



2020 – 2045 Oklahoma Long-Range Transportation Plan

Existing Inventory and Conditions Report

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Prepared by





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1. INTRODUCTION

This section provides an inventory of the multimodal transportation infrastructure of Oklahoma based on existing system data and attributes for the year 2018 for bridges, highways, freight rail, ports and waterways, as well as active and public transportation facilities.

Striving to create a top tier transportation system, the leadership of Oklahoma has provided the Oklahoma Department of Transportation (ODOT) with the guidance, funding and support necessary to continue to make progress on critical needs.

Despite significant financial hardships for the State of Oklahoma in recent years that necessitated deferring full funding for all of the Department's programs, ODOT has managed to construct, maintain, and operate the state transportation system in a thoughtful, fiscally responsible manner. More recently in 2019, the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fundⁱ reached the level agreed upon in 2012 legislation, ushering in what is hoped to be a period of improved financial support for transportation in the state.



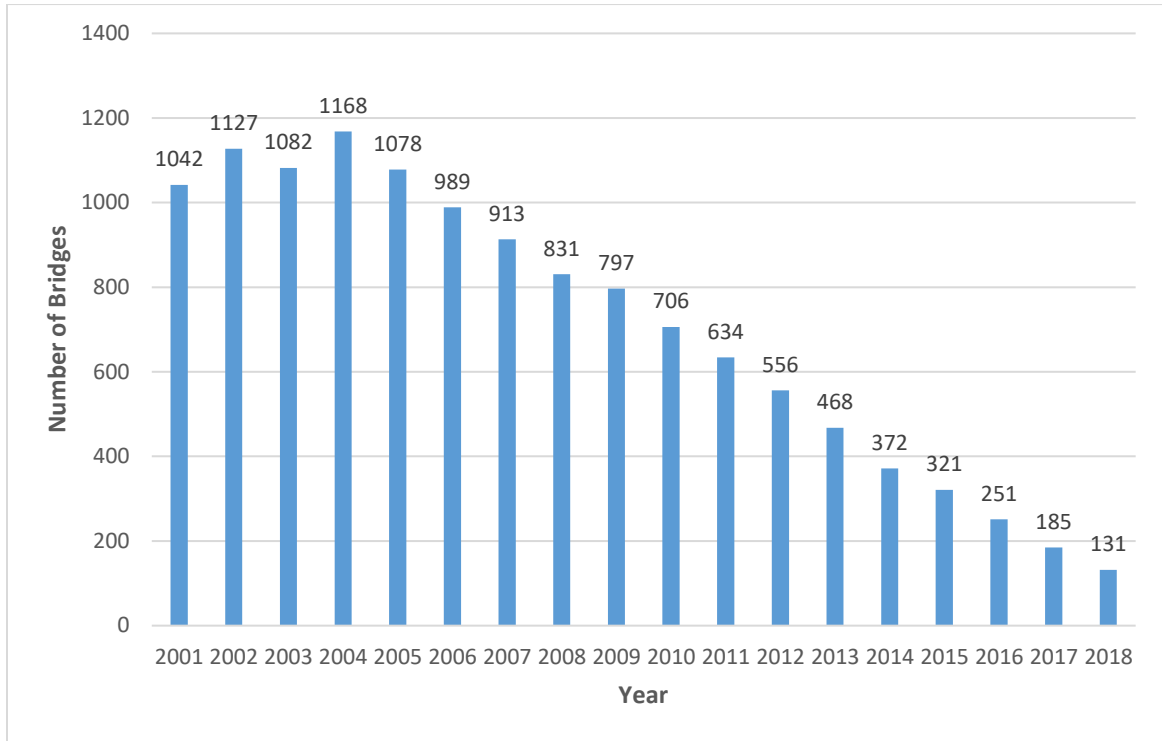
2. BRIDGES

Stagnant state funding for decades caused Oklahoma to reach an unfortunate peak of 1,168 structurally deficient bridges on the State Highway System (SHS) in 2004. That represented 17 percent of the bridges on the SHS at that time.

With increased funding and strategic direction, the bridge condition in Oklahoma has dramatically improved, reaching a new low of 131 structurally deficient bridges out of the total 6,794 bridges at the end of 2018. This represents over 88 percent reduction in the number of structurally deficient bridges, placing Oklahoma just under 2 percent of structurally deficient bridges.

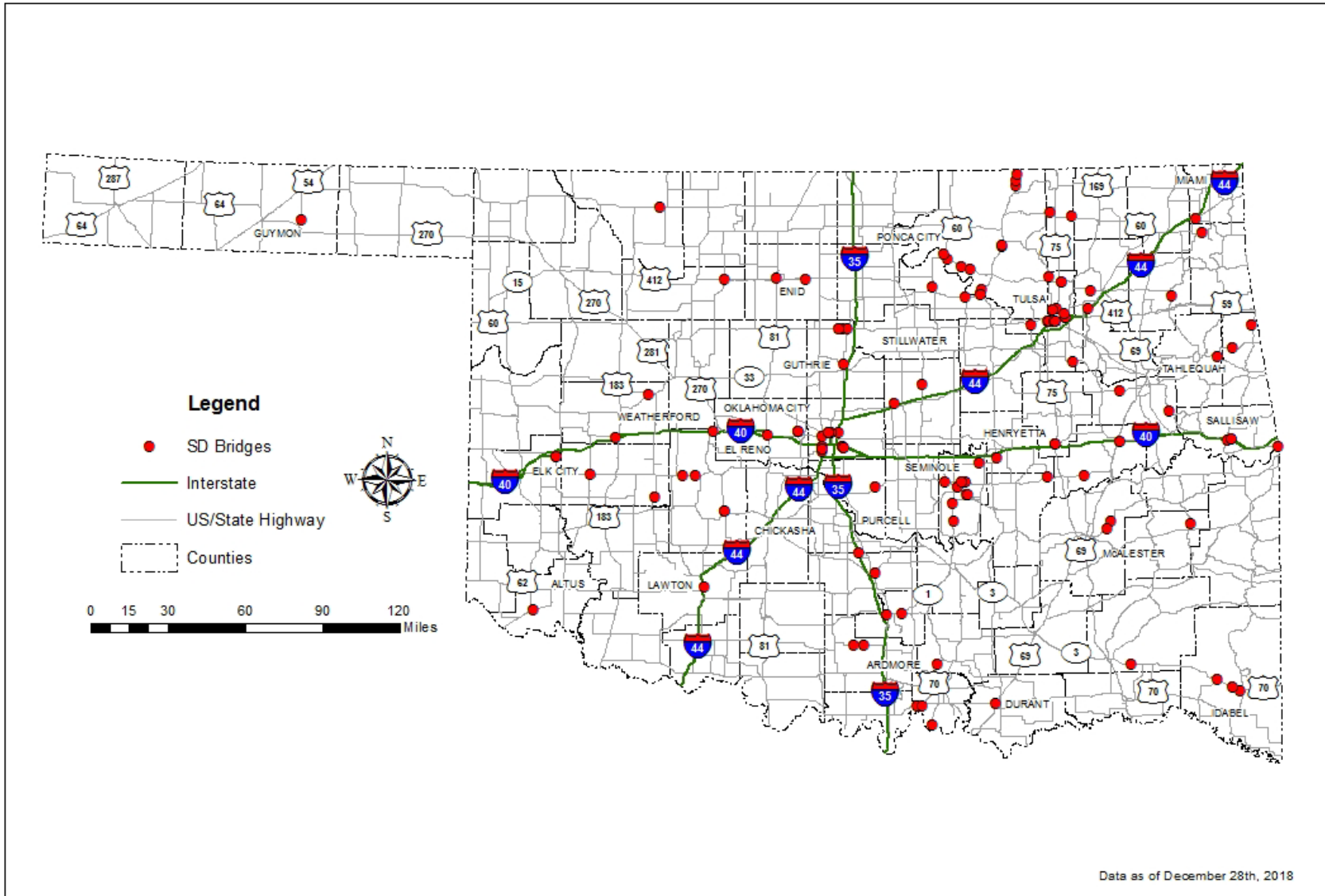
Since 2006, an annual allocation of state income tax revenue has gone to the ROADS fund for highway and bridge construction. **Figure 2-1** Structurally Deficient Bridges indicates the progress that ODOT has made on this crucial effort; and **Figure 2-2** depicts that the bridge problem is a statewide issue. It is estimated that ODOT will need to address at least 90 bridges annually because of the continuously aging infrastructure. This effort is clearly demonstrated in the 2019-2026 Construction Work Plan which has identified almost 700 bridges for rehabilitation or replacement.

Figure 2-1 Structurally Deficient Bridges on State Highway System



Source: ODOT <https://www.ok.gov/odot/Bridges.html>, (data based on year of the actual inspection)

Figure 2-2 Structurally Deficient Bridge Locations



Source: ODOT Strategic Asset and Performance Management Division, December 2018

3. HIGHWAYS

Oklahoma has an extensive highway network which positions the state's system as a vital link in the national transportation network. With its location at the crossroads of America, interstates cross Oklahoma connecting east and west coasts as well as facilitating movements from the Gulf of Mexico and Texas to and from all points north. A number of US Highways and State Highways stretch across the state connecting communities and commercial centers of the state. Many of these statewide highways, as well as highways designated as critical for national defense, and the Interstate, are classified as part of the National Highway System.ⁱⁱ **Figure 3-1** indicates the extent-and characteristics of major Oklahoma highways.

Remaining relatively consistent for years, Oklahoma has approximately 116,000 miles of public roads, with ODOT responsible for the 12,250 mile State Highway System. The Interstate Highway System is a significant component of the State Highway System in Oklahoma. Interstates I-35, I-40 and I-44 pass through the state, connecting Oklahoma directly to Kansas, Texas, Arkansas and Missouri and indirectly to the rest of the region and nation. Oklahoma has a total of 933 miles of interstate, with ODOT responsible for 673 miles and the remaining 260 miles being the responsibility of the Oklahoma Turnpike Authority (OTA) as toll facilities.

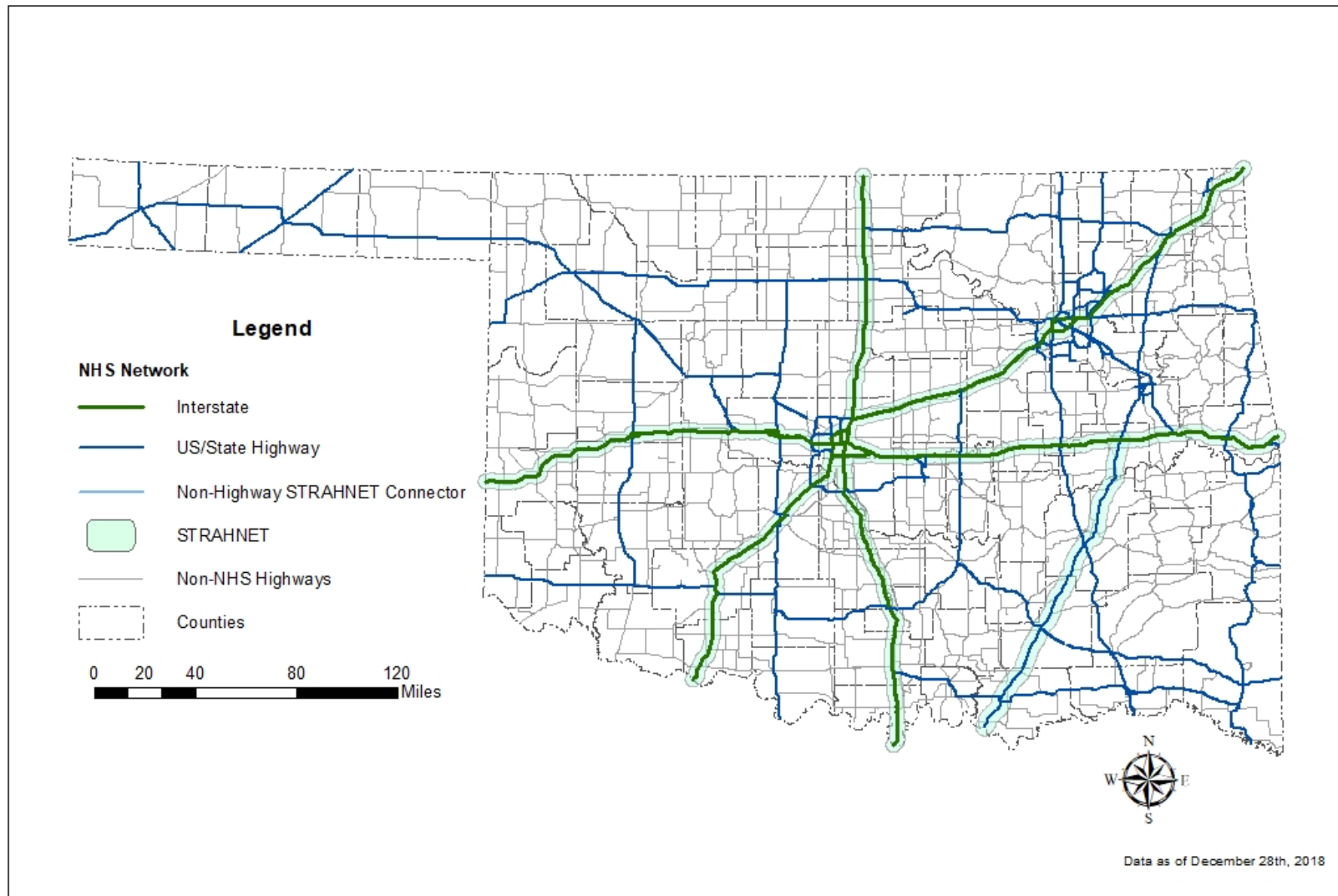
With portions of the State's highway transportation infrastructure designated as toll facilities, OTA operates 10 turnpikes with approximately 606 miles of roadway. OTA is currently moving toward a more substantial system with three new turnpikes underway as part of the Driving Forward Program to update, modernize and improve safety on their system. This system of turnpikes complements and augments the ODOT maintained State Highway System by providing additional routes and connections to the State Highway System through alternative funding solutions.

A breakdown of the State Highway System in **Figure 3-2** indicates the type of roadway and displays the daily vehicle miles traveled (DVMT) for those facilities. Over 81.7 million miles of travel occur on the State Highway System on an average day throughout the State of Oklahoma.

ODOT strives to combat pavement deterioration as a result of traffic and weather conditions. **Figure 3-3** illustrates the federal pavement condition rating for the entire State Highway System. Through a systematic approach to pavement preservation, ODOT annually conducts an inspection of the State Highway System and inputs the data gathered into the pavement management system in order to track statewide conditions and trends. This data is then used to project future conditions as well as recommend pavement treatments spanning from minor preservation efforts to full reconstruction in order to optimize the use of limited funds. Analysis indicates that the percentage of pavement rated as Poor is slightly increasing, and the amount of pavement indicated as Good, is slightly decreasing over time.

ODOT's efforts to manage the condition of the highways is evidenced in the 2020-2027 Construction Work Plan which contains 780 miles of improvements to two-lane highways. Overall, the 2020-2027 Construction Work Plan will make improvements to 1816 miles of the State Highway System.

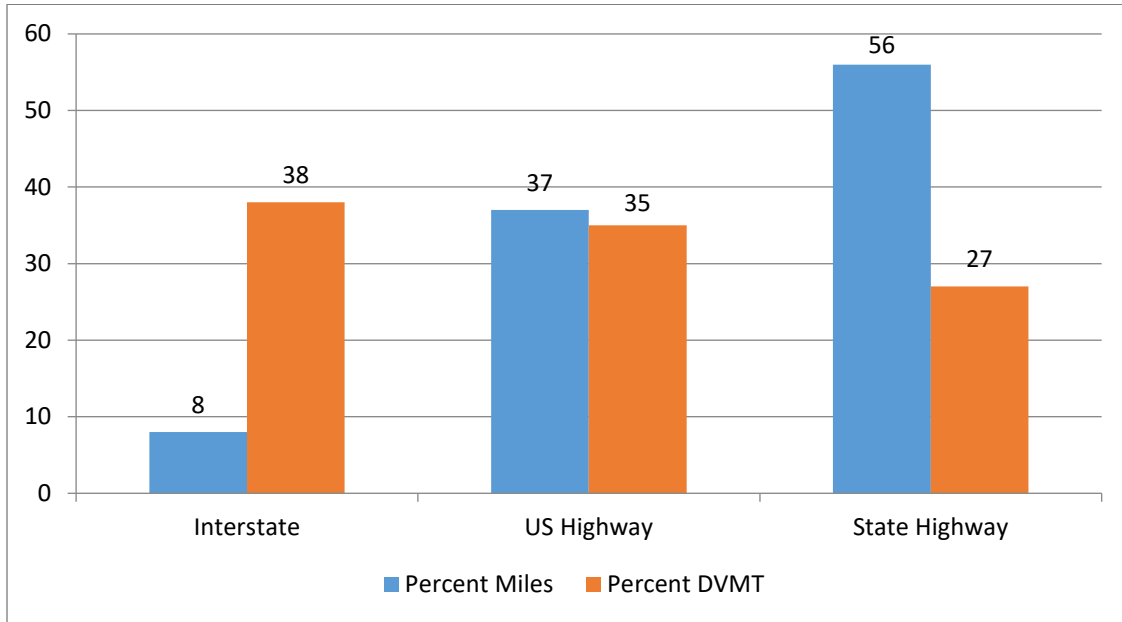
Figure 3-1 Oklahoma National Highway System



Source: ODOT Strategic Asset and Performance Management Division, December 2018

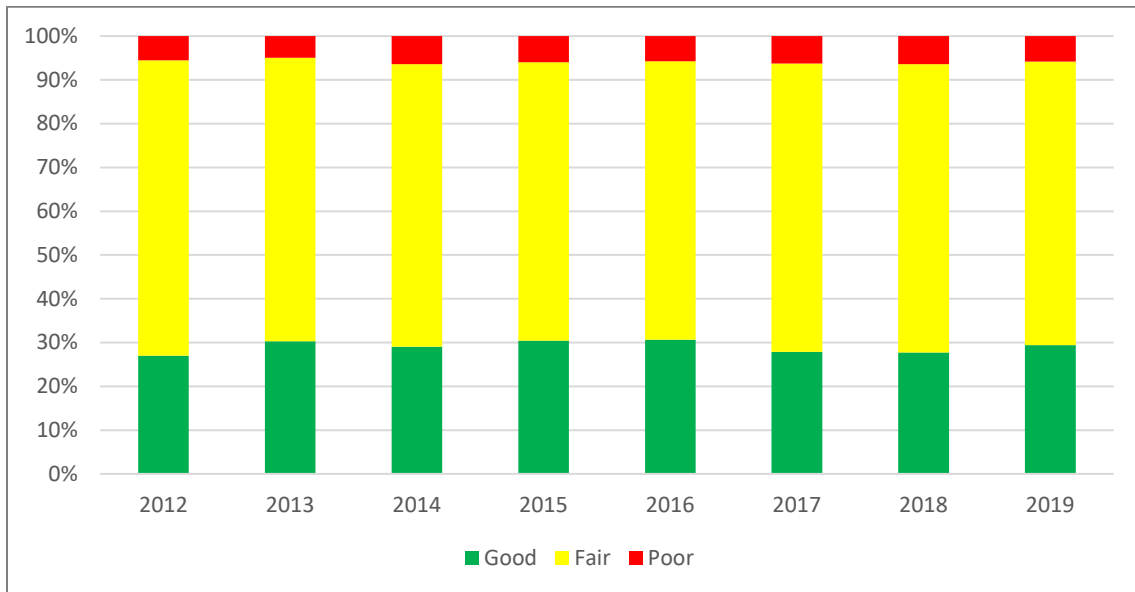
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Figure 3-2 Percent of Daily Vehicle Miles Traveled per Highway Type



Source: ODOT Strategic Asset and Performance Management Division, June 2019

Figure 3-3 Statewide State Highway System Pavement Condition



Source: ODOT Strategic Asset and Performance Management Division, June 2019

3.1. TWO-LANE ROADWAYS

The State of Oklahoma is steeped in rural history and tradition. The rural transportation network throughout Oklahoma developed around the need to move agricultural products to major population centers. However, roads originally developed for the farm to market purposes of a rural state about 75 years no longer meet the needs or expectations associated with a 21st century transportation network.

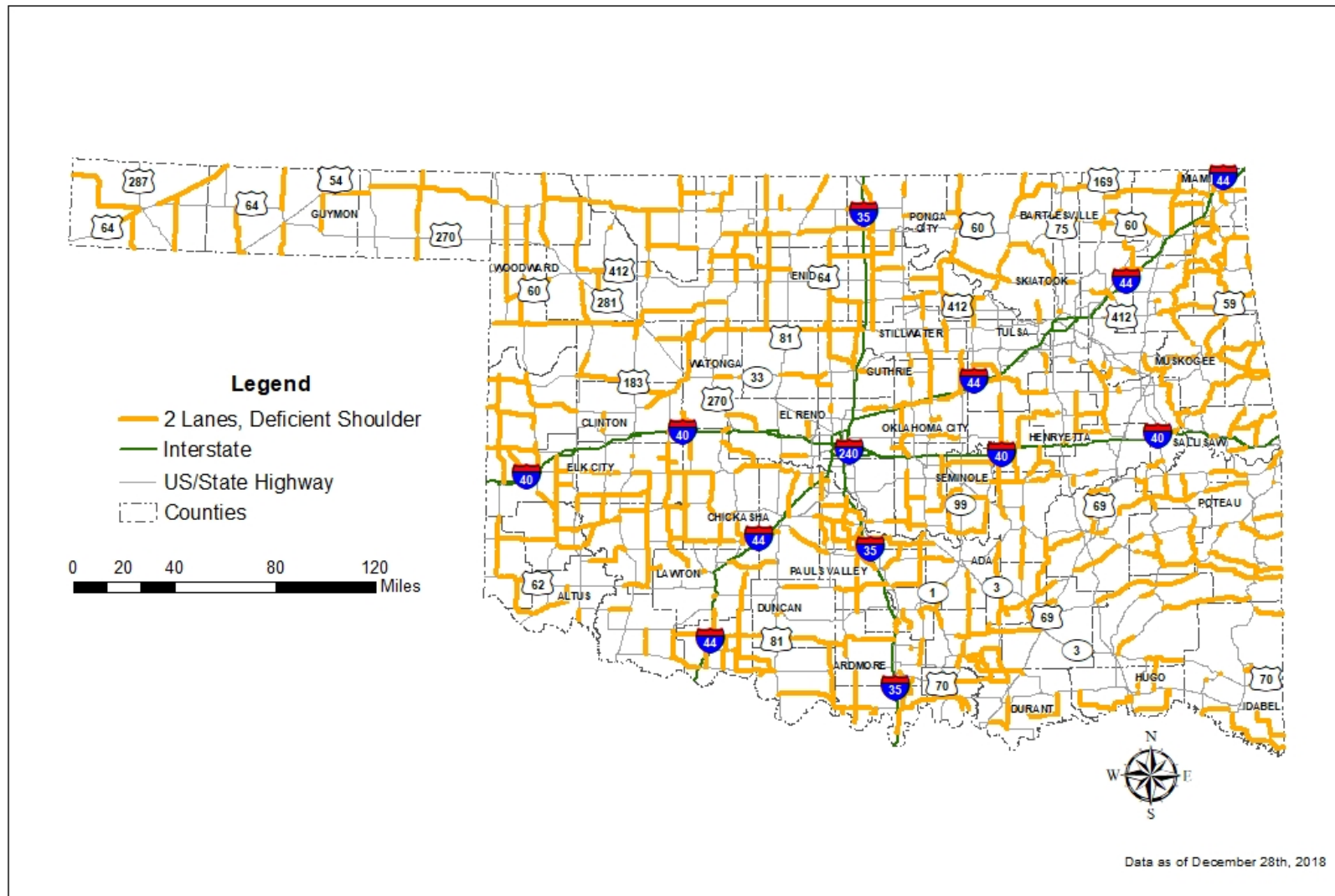
The rural State Highway System is now not only serving an increasing general population but also the energy and agricultural enterprises that fuel Oklahoma's rural economy. Developing innovations in transportation such as connected and autonomous vehicles, as well as the volumes and weights of modern traffic, place ever increasing demands for uniformity and consistent conditions on roads and highways.

Of the nearly 9,500 miles of rural two-lane facilities on the State Highway System, approximately 5,300 miles have deficient shouldersⁱⁱⁱ. **Figure 3-4** indicates the extent of the State Highway System that remains as two-lane roads with no shoulders. These represent a concern due to the risk of crashes resulting from slight lane departures. In the event that a driver, through momentary inattention or fatigue, allows a wheel to leave the roadway, the vehicle is pulled off of the roadway. Drivers that overreact in attempting to maintain control too often tragically cross the centerline of the roadway, either crashing into on-coming vehicles or crossing off of the other side of the roadway.

3.2. MAJOR STATE HIGHWAYS

Oklahoma relies upon multilane highways providing access to the more significant population centers. Traffic flow on these facilities is crucial to daily commerce and access to jobs. Increasing traffic flows and demands are expected for the foreseeable future. Approximately 76 percent of the daily vehicle miles traveled on the entire State Highway System is carried by the combination of multilane highways and interstates.

Figure 3-4 State Highway System Roads with 2 Lanes, No Shoulders



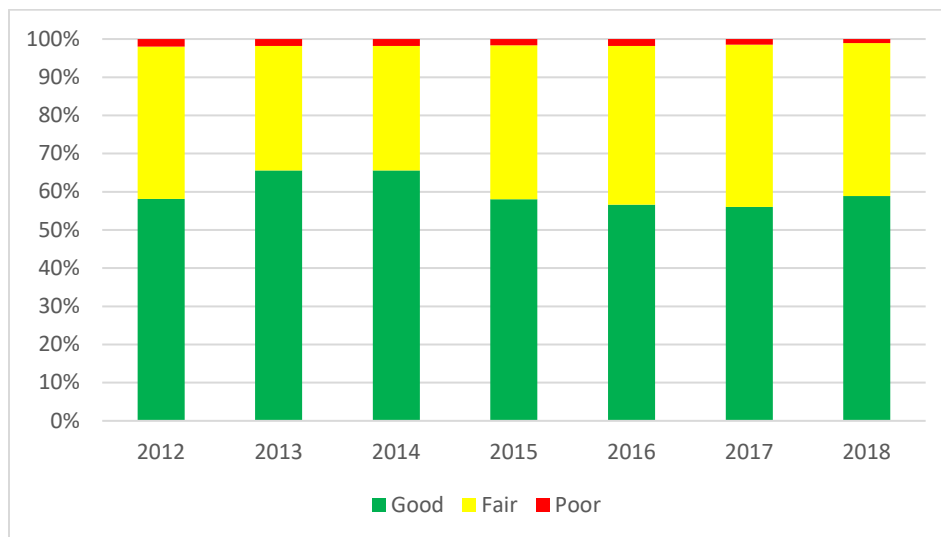
Source: ODOT Strategic Asset and Performance Management Division, December 2018

3.3. INTERSTATE HIGHWAYS

Interstate highways are the highest class of highway and are designed to safely and efficiently move significant numbers of people and goods across the nation. This network is also designed to provide for mobility of national defense forces should the need arise. While representing only a small percentage of the total road miles of the State Highway System, the interstate system accounts for approximately 38 percent of the daily vehicle miles traveled on the SHS. By contrast, collector streets that carry traffic from neighborhoods or business areas onto the major arterials and interstates account for about 18 percent of the daily vehicle miles traveled on the State Highway System.

As with the other components of the State Highway System, pavements on the interstate system are evaluated on an annual basis to formulate and execute a comprehensive effort at managing pavement conditions across the State. **Figure 3-5** indicates the conditions of interstate pavements since 2012. It can be noted that while the percentage of Poor pavement remains fairly small, there is a trend of increasing amounts of pavements in Fair condition and corresponding decrease of pavements in Good condition.

Figure 3-5 Interstate Federal Pavement Condition



Source: ODOT Strategic Asset and Performance Management Division, June 2019

3.4. AIRPORT ACCESS

Oklahoma has a long and storied aviation history and is home to a large number of airports which serve local, regional, and national needs. Three primary airports serving Oklahoma are the Tulsa International Airport, Will Rogers World Airport, and the Lawton-Fort Sill Regional Airport. These are each independently operated and are not within ODOT’s responsibility. Over one hundred additional general aviation and regional airports augment these three primary airports, providing a connected network reaching across the state.

While ODOT does not provide funding or oversight to airports, the Department does provide for safe and efficient access to these facilities. Airports provide an important modal choice for both passenger travel and freight movement.

3.5. INTELLIGENT TRANSPORTATION SYSTEMS

The ODOT Intelligent Transportation System (ITS) program employs and maintains technologies that benefit the movement of people and freight and is planning to expand its effort. This program works in parallel with project development to improve operations on the State Highway System. ITS improvements over time will benefit Oklahoma transportation considerably; and support ODOT's efforts toward improving safety, infrastructure preservation, mobility, economic vitality, environmental responsibility, and efficient system management and operation.

The major Oklahoma ITS initiatives include the following:

- Dynamic message signs
- Land mobile radio for first responders
- Road weather management system
- Bluetooth sensors to provide commercial motor vehicle origin and destination data
- Vehicle-to-infrastructure communications

ODOT manages 2,600 linear miles of fiber optics and has 64 dynamic message signs (DMS) installed statewide. These signs assist travel and driver awareness throughout the state. ODOT is adding permanent full-size DMS in both directions near the Ports of Entry around the state. Personnel within the Ports of Entry will be able to view and control the cameras. In addition, ODOT is installing more DMS and cameras around the state—typically in metropolitan areas.

ODOT is expanding the Land Mobile Radio system to be statewide on a mesh network of Multiprotocol Label Switching equipment. In terms of traffic incident management, ODOT is replacing its static, public facing map with one that will report the latest road and weather conditions in real-time.

The recent Road Weather Information System expansion project, initiated in 2018, is adding 16 new sites at critical bridges along I-35 (border to border) to supplement six existing sites. When operational, the system will provide pavement, bridge deck, and subsurface temperatures, as well as moisture and air temperatures. This data will be available to field divisions to inform decisions about deployment of roadway maintenance personnel. In addition to being more efficient, it will improve roadway operations and safety—a significant factor for trucking.

ODOT has a contract with state universities to explore the use of Bluetooth sensors along I-35 and I-44, and in the Oklahoma City and Tulsa metropolitan areas. This will allow determination of origin-destination for trucks. Another demonstration project will use technology applications to develop computer recognition of vehicle classification.

These technologies allow ODOT to obtain and disseminate more up-to-the-minute data about highway conditions, which improve efficiency of operations and vehicular travel. Real time data are used in collaboration with the federally provided national performance monitoring research data set (NPMRDS) to provide a robust information base for analysis of during and after highway conditions and issues.

3.6. HIGHWAY SAFETY

ODOT remains committed to ensuring the safety of the traveling public. ODOT has experienced an improving trend regarding fatalities and serious injury rates on Oklahoma public roads. (This is explained further in the *Trends Report*.) There are several reasons for these improvements, and ODOT has taken proactive strides to ensure that these trends continue. The 2018 Oklahoma Strategic Highway Safety Plan provides ODOT staff and partners with the vision and mission of saving lives and reducing serious injuries in crashes on State roads and highways.

One example of recent improvements is the 2018 installation of half-mile markers along Oklahoma interstates as part of a safety initiative to help first responders locate an incident. The signs were first installed in Cleveland, McClain, and Garvin counties as a pilot program to assist emergency crews with more accurate reporting when responding to collisions and calls to assist stranded motorists. In 2018, a total of 130 signs were placed along I-35 between Davis and Moore.

Other safety measures ODOT continues to implement include centerline rumble strips which were introduced in Oklahoma in 2017 on two-lane highways in an effort to reduce crossover crashes. Centerline rumble strips warn drivers with a vibration when their vehicle begins to cross the centerline. From 2013 to 2015, 229 fatalities occurred on undivided highways in Oklahoma. In 2018 alone, centerline rumble strips were installed on highways in 29 counties.

Cable barriers, which help deflect vehicles from potential crossover collisions on multi-lane divided highways, are another measure ODOT has implemented to improve safety. More than 685 miles of cable barriers have been placed across the State since 2007 at a cost of \$81 million.

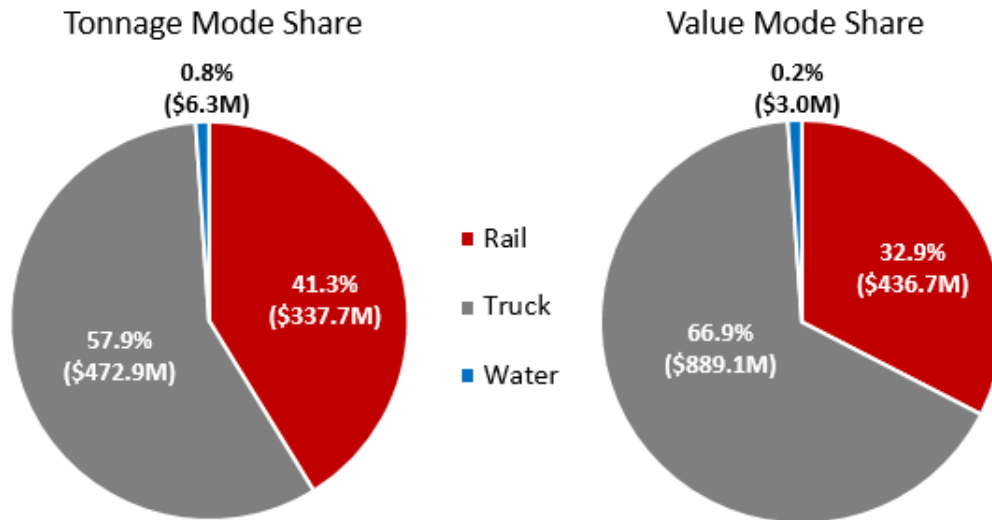
Work zone safety is of critical importance to ODOT. In the five years from 2013-2018, in Oklahoma 86 people were killed in work zone crashes, four of which were ODOT employees. Another 1,650-people injured in work zone collisions in the same time frame. Because of additional funding for transportation and the efforts to address the backlog of necessary infrastructure improvements, Oklahoma has an increasing number of highway work zones, making it more important than ever for work zone safety efforts, including motorist awareness to stay vigilant behind the wheel.

According to the 2018 Strategic Highway Safety Plan, the number of traffic serious injuries in the State has fallen an average of 2.7 percent per year over the last decade. These improvements, along with the above examples, and the previously noted commitment in [Section 3.1](#), to reduce the mileage without adequate shoulders, reflect ODOT's pledge and desire to improve safety, save lives, and reduce serious injuries.

4. FREIGHT TRANSPORTATION

According to the Oklahoma Freight Transportation Plan 2018-2022, the dominant modes of freight transportation in Oklahoma are truck, rail and water. **Figure 4-1**, taken from the Oklahoma Freight Transportation Plan 2018, depicts both the tonnage and value share of Oklahoma freight by mode.

Figure 4-1 Oklahoma Freight Mode Share by Tonnage and Value



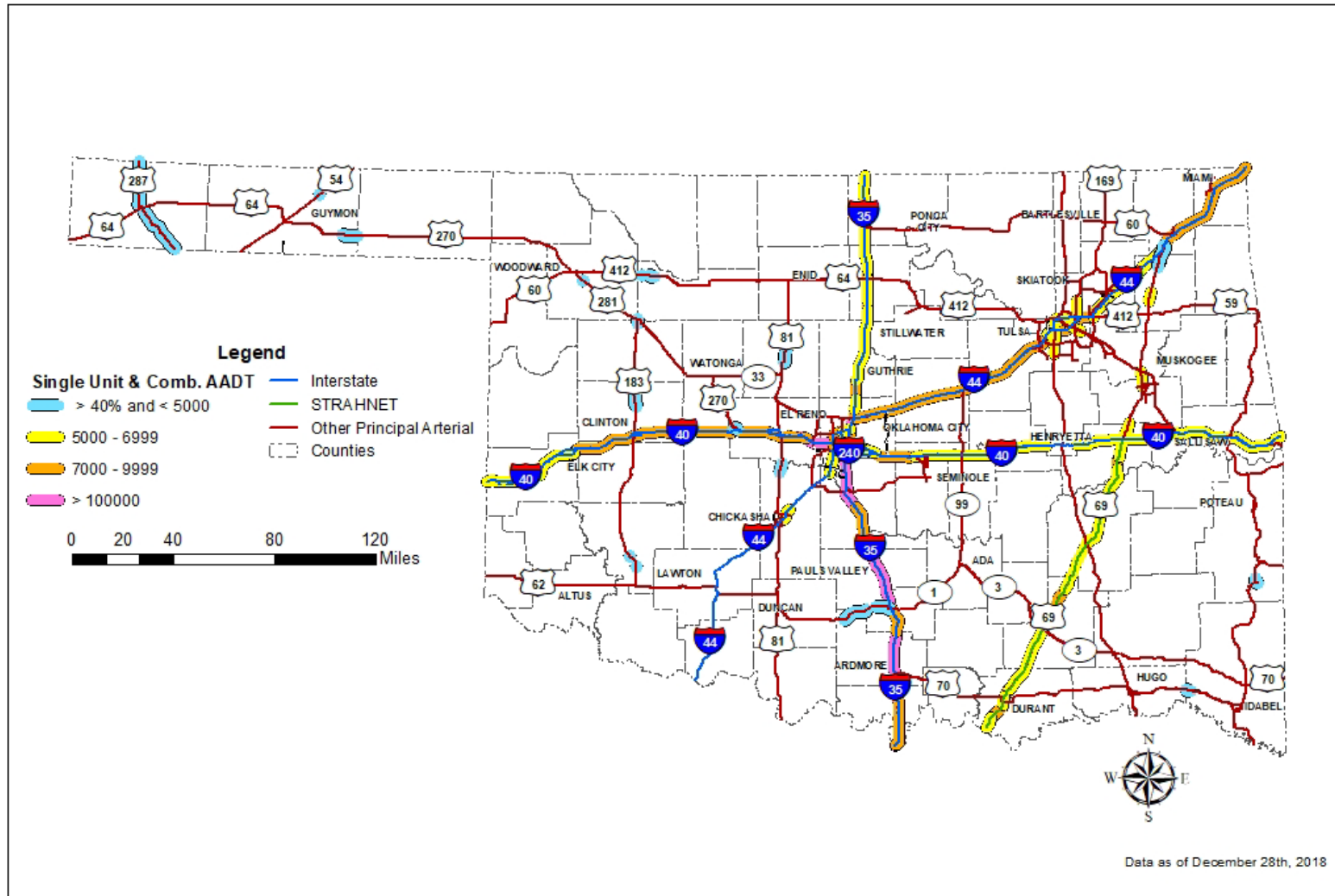
Source: Oklahoma Freight Transportation Plan, 2017

4.1. FREIGHT ON HIGHWAYS

Freight transported by trucks accounts for 58% by tonnage of freight traveling in the State of Oklahoma. This includes inbound, outbound, pass-through and in-state freight tonnage. As Oklahoma looks to become a top tier state, the safe and efficient movement of people and goods is paramount. ODOT analyzes truck volumes to identify important statewide freight corridors. **Figure 4-2** indicates the High-Volume Truck Corridors which ODOT recognizes as crucial for the continued movement of goods across the state.

Identifying these High-Volume Truck Corridors allows Oklahoma to focus investment, maintenance activities and enforcement efforts. Overweight vehicles, poorly maintained equipment, and unsafe operations adversely impact the infrastructure, and traffic on these roadways, as well as the safety of the traveling public. Overweight trucks cause accelerated deterioration of the roadways and bridges, reducing the estimated useful life of these facilities and increasing ODOT's maintenance costs. As such, a comprehensive enforcement effort has been launched by ODOT, OTA, and the Oklahoma Corporation Commission, in conjunction with the OK Department of Public Safety, to protect the driving public.

Figure 4-2 High Volume Truck Corridors

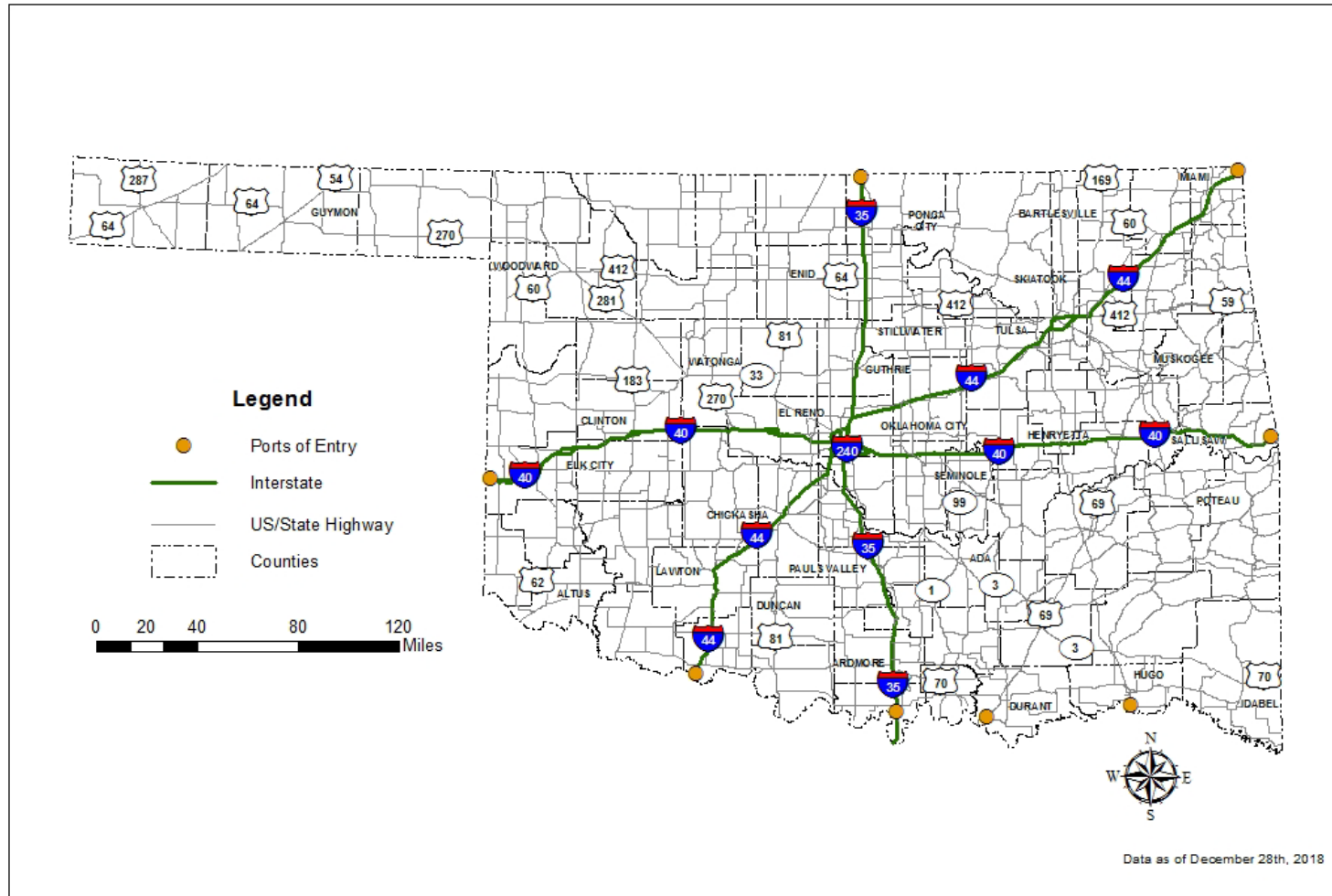


Source: ODOT Strategic Asset and Performance Management Division, December 2018



ODOT builds and maintains weigh stations statewide while the Oklahoma Corporation Commission and Oklahoma Department of Public Safety (DPS) staffs the facilities and performs inspections. Safety inspections conducted by the Corporation Commission and DPS focus on truck and driver safety, including checking the truck's braking system, enforcing weight standards, and verifying that the driver log-in book entry forms are entered correctly. Enhanced Weigh Stations, referred to as **Ports of Entry**, have been established at eight primary points. A New Port of Entry, in far Northeast Oklahoma is planned for construction by the Oklahoma Turnpike Authority. At these Port of Entry locations, standard weigh station delays are avoided because commercial vehicles are electronically scanned to verify that the aforementioned items are in acceptable condition. **Figure 4-3** depicts Ports of Entry locations in the state of Oklahoma.

Figure 4-3 Oklahoma Ports of Entry Locations



Source: ODOT Strategic Asset and Performance Management Division, December 2018

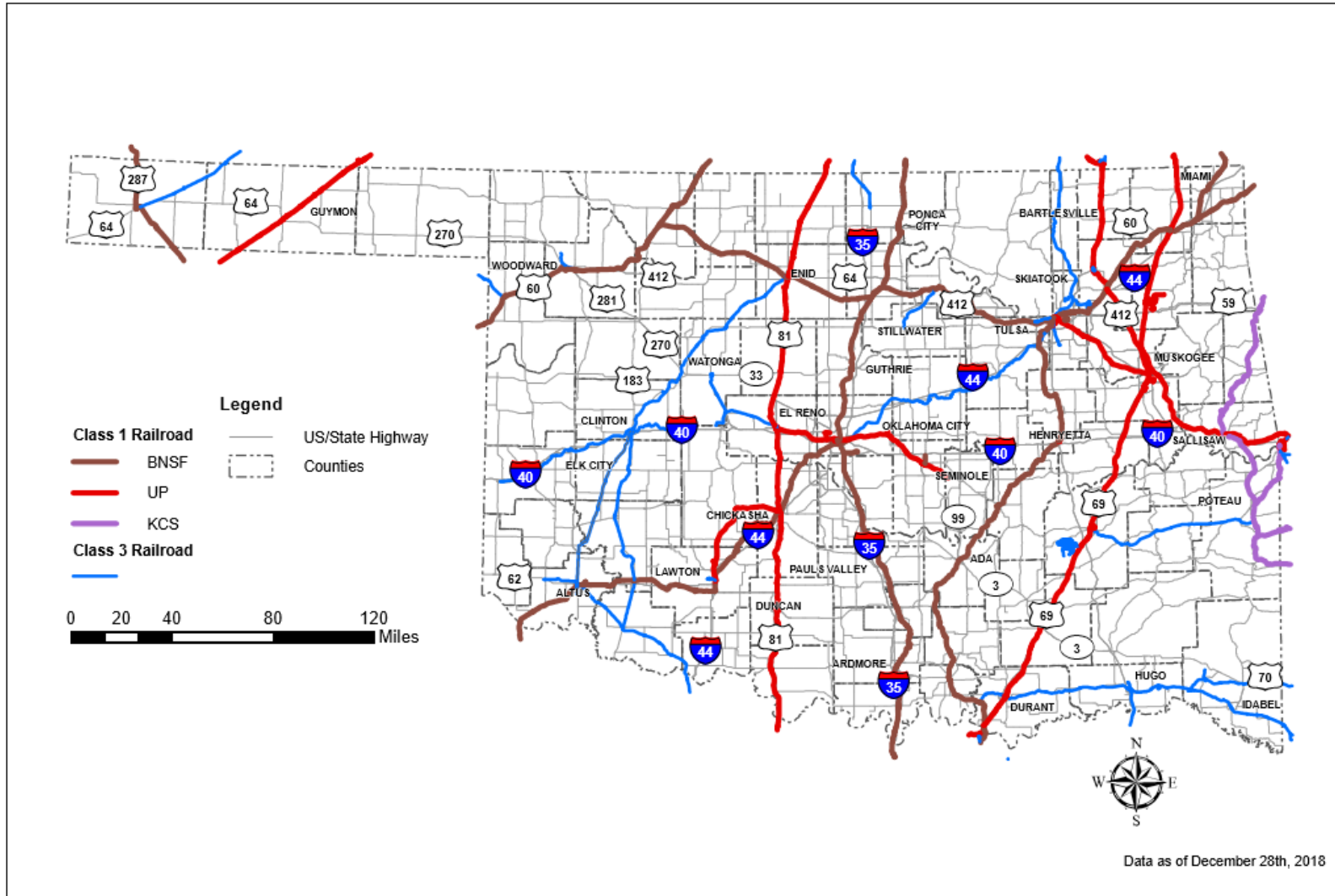
4.2. FREIGHT RAIL

Freight rail is a critical component of the transportation network in Oklahoma. Each freight train eliminates or reduces the need for hundreds of trucks on Oklahoma roads. Currently operating in Oklahoma there are three Class I operators—the Burlington Northern Santa Fe (BNSF), the Union Pacific (UP) and Kansas City Southern Railway (KCS) - along with 20 Class III operators. Together, the rail operations in Oklahoma carry just over 41 percent of the freight tonnage as indicated in the Oklahoma Freight Transportation Plan 2018.

Not all rail lines in Oklahoma are owned by rail companies. The Railroad Revitalization Act, HB 1623 passed by the Oklahoma legislature in 1978, created a fund to help maintain rail operations, and provided specific powers and duties for the Oklahoma Department of Transportation to address various rail issues facing the State. As a result, ODOT purchased numerous rail lines, eventually acquiring 882 miles of rail lines that were managed and leased to operators with the intent to return these facilities to private ownership when feasible. As of January 2019, ODOT has sold the majority of these rail lines and the State maintains ownership of 136 operational rail miles. Included in the lines returned to the private sector ~~was~~ is the Sooner Sub Rail Line between Oklahoma City and Tulsa, sold in August 2014, to the Stillwater Central Railroad for \$75 million. These funds, supplemented by other State funds, were used to improve more than 230 of the nearly 3,800 at-grade rail crossings in the state.

Figure 4-4 depicts the rail network that crosses the state and provides transportation for some of the significant economic engines in Oklahoma.

Figure 4-4 Rail Network of Oklahoma Railroads



Source: ODOT Strategic Asset and Performance Management Division, December 2018

4.3. GOODS MOVEMENT ON PORTS AND WATERWAYS

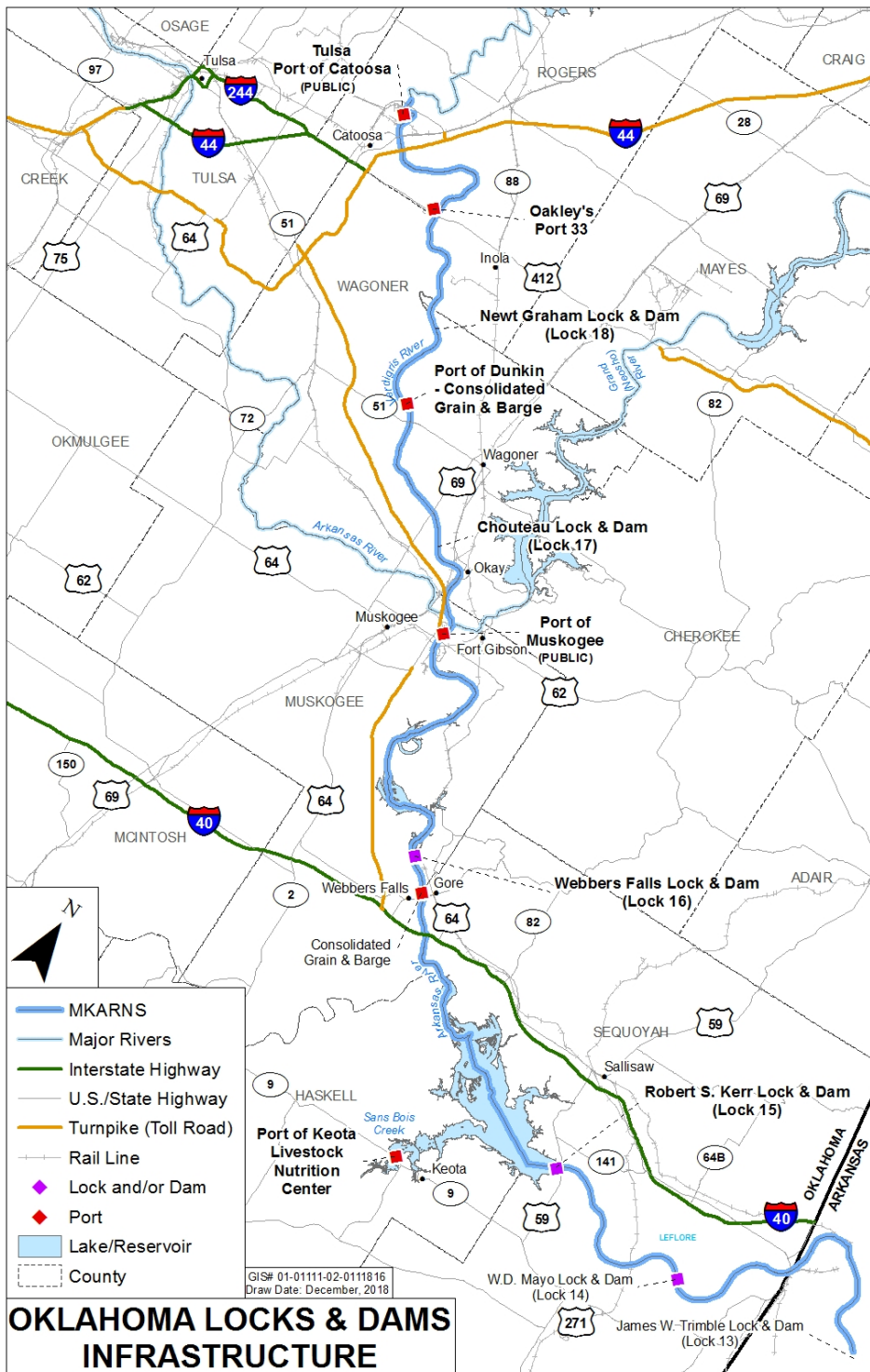
Marine Highway M40, also known as the McClellan-Kerr Arkansas River Navigational System (MKARNS) provides Oklahoma with another mode of freight transportation. As the upper reaches of the 445-mile long waterway linked to the Mississippi River, Oklahoma's portion of the MKARNS consists of eight ports interspersed with five locks and dams. The 51 miles of waterway in Oklahoma as shown in **Figure 4-5** provides a linkage for inbound and outbound goods movement to and from the Midwestern United States and the global economy.

The five dams in Oklahoma not only assist in transporting freight, but also provide other benefits such as flood control, hydro-electric power generation, recreation, and conservation of fish and wildlife. Transporting freight by barge is a cost-effective way of transporting bulk and oversized cargo with minimal adverse impacts to the state roadway infrastructure and the environment.

Key public facilities within the system are the Port of Catoosa and the Port of Muskogee. The Ports of Catoosa and Muskogee are designated Foreign Trade Zones; and in 2015 the status of the MKARNS was changed by the Waterborne Commerce Statistic Center from a moderate to a high-use waterway system. Served by both rail and highway, these ports offer several options for shippers. Oakley's Port 33 is a privately-owned port in Catoosa and offers eight docks for barge traffic. Served by truck, the nearest rail service for this port is seven miles away.

While offering another mode of transport for freight, the MKARNS, according to the Oklahoma Freight Transportation Plan 2018, carries 0.8 percent of freight tonnage moving within or through Oklahoma on an annual basis.

Figure 4-5 Oklahoma Waterways



Source: ODOT Strategic Asset and Performance Management Division, September 2019



5. ACTIVE TRANSPORTATION

ODOT is dedicated to supporting a safe and effective transportation system that provides multimodal opportunities for active transportation. Consisting of multi-use trails, bicycle routes, and sidewalks, an active transportation system provides for and promotes health and safety for users and benefits the environment and the economy. Offering access to multiple modes of transportation makes Oklahoma a better place to live and visit. Bicycle and pedestrian accommodations are supported by federal and state legislation, policies, and practices. ODOT ensures that all state and federally funded transportation projects are constructed in compliance with the Americans with Disabilities Act (ADA).

Most of the multi-use trails, bicycle routes, and sidewalks in Oklahoma are owned and maintained by partners of ODOT, including county and city governments. ODOT coordinates with local governments and applicable metropolitan planning organizations in considering infrastructure options; and facilitates inclusion of these features in projects when appropriate. In 2018, based on information from ODOT Enhancement/Transportation Alternatives Program (TAP) grants, and from metropolitan planning organizations and local governments, it is estimated that Oklahoma has approximately 520 miles of bicycle trails, multi-use bicycle and pedestrian trails, and/or designated bicycle lanes.

6. PUBLIC TRANSPORTATION

Public transportation is an important element of Oklahoma’s transportation network. The definition of public transportation, is those shared passenger services that may be funded in part or whole with public revenues and used by the general public as an alternative to driving. The term may be used interchangeably with public transit. There are a variety of public transit options in Oklahoma, including buses, vans, passenger rail and streetcars. Public transportation is a service that has improved the quality of life for many Oklahomans. For the elderly, those with disabilities and those with limited financial resources, public transportation is sometimes the only available means of transportation.

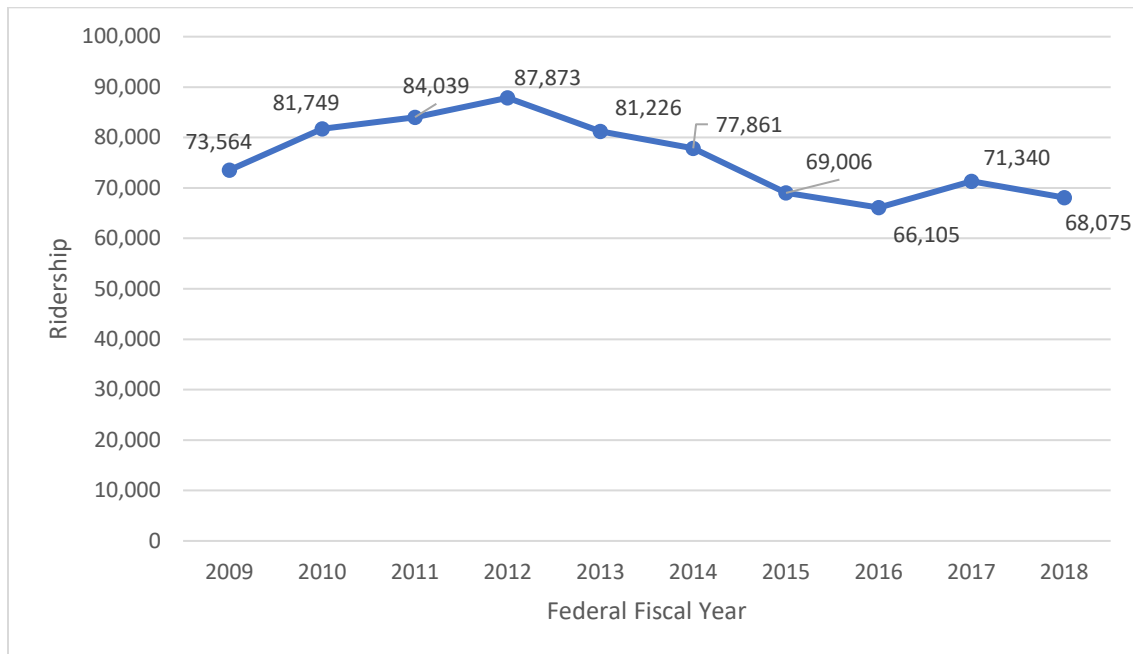
In Oklahoma, support for public transportation services comes through federal and state grants, as well as through local government funds. These transportation providers also acquire funding through the daily collection of fares as well as through contracting for services with local businesses, educational institutes, civic groups and other government organizations.

6.1. PASSENGER RAIL

Passenger rail made a return to Oklahoma in 1999 and recently celebrated 20 years of operation. The service provided by Amtrak between Oklahoma City and Fort Worth has stops in Norman, Purcell, Pauls Valley, and Ardmore in Oklahoma, as well as Gainesville, TX. The service has transported more than 1.4 million passengers over the last two decades, and connects Oklahoma to passenger rail options nationwide.

Figure 6-1 illustrates the annual ridership on the Heartland Flyer from 2009 through 2018 culminating with annual ridership in 2018 of 68,075.

Figure 6-1 Heartland Flyer Ridership



Source: Rail Programs Division, ODOT, August 2019

6.2. TRANSIT

Oklahoma is experiencing a renewed interest in transit. Recent state legislation, O.S. Title 69, Article 3, Section 322, has created the Office of Mobility and Public Transit at ODOT that will consolidate transit activities previously performed by a variety of agencies. This will allow the Department to appropriately structure and suitably resource the efforts necessary to succeed in the Office of Mobility and Public Transit charter. In response to the need for an Oklahoma Public Transit Policy Plan (Transit Plan), ODOT has elected to select a consulting firm to assist in developing this plan which will be an all-inclusive plan addressing public transit systems in the state and reflecting the needs established in the 2018 Oklahoma Transit Needs Assessment. The Transit Plan efforts will involve obtaining stakeholder input and provide for future collaboration and coordination among all public transit agencies and systems in the state. The Statewide Long-Range Transportation Plan will attempt to avoid duplication of effort by reviewing services administered by ODOT before the 2019 legislation, evaluating existing LRTP policies for consistency with the Transit Plan, and relying on the findings of the Oklahoma Public Transit Policy Plan for future recommendations.

6.2.1. RURAL TRANSIT

Oklahoma has 20 rural transit operators located in small communities throughout the state that are supported, in part, by designated state and federal funds in addition to fares collected by



the providers. The 2019 data show that four of the rural transit systems provide fixed route service, while all provide demand-response service, as well as services for the elderly and persons with disabilities.

ODOT assists these transit providers by administering the Federal Transit Administration's Rural Area Funding Program, also known as the Section 5311 Program which provides financial assistance to eligible local public transportation providers.

In 2018, ODOT Transit Program Division developed a Transit Asset Management group plan^{iv} to inventory and document transit assets, as well as discussing level of service, performance measures, life cycle strategies, and funding levels and investment needs. An inventory of assets for rural (5311) transit agencies^v revealed a total of 995 revenue vehicles, 9 non-revenue vehicles, and 91 facilities.

6.2.2. URBAN TRANSIT

Five urban transit systems operate in Oklahoma. Located in Oklahoma City, Tulsa, Norman, Lawton, and Edmond, these entities are direct recipients of federal funding for transit services.

6.2.3. TRIBAL TRANSIT

Ten Tribal agencies in Oklahoma are designated recipients of FTA Section 5311c funds. These provide a variety of transportation services, including access to work, medical care, and other vital trip purposes. Some Tribal Transit providers receive joint funding that is allocated to two tribes (e.g. Cherokee and United Keetoowah Band of Cherokee Indians in Oklahoma), and some of the tribes elect to contract for service provision by other transit operators – thus, tribal transit needs are met through a variety of locally designed arrangements. Tribal entities support transit programs with a variety of funding mechanisms, including their/local tribal transportation program funds, fare box collections, FHWA, and Bureau of Indian Affairs funds.

7. REFERENCES

Oklahoma DOT. (2017). *Oklahoma Highway Safety Improvement Program 2018 Annual Report*

Oklahoma DOT. (2018). *Oklahoma Strategic Highway Safety Plan*

Oklahoma DOT. (2017). *Oklahoma Freight Transportation Plan 2018-2022*.

NOTES:

ⁱ The Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund is a fund of the Oklahoma Department of Transportation that was created by the Legislature in 2005 to ensure dedicated revenue for the maintenance and repair of state highways and bridges. Until 2018, money was apportioned directly to the ROADS Fund from income tax collections. Under HB 1014xx (codified as 69 OS 2011 Sec 1521 B), passed in 2018 special session, beginning in FY 2020, the ROADS fund began receiving revenue from a newly imposed increase to gasoline and diesel fuel taxes and additional motor vehicle collections previously apportioned to the General Revenue Fund. In turn, an equitable amount of income tax collections previously going to the ROADS Fund now goes to the General Revenue Fund instead. HB 1014xx was contingent upon the passage of 1010xx (codified in 69 OS 2011 Sec. 1521 B) which provided for the additional .06 tax on diesel and .03 tax on gasoline. The ROADS Fund was guaranteed an annual apportionment equal to the amount apportioned for the previous year plus an additional \$59.7 million until it reached a cap of \$575 million. The ROADS Fund hit its \$575 million cap in FY 2019. <https://okpolicy.org/roads-fund/>

ⁱⁱ The National Highway System (NHS) consists of highways important to the nation's economy, defense, and mobility. The NHS includes: Interstates, other Principal Arterials, the Strategic Highway (defense) Network, major Strategic Highway Network Connectors, and Intermodal Connectors.

ⁱⁱⁱ As of September 2019, ODOT GIS database reflected a total of 5304 rural two-lane facilities lacking paved shoulders at least four feet wide.

^{iv} Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit networks in a State of Good Repair. The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all agencies that receive federal financial assistance under 49 USC Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM Plan. The Oklahoma Department of Transportation's *Transit Asset Management Group Plan*, 2018 complies with this directive. https://www.ok.gov/odot/Traffic_and_Travel/Public_Transportation_Services/Public_Transportation_Resources/Transit_Asset_Management_%28TAM%29/

^v Cleveland Area Rapid Transit (CART) Asset Inventory, 2018, revealed a total of 18 revenue vehicles, 5 non-revenue vehicles, and 1 facility. Because CART was classified as an urban recipient, these numbers were subtracted from the information in the ODOT *Transit Asset Management Group Plan* to derive the relevant rural transit assets.