure all federal funds can be expended.

Rural and Urban Public Transportation

Transit evokes the image of a large bus running up and down an urban city street, but urban buses are only a portion of the broader picture. Oklahoma's large urban systems (serving communities with populations of 50,000 or more) are directly funded by the FTA, along with city and state funds, but ODOT is responsible for administering rural transit funds. Many of the rural public transportation operators in Oklahoma use standard minivans and buses and provide services to Oklahoma's disabled populations under the Americans with Disabilities Act (ADA). Just as the urban and rural vehicles differ, so too does their funding structure. These funding sources include federal, state, private and nonprofit sources, as well as local funding.

In Oklahoma, 19 rural public transportation systems operate in all 77 counties statewide, though not all communities in those counties have access to transit service. In fiscal year 2024, these rural transit systems provided more than two million trips. Ten percent 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 2024, the federal Rural Area Formula Grant Program (Section 5311) provided nearly $21 million in formula funding for public transportation services in Oklahoma's rural areas. The state's Public Transit Revolving Fund provided $10.75 million to Oklahoma's rural transit programs.

A public transit bus in Tulsa ends its daily route at the station.

A public transit van travels through Guthrie.

Urban Public Transit

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, Enid, Norman and Lawton. Their services include transportation for the general public, along with more specialized services for 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. CityLink Edmond receives urban funding from a portion of the funding received by Oklahoma City. The federal Urban Area Formula Grant Program (Section 5307) provided $29.37 million in fiscal year 2024 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 $3.76 million to Oklahoma's urban public transit programs.

Oklahoma Transit Providers

Urban:

- EMBARK
- Tulsa Transit
- Citylink Edmond
- City of Norman
- Lawton Area Transit System (LATS)
- Enid Transit

Tribal:

- 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

Rural:

- First Capitol Trolley
- OSU/Stillwater Community Tran-sit System
- Muskogee County Public Transit Authority
- Central Oklahoma Community Transit System COTS)
- Cherokee Strip
- Cimarron Public Transit System
- JAMM Transit
- KO BOIS Area Transit System (KATS)

Rural (Continued):

- 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
- LIFT Transit
- Southwest Transit
- The Ride (City of Guymon)
- Washita Valley Transit

Mobility Management

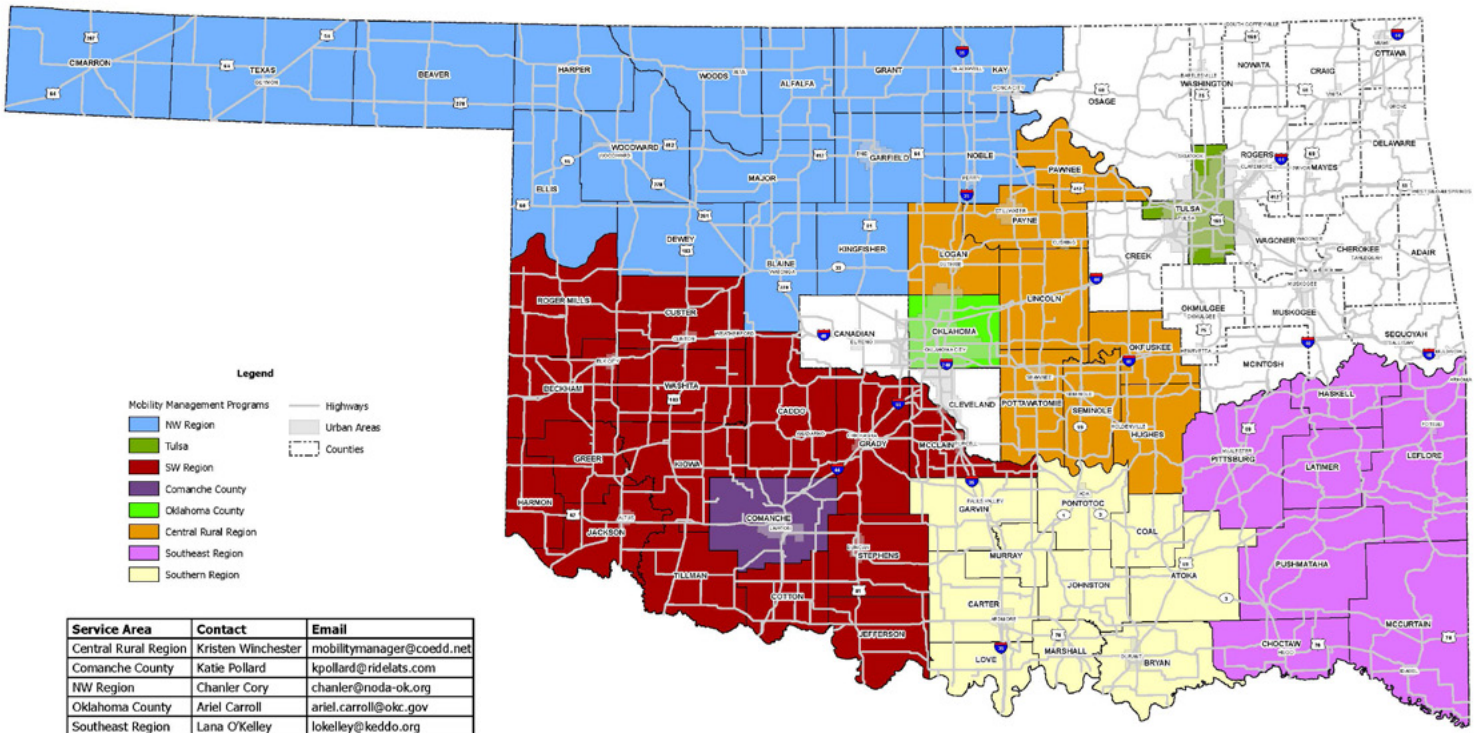
Improved coordination of transportation services between transit and human service transportation providers was identified as a need in the Oklahoma Transit Policy Plan.

ODOT is implementing Mobility Management, which is to improve coordination among public transportation and other transportation service providers to enhance transportation access for people beyond those served by one agency or organization within a community, usually health or human services providers, sometimes provided by state or local agencies, other times by non-profit groups embedded in different communities. Oklahoma currently has eight Mobility Management Programs in the state, with a goal to add three to four more in 2025.

As pictured, rural mobility fleets often include smaller buses.

To serve the entire state, 17 additional programs would need to be created. The estimated cost of each Mobility Management program is $100,000 annually. A statewide mobility management program is estimated to have a program cost of $2.5 million per year.

Mobility Management Programs - Oklahoma



Service Area	Contact	Email
Central Rural Region	Kristen Winchester	mobilitymanager@coedd.net
Comanche County	Katie Pollard	kpollard@ridelats.com
NW Region	Chanler Cory	chanler@noda-ok.org
Oklahoma County	Ariel Carroll	ariel.carroll@okc.gov
Southeast Region	Lana O'Kelley	lokelley@keddo.org
Southern Region	Todd O'Neal	toneal@soda-ok.org
SW Region	Cristi Williams	cristi@swoda.org
Tulsa	Clem Neely	cneely@metrolinkok.org

Refer to page 71 for a larger map.

Active Transportation

Active Transportation describes all human-powered forms of travel, such as walking and cycling. Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, on-street 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.

As a unit within ODOT's Multi-modal & Planning Division, the department's Active Transportation Program works closely with transit providers and Councils of Governments to fully understand the potential barriers that active-transportation users face. This program's priorities include:

SAFETY OF VULNERABLE ROAD USERS

ODOT places a strong emphasis on the safety of vulnerable road users (VRUs), such as pedestrians, bicyclists, and those using mobility devices. The department's Vulnerable Road User Safety Assessment was prepared in response to a significant increase in pedestrian and bicyclist fatalities and serious injuries in Oklahoma, with particular concern for VRUs at uncontrolled intersections, crossing mid-block, and during low-visibility conditions. Additionally, crashes involving VRUs tend to occur in disadvantaged areas, indicating a need for more targeted safety interventions.

LACK OF INFRASTRUCTURE FOR ACTIVE TRANSPORTATION

Oklahoma's Active Transportation Plan emphasizes the lack of comprehensive infrastructure for bicyclists and pedestrians. ODOT recognizes that there are gaps in the statewide network of pedestrian and bicycle facilities, with particular deficiencies in rural and non-metropolitan areas. Additionally, many existing facilities do not meet current safety or accessibility standards.

EQUITY AND ACCESSIBILITY CHALLENGES

Disadvantaged and minority communities are disproportionately affected by higher rates of traffic fatalities and injuries due to these communities having fewer transportation options and being more dependent on walking or biking, which increases their risk. ODOT aims to address these equity challenges by working with transportation partners to prioritize improvements in areas where low-income, minority, and historically underserved populations reside. This includes adding sidewalks, improving crossings, and facilitating enhanced transit access in areas that lack these essential services.

ODOT's successes in active transportation include the development of statewide initiatives like the Active Transportation Plan, enhanced public awareness and education, and the integration of active transportation goals into broader state planning efforts and the designation of the US Bicycle Route designation (USBR 66). USBR 66 is now visible on all GPS devices and applications including Google Maps™ and nearly 300 bike route signs have been installed to date.

Through webinars and public engagement at fairs and meetings throughout this year, the department has made considerable progress towards raising awareness and providing safety education regarding cyclists and pedestrians.

Read the Active Transportation Plan at oklahoma.gov/odot/atp.

TAP: Local communities to benefit from $36 million in connectivity projects statewide

The Transportation Alternatives Program began in 2012, when the U.S. Congress approved the Moving Ahead for Progress in the 21st Century Act, which consolidated several previous transportation enhancement, trail, and safe routes to school project categories into one program to allow more flexibility at the state and local levels.

In late 2024, more than $36 million in federal funding was awarded to 43 active transportation projects planned in 36 communities across Oklahoma. TAP is designed to promote connectivity through projects for sidewalks, safe routes to school, pedestrian, and bicycle trails and environmental or historical preservation projects.

This year's TAP application process was highly competitive with a total of 87 eligible project applications submitted to ODOT. The department worked with the Transportation Alternative Advisory Committee, which is comprised of the Oklahoma Department of Commerce, the Oklahoma Department of Health, Safe Routes Partnership, and the American Association of Retired Persons, to review and score the applications.

Through TAP, federal funds provide 80 or 90 percent of the total cost of the project, depending on the population of the municipality. The remaining funds are provided by the communities applying. This federally funded program is administered by ODOT.

Two-lane bike lanes can be found in Oklahoma's metro routes.

Passenger Rail Transportation in Oklahoma

The Oklahoma Department of Transportation manages Oklahoma's Heartland Flyer passenger rail service. 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 in Oklahoma are Norman, Purcell, Pauls Valley and Ardmore, as well as 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 Amtrak Heartland Flyer® Train celebrates its 25th anniversary as it travels through downtown Oklahoma City.

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% 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.

A new opportunity was created in IIJA to facilitate the development of intercity passenger rail corridors. The "Corridor Identification and Development Program" is for comprehensive planning and development that will guide rail development and create a pipeline of intercity passenger rail projects ready for implementation. In cooperation with ODOT, Kansas DOT was awarded a Corridor ID Grant to begin necessary work that extends the existing Heartland Flyer north from Oklahoma City to Newton, Kansas, where it would connect with Amtrak's Long Distance Southwest Chief route. This work includes updated estimates and a Service Development Plan. The next steps include engineering and the environmental process to begin in 2025. An investment of $56 million from local and state partners will allow ODOT to apply for grants for the current estimated capital estimate of $280 million. Oklahoma's annual Operational cost for the Heartland Flyer would increase from $4.4 million to the range of $8-10 million.

HEARTLAND FLYER

821	◂ Train Number ▸						822
Daily	◂ Normal Days of Operation ▸						Daily
R	◂ On Board Service ▸						R
Read Down	Mile				Symbol		Read Up
8 25A	0	Dp	Oklahoma City, OK	(CT)		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)		Dp	5 25P

A Heartland Flyer® chart displays the train's cities and times. Learn more at amtrak.com/heartland-flyer-train.

Major Updates

Oklahoma Transportation continues to pursue its ultimate goal to be a Top Ten State for transportation quality and service delivery. The department is consistently identifying ways to streamline operations, create efficiencies and nurture cross-functional relationships with the long-term needs of Oklahomans in mind. Some efficiencies realized within the last year include a reduction in the department's facility footprint, upgrading technologies and processes, and surplus land sales for a total projected savings of $4.8 million within the next two years.

Efficiencies

Workplace Solutions in the Field | Mega Facilities in Kay, Sequoyah, and Carter Counties

Since 2020, efficient and flexible workplace solutions have progressed throughout the department's districts. The mega facilities that are underway in Districts 1, 4 and 7 not only create long-term cost savings, but also enhance each crew's ability to collaborate, cross-train, and maintain field equipment.

District 1's combined Sallisaw facility is scheduled to begin construction in 2025. The new site will house the Sallisaw Interstate Maintenance crew, Sequoyah County Maintenance crew, and the Sallisaw Construction Residency.

District 4's mega facility in Kay County opened in late 2024. The Tonkawa Interstate Yard and the Kay County Maintenance Yard were combined on a 20-acre site on the west side of I-35 near Tonkawa.

The entrance to District 4's new maintenance building.

Three buildings stand on the 20-acre property, from left to right, fuel station, equipment shed with shop, maintenance building, and the equipment shed with wash bay.

Construction on District 7's new facility is underway and will combine the Carter and Love County Maintenance yards with the I-35 Maintenance Crew. Located near Ardmore along I-35 and SH-77 Scenic, this location includes a larger salt shed to reduce concern for salt shortages during heavy winter storms in the region.

Construction continues on District 7's new facility to combine three crews.

Completion of the combined two stand-alone facilities in District 4 is projected to save the department an estimated $1.3 million. Construction to combine three stand-alone facilities in District 7 is set to reach completion in 2025 with an estimated savings of $3.5 million.

Right-of-Way Field Managers Improve Communication with Oklahoma's Landowners

This year, right-of-way field managers were stationed at the headquarters of all eight Field Districts. Serving as resources for property owners who are being affected by ODOT projects, the primary function of these specialized representatives is to provide a comprehensive overview of what landowners can anticipate throughout an entire project lifecycle. Ensuring Oklahomans are informed and receiving answers efficiently is what makes this point of contact so crucial.

This right-of-way field manager role is the third field position of its kind that the department has implemented since 2022. ODOT's eight utility managers, also from ODOT Right-of-Way, and the environmental liaisons from Environmental Programs are continuing to prove successful and essential to the department's oversight and efficiency.

Reduced Phone Lines, Teams Soft Phones and Circuits Disconnected

The department continues to transition away from traditional landline plans and implement the use of Microsoft Teams soft phones, which have standard telephone capabilities combined with the cloud-based features of Microsoft Teams. ODOT disconnected 116 landlines this year with a projected savings of over $27,000 in 2025.

Additionally, the agency was able to disconnect two AT&T circuits that were no longer in use or needed. This savings is projected to total over $240,000 in 2025.

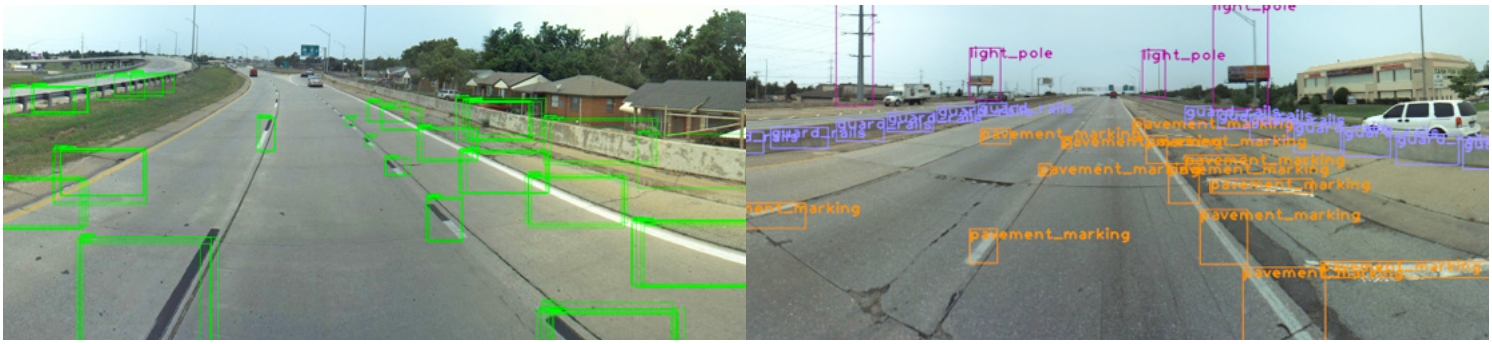
Technology Enhancements

In partnership with the Office of Enterprise and Management Services (OMES), ODOT leadership created a Data and Emerging Technology Three Year Strategic Plan and Roadmap. This is a comprehensive strategy for the department that will drive innovation, enhance operational efficiency, and improve service delivery over the next three years. This roadmap contains four strategic plan goals. Through a groundbreaking approach to revolutionize Generative Artificial Intelligence (GenAI), the first goal integrates end-to-end integration, reporting and analytics dashboards, and the Gemini GenAI using the State Data Platform. This innovative solution is built on a core foundation of the State's data governance standards. The second goal is developing business-unit and executive-level dashboards for tracking strategic insights, operational efficiencies, and performance metrics. The final two goals involve leveraging emerging technologies for data science insights such as predictive analytics, anomaly detection, and optimization models, while also implementing technologies such as artificial intelligence (AI), machine learning, GenAI, and other smart systems for various initiatives. Using AI to enhance operational efficiencies for more complex decision-making on investment strategies allows the department to better meet its long-term objectives.

For instance, the department is working to improve the collection of collision data, which enhances safety analysis and decision making for construction and maintenance. In coordination with the Department of Public Safety, Service Oklahoma, and the Oklahoma Highway Safety Office, this data initiative leverages robotic processing automation (RPA) to streamline collision data processes.

Asset Inventory Lifecycle and Machine Learning

Under the guidance of the Governor's Task Force on Emerging Technologies, and in continued partnership with the OMES Data Services team, ODOT is leveraging AI to streamline the agency's asset inventory lifecycle. The department conducted a machine learning proof-of concept-and trained AI to detect and recognize various agency's assets on a subset of roadway. This inventory includes but is not limited to pavement markings, signs, guardrails, light poles, and other safety features like rumble strips. With the overwhelming success of the pilot, the team is continuing to build out the large language model for use across the entire inventory. In the past, annual inventory inspections have required multiple employees to review thousands of pictures for indication of damaged or missing assets. By training AI to compare these images at a machine's pace, these employees are able to redirect their time towards more complex tasks in their day-to-day jobs.



Early stage AI training involved highlighting and labeling ODOT assets in various highway images.

AI Right-of-Way Proof of Concept

In partnership with data scientists at OMES, an ODOT project team has completed a proof-of-concept that successfully used AI to read and organize right-of-way deeds. Through the process of machine learning, this team effectively trained AI to process deed examples with an extremely high-level of accuracy, and in only a fraction of the time it takes a person to do the same thing.

On average, it would take one person about 20 minutes to scan-in, read and add metadata to most deed files. With hundreds of thousands of deeds in the department's archive spanning the course of decades, this task is overwhelming and would require thousands of hours to complete. This proof-of-concept has made it clear that by leveraging AI for a project of this magnitude, the department could save millions and effectively digitize the archive in record time.

Accomplishments

Shoulder construction in rural Oklahoma.

Oklahoma's Rural Two-Lane Advancement and Management Plan (RAAMP)

As part of RAAMP, the department has finalized a total of $200 million in Transportation Infrastructure Finance and Innovation Act (TIFIA) loan packages for two-lane roadways across the state. These 20-year loans, with an average interest rate of 1.95%, allow ODOT to address 113 miles of the agency's 5,162 miles of rural two-lanes with deficient shoulders.

With the acceleration of safety improvements, these loans are projected to provide a nearly $150 million in expected crash cost-reduction.

Read more at oklahoma.gov/odot/oams

AASHTOware Construction Implementation is Complete

The AASHTOware Project Construction & Materials module went live in October 2024. This powerful application spans all levels of construction and materials management to progress a contract, and its supporting documentation, from award through finalization. This implementation will reduce security risk, allow contractors system access, and create transparency throughout construction projects.

Oklahoma Unveils Advanced Mobility Strategy

Oklahoma's Advanced Mobility Strategy was launched in late September, providing a roadmap for transportation innovation across the State. ODOT has partnered with the Oklahoma Department of Aerospace and Aeronautics (ODAA) to accelerate Oklahoma's ability to develop, test, and adopt cutting-edge technologies for the road and the sky.

As written in this plan, the goal for this massive effort is to "Leverage advanced mobility technologies to improve efficiency, safety, resilience, access and economic opportunity in Oklahoma."

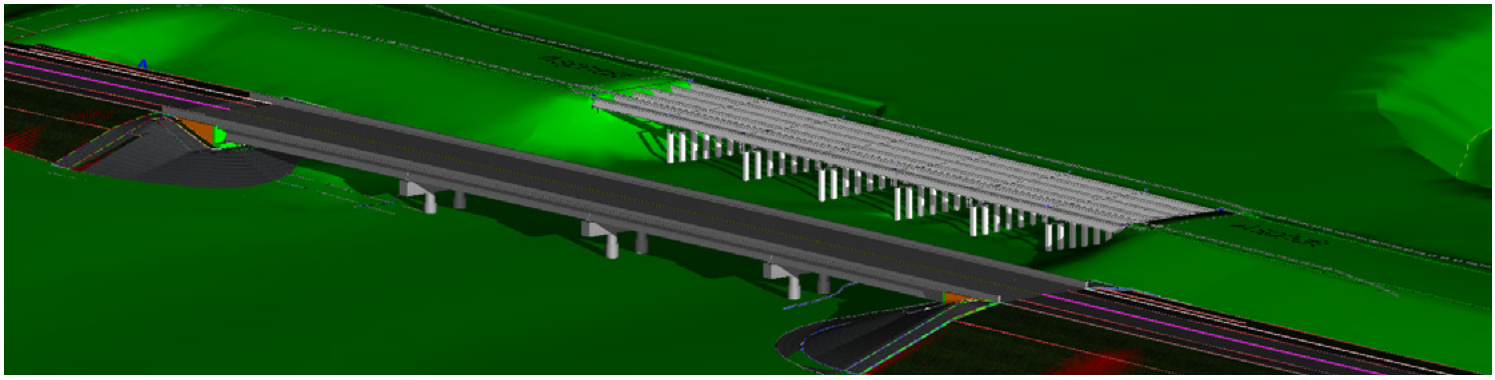
Future Plans and Projects in Motion

PeopleSoft Migration to Replace a 40-Year-Old Legacy System

ODOT Finance is preparing to implement PeopleSoft Financials to modernize and enhance finance operations slated for March 2025. This new platform will introduce increased automation, reduce duplicative processes, and enable more detailed financial reporting, helping save time and better allocate resources to support ODOT's mission. The transition will impact several key business processes, including accounts payable, accounts receivable/billing, general ledger, asset management, project costing/contracts, and budgeting. A comprehensive staff training plan is set to begin in January.

Open Roads Designer in ODOT Digital Delivery

Open Roads Designer (ORD) provides a robust modeling environment that supports roadway design, surveys, drainage, and utilities. The advanced 3D visualization features enhance collaboration among teams and contribute to the early identification of potential conflicts during the design process. Additionally, ORD facilitates the integration of data into computer-aided design (CAD) files, allowing for seamless sharing across a variety of platforms, including construction software, Geographic Information Systems (GIS), and databases. This capability not only minimizes the risk of rework but also significantly enhances efficiency in both design and construction processes.



A rendering in Open Roads displays bridge plans for a new bridge to be constructed next to the old bridge set to be removed.

Community Engagement

Throughout 2024, ODOT has embarked on an agency-wide assessment of its community engagement efforts. The evaluation of this work has involved statewide surveys that serve to help the department identify strengths, weaknesses and determine better ways to engage Oklahomans. Key findings in this assessment included the significant need to engage citizens throughout the development, construction, and maintenance of our infrastructure, the necessity to identify and implement a software solution for managing public involvement, and the desire to make the agency's engagement efforts meaningful to the traveling public.

Multiple efforts that would yield quick benefits within this year were identified, these include but are not limited to revising ODOT's property owner notification letter, ensuring public-facing documents contain more accessible language, sending ODOT representatives to community events, conducting new pilots to expand the agency's public reach, and establishing the department's Community Engagement Program.

The assessment's final report is expected in early 2025 and will guide the development of ODOT's Community Engagement Program.

ODOT Participates in the City of Moore's National Night Out

On August 6, ODOT employees joined the rows of tents at the City of Moore's National Night Out to interact with citizens and promote a short survey about the department's engagement score. This annual community event takes place on the first Tuesday of August and is sponsored by the City's police and fire departments, among other local sponsors. Hosted in the Warren Theater parking lot, the event draws around five to six thousand visitors and features family-friendly activities, safety demonstrations, and giveaways.

Using the department's safety tent, the Canoo EV, and a life-sized Amtrak® sign to attract visitors, employees invited citizens to participate in a short survey pertaining to ODOT's community engagement efforts. Employees handed out informational materials to visitors. Many were interested in learning more about ODOT or discussing projects in District 3.

Citizens line up at ODOT's tent during the City of Moore's National Night Out in 2024.

Hochatown Boulevard

In October 2022, ODOT proposed improvements to US-259 by hosting a local event for the community. This effort is referred to as the Hochatown Boulevard project and involves two phases for improving different sections of the town's major thoroughfare. Since the initial launch, ODOT has held three additional community events to gather resident and local-business input. Through these interactions the department has found that the community's primary concerns are walkability, community parking, and keeping Hochatown's unique atmosphere and charm. ODOT continues to design a project that addresses safety concerns and also meets the needs of this community.

Bike Events with ODOT

ODOT attends multiple bicycling events throughout the year to promote safety and increase awareness around the department's involvement with Active Transportation initiatives.

The Association of Central Oklahoma Governments hosts BikeFest in Oklahoma City during the month of May, which is National Bike Month. Designed to promote safe biking and connect citizens to local bicycle vendors in the community, ODOT representatives attend to promote USBR 66 and educate participants on how ODOT distributes federal funds for Active Transportation grants, as well as how they can start the application process. While the 2024 event on May 5 was canceled due to the imminent threat of severe weather, this festival is worth noting for those hoping to go on more bike rides in 2025.

Pottawatomie County hosted its first Bike-a-Palooza event in Shawnee this year, where ODOT handed out safety lights for bikes and backpacks. Focused on children safety and the health benefits of cycling, the County featured a "complete streets" scenario, which is a planning and design approach that enables safe street access for all modes of transportation and riders.

Monarchs in the Park | Norman, OK

In partnership with the City of Norman Division of Environmental Resilience and Sustainability, the fourth Monarchs in the Park Festival was held on October 5 in Andrews Park. This annual event celebrates the monarch butterfly and the value of its cross-continent migration between Canada, the United Sates, and Mexico. Designed to educate families and children of all ages, this festival features native plant sales, games and crafts, children's story time, pollinator and gardening experts, demonstrations, food trucks, and a pollinator parade.

ODOT Environmental Program employees and biologists not only partner with the City of Norman to plan this event, but also host a booth that offers education materials and children's activities to highlight the department's native and pollinator habitat efforts along ODOT's rights-of-ways.

ODOT Environmental Programs hosts a booth at the City of Norman's Monarch's in the Park.

District 1

Erosion Control on SH-10

This project aims to protect the slopes of the roadway on SH-10. Over the past few years, ODOT has faced an ongoing challenge to prevent slope erosion due to natural movement of the Illinois River. This project's design includes constructing a retaining wall in the river to combat the erosive effects caused by the current and stabilize the river. Construction is currently underway and is expected to continue until late 2025.

The retaining wall in the Illinois River was constructed to combat erosive effects on its slopes.

US-62 Navigation Bridges Over Arkansas River

The navigation bridges over the Arkansas River on US-62 were originally built when the navigation channel was constructed in the 1960s. ODOT is in the process of replacing these bridges with traffic on the westbound bridge anticipated to open before the end of 2024. The project is expected to be completed by late 2025.

US-62's westbound bridge over the Arkansas River stands parallel to its 1960's predecessor.

US-69 Pavement Rehabilitation Near Checotah

Reaching completion in late 2024, resurfacing US-69 improves this corridor's rideability for local residents and seasonal Lake Eufaula visitors.

District 1 crews resurface US-69.

District 2

Federal Grant Advances Roosevelt Bridge Project in ODOT's CWP

This year, ODOT secured $124 million in federal funding in addition to $200 million in state-authorized bonding authority. These financial certainties will allow the department to make the Roosevelt Bridge safer, sooner. Advancing three years in the 8-Year Construction Work Plan, this project will now begin in 2026 instead of 2029.

Pictured is the current Roosevelt Bridge crossing Lake Texoma.

Choctaw Nation Frontage Roads Resurfaced

In partnership with the Choctaw Nation, the department resurfaced more than 3 miles of frontage roads in Pocola. The Nation purchased the asphalt, and ODOT provided the equipment and labor. The joint mill and fill project on Racetrack Road in Pocola required 5,500 tons or 366 truckloads of asphalt to complete.

New surface and lane lines on a section of frontage road in Pocola.

Bridge Replacement on SH-63 Near Pittsburg

Just outside the town of Pittsburg, what was once a narrow, single-lane bridge is now a wider structure with new pavement that improves sight distance and overall safety at this location.

Before: single-lane bridge on SH-63 outside of Pittsburg

After: new wider structure and pavement on SH-63 outside of Pittsburg.

Multiple Sections of US-69 Resurfaced

US-69 received long-awaited resurfacing and updated edge line striping in various locations. These safety improvements were completed in the City of Atoka, rural Atoka County, and the City of McAlester.

New pavement near Limestone Gap in rural Atoka County.

US-69 upgrades in the City of McAlester.

Upgrades on US-69 in the City of Atoka include resurfacing and striping.

Final Stretch of SH-3 Completed

The corridor between Atoka and Antlers on SH-3 has been under construction for many years as ODOT has worked to add new shoulders and improve pavement in sections. This year, new shoulders on the final stretch were completed, making this route safer for the communities who rely on it.

Before: SH-3 without shoulders under construction between Atoka and Antlers.

After: The final section of this SH-3 corridor is complete with new pavement, shoulders and rumble strips.

District 3

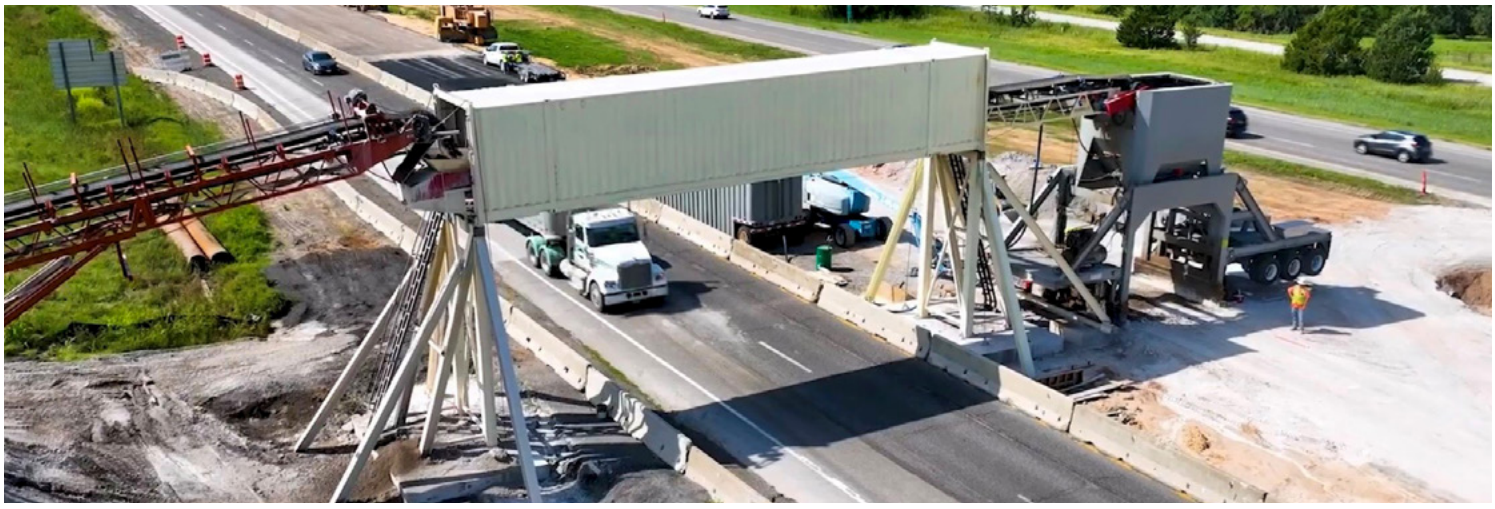
Innovative Conveyor Bridge Keeps Traffic Moving on I-35 Lane Reconstruction Near Wynnewood

Using a conveyor bridge to transfer materials over live traffic, contractors in District 3 reconstructed existing lanes and added a new lane for the future six-lane corridor of I-35. The conveyor belt bridge transferred enough wet-concrete-treated base material and wet concrete to complete 6 miles of mainline paving. ODOT implemented this innovative method because it was safe for the drivers traveling below and it also prevented hundreds of concrete trucks from entering high-speed traffic on the northbound side of the interstate during construction to haul material.

Wet-concrete-treated base material is transferred via conveyor belt.

The conveyor bridge spans I-35 with a dump truck receiving material on the other side.

Materials drop into the back of a dump truck, while a crew member signals to the truck driver.



I-35 traffic travels safely under the materials bridge during construction

Wanette SH-39/SH-102 Junction Improvements

The SH-39 and SH-102 Junction in Wanette used to be a narrow, two-lane facility. This stretch of SH-39 is now wider with 8-foot shoulders and has much-needed left turn lanes in the center that make the switch between these two routes safer.

Facing East: A hill on SH-39 creates limited visibility for drivers approaching the SH-102 junction from the east, which is why the new left turn lane and shoulders at this location are essential for driver safety.

Facing West: A wide angle of the SH-39/SH-102 junction with new shoulders and two left turn lanes for eastbound drivers.

New US-270 Lanes, Bridge, and Reinforced Creek Crossings

From Seminole to Wewoka, US-270 was expanded from two lanes to four lanes, with five lanes in some locations. The current project in this corridor features new bridges that cross Crater Creek and 10 other unnamed creeks that needed new reinforced concrete boxes. This project is a continuation around last year's completed work that replaced the Wewoka Creek bridge near Lima.

Four lanes with shoulders span a bridge on US-270 with construction continuing in the distance.

A view of four lanes and shoulders on a US-270 bridge between Seminole and Wewoka.

SH-9 West Roundabout and I-35 Diverging Diamond Interchange

At the SH-9 and I-35 Junction, the department is constructing a diverging diamond interchange with a southbound collector road that provides access to the residential areas nearby. A new roundabout was also installed where South Harvey Street meets with Bankers Avenue to the north of West Lamar Road. Roundabouts improve safety and mobility of the traveling public.

A wide angle of ongoing construction for the new SH-9/I-35 junction in Cleveland County.

Paving and other heavy operating equipment in motion next to I-35 southbound traffic.

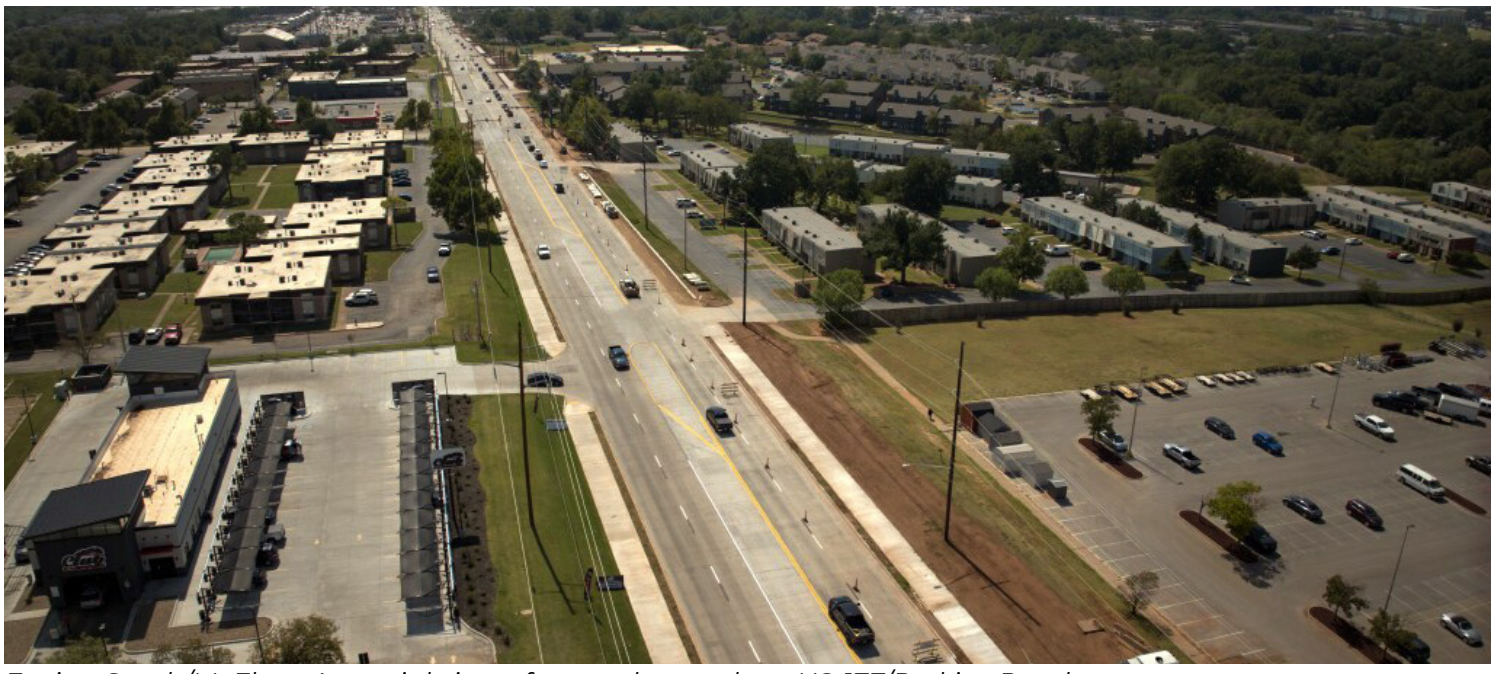
A view of the new roundabout on SH-9 that connects Harvey Street and Bankers Avenue.

District 4

Major Enhancements on US-177 in Stillwater

Thanks to the partnership between ODOT and the City of Stillwater, a portion of US-177/Perkins Road in Stillwater received a major overhaul. On the stretch between McElroy and Lakeview Road, poor-condition concrete was replaced, turn lanes were added, traffic signals were updated, a median barrier was installed, and both sides of this thoroughfare now have sidewalks. Additionally, the US-177 and McElroy intersection was widened, and asphalt pavement was milled and filled from SH-51 to Hall of Fame Avenue, and from West Lakeview to Airport Road. The American Concrete Pavement Association awarded this project the ACPA Annual National Excellence in Concrete Paving Award in the State Roads category.

Facing North/Lakeview Road: An aerial view of US-177/Perkins Road and East Krayler Avenue in Stillwater.



Facing South/McElroy: An aerial view of upgrades made to US-177/Perkins Road.

SH-51 Upgrades and Mile Move

A 1-mile section of SH-51 was moved north for the primary purpose of reconfiguring this highway to go over the railroad instead of under it. This highway's previous configuration had a railroad bridge with a low vertical clearance that was dangerous and had been struck by traffic in the past. This project also replaced a structurally deficient bridge over East Beaver Creek and added new tie-ins at US-177 and SH-51. ODOT's decision to reconfigure SH-51 also provided the opportunity to straighten this route in the process. More than 800,000 cubic yards of soil was moved during construction.

The new SH-51 bridge over the railroad in Logan County.

The new bridge over East Beaver Creek on SH-51 was reconfigured to straighten the previous route. Pictured is the dead end on one side of the 1-mile section with the new bridge spanning the creek in the background.

US-281/Route 66 Bridgeport Bridge

The iconic Route 66 Bridgeport “Pony” bridge was opened to traffic in May. The $35 million, year-and-a-half-long project featured many improvements including widening the bridge, pouring new concrete for a smoother driving surface, refurbishing the original trusses and building a new parking and observation area. Oklahoma safety officials ask that visitors do not stop on the bridge to take photos, but rather use the safe parking area nearby. A kiosk with historical information is also available at that location.

Bridgeport – A comparison of the Route 66 Bridgeport bridge’s condition before (left) and after (right) its restoration.

District 5

Weatherford Airport Road Bridge and Interchange

The Airport Road bridge over I-40 was replaced and enhanced to feature a wider four-lane setup with a center turn lane that accommodates increasing traffic demands in Weatherford. The bridge is planned to be named the Thomas P. Stafford Memorial Bridge.

Two angles of the new Airport Road bridge over I-40 show the bridge's jet, star, and wing-shape details incorporated into the design.

Washita County Safety Upgrades

On SH-152, 8-foot shoulders with centerline and edge line rumble strips were added near the SH-44 junction, making this two-lane highway significantly safer for rural travelers.

Two locations along SH-152 provide examples of limited line of sight over hills in the distance. Landscapes of farmland and rural residential areas surround this highway.

Four Lanes on US-183

The topography of this section of US-183 has many sharp curves and steep hills that limit a driver's sight distance. This is why the segment was rehabilitated and an additional lane was constructed to create a safer, four-lane divided highway from the north edge of Rocky to just south of Cordell.

A sharp curve on rural SH-183 with limited sight distance is now safer with lanes divided by a grass median and new shoulders.

New pavement, shoulders and left turn lanes enhance US-183 between Rocky and Cordell.

SH-34 Bridge Replacement

A narrow, at-risk, pony truss bridge on SH-34 in Beckham County was replaced with a wider two-lane bridge, with 8-foot shoulders. The new structure better accommodates rural travelers and the agricultural traffic in this region.

A new bridge on SH-34 in Beckham County better accommodates rural and agricultural traffic.

District 6

Improving Ride Quality on US-287

Located north of Boise City, this nearly 4-mile project on US-287 is nearing completion as of late 2024. Improving this highway involved adding shoulders, making vertical curve corrections, and laying new pavement. This project also widened two masonry abutment and pier-slab span structures, that were originally built in 1935, and also completed US-287's rehabilitation over the Cimarron River. Classified as structurally deficient prior to this project, this impressive 11-span structure required repairs to its substructure (underneath) and a complete replacement of the superstructure (above). One future-programmed project remains for District 6 to complete the reconstruction of US-287 from Boise City to the Colorado State line.

A view of US-287's new substructure over the Cimarron River north of Boise City.

SH-15 Shoulders from Woodward to Shattuck

This project was slightly more than 3 miles long and involved widening, resurfacing, replacing four bridge-sized box structures, and completed the remaining stretch of 8-foot shoulders needed on SH-15 between Woodward and Shattuck. In addition to widening the box structures and teeing up the existing section line roads to improve intersection safety, the project also included using what is known as a crown shift (as in the tilt of a curving route) to help travelers maintain control while driving near the railroad.

The SH-15 project between Woodward and Shattuck included a crown shift (or tilt in the road) to help travelers maintain control while driving near the railroad, which is located to the right of the pictured view, out of frame.

Resurfacing SH-325 Near the New Mexico State Line

This 18-mile resurface on SH-325 utilized a spray paver to provide two inches of new driving surface starting 10 miles east of the New Mexico State Line and ending 10 miles west of Boise City. Addressing the rideability on this section of scenic highway benefits the tourism travelers visiting this corner of Oklahoma. Along SH-325 there is a roadside pull-off for the Santa Fe Trail and an entrance to Black Mesa State Park and Nature Preserve, which is familiar to the stargazers who know it as the darkest nighttime skies on publicly accessible land in the U.S.

SH-325 even features a replica of the Brontosaurus femur that was accidentally discovered in 1931. This discovery included another 18 tons of dinosaur bones was found by workers quarrying for rock during highway construction for US-64, which was SH-325 at the time. Continuation of overlaying this corridor is planned to continue east and tie into Boise City early 2025.

A stretch of SH-325 curves into the distance with Black Mesa State Park and Nature Preserve in the background.

SH-95 Over Three Seeds Draw Creek in Texas County

In June 2024, the Oklahoma panhandle experienced historic rainfall in what was later classified as a "1,000-year rainfall event." Some locals around Texhoma reported receiving more than 12 inches of rain in just a few hours. A result of this event was a large, 12-foot-deep scour hole under the SH-95 bridge that spans Three Seeds Draw Creek. This bridge was inspected shortly after the event and deemed stable by District 6 and other ODOT bridge engineers. The district's maintenance crews were tasked with repairing the bridge by filling and compacting the scour hole with materials stockpiled at the department's Texas County maintenance yard. This extensive repair effort required almost 300 cubic yards of material and a variety of heavy equipment to complete. District 6's crews worked tirelessly to complete this job in under one month.

Under the Three Seeds Draw Creek bridge, water fills the 12-foot-deep scour hole.

Bridge scour happens when underwater sediment is washed out from under a bridge's foundation.

District 6's maintenance crews work to fill and compact the scour hole with materials.

Filling the scour hole took three-hundred cubic yards of material to achieve. District 6's crews completed this job in less than one month.

District 7

I-35 Lanes and New Red River Bridges

In partnership with the Texas Department of Transportation and the Chickasaw Nation, ODOT is constructing new Red River bridges and additional capacity on I-35 at Oklahoma's border up to Exit 1. Between Exits 1 and 3, one additional lane has been constructed in each direction, making this portion of I-35 a six-lane highway. The additional lanes from Exit 3 to Exit 5 are currently under construction. Upon completion, there will be a reconstructed interchange at Exit 5 with three lanes in each direction to mile 5.75. Both I-35 bridges over the Red River are being replaced, as the northbound bridge was determined at-risk of becoming structurally deficient due to its condition.

Facing Oklahoma: Traffic travels north and southbound on I-35 over the Red River with three lanes going in both directions.

A close-up view of the I-35 bridge substructure taken from the Texas side of the Red River.

SH-9 Caddo County and Rumble Strips

New shoulders have been added on the SH-9 corridor from Ft. Cobb to the US-62 junction, known as the Apache Wye. This SH-9 corridor now has shoulders for 17.75 miles from Carnegie to the Apache Wye.

The winding route of SH-9 in Caddo County demonstrates the importance of new shoulders due to limited line of sight for drivers.

Side roads and rural driveways between the hills and curves of SH-9 are another example for why shoulders with rumble strips help increase traveler safety.

SH-19 Grady County

New shoulders are being added to SH-19 in the Alex area, joining a project that added shoulders from a location just east of Alex, through Bradly, and continuing east towards the Washita River. Upon completion of the current project near Alex, the majority of the SH-19 corridor will have shoulders from the US-81 junction to the Garvin County-line, 19 miles east. This project removed one bridge from ODOT's bridge inventory, replaced an at-risk bridge, and also replaced several other bridges to improve conditions.

A crew lays concrete for a culvert with a concrete pump truck.

A completed box bridge on SH-19 in Grady County.

SH-39 Grady & McClain Counties

This year, District 7 completed the 3-mile SH-39 project located between the East Winter Creek bridge and the SH-76 junction near Dibble. This means the 6.75-mile corridor from the Tabler Wye to SH-76 is now completely upgraded with new bridges and 8-foot shoulders.

SH-39 shoulders are complete between the Tabler Wye to the SH-76 Junction in McClain County.

Facing West: New shoulders on SH-39 at the Grady and McClain County line.

District 8

SH-20 Connection to SH-66 South of Claremore

On the south edge of Claremore, SH-20 was realigned and widened from a narrow two-lane roadway to a five-lane highway connecting to SH-66 (Route 66). The realignment also included a new interchange at the Will Rogers Turnpike and a new bridge over the railroad tracks that run through Claremore. This is the only bridge in town that spans the railroad.

Crews work on the bridge connecting SH-20 and Route 66 in Claremore.

US-169/Memorial Road Diverging Diamond Interchange

The traditional Memorial Road/US-169 diamond interchange in Tulsa had become congested to the point that traffic was backing up onto the mainline of US-169. Converting this traditional diamond into a diverging diamond interchange has eliminated this backup and District 8 continues to fine tune the traffic signal timing to maximize efficiency in this area.

An aerial view of Tulsa traffic navigating the Memorial Road/US-169 diverging diamond interchange.

US-60 Realignment and Widening

Requiring more than 630,000 cubic yards of rock excavation, this project realigned and widened 4.8 miles of a narrow two-lane roadway with sub-standard geometry. US-60 now has 8-foot shoulders and corrected horizontal and vertical curve deficiencies making this highway easier and safer to navigate.

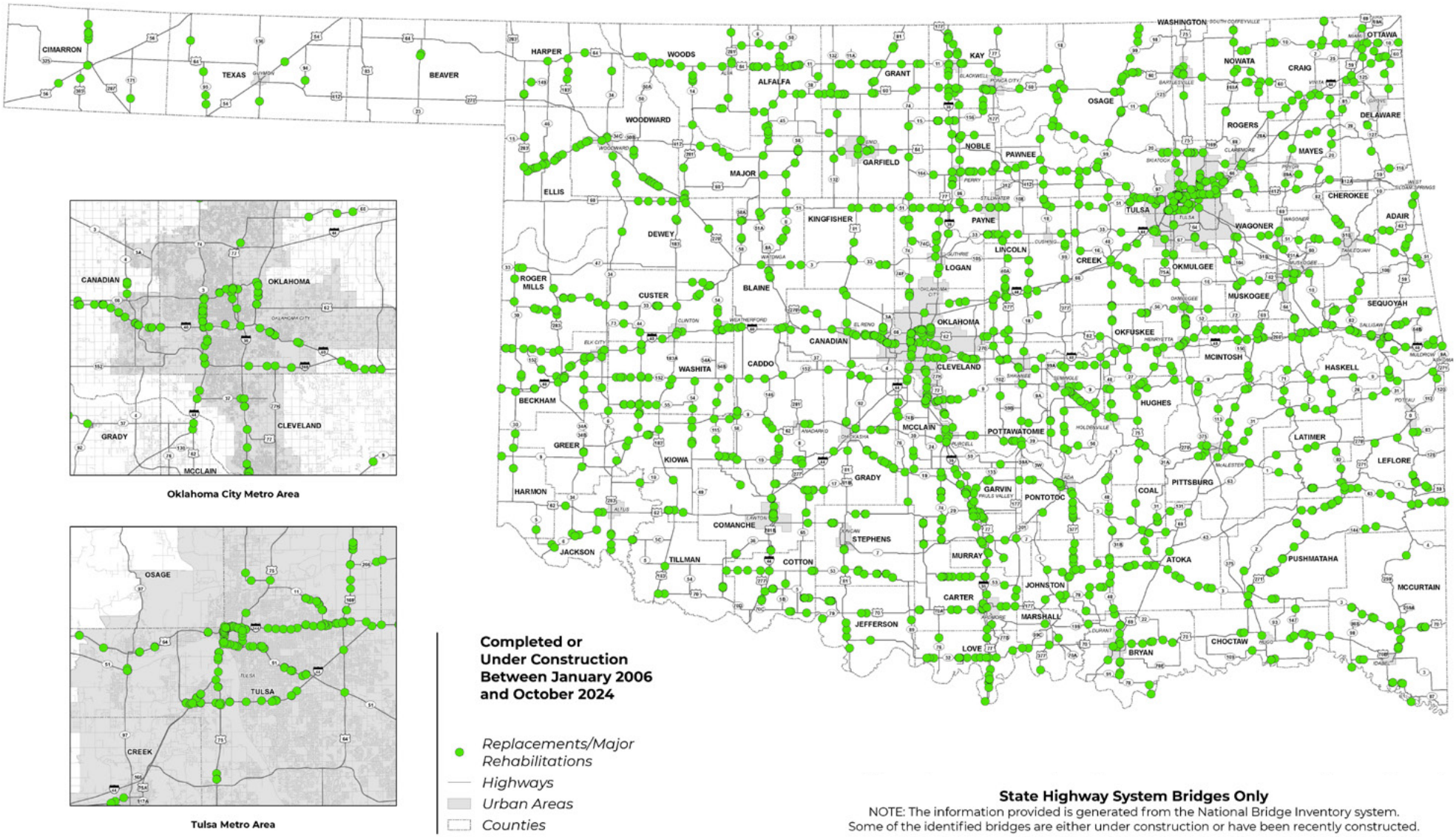
Explosives blast soil high into above the trees, during District 8's 630,000 cubic yards of rock excavation required to realign and widen a section of US-60 in Osage County.

Reinforced Concrete Box Scour Repair

In Mayes, Nowata, and Ottawa counties, District 8 maintenance crews repurposed substandard, portable barrier walls to repair downstream scour holes on three RCB bridge structures that were deemed structurally deficient. This resourceful maintenance work will prevent this issue from reoccurring in the future and effectively upgraded the structural integrity of these bridges, which removes them from the structurally deficient category.

A maintenance crews in District 8 works to repair a downstream scour hole under a reinforced concrete box bridge.

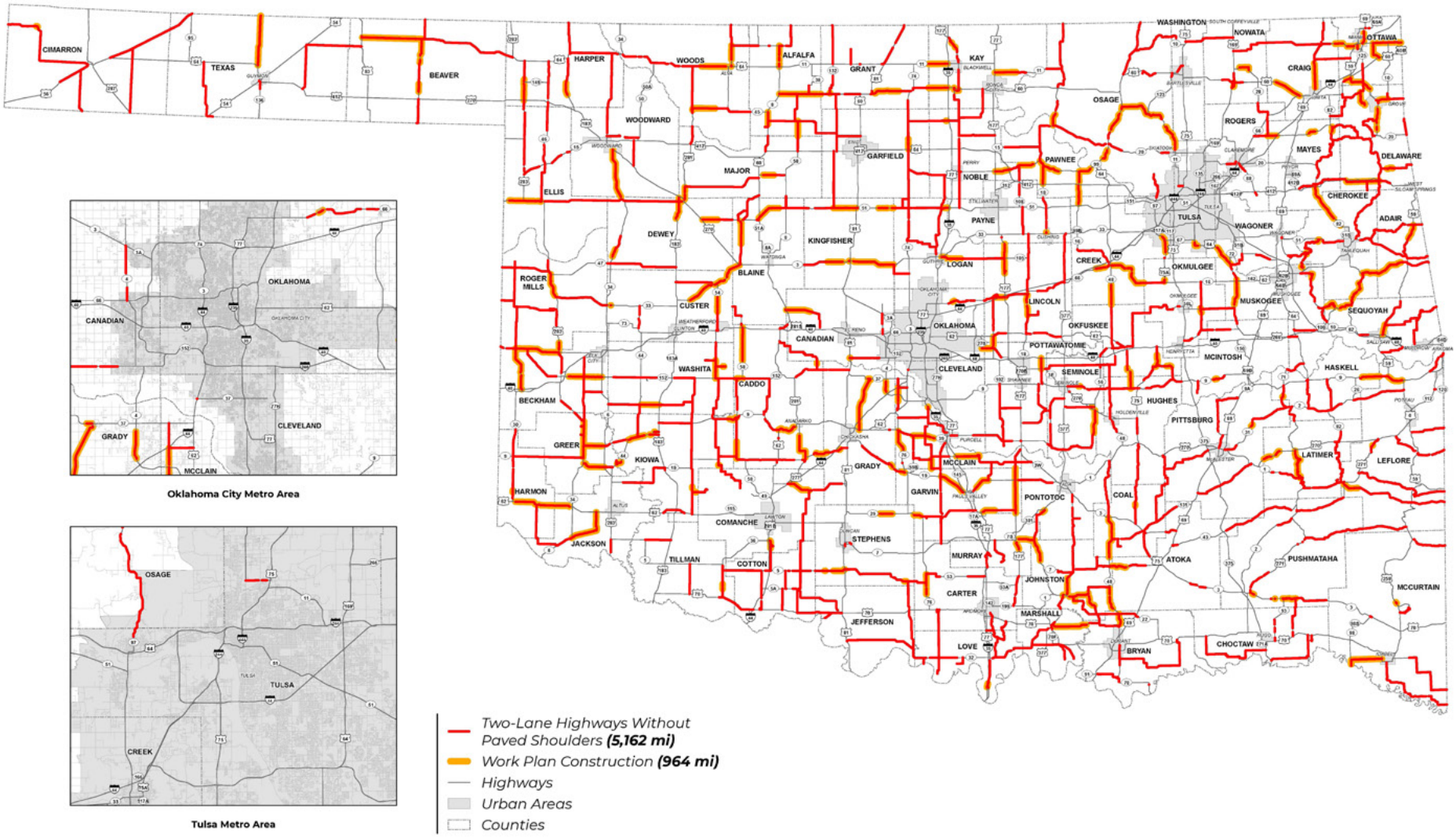
Maps



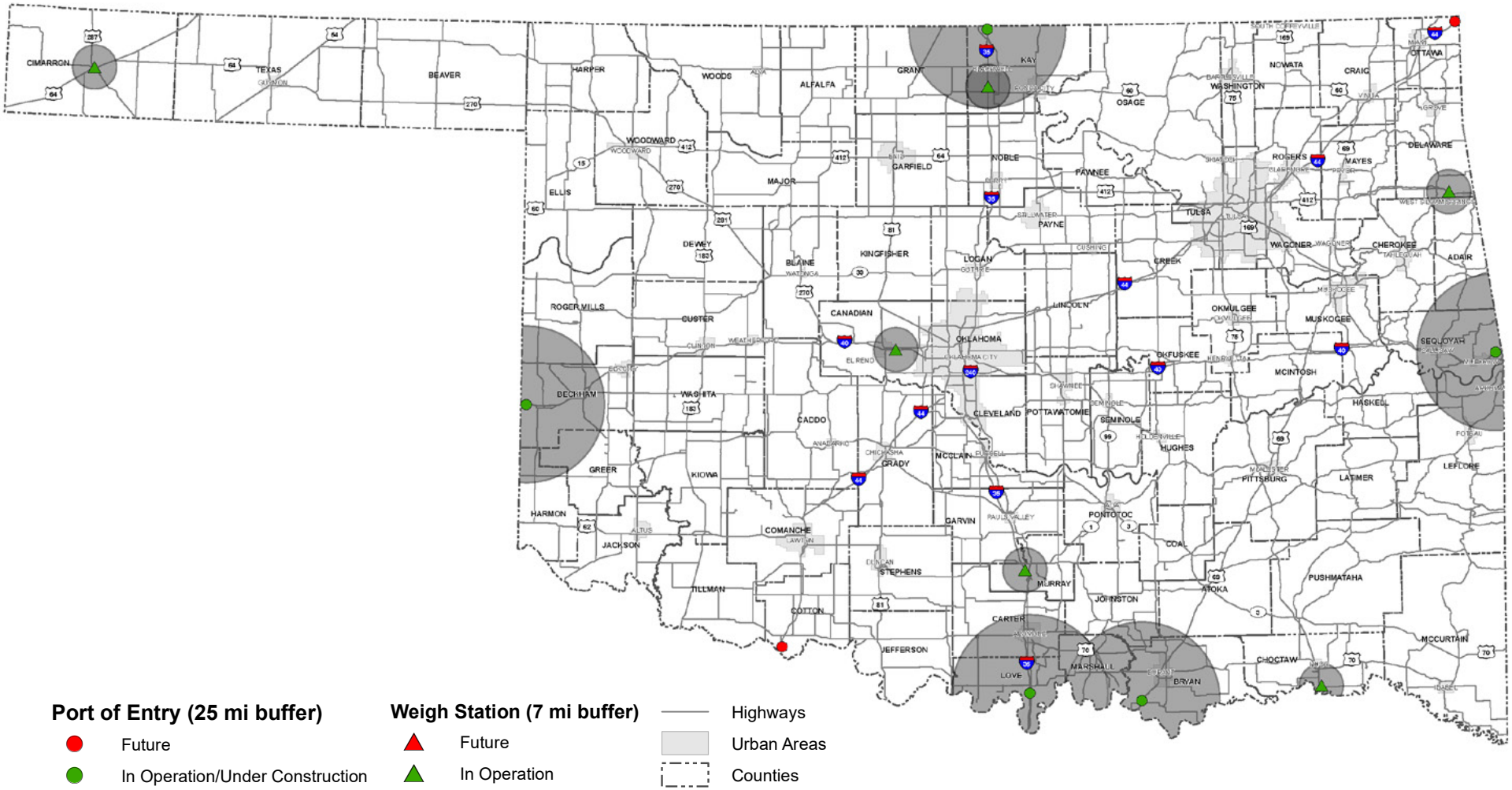
Oklahoma City Metro Area

Tulsa Metro Area

Bridge Replacements/Major Rehabilitation Projects (1,989)



Two-Lane Highways Without Paved Shoulders



Port of Entry (25 mi buffer)

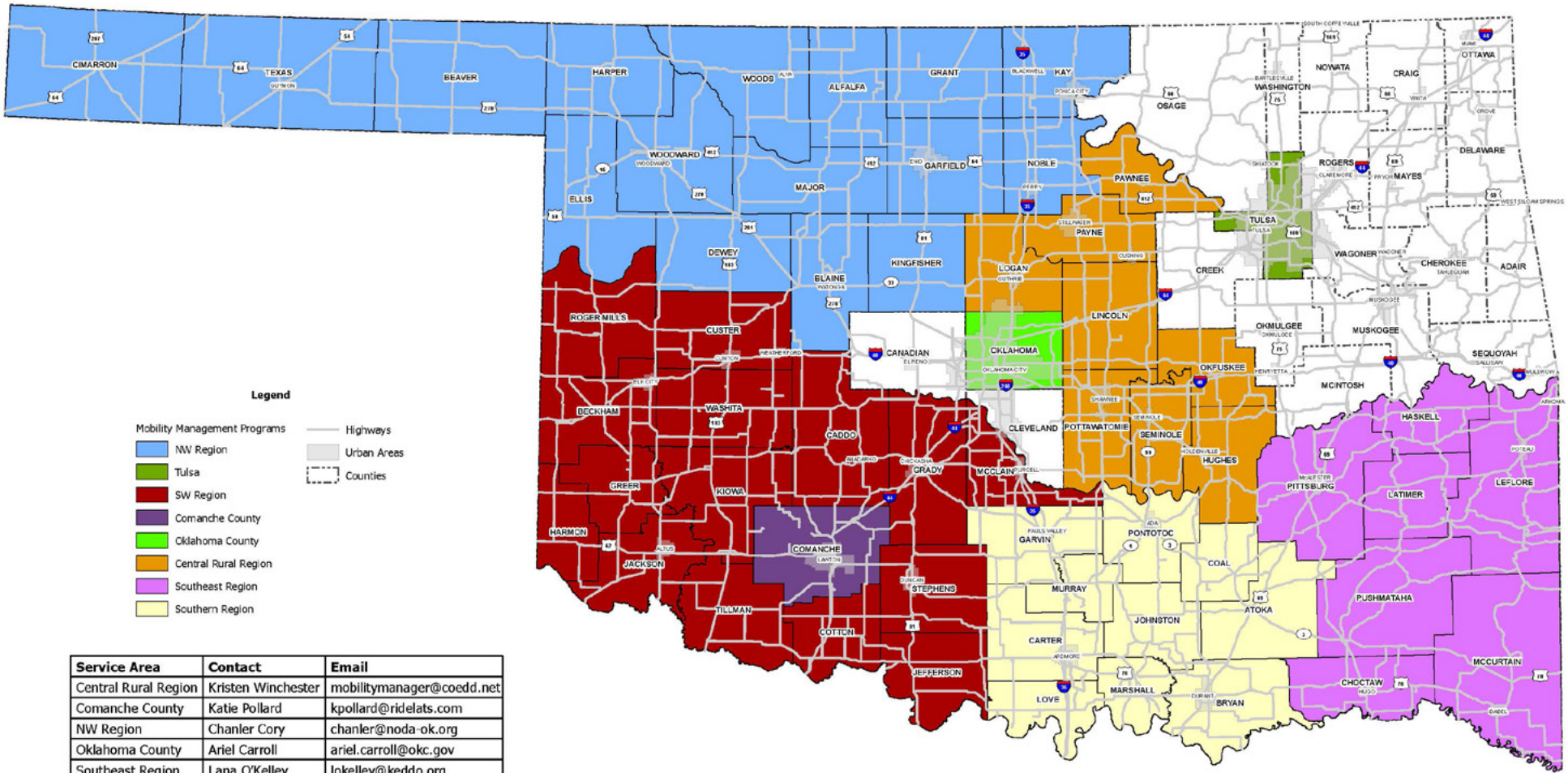
- Future
- In Operation/Under Construction

Weigh Station (7 mi buffer)

- Future
- In Operation

- Highways
- Urban Areas
- Counties

Ports of Entry and Weigh Stations



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Mobility Management Programs

OKLAHOMA
Transportation

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