

2018
UPDATE



FISCAL AND ORGANIZATIONAL STRATEGY



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Fiscal and Organizational Strategy

The Oklahoma Department of Transportation (ODOT) is charged with the planning, designing, construction, operation and maintenance of Oklahoma's highway-based transportation infrastructure including the non-toll interstate system, the US highway system and the state highway system along with management of the state owned railroads.

12,254 centerline miles of state owned highway.

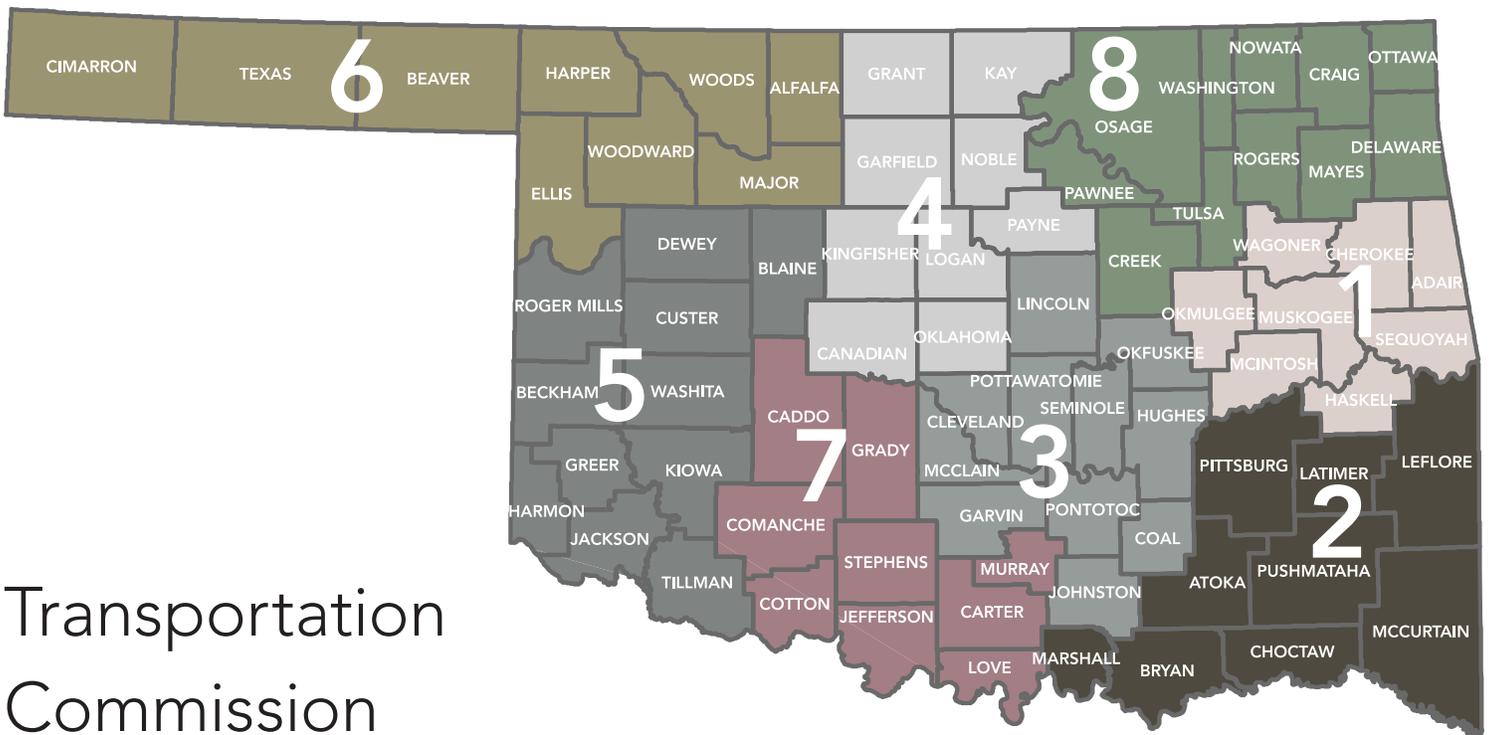
6,800 state owned bridges.

134 miles of operating state owned railroad.

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



	Division 1	Division 2	Division 3	Division 4	Division 5	Division 6	Division 7	Division 8
Centerline Miles:	1,110.51	1,654.07	1,790.68	1,407.18	1,701.89	1,505.39	1,421.84	1,662.59
Bridges:	703	860	932	1,138	792	471	787	1,101

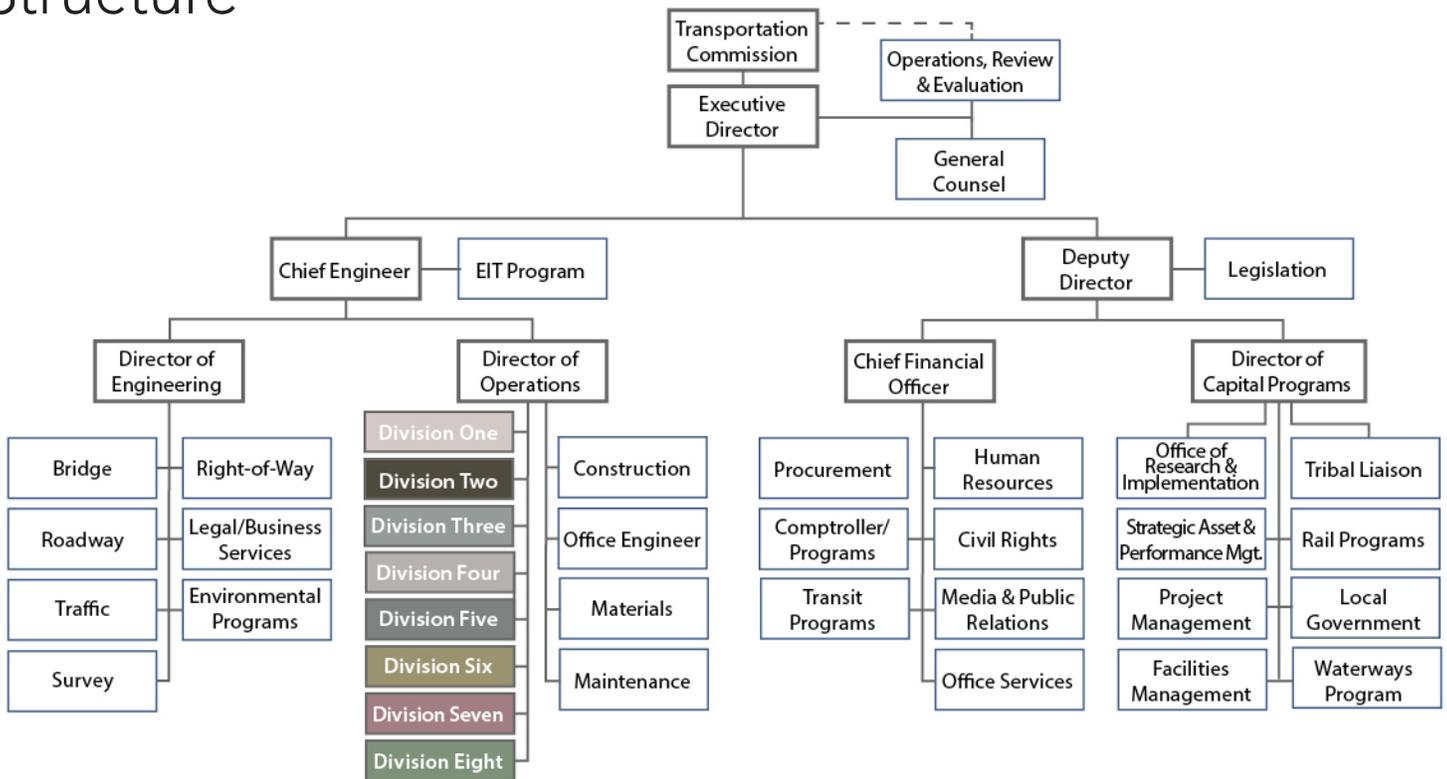


ODOT Field Divisions

Transportation Commission

The Oklahoma Transportation Commission is an eight-member board appointed to eight-year terms by the Governor and subject to confirmation by the Oklahoma Senate. The members represent eight geographic districts corresponding with the eight Oklahoma Department of Transportation field divisions. The Transportation Commission meets on the first Monday of each month in the R.A. Ward Transportation Building in Oklahoma City.

Organizational Structure



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

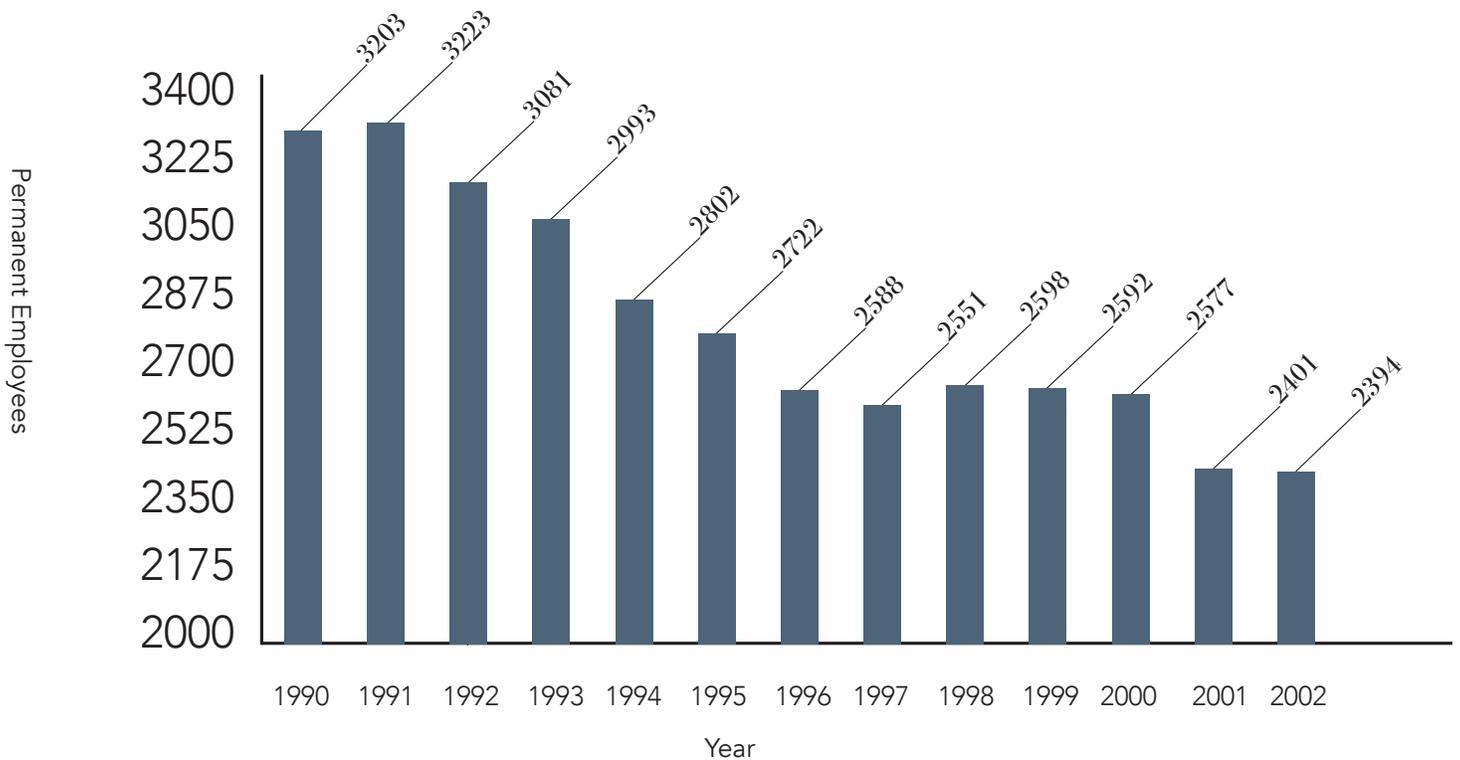
The central office in Oklahoma City houses the executive staff and other divisions and work units that essentially support transportation project and program delivery in all regions. ODOT's executive staff, field divisions and central office cooperatively interact to construct and maintain Oklahoma's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



Staffing Levels

In 1990 ODOT employed more than 3,200 Oklahomans, a number that has been dramatically and responsibly reduced over the last 20 years. The Department is currently staffed with 2,321 Full Time Equivalent (FTE) staff for 2018. Since 2003, the number of FTEs has not seen a drastic fluctuation. ODOT continues to focus on ensuring adequate staffing to perform critical agency functions including looking to the private sector to assist in delivering the transportation program.

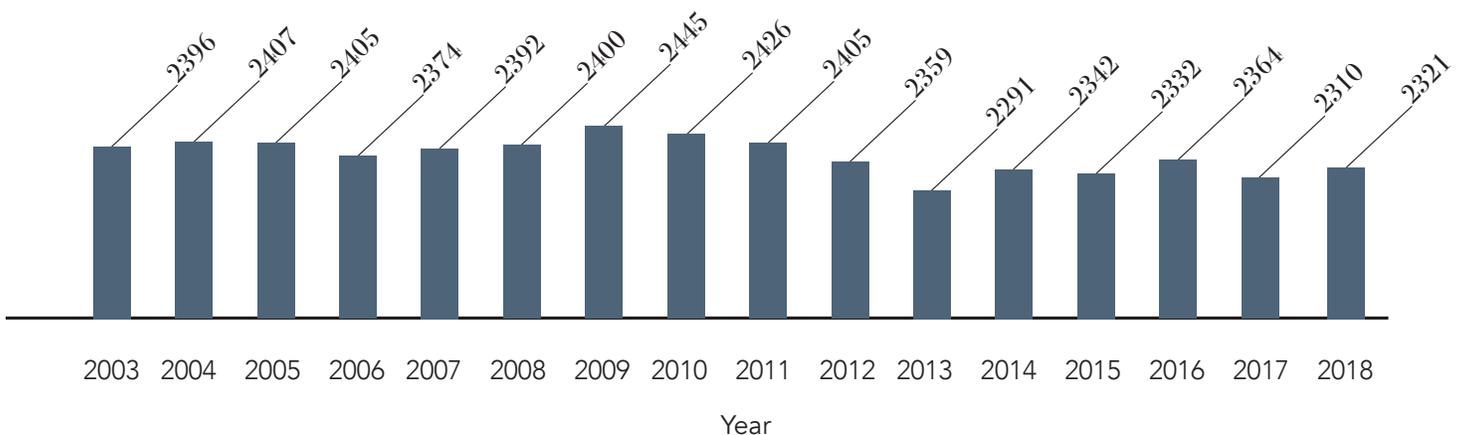
Permanent Employees by Year
(as of January 1st)



While ODOT operates with a reduced staff, the efforts required to maintain a safe and adequate transportation infrastructure continues to increase. ODOT successfully and consistently accomplishes its mission by recognizing and implementing relevant advances in technology and by strategically targeting and effectively outsourcing activities and services to the private sector. However, it should be recognized that, when considering current turnover rates, some ODOT work units are often staffed

at or below the absolute minimum levels considered necessary to maintain responsive and safe operations. Therefore, personnel levels and employment markets are constantly and carefully monitored and a managed classification, hiring and salary strategy is a mission critical component of the Department’s human resources recruitment and retention program.

The number of permanent employees since 1990 has dropped by over
27%



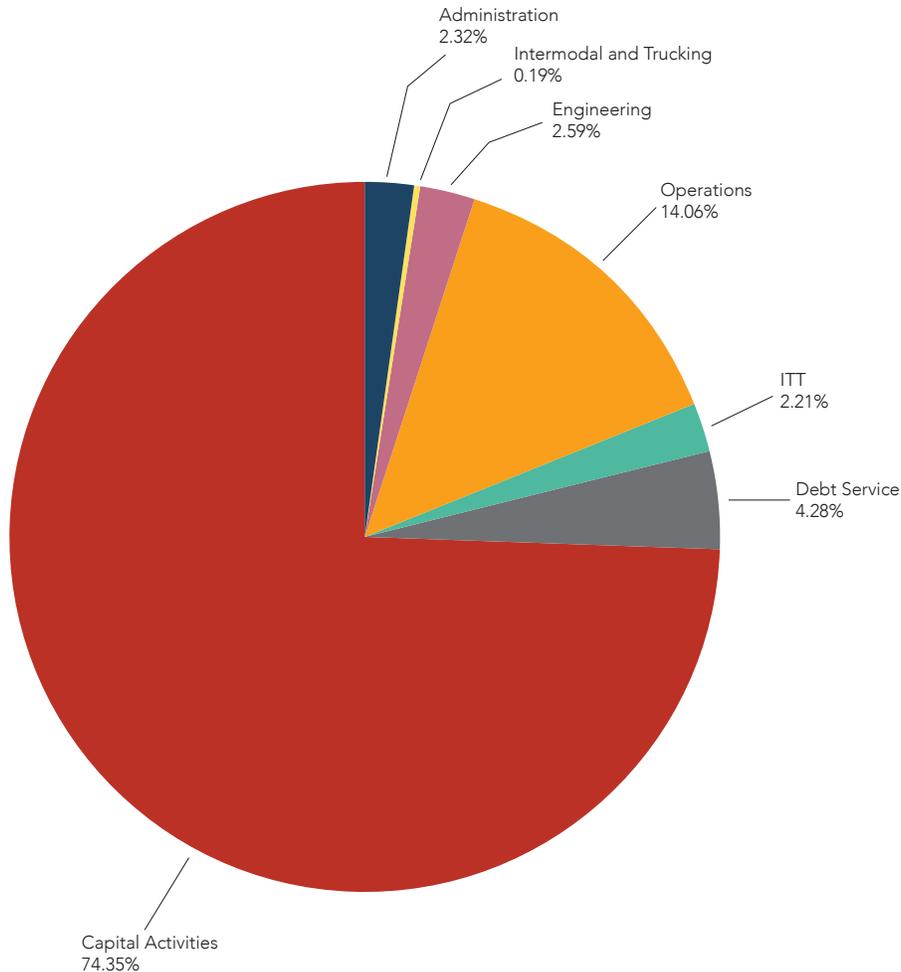
Fiscal Considerations

The Legislature authorizes ODOT's budgetary expenditures from historically available transportation funding sources. These sources are primarily comprised of federal and revolving funds including federal and state motor fuel taxes directed to the Highway Trust Fund (HTF) and the State Transportation Fund (STF) respectively along with the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund as initiated by House Bill 1078 in 2005. In addition to the traditional "on-highway" activities, the Department also administers a number of transportation funding programs for rail, transit and local governmental entities. In 2012, action taken by Governor Fallin and the State Legislature to address the critical condition of the state's transportation network provided the Department a much needed and long awaited financial boost to accelerate the revitalization of Oklahoma's transportation infrastructure. As part of the Governor's bold and

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

In addition to the traditional "on-highway" activities, the Department also administers a number of transportation funding programs for rail, transit and local governmental entities.

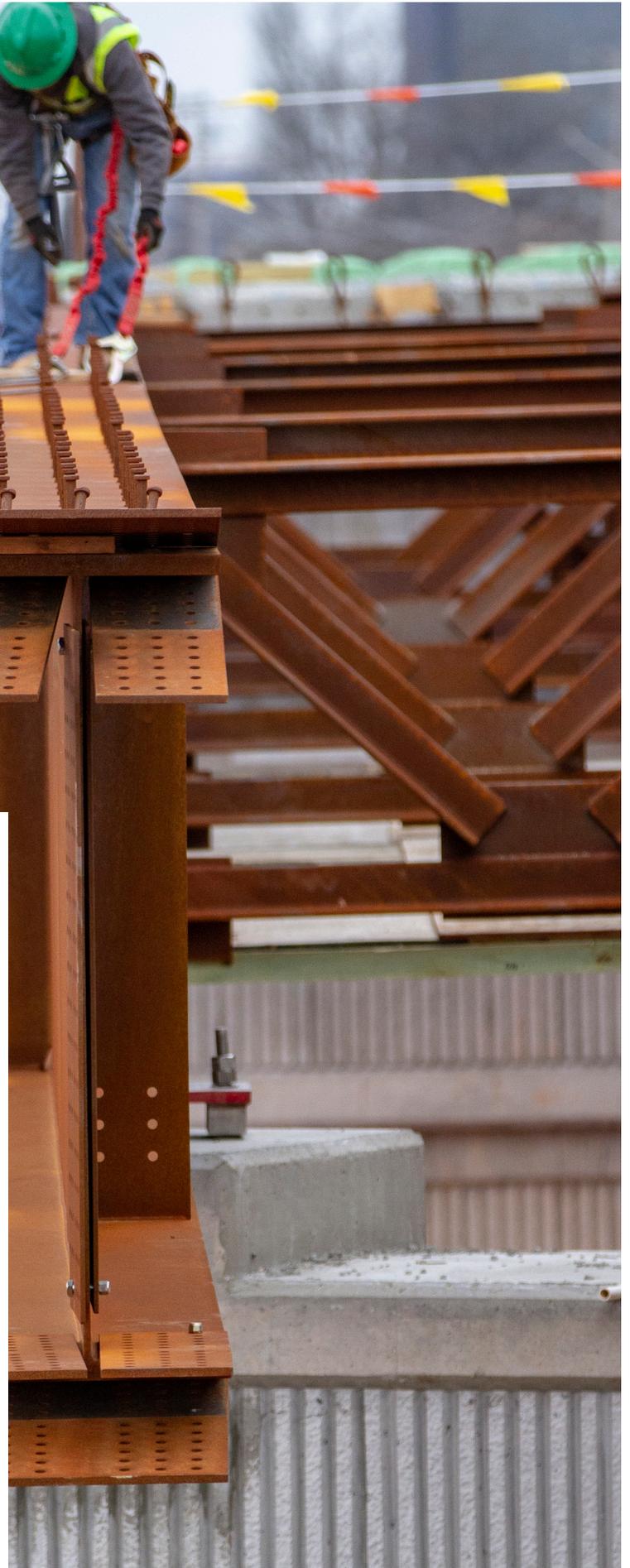
Budget by Activity:





Contractual Obligations

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





(2016- 2018)
Outstanding Contract Obligations - 
Cash Balances - 

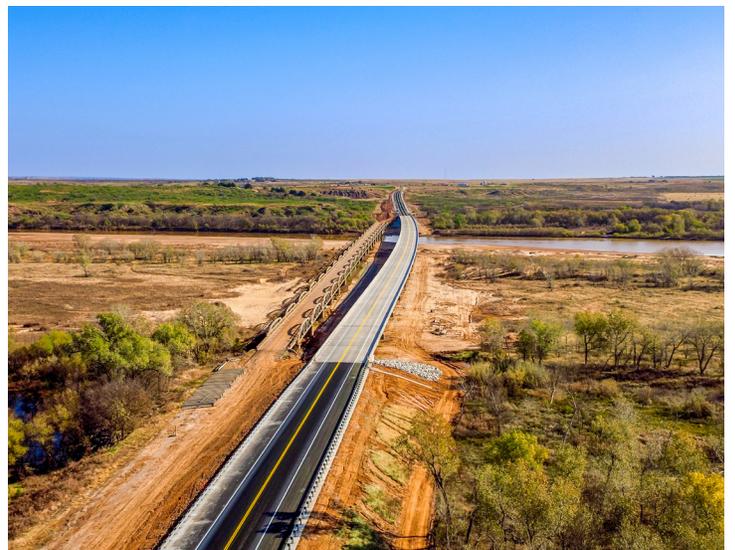


State Funding

Motor fuel taxes are the main source of revenue to the Highway Construction and Maintenance Fund, ODOT's long-standing source of state funding. The motor fuel taxes that are deposited to the Fund are gasoline excise tax, diesel fuel excise tax, special fuel use tax, and special fuel decals. The fuel tax is assessed on consumers when they purchase fuel, and the gasoline tax is the largest generator of revenue to the Fund. Currently, the gasoline tax rate is 17 cents per gallon, the diesel tax is 14 cents per gallon and there is a transportation dedicated 5 cents per gasoline gallon equivalent excise tax on natural gas used for motor vehicle fuel. The motor fuel tax revenues are also apportioned to municipalities, Native American Tribes, and county governments for road and bridge maintenance.

As part of the aforementioned legislative acts, the annual increase was adjusted to \$59.7 million beginning with State Fiscal Year (SFY) 2014 and the long term funding cap of \$575 million will be achieved in SFY 2019.

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.



SH-79 (South) Red River

ODOT State Revenue and Expenditures

\$886.6 MILLION
in state
transportation
reductions since
2010

\$200 million was transferred from the ROADS Fund and offset by bond proceeds as part of the state's budget shortfall for FY 2017. The number shown for income tax is net of the transfer.

	FY17 Actual	FY18 Actual	FY19 Budget
State Transportation Fund	154,958,361	155,047,956	165,853,359
Motor Fuel Tax - HP Bridge	6,304,136	6,579,366	6,200,000
Bond Proceeds	200,000,000	-	-
Income Tax	316,748,912	476,669,915	580,000,000
Motor Fuel Tax - Rail	850,000	850,000	850,000
Motor Fuel Tax - Transit	850,000	850,000	850,000
Total Allocation	\$ 679,711,409	\$ 639,997,237	\$ 753,753,359
OTA Transfers	46,459,651	46,901,012	45,000,000
Total State Revenue	\$ 726,171,060	\$ 686,898,249	\$ 798,753,359
ROADS Debt Service	51,924,700	43,969,000	51,883,203
Highways and Bridges	664,446,360	631,829,249	735,770,156
Lake & Industrial Access	1,200,000	2,500,000	2,500,000
Passenger Rail	2,850,000	2,850,000	2,850,000
Public Transit	3,850,000	3,850,000	3,850,000
Intermodal	1,900,000	1,900,000	1,900,000
Total Allocation	\$ 726,171,060	\$ 686,898,249	\$ 798,753,359

The FY 2018 reductions resulted in a precedent setting removal of projects from the 8 Year Construction Plan.

Reductions to State Transportation Funding due to Budget Shortfalls

Transportation funding has been significantly reduced since 2010 as part of budget shortfalls resulting from declines in state revenues. Over the eight year period reductions have totaled \$886.6 million. Three state bond issues were authorized, during that period to partially offset the total reductions resulting in debt service to be paid over a 15 year period. The most recent \$200 million bond issue in 2016 will result in debt service payments including principal and interest totaling \$255 million through 2035.

For FY 2017, state transportation funding reductions of \$367 million represented 28% of the state's overall shortfall of \$1.3 billion, significantly more than any other state agency.

For FY 2018, an additional \$156.6 million was transferred from state transportation funds. These reductions resulted in the removal of projects from the 8 Year Construction Work Plan.

Federal Funding

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

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

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

The Department of Transportation in each state is designated as the agency to interact with the representative federal agency, the Federal Highway Administration. Therefore, federal funding for roads and bridges is administered by

ODOT regardless of facility ownership. All traditional, congressionally identified or discretionarily funded city street and county road projects that utilize federal highway funding are administered by and through ODOT.

It is important to note that the Highway Trust Fund has been on the verge of insolvency several times in recent history and Congress has acted to re-infuse funds into the account. In December 2015, Congress passed a 5 year transportation bill known as Fixing America's Surface Transportation Act or "FAST Act". The Act provides for funding certainty with minimal increases over its term. However, it should be noted that the gas tax is a volumetric tax on fuel. As the vehicle fleet has become more fuel efficient, and as the numbers of alternatively fueled vehicles like CNG and electric vehicles increase, the incoming revenue to address transportation needs will continue to be eroded.

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



I-35 & 122nd St. (South) - Oklahoma City, OK

Debt Financing Commitments

State Bond Issues

Since 2009, state bonds have been issued by the Oklahoma Capitol Improvement Authority, on behalf of the Department, to partially offset state budget reductions from declining state revenues. Most recently in 2016, House Bill 3231 authorized the issuance of \$200 million in bonds upon which debt service will be paid over a 15 year period.

GARVEE

Title 69 section 2001 E (2) provides authorization to ODOT to issue Grant Anticipation Notes for projects of economic significance. In the course of four (4) transactions, ODOT issued \$300,000,000 of debt, which is being retired using federal highway funds. This debt service represents a reduction to the regular federal construction dollars and the federal funding projections that establish the fiscal constraint of our Construction Work Plan.

The following is a schedule of the outstanding balance of bond issues and the debt service requirement for state fiscal year 2019.

	Outstanding Principal Balance as of Nov. 1, 2018	State FY 2019 Debt Service
State Bond Program		
2009	\$ 68,830,000	\$ 12,979,691
2010	120,040,000	17,943,740
2012	34,605,000	5,855,732
2016 *	170,000,000	15,104,040
	\$ 393,475,000	\$ 51,883,203
GARVEE		
2018	\$ 61,505,000	\$ 2,314,980
Total	\$ 454,980,000	\$ 54,198,183

**Total debt service on the 2016 Bond Issue is \$255 million.*

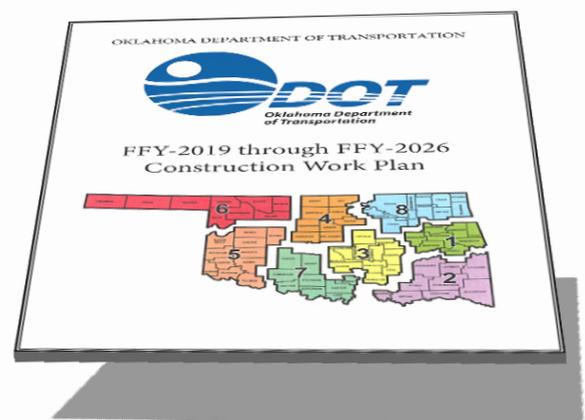
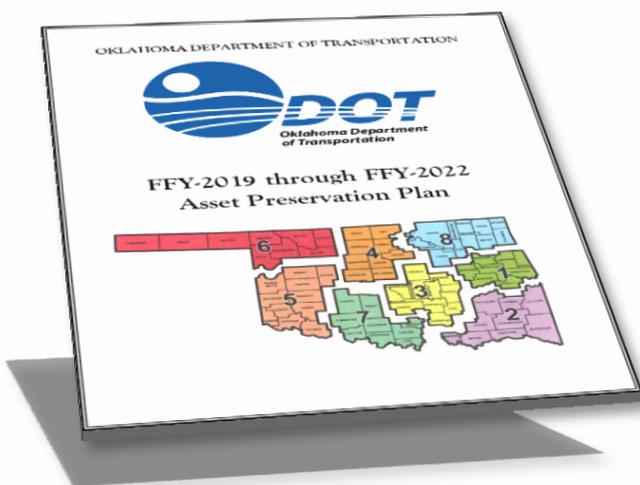
Investment Strategies

Asset Preservation and Construction Work Plans

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

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

In the longer term, the direction of the dedicated maintenance and asset preservation resources is related to and influenced by ODOT's ability to deliver scheduled larger-scope facility improvements that are planned many years in advance. The annual needs assessment and project identification for these larger scope improvements is completed in the context of our **Eight Year Construction Work Plan** (as referenced below). The Construction Work Plan is fiscally constrained based on the projected state and federal funding as previously discussed. The current eight-year funding projection is derived from a conservative, flat federal-aid funding model based on Federal Fiscal Year 2019 funding levels and state funding based on the budgetary commitments of the Legislature.



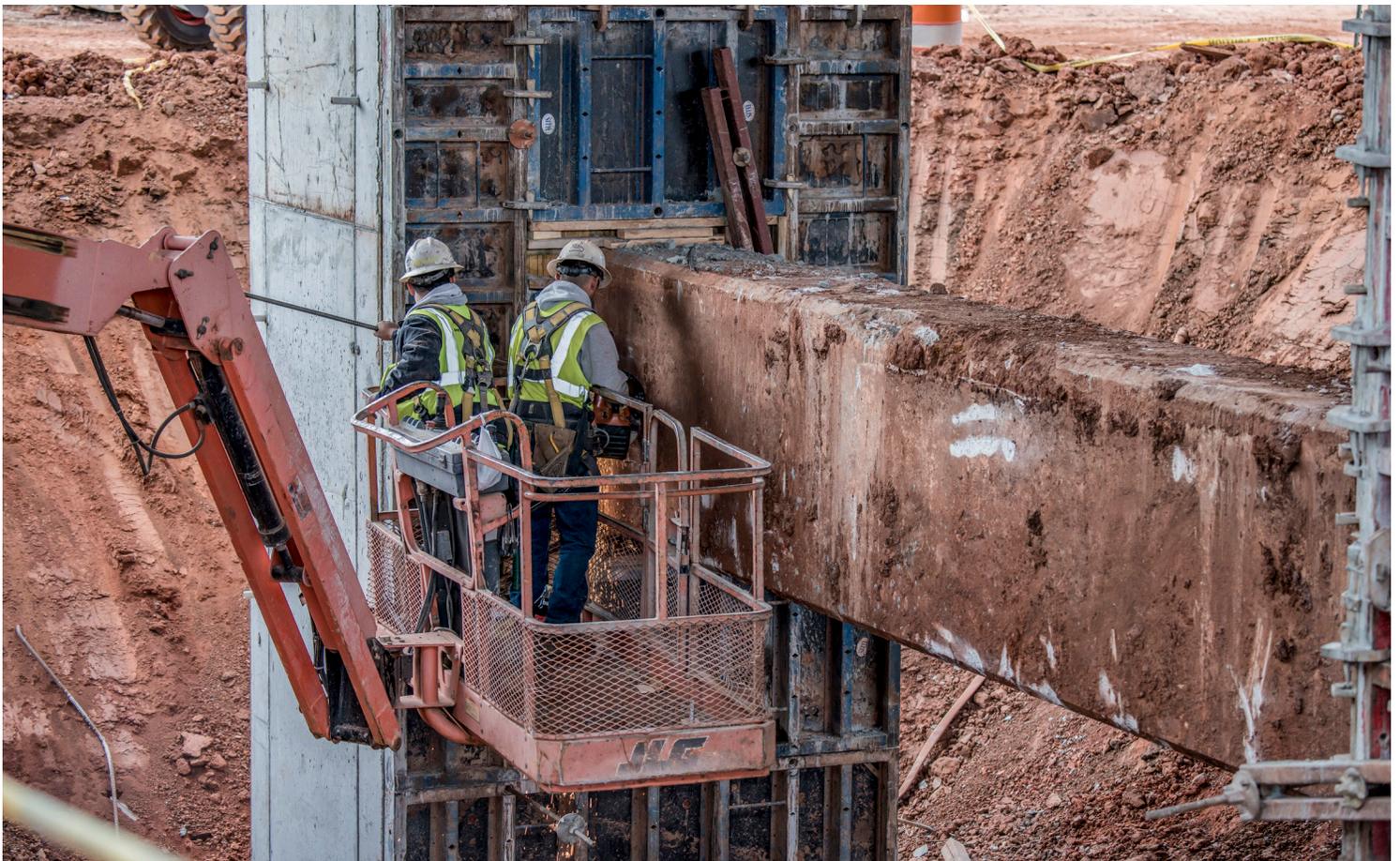
The needs of the state transportation infrastructure system are constantly assessed and appropriate maintenance, rehabilitation and reconstruction activities are planned and implemented in a fully integrated and systematic manner. Regular maintenance extends the lifecycle of the transportation facilities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

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

consistent, downward spiral and decline of the condition of the infrastructure that will be difficult to reverse. In 2005 the problem was unmanageable with no viable solution. The Department now has a strategy and plan that wisely and transparently invests the available resources in a balanced manner. This strategy represents the beginning of a monumental effort to return not only Oklahoma's bridges, but the highway system as a whole to a state of good repair.

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

\$10.5 Billion
*in investments needed to bring
Oklahoma's State Highways into an
adequate condition for safety and
mobility.*



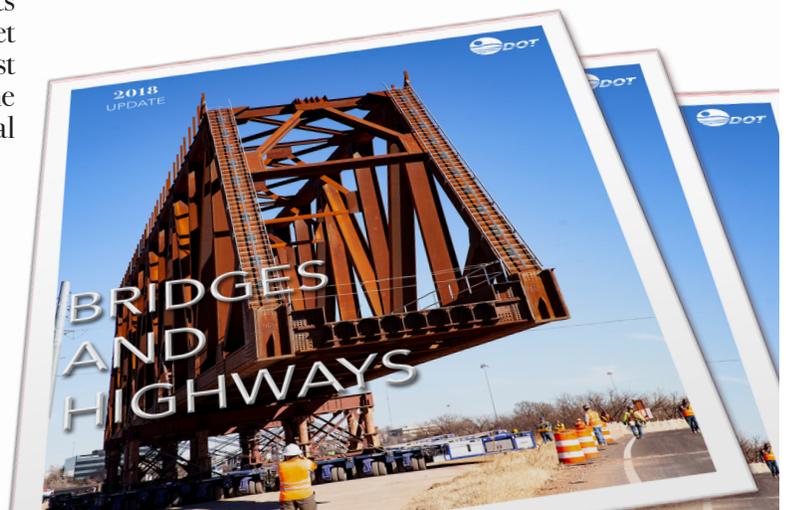
Priorities and Progress

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

New investment is generating positive results as illustrated in our **2018 Update on Oklahoma Bridges and Highways** (as referenced below). Oklahoma no longer leads the nation in bad bridges. The Department replaced or rehabilitated 1,467 bridges during a period from 2006 to 2018. This is one of our most important accomplishments and likely represents more bridge work performed than any other time period in the history of the agency. Looking forward, the eight-year window of the current Construction Work Plan includes an additional 686 bridge replacements or major rehabilitations. This 686 has roughly tripled the amount of bridge work included in the first Construction Work Plan formulated in 2002. During that same general time period, ODOT has resurfaced, rehabilitated or reconstructed more than 5,000 miles of highway pavements including work completed through the eight-year and asset preservation plans. The eight-year plan also includes almost 724 miles of shoulders and roadway improvements to two-lane highways and more than \$3.2 billion of surface, operational and capacity improvements to high-volume major highways.

The Department has long envisioned an organized and well-executed asset preservation plan, but has never possessed the fiscal capability to initiate such a program. Beginning in 2006 with new resource availability, ODOT has maintained an increasing investment in preservation. Today a minimum of \$75 million per year is directed to an aggressive pavement preservation program and a minimum of \$40 million per year is targeted for major bridge rehabilitation activities. The Asset Preservation Plan has become a mainstay of the transportation system management tool box. This type of preservation work helps the Department stretch resources further and ensures that the life-cycle of transportation facilities is maximized to the extent possible.

The State of Oklahoma's increased transportation investment results in increased support for our citizens and businesses today and positions us for sustaining the growth opportunities for future Oklahomans. There is no instant gratification when implementing improvements to infrastructure. It can take decades to address systemic problems that develop over long periods of inadequate investment. A critical tipping point was reached and a long term strategy was enacted that will slowly return our transportation system to a manageable condition. Without that action and strategy, the problem becomes insurmountable with no apparent solution. Such infrastructure problems do not present a favorable environment for business or the traveling public and do not represent the standards and capabilities of this great state. Progress is evident, but much work and the need for continued investment remains.



Freight and Transit Programs

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



Rail Programs

Today, ODOT serves in a number of roles related to railroads and railroad-related activities. ODOT's Rail Programs Division oversees and monitors four different railroad companies operating through leases on approximately 134 miles of operating state-owned track, administers the Federal Highway Administration's Grade Crossing Safety Program which provides funding to make safety improvements to Oklahoma's nearly 3800 at-grade public railway/road intersections, manages Oklahoma's Heartland Flyer passenger rail service, one of Amtrak's highest-rated trains for customer satisfaction, and serves as a liaison between ODOT and rail companies for ODOT projects which involve railroads or railroad property. The Rail Programs Division continuously explores federal funding opportunities to grow and improve Oklahoma's passenger and freight rail systems. Over the years the Department has developed public-private partnerships with many Class III and Class I railroads to lease the majority of what was once an 882 mile system of state owned track in order to continue rail service for many Oklahoma communities and businesses. Two of the leases were developed as long term lease to purchase agreements, intended to eventually return those facilities to private ownership. Following the maturation of these 30 year agreements, more than 350 miles of the state-owned rail system was returned to private ownership in 2013, thus reducing total ownership.

With the sale of the Sooner Sub rail line ODOT announced a \$100 million initiative to improve safety at railroad crossings statewide. State budget reductions in 2016 have subsequently limited the program to \$75 million. Since kicking off the safety improvement program in October of 2015, the Transportation Commission has approved more than 231 crossing improvement projects statewide, which will add flashing light signals and crossing gate arms to many of these crossings. Federal funding, as well as funds provided by railroad companies and the local entities will also be used in completing the program.

Freight traffic continues to be the main source of railroad activity in the state. An estimated 365 million tons of freight flows through the state on rail lines each year with many rail lines carrying 50 to 100 trains a day. Rail freight traffic will experience significant growth over the next few decades with the number of trains on some corridors expected to double over the next 20 years. The largest growth in freight traffic per day is expected on the BNSF line in the northern part of the state.

In addition, ODOT coordinates and administers the Oklahoma portion of the AMTRAK Passenger Rail Service between Oklahoma City and Fort Worth, Texas. The Heartland Flyer makes a daily round trip between these two major cities with additional stops at Norman, Purcell, Pauls Valley, Ardmore and Gainsville, Texas. Not only does the Heartland Flyer provide business and vacation travel services between the two cities, it also allows approximately one third of passengers the opportunity to make Amtrak connections from Ft. Worth to more than 500 destinations in 46 states. In 2010 the Heartland Flyer received the "President's State Partner Award" which recognizes the efforts of the Oklahoma and Texas DOT's for their dedication and support.



Transit Programs

ODOT's Transit Programs Division is the Governor's designee authorized to enforce, apply for, receive and administer federal and state public transportation funding and safety oversight programs. The federal transit programs include, but are not limited to; the state safety and security oversight of rail fixed guideway systems not regulated by the Federal Railroad Administration (FRA), statewide, metropolitan and non-metropolitan transportation planning programs, small urban and non-urbanized formula grants for areas fewer than 200,000 population and bus and bus facilities grant programs. The Division is also responsible for the administration of the funds appropriated to the State's Public Transit Revolving Fund. The programs and associated grants are federally and state funded with eligibility and matching requirements for participating transit providers.

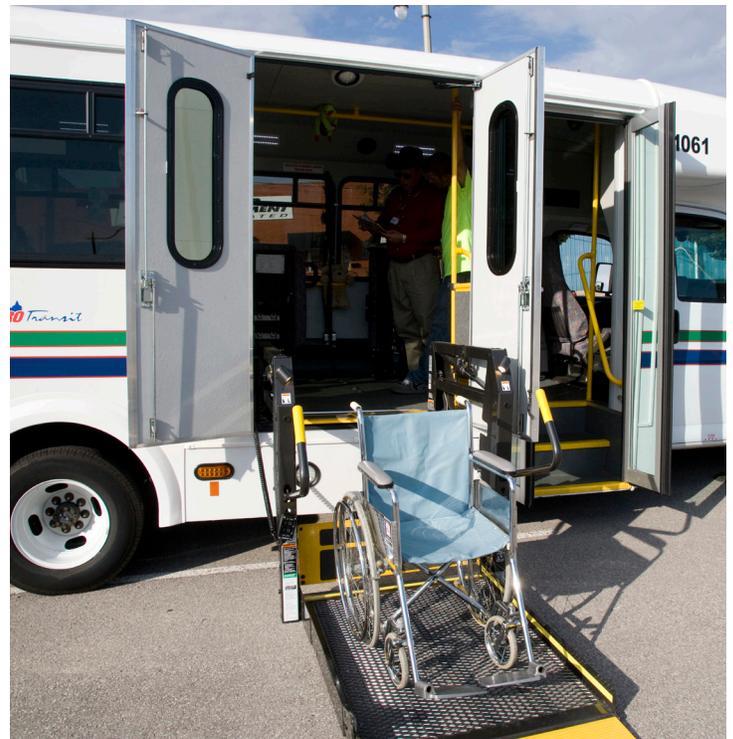


In 1993, the citizens of City of Oklahoma City approved a sales tax for several transformational projects throughout the city called MAPS projects. The City's MAPS-3 Project included an EMBARK Transit downtown Streetcar development which triggered a Federal Transit Administration (FTA) requirement for the state to implement a certified "State Safety and Security Oversight Program" for all fixed guideway systems not regulated by the FRA. ODOT Transit Programs Division is responsible for providing oversight and technical assistance statewide for activities related to the development, construction, and operation of these systems.

ODOT provides financial and technical assistance to the state's Metropolitan Planning Organizations, Urban and Small Urban, Tribal Transits, and 20 Rural Public Transportation Operators in 74 of the 77 counties in Oklahoma. Over the years, the Department has developed strong partnerships with transit organizations and transit providers throughout the state. This growing partnership

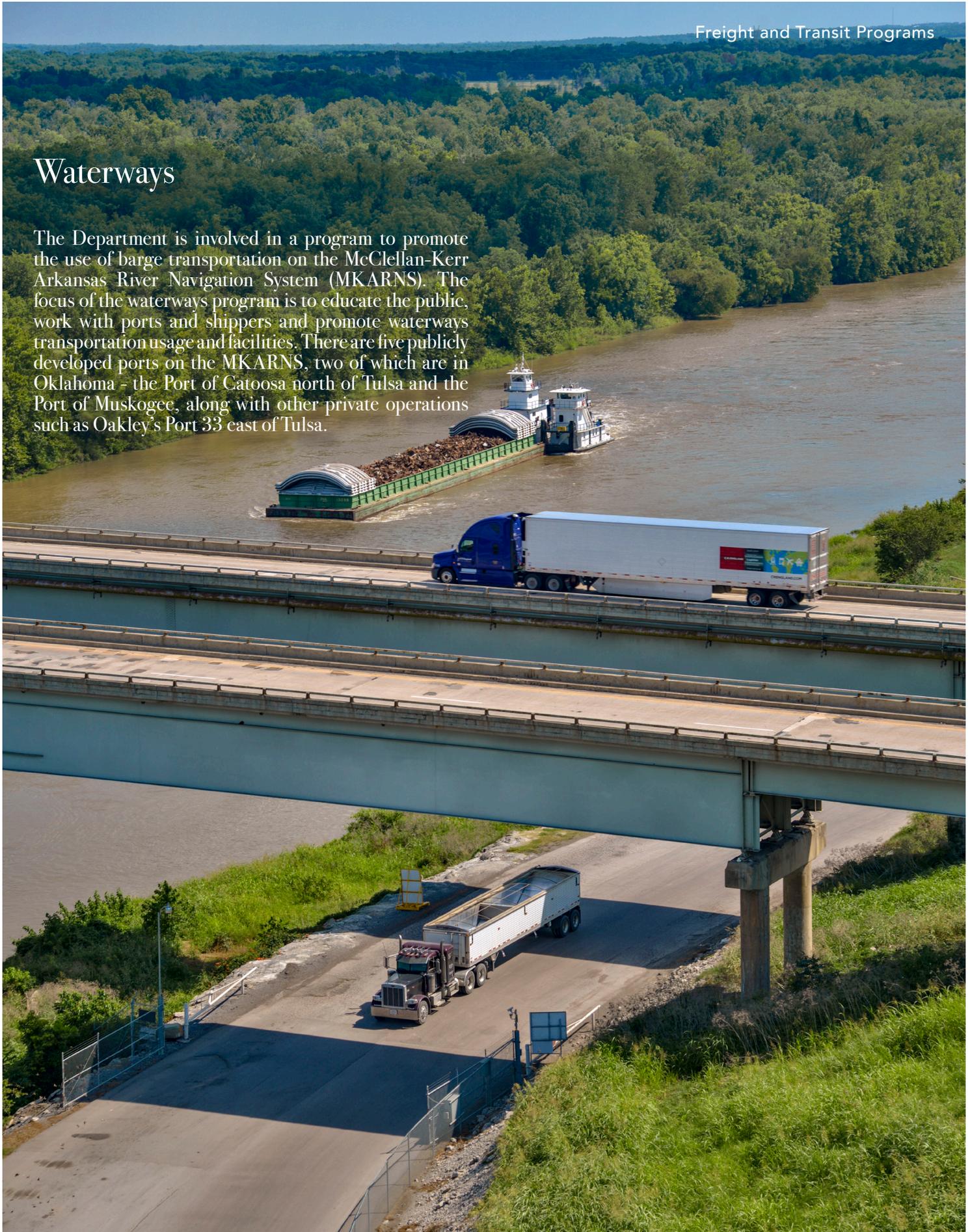
has yielded beneficial rewards for the state. In September 2014, The US Department of Transportation (USDOT) awarded ODOT, in collaboration with the Oklahoma Transit Association, a Ladders of Opportunity Grant totaling \$4.1 million to replace aging vehicles for 10 Rural Transit Operators throughout the state. An additional \$3.6 million was awarded to ODOT in 2016 through the USDOT's Bus and Bus Facilities Grants for the replacement of Americans With Disabilities (ADA) compliant vehicles for 10 Rural Transit Operators Statewide. ODOT Transit Programs Division provided technical assistance and support in a cooperative effort with the state's transit entities for these much needed funding.

The elderly, persons with disabilities and other geographically and economically challenged populations requiring public transportation, represent a majority of an estimated 3,200,000 public transit trips provided each year.



Waterways

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



Current Trucking Initiatives

Oversize / Overweight Truck Routing and Permitting System

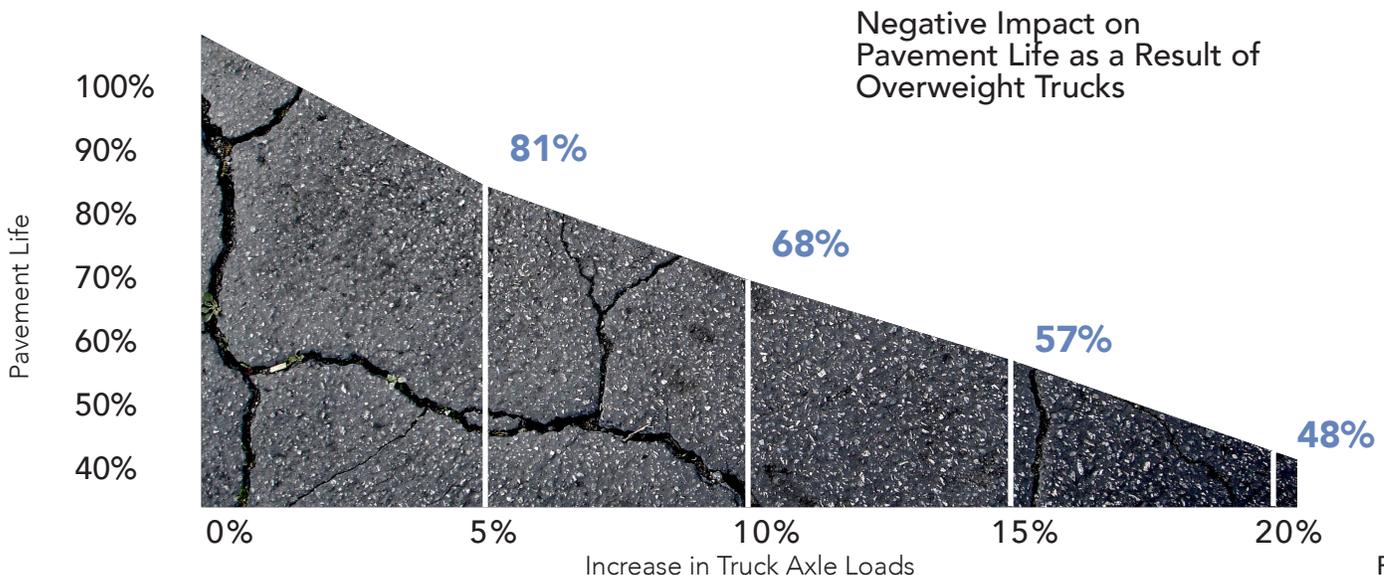
Agriculture, along with the energy industry, powers much of Oklahoma's economy. As such, the Department of Public Safety issues hundreds of thousands of Oversized/Overweight (OS/OW) trucking permits on an annual basis. With the volume of permit requests anticipated to increase and limited resources to manage the requests, carrier operations are being negatively impacted. The State Legislature met with ODOT and DPS in 2008 and determined that improving the existing OS/OW permitting and routing process was necessary and a priority.

In response, ODOT and DPS initiated a joint project to develop a system that provides carriers with the ability to submit a standard OS/OW permit request over the internet at any time of day, generate a safe route and automatically pay for and receive their permit electronically.

Ports of Entry

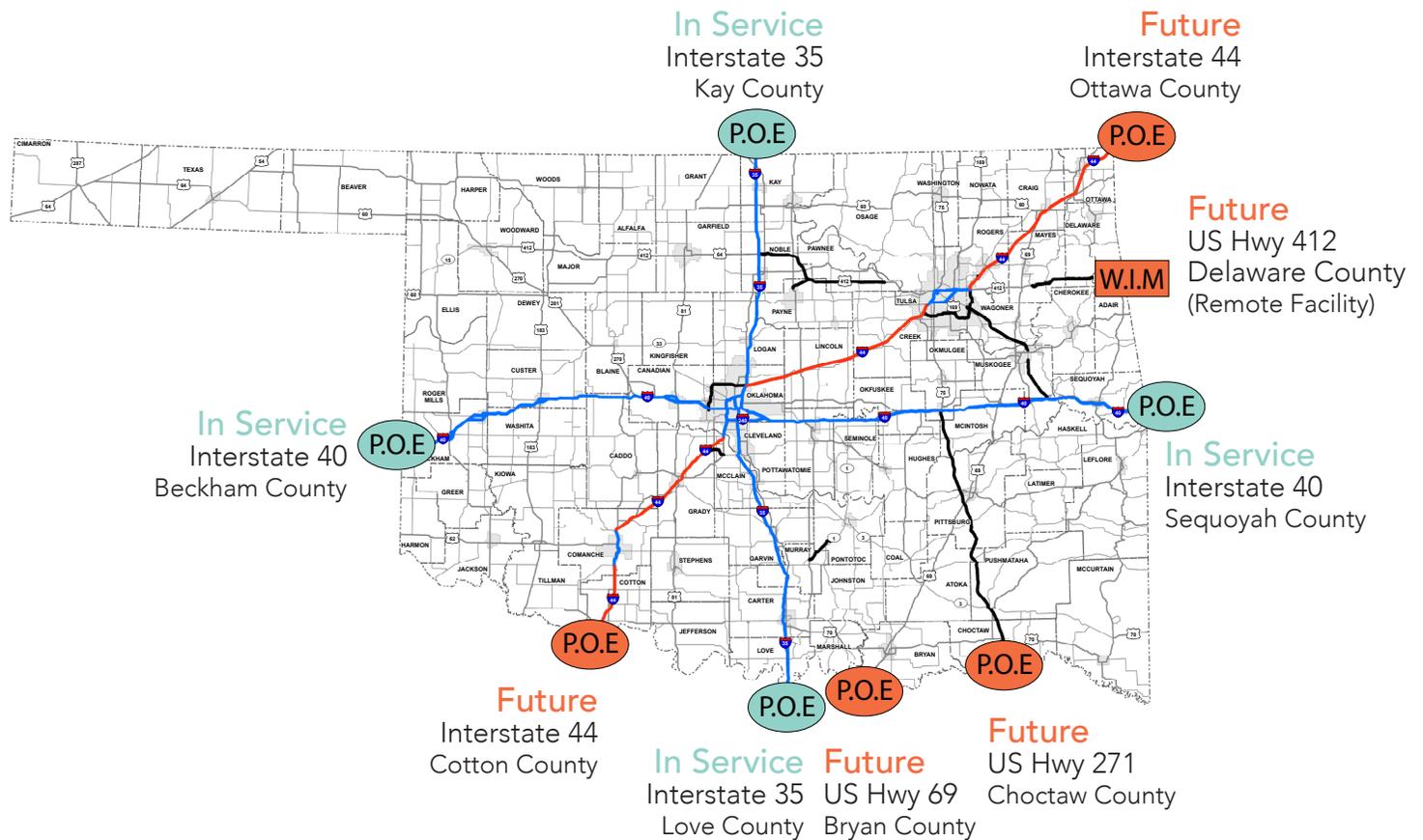
In January 2008, the Oklahoma Department of Transportation, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority embarked on a landmark partnership to upgrade existing and construct new Ports of Entry facilities in Oklahoma. In 2012, the Legislature created the "Weigh Station Improvement Revolving Fund" as the mechanism to fund the construction of weigh stations.

The purpose for pursuing this project is the adverse impact that illegally loaded or operated trucks have on the condition of the state's transportation system and on the safety of the traveling public. These newly constructed, state-of-the-art facilities will be the front line system to create a more controlled freight transportation environment on the highway system. By closely monitoring freight ingress at the state line, state authorities can better enforce vehicle and freight laws and regulations, such as proper truck registration and permitting, and enforcement of weight and size regulations.



Proposed Ports of Entry Locations

A Port of Entry facility has been completed in the following four locations; Kay County (I-35 North), Beckham County (I-40 West), Sequoyah County (I-40 East), and Love County (I-35 South). The next facilities to be scheduled for construction will be located in Bryan County (US-69 South), Choctaw County (US-75 South), and Cotton County (I-44 South).



Interactive Boards and Coordination

County Advisory Board

The Department regularly conducts business with the statutorily created County Advisory Board. The Board consists of nine (9) county commissioners selected by the Association of County Commissioners of Oklahoma. One member is elected from each of the eight districts of the Association of County Commissioners of Oklahoma and one member is selected at large by the other eight members. Each member holds office for a two-year term or until the successor of the member takes office. Their term of office begins on July 1 of the succeeding fiscal year. The Board meets no less than quarterly and acts in an advisory capacity to the Director of the Department concerning transportation issues of shared interest. In addition, the Board is authorized to and actively participates in the administration of the County Road Machinery and Equipment Revolving Fund.

Tribal Advisory Board

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

Highway Construction Materials Technician Certification Board

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

ODOT Waterways Advisory Board

The statutorily created ODOT Waterways Advisory Board consists of seven (7) members comprised of two (2) public Port Executive Directors (mandated by statute); two (2) members from private port operations which have existing waterfront cargo handling facilities and employ the use of barge transportation; one (1) at large member who has professional experience in shipping, freight logistics or construction, operation, maintenance and rehabilitation of transportation systems; and two (2) members at large from business and/or industry associated with inland navigation. The Executive Director of the Oklahoma Department of Transportation appoints the two private members and three at large members. The Board meets quarterly, acting in an advisory capacity and at the discretion of the ODOT Executive Director. No term limits apply.



Port of Muskogee, OK - McClellan Kerr Navigation Sys.



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