2010–2035 Oklahoma Long Range Transportation Plan

EXECUTIVE SUMMARY

Submitted to:

Oklahoma Department of Transportation

Submitted by:

PARSONS BRINCKERHOFF

A Message from the Director

The Oklahoma Department of Transportation takes pride in its mission "to provide a safe, economical and effective transportation system for the people, commerce and communities of Oklahoma." In this spirit, the Department has completed the 2010-2035 Oklahoma Long Range Transportation Plan (2035 Long Range Plan). We want you, our clients, to be safe and to be able to travel smoothly and efficiently to your destinations. Over the past two years, we have heard from many of our stakeholders and customers as part of the 2035 Long Range Plan process. We have analyzed needs, studied the trends, evaluated the finances; and now, we are ready to use our Plan to guide the way for our transportation system development over the next 25 years.

According to the United States Census Bureau, the country's population will increase by over 26 percent between 2010 and 2035. The nation's gross domestic product will almost double during this 25-year period. Based on studies completed in 2009 by the National Surface Transportation Policy and Revenue Commission, the combined impact of freight and population growth will be demonstrated with a 65 percent increase in the number of autos and trucks on the highway system between 2010 and 2035. All states, including ours, will be affected by this forecasted growth in population and freight transportation.

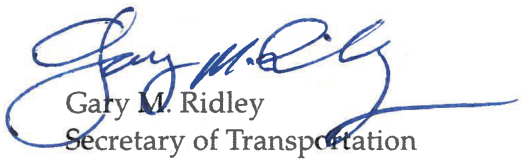
This picture does not take us by surprise. After several years of documenting a widening gap between expected revenues and calculated needs, in 2005 and 2006 the Oklahoma State Legislature approved several new measures to help address road and bridge needs. This foresight has allowed the State of Oklahoma to move forward in taking steps to reduce the rate of infrastructure decay.

The State continues to rely on its federal partners while also maximizing results from the state's contribution to the transportation infrastructure equation. Early in the decade, the Department undertook the development of a Construction Work Plan to document and schedule its capital improvements over an eight year time frame. The 2003-2010 Work Plan, along with the four year Statewide Transportation Improvement Program, were used to develop a practical and reasoned approach to respond to needs that had been well documented through ODOT's biennial Needs Study and Sufficiency Rating Report. Having recently completed the 2003-2010 Eight Year Construction Work Plan, we are pleased to see that - despite cost variations in materials, resources, and labor - the Department has remained to faithful to the Work Plan and delivered projects as planned at an 80% rate. We are pleased with the results, grateful to the Oklahomans who cooperated in this effort, and thankful to the legislature for their important funding decisions.

The 2035 Long Range Plan provides the policy framework and vision that remind us of our long term commitment – to provide Oklahoma with a truly multimodal transportation system that offers the traveling public and businesses competitive, safe, convenient, affordable and environmentally responsible mobility choices. ODOT will work with elected officials and public and private stakeholders to ensure the State's transportation network is a high-performing system, protecting the state's economic competitiveness for the next 25 years.

We intend to follow Oklahoma's practical and progressive legacy as we begin to address the work outlined in the 2011-2018 Construction Work Plan. We continue to apply our knowledge and commitment to address the array of transportation needs and opportunities, including connectivity and safety among all modes: highways to railroads to ports; pedestrian and bicycle paths to public transit, passenger rail and airports; and sidewalks and pedestrian paths to major destinations.

This Plan represents a positive direction for transportation planning and implementation. I invite you to give the Plan serious consideration and to become actively involved in Oklahoma's transportation future.



Gary M. Ridley
Secretary of Transportation

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The primary data sources and further information cited in this summary are available in the 2010-2035 Oklahoma Long Range Transportation Plan document, chapters one through eight. This document will be available at ODOT, Planning and Research Division, 200 NE 21st Street, Oklahoma City, OK 73105 and on the Department's website (http://www.okladot.state.ok.us/p-r-div/planning.htm).

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Policy Framework

The 2035 Long Range Plan describes the framework of how to maintain and improve the state's transportation system between now and 2035. It is based on an 18 month dialogue with many different individuals and groups that have an interest in transportation. The Plan addresses the future for all modes including highways, freight rail, passenger rail, public transportation, waterways, aviation, bicycle and pedestrian facilities, and multimodal systems. The subsequent sections describe current strengths and needs by mode, followed by 2035 Plan recommendations.

Highways and Bridges

Modal Facts

- The State of Oklahoma's highway system includes 12,280 miles of non-toll roads and 602 miles of toll roadways within the state.

- Traffic on Oklahoma's major highways has increased dramatically in the past 20 years and is expected to continue to compound in the foreseeable future. In 2009, the State's roadways with more than two lanes registered 46 million vehicle miles of travel daily. Improvements to these highways are often ODOT's most expensive projects, but also yield high returns and have an immediate impact on regional traffic patterns. Over 211 miles of interstate pavement have been rehabilitated or reconstructed since 2003 and an additional 90 miles are included in ODOT's 2011-2018 Eight-Year Construction Work Plan.

- Truck freight tonnage in the state is expected to grow by 65 percent over the next 25 years, from 468 million tons in 2010 to a projected 770 million tons in 2035.

Traffic on Oklahoma's major highways has increased dramatically in the past 20 years and is expected to continue to compound in the foreseeable future.

- Oklahoma's rural nature and historically agricultural-based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate for supporting today's heavier trucks, increased traffic demands and higher operating speeds. Almost 4,700 miles of Oklahoma highways are rural two-lane facilities without shoulders. The 2011-2018 Construction Work Plan begins to address the challenge of improving safety and increasing mobility on these roads; over the next eight years, the Work Plan shows 485 miles of shoulder and roadway improvements to two-lane highways without paved shoulders.

- Based on an evaluation of safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles and the severity of curves and hills, about 24 percent (roughly 3,000 miles) of the State's 12,280 miles of highway rate as critical or inadequate. This figure has decreased from 3,350 miles in 2000, in part because of increased State funding that has allowed ODOT to address more highways in need of rehabilitation and repair.

- Roadway collisions where vehicles cross over into an oncoming lane of traffic have the greatest potential for dangerous consequences on high volume, high speed roads. The installation of median barriers minimizes the opportunity for such accidents. A before and after analysis of 50 miles of roadway where cable barriers were installed over the past decade revealed an 84 percent decrease in crashes (63 before, 10 after) and a 94 percent decrease in fatalities (18 before, 1 after). A total of four years of data (two years before cable barrier installation, two years after) were reviewed in the ODOT study.

- There were 646 fatal collisions on Oklahoma roadways in 2009. The number of fatalities on all public roadways in the State decreased by four percent, from 2007 to 2009. Fatalities on the State Highway System (non-toll interstates, U.S., and State Highways) decreased 16 percent between 2007 and 2009.

- Total crashes on Oklahoma highways decreased by five percent between 2007 and 2009, continuing a safety improvement trend that has occurred since 2004. Total crashes on the State Highway System decreased by six percent between 2007 and 2009.

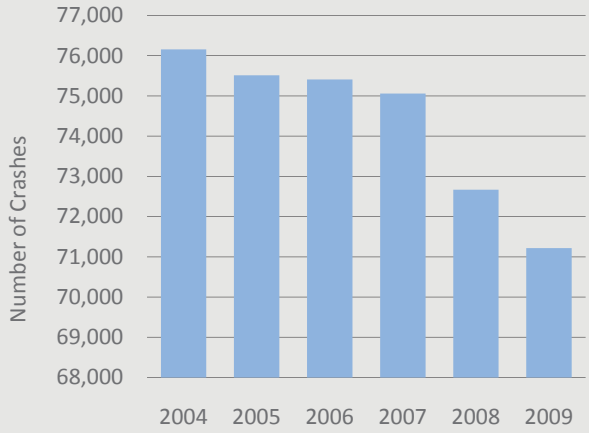
- Oklahoma's public road and highway system includes 22,853 bridges. About 29 percent of these bridges are either structurally deficient or too narrow to support today's traffic, or in many cases both.

- The State Highway System contains 6,800 of the state's total bridge inventory. About 1400 (20 percent) of these are not wide enough or are structurally deficient.

- The local system (under the jurisdiction of cities, towns, and counties) is responsible for the remaining 16,050 bridges. Approximately 5,400, or about one-third, of the local bridges are inadequate.

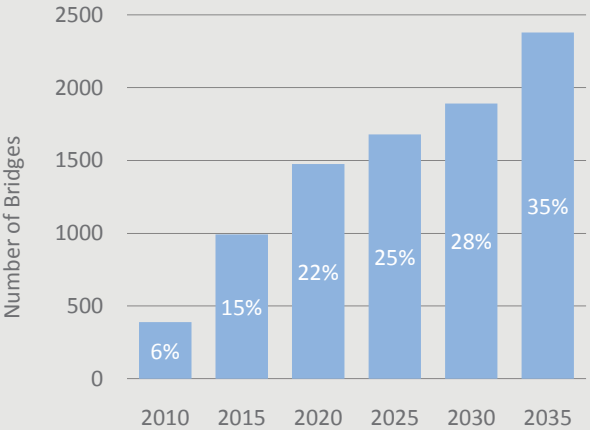
- Just as America's median age is rising, so too is the age of our bridges. Bridge types and construction vary. Generally, a bridge's life span is projected to be from 50 to 75 years. In 2010, nearly 400 bridges on the State Highway System entered their 81st year of service. By the year 2020, another 1,000 bridges will be over 80 years old. The construction period for this group of bridges corresponds to the national public works efforts of the 1930s.

Oklahoma's Statewide Crashes



Source: Oklahoma Highway Safety Improvement Program, FFY 2003-2009

Old Bridges on State Highway System
(Original Bridge Structure 80 Years Old or More)



Source: ODOT Bridge Division Database, Oct 25, 2010
Note: Graph assumes all existing bridges remain in service.

- During the 1940s, post-war America saw a slightly slower pace of bridge construction; but the Interstate Era, from 1950-1975, shows another wave of bridges coming online. These Interstate Era bridges will start coming due for reconstruction in the 2030 timeframe, and the quantity and cost magnitude is likely to be startling.

- Bridges are designed to carry a certain weight or "load." As bridges age and deteriorate, inspections may indicate they are no longer capable of carrying the original design load. At that time, a sign is posted to indicate what weight is allowable on the bridge. When a bridge is signed in this way, it is called a "load posted" bridge. In January 2005, there were 150 load posted bridges on the Oklahoma State Highway System. As of early 2010, there were 42. The 2011-2018 Eight Year Construction Work Plan will replace the remaining load posted bridges.

- The 2011-2018 Eight Year Construction Work Plan has scheduled 650 bridge replacements or major rehabilitations over the next eight years. ODOT has been able to accelerate bridge replacement work through a concerted effort made possible by funding provisions of State Legislation passed in 2005 and 2006. Between 2006 and 2010, the Department replaced or completed major rehabilitation of 530 bridges, over 105 annually. This is notable in comparison to the previous five years, where the rate of replacement was 30 per year. Despite this infusion of State funding, ODOT recognizes that there are 345 State Highway System bridges in need of rehabilitation or replacement which are not in the Construction Work Plan

Highway and Bridge Modal Recommendations

- Improve safety by replacing or rehabilitating structurally-deficient and functionally-obsolete bridges on the State Highway System.
- Improve operational performance of highways through increased use of traveler information systems.
- Improve commercial vehicle operations on highways through increased use of electronic/automated routing, screening and permitting.
- Improve highway safety through implementation of system-level strategies.
- Preserve and improve the condition of roads and bridges by fully implementing asset management systems.

Between 2006 and 2010, the Department replaced or completed major rehabilitation of 530 bridges, over 105 annually.

Interstate Era bridges will start coming due for reconstruction in the 2030 timeframe, and the quantity and cost magnitude is likely to be startling.

Oklahoma has 22 railroad companies that operate on approximately 3,746 miles of track.

Freight Rail

Modal Facts

- Oklahoma has 22 railroad companies that operate on approximately 3,746 miles of track. Currently, there are three Class I railroads and 19 Class III railroads operating in the state Class I railroads are defined as having annual revenues of over $400 million nationwide and these provide a majority of the freight movement throughout the country. Class III railroads are those that have total national yearly revenues below $20 million and make up most of the local, regional, switching and terminal lines.

- In 2007, Oklahoma ranked 17th in the nation for total rail mileage.

- The State of Oklahoma currently owns approximately 869 total miles of track. The state-owned tracks are leased by privately operated railroads.

- Railroads rank second after highways in the amount of freight transported throughout Oklahoma, with 22 percent of total freight tonnage in 2007. Rail freight tonnage increased by 28 percent between 2002 and 2007.

- Freight rail demand is projected to grow at an annual rate of about one percent from 2007 to 2035, with the largest growth occurring on the rail network in the center of the state, passing through the Oklahoma City region.

Freight Rail Modal Recommendations

- Improve rail operations through targeted improvements of rail lines.

- Preserve and improve rail conditions and operations through adoption of a comprehensive State Rail Plan.

- Improve safety by upgrading at-grade highway/rail crossings.

- Protect our investment in the rail system by seeking and developing state funding sources for rail improvements.

- Improve rail-highway-port connections to facilitate intermodal freight movement.

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Ridership aboard Heartland Flyer trains increased nearly 19 percent during fiscal year 2008, from 68,000 to 81,000 annual passengers.

Passenger Rail

Modal Facts

- Amtrak, the national passenger rail company, operates the Heartland Flyer, a daily passenger rail service that follows a 206-mile route between Oklahoma City and Fort Worth, TX. Station stops between Oklahoma City and Fort Worth, include Norman, Purcell, Pauls Valley, Ardmore, and Gainesville.

- Ridership aboard Heartland Flyer trains increased nearly 19 percent during fiscal year 2008, from 68,000 to 81,000 annual passengers.

- The Heartland Flyer operates on part of a designated High Speed Rail Corridor. With 11 such corridors nationwide, the Tulsa-to-Oklahoma City and Oklahoma City-to-Fort Worth corridors are a part of the greater South Central High Speed Rail Corridor.

- The Heartland Flyer's customer service index has been high, and it recently received Amtrak's "Champion of the Rails" award for outstanding customer service.

Passenger Rail Modal Recommendations

- Promote selected expansion of Amtrak passenger rail service to provide people with multi-modal options for intercity travel.

- Improve passenger rail as a modal choice through development of the designated High Speed Rail Corridor in Oklahoma.

- Improve travel time, safety and reliability of passenger rail through strategic improvements to rail lines and highway/rail at-grade crossings.

- Increase intermodal choices by improved connections to passenger rail stations with intercity bus services, public transportation, and park-and-ride facilities.

Public Transportation

Modal Facts

- Urban public transportation systems serve communities with populations of 50,000 persons or more. Oklahoma has four urban public transportation agencies: Oklahoma City METRO Transit; Cleveland (County) Area Rapid Transit for the Norman area; Tulsa Transit; and the Lawton Area Transit System.

- Oklahoma presently has 19 community public transportation providers. Between 2003 and 2008, patronage on these rural (non-tribal) transit systems grew by over 56 percent. Out of Oklahoma's 77 counties, 73 are rural, making rural transit an important public access concern.

- Tribal transit services currently recorded in operation in Oklahoma include the following: Cherokee Nation Health Department - Tahlequah, Chickasaw Nation Transportation Services Program - Ada, Choctaw Nation of Oklahoma - Durant, Comanche Nation Transit - Lawton, Muscogee (Creek) Nation Transit - Okmulgee, Ponca Nation Transit Program – Ponca City, Seminole Nation Public Transit - Wewoka, and Wichita & Affiliated Tribes Transit - Anadarko.

- Two private intercity bus companies, Greyhound Lines and Jefferson Bus Lines serve the state.

Between 2003 and 2008, patronage on rural (non-tribal) transit systems grew by over 56 percent. Out of Oklahoma's 77 counties, 73 are rural, making rural transit an important public access concern.

Public Transportation Modal Recommendations

- Improve public transportation system operation and performance by providing connections among rural, urban, tribal and intercity bus services.
- Support multiple modes of transportation and improved accessibility among residential areas and employment locations, health services, and other activity centers.
- Protect our investment in the public transportation system by seeking dedicated funding sources for public transportation.
- Enhance modal choice by identifying and improving intermodal connection points for travel by public transportation, intercity bus, passenger rail, and automobile.
- Develop a Statewide Public Transportation Plan that identifies and targets opportunities for strategic improvements to services.

Waterways and Ports

Modal Facts

- The McClellan-Kerr Arkansas River Navigation System (MKARNS) is a 445-mile waterway which runs between eastern Oklahoma and most of Arkansas and eventually flows into the Mississippi River. Forty-two counties trade with the MKARNS, making it Oklahoma's gateway to goods import and export. Two major Oklahoma public port facilities lie on the MKARNS: the Port of Muskogee and the Tulsa Port of Catoosa. Both ports are foreign trade zones. Johnston's Port 33 on the Verdigris River near Muskogee is a private port located on the MKARNS.

- Chemical fertilizer and other chemicals, and grain and farm products, account for about three-fourths of the commodity tonnage handled by the MKARNS terminals.

- The Tulsa Port of Catoosa is one of the nation's largest inland river-ports, located at the head of the MKARNS. Barges, trains, and trucks serve this port. The Port owns two locomotives for its 12-mile short-line railroad system which serves the terminals and private industries. It also owns two switch-boats that move barges between docks. The Port of Catoosa is served by various nationwide trucking shippers, and averages over 450 trucks per day.

- Goods movement flows over water to and from the Port of Catoosa are expected to increase by 1.7 percent annually between 2007 and 2035.

Forty-two counties trade with the McClellan-Kerr Arkansas River Navigation System, making it Oklahoma's gateway to goods import and export.

Waterways and Ports Modal Recommendations

- Protect the investment in the MKARNS by seeking increased federal funding for maintenance and improvements, including the deepening of the river channel.

- Enhance intermodal connectivity by targeting improvements to truck corridors and railroads which provide access to MKARNS ports.

- To facilitate modal choices for goods movement, provide a sustainable budget for marketing and development of Oklahoma ports and waterways.

Aviation

Modal Facts

- Will Rogers World Airport, located in southwest Oklahoma City, hosts over 85 daily departures with non-stop service to 23 U.S. cities. Total enplanement and deplanement activities at the airport increased by 14 percent between 2003 and 2008. Air freight shipped through Will Rogers has stabilized at about 36,000 tons in recent years. Airlines serving the Will Rogers World Airport include American, Continental, Delta/United, Frontier, and Southwest.

- Tulsa International Airport hosts over 25 daily departures with non-stop service to 15 U.S. cities. Passenger activity increased at this airport by over 16 percent between 2003 and 2008. Airlines serving the airport include American, Continental, Delta/United, and Southwest. Between 2005 and 2008, air freight at Tulsa's airport has increased from 88,000 tons to over 100,000 tons. American also operates a large aircraft maintenance center at Tulsa International.

- The state's three regional airports include Lawton-Fort Sill, Enid Woodring and Ponca City.

- An extensive network of small airports serves Oklahoma. In 2008, the state had 97 general aviation airports and 37 other public use airports registered with the Federal Aviation Administration.

- Air freight shipments in Oklahoma are forecast to grow by 2.7 percent annually between 2010 and 2035.

Total enplanement and deplanement activities at Will Rogers World Airport increased by 14 percent between 2003 and 2008.

Air freight shipments in Oklahoma are forecast to grow by 2.7 percent annually between 2010 and 2035.

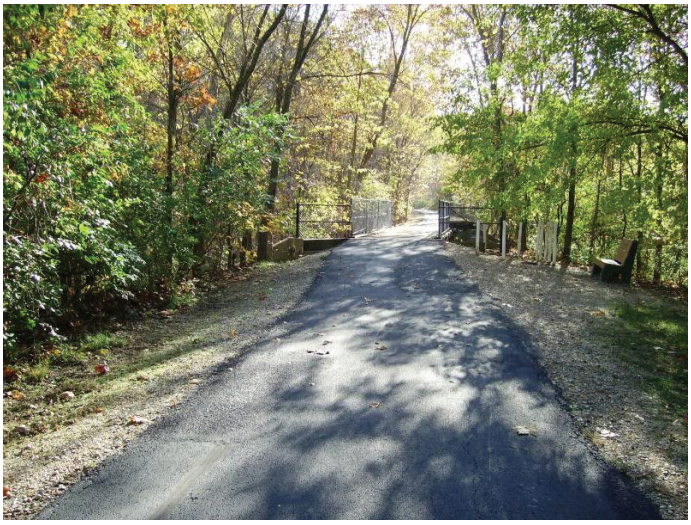
Aviation Modal Recommendations

- Improve intermodal connectivity through development of new air cargo hub facilities.
- Protect the investment in the aviation system by seeking and developing State funding sources for aviation improvements.
- Improve intermodal choices through improved connection to public transportation, intercity bus and passenger rail at airport terminals.

Bicycle and Pedestrian Transportation

Modal Facts

- ODOT participates in the federally-funded Safe Routes to School program, which encourages elementary school students and their parents to make biking or walking to school a routine activity. Bicycling or walking to school relieves traffic congestion and improves the air quality around schools as well as promotes a healthier lifestyle for children.
- Since the inception of the Transportation Enhancement program in Oklahoma in 1993, approximately 200 projects, including sidewalks, downtown lighting and landscaping, and multi-use bicycle and pedestrian trails, have been funded to facilitate bicycle and pedestrian activity.



Bicycle and Pedestrian Modal Recommendations

- Establish a vision for promoting modal choices for individual who prefer, or need, an alternative to a motorized vehicle.
- Improve safety by incorporating pedestrian and bicyclist facilities when highway/street improvements are made.
- Incorporate bicycle/pedestrian facilities at all intermodal connection points.

Multimodal Transportation

Multimodal Issues

Since the early 1990s, the U.S. Department of Transportation has focused on efforts to encourage communication and coordination between various modes of transportation. Many types of transportation require such an interface among modes to improve efficiencies. The multimodal concepts below address issues that overlap or affect several modes.

- Highway and transit funding is a blend of federal and state tax revenue, derived from taxes on fuel. One-fifth of federal fuel tax revenue is dedicated to transit funding, and transit systems are also highly dependent on local revenues from sales taxes, other revenue sources and subcontracts with local social service agencies.

- Originally established to support the development of an accelerated highway program including the Interstate System, the fuel tax-based Highway Trust Fund has worked well for over 50 years to develop the national highway system and support urban public transit programs. However, the adequacy of fuel taxes is beginning to wane in part because of improved vehicular fuel efficiency resulting in reduced revenues; another factor is higher costs for major transportation projects like highway interchanges and replacement of deficient and obsolete bridges. Because of these issues, current funding from the federal Highway Trust Fund will be inadequate for funding system preservation, much less making capacity or operational improvements to highways and transit systems.

The adequacy of fuel taxes is beginning to wane in part because of improved vehicular fuel efficiency resulting in reduced revenues; another factor is higher costs for major transportation projects.

While sufficient transportation funding is a perennial challenge, an increase in international trade is also adding more demand and use of the state's existing freight system.

- While adequate transportation funding is a perennial challenge, an increase in international trade is also adding more demand and use of the state's existing freight system.

- Other national concerns affect the transportation sector. As gasoline becomes increasingly expensive, more efficient vehicles, congestion management, and traveler information play important roles. Use of alternative fuel and electric vehicles is also increasing in response to environmental concerns, such as air quality and global climate change.

Multimodal Recommendations

- Protect the investment in transportation by seeking to establish new and/or dedicated funding mechanism for all modal systems.

- Improve efficiency, economic vitality, and intermodal connectivity by developing a comprehensive multi-modal Freight Plan.

- Promote personal travel mode choice by improving intermodal connectivity for public transportation, intercity bus, passenger rail, airports, automobile, bicycle and walking.

- Protect the environment by promoting clean fuels and energy conservation practices within the agency and to the traveling public.

- Improve security through adoption of emergency preparedness protocols for managing natural and man-made threats to human resources, transportation capital assets, and information.

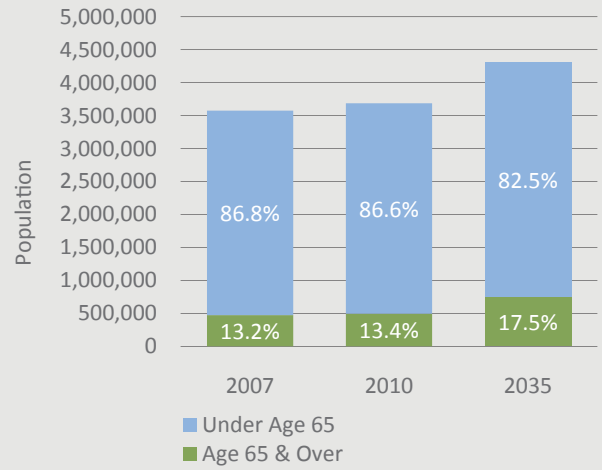
Oklahoma Travel Characteristics

- Between 2000 and 2007, Oklahoma's population grew by five percent, from 3.45 million persons to 3.6 million residents. The statewide population in 2035 is forecasted at 4.3 million people, accounting for slightly more than one percent of the nation's projected population of 390 million.

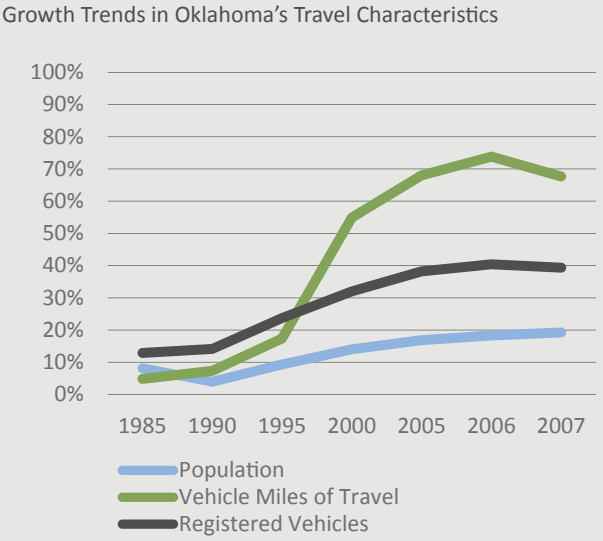
- While Oklahoma's population is projected to grow by approximately 19 percent between 2007 and 2035, the group of individuals age 65 and over is predicted to increase by over 60 percent. As the aging population increases, it becomes even more important to consider the specialized mobility needs of the elderly.

- Oklahoma enterprises employed over 1.6 million people in 2007, with 1.56 million non-farm employees. The state's largest employer is the government including local, state, federal and military entities. Other major employers include Wal-Mart, Integris Medical Center, Chickasaw Nation & Enterprises, Cherokee Nation, YUM! Foods, American Airlines, and Sonic Corporation.

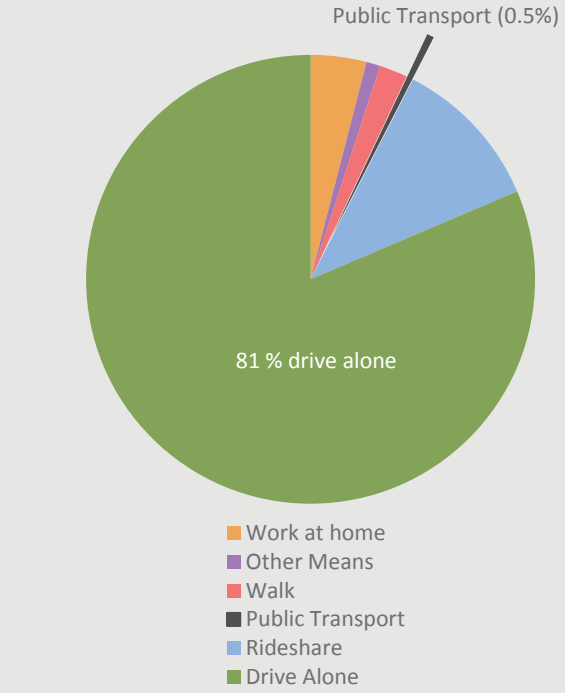
- While Oklahoma's population increased by 14 percent between 1980 and 2007, the number of vehicles grew by nearly 40 percent. The amount of miles driven on the State's highway system, as measured by vehicle miles of travel, increased by over 68 percent during the same period.



Source: U.S. Census Bureau



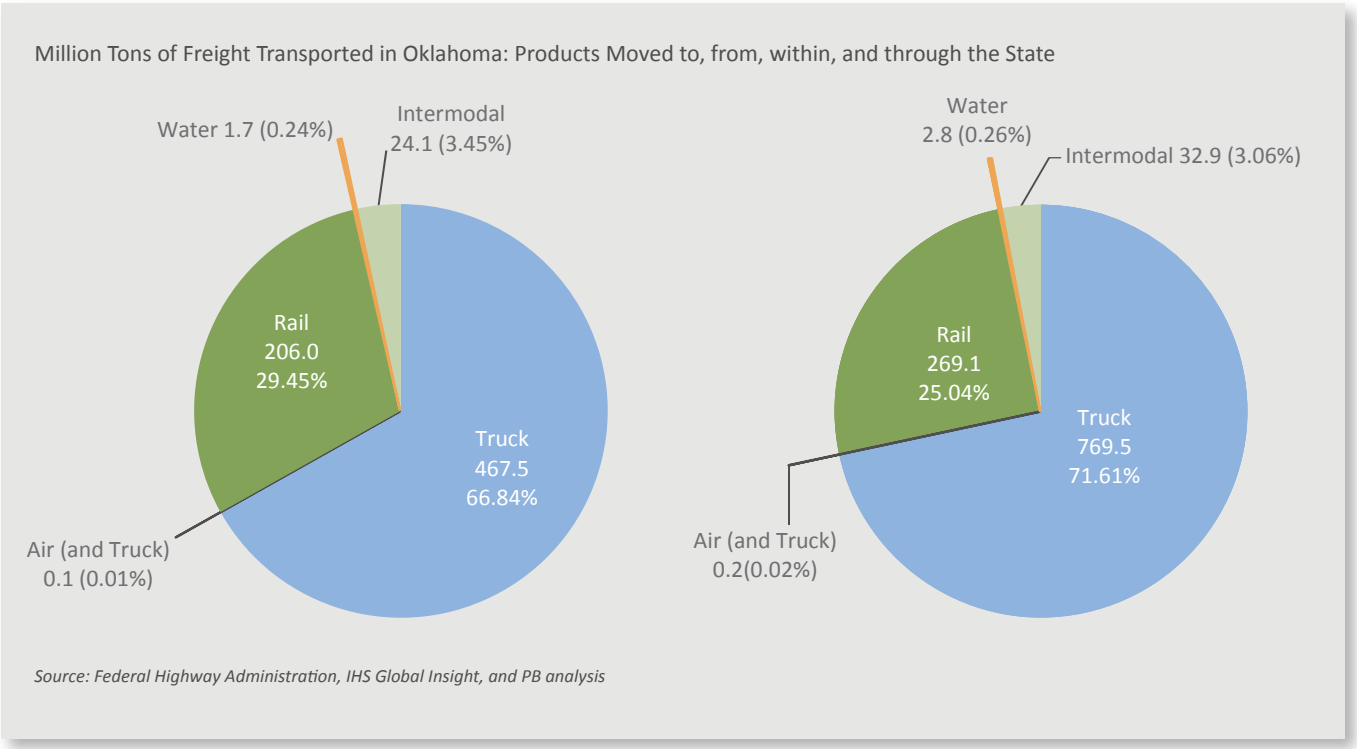
Source: ODOT HPMS data, Oklahoma Tax Commission, USDOT, & FHWA



Source: U.S. Census Bureau, 2007 American Community Servey

- Commuting statistics available from the US Census Bureau's 2007 American Community Survey indicate that 92 percent of Oklahoma workers drive to work in a car, truck or van, with 81 percent driving alone and 11 percent ridesharing. About 0.5 percent use public transportation, two percent walk and one percent commute by other means. The remaining four percent work at home. Comparatively, 2000 Census Bureau statistics shows that nationwide 76 percent drove alone and 12 percent used ridesharing to commute to work.

- The majority of goods flowing to, from, within and through Oklahoma are transported on the state highway network using trucks. The figures below show freight tonnages by mode of transportation for 2010 and projected for 2035.



Source: Federal Highway Administration, IHS Global Insight, and PB analysis

Public Outreach Process

The Oklahoma Department of Transportation (ODOT) used various tools to gather public opinion during the plan's development. The outreach included: a website www.oklongrangeplan.com, advisory committee interviews and meetings, public meetings, and a survey. Throughout the process, comments pointed to the following themes:

- Improve choices for personal transportation
  - Improve local, intercity and overall connectivity of public bus systems
  - Provide more passenger rail service
  - Link schedules and/or connections between buses, passenger rail, sidewalks, airports, etc.
  - Address transportation needs
  - of aging population
  - Incorporate sidewalks and bicycle lanes into transportation projects

- Focus on system preservation and/or operations
  - Maintain roads and bridges
  - Keep making the system safer with median barriers, shoulders on rural roads, improved at-grade railroad crossings
  - Improve coordination between ODOT and other entities, e.g. Oklahoma Turnpike Authority, military installations
  - Strengthen ties between transportation and the economy
  - Widen existing highways to support the State's economy
  - Transport freight by many modes including air, barge, rail and trucks
  - Support intermodal coordination and connections important for goods movement

- Improve needed transportation funding mechanism(s)
  - Increase fuel tax and/or index to inflation
  - Consider new funding sources

ODOT looks forward to meeting the transportation challenges of the decades ahead and appreciates the participation and interest of the people of Oklahoma in developing the 2035 Plan.

Conclusion

The 2035 Oklahoma Long Range Plan represents the culmination of an effort to outline important state transportation priorities and principles to guide us as we move ahead to the next 25 years. The completion of the plan development process also marks a beginning for transportation professionals and users to renew our efforts in service of the ODOT mission "to provide a safe, economical and effective transportation system for the people, commerce and communities of Oklahoma." ODOT looks forward to meeting the transportation challenges of the decades ahead and appreciates the participation and interest of the people of Oklahoma in developing the 2035 Plan.

Approved by the Oklahoma Transportation Commission
December 2010