

# Lake & Recreational Access Road Program

- **Purpose:** To provide direct access to public user facilities located within the immediate vicinity of lakes and other recreation areas operated by a public agency of the State of Oklahoma.
- **Project criteria for eligibility:**
  - Must provide immediate access to a **public** lake or recreational facility
  - Size of the recreational facility being served can influence project eligibility (services a larger crowd base and/or has more amenities available on site)
  - Must have existing access serving the recreational area
  - Project must be exclusively located on public right-of-way
  - Any necessary right-of-way purchases and utility relocations are the responsibility of the applicant
  - Maintenance of the completed project will be the responsibility of the local government entity (state highways are not eligible for this program)
  - Local participation with the project to offset the costs is encouraged and acknowledged in selections as program funding is limited
- **Timeline:** Opening for applications begins July 1<sup>st</sup> each year and closes April 1<sup>st</sup>.

# Industrial Access Road Program

- **Purpose:** To encourage and assist local efforts toward industrial development by providing funds for the construction or improvement of direct access facilities to specific industrial operations or to officially designated industrial areas wherein industrial operations are underway or have been committed on a specific time schedule.
- **Project criteria for eligibility:**
  - Must provide immediate access to industrial facility
  - Magnitude of the industrial operation both present and potential can enhance project consideration
  - There must be existing access serving the industrial area
  - Project must be exclusively on public right-of-way
  - Any necessary right-of-way purchases and utility relocations are the responsibility of the applicant
  - Maintenance of the completed project will be the responsibility of the local government entity (state highways are not eligible for this program)
  - Local participation with the project to offset the costs is encouraged and acknowledged in selections as program funding is limited
- **Timeline:** Opening for applications begins July 1<sup>st</sup> each year and remains open year round.

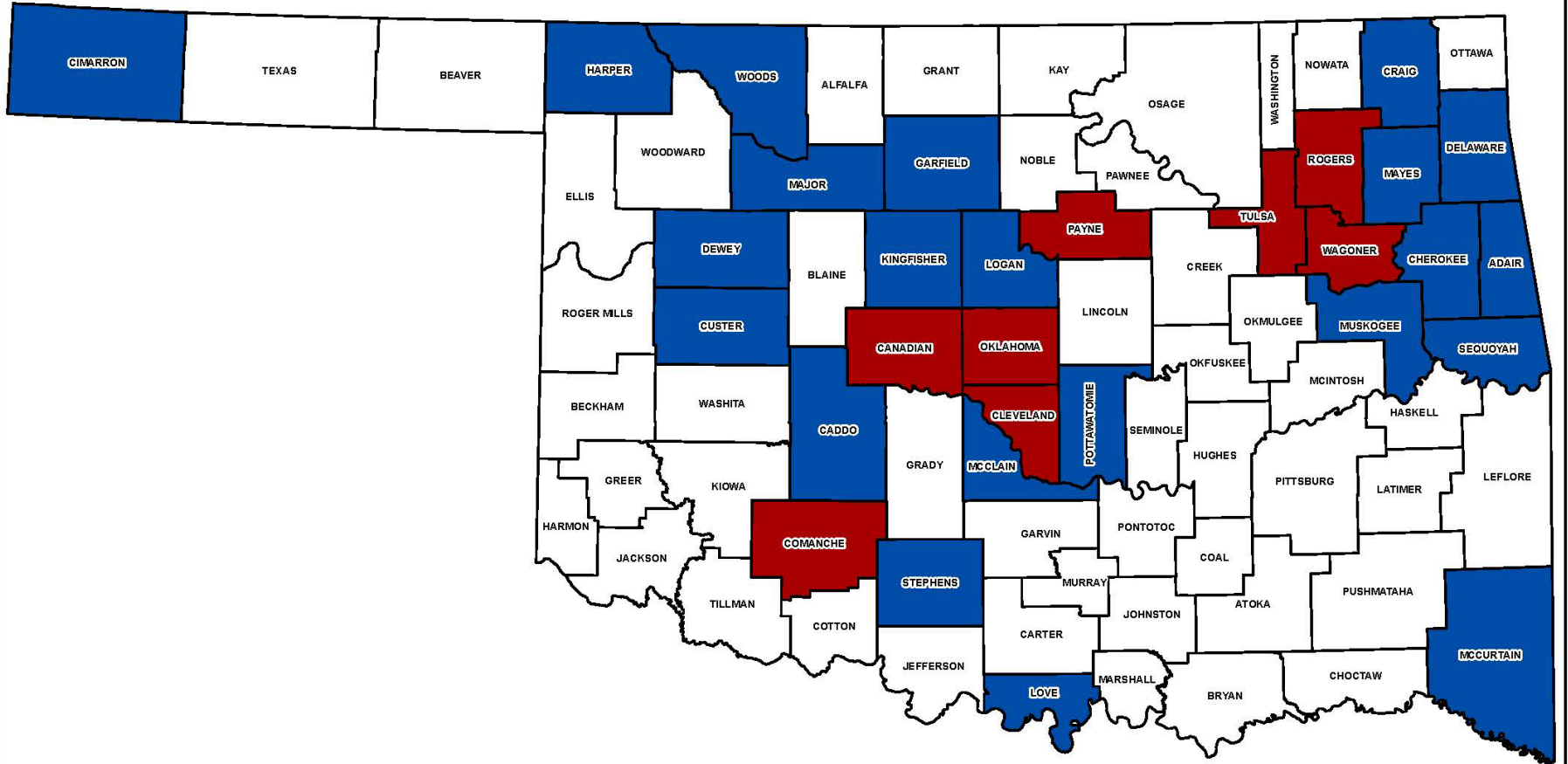
# Summary and Update of the FY 2024 Authorization for the Industrial & Lake Access Programs

- **FY 2024 General Appropriations bill, HB1004X:** Directed \$10 million that was appropriated to the State Highway Construction & Maintenance Fund to be used to improve access to industrial areas experiencing major developments and lake & waterway access.
  - \$5 million was set aside for the Port of Inola (Enel)
  - \$5 million was set aside to be distributed to approved eligible Lake and Industrial Access projects (\$2.5 million for each program)
- **Status of Port of Inola:** ODOT has conducted a portion of the preliminary engineering; working with the Port Authority to finalize the future site layout. None of the \$5 million set aside has been used for the preliminary engineering; it will be used for construction of the roadway. Anticipate construction to begin in spring of 2025.
- **Lake & Recreational Access Projects:** ODOT has received 34 requests totaling more than \$17 million. More than likely ODOT will be able to approve 4 to 5. Selected projects will be presented to the Transportation Commission at the June Commission meeting for final approval.
- **Industrial Access Projects:** Three projects have been approved with one scheduled to be presented to the Transportation Commission at the June meeting. Total of all four projects is \$2,261,000.00

# Summary and Update of the FY 2024 Appropriation to the RETRO Fund

- **FY 2024 General Appropriations bill, HB1004X:** Appropriated \$200 million to the Rural Economic Transportation Reliability and Optimization (RETRO) Fund.
- **Criteria for qualifying projects for this fund are:**
  - Located in a county with a population less than 75,000
  - Located in an area with robust economic development
  - Projects must be existing in or planned for incorporation into the ODOT 8 Year Construction Work Plan (CWP)
  - RETRO funding cannot exceed more than 50% of the total project costs
- **Projects Selected:** ODOT has identified 31 projects in the current 8 Year CWP meeting the RETRO eligibility criteria of which are being accelerated as follows:
  - \$99 million in FFY 2024
  - \$91.5 million in FFY 2025
  - \$9.5 million in FFY 2026
- **Project Achievements:** Selected projects will address the following:
  - 64 miles of 2 lane highways with deficient shoulders
  - 203 lane miles of fair or poor pavement
  - 1 structurally deficient bridge
  - 10 at risk bridges

# Statewide RETRO Program



# Forecast for Potential Round 2 of RETRO Fund Appropriation – FY2025

- **ODOT has identified over 100 projects valued at over \$1.4 billion that would be good candidates for RETRO funding.**
- **This includes over \$200 million in projects in FY2025 alone.**
- **The potential projects would include work in 40 counties across the state.**

# Bonding/TIFIA Loan Authorizations

- **In 2021 HB2896 authorized the Department to pursue bonding and/or loan opportunities which resulted in the following:**
  - 5 different Transportation Infrastructure Funding and Innovation Act (TIFIA) packages funding 33 projects across the state
  - The loans helped ODOT fund over \$414 million in projects and address over 113 miles of rural 2-lane highways with deficient shoulders
  - Oklahoma was the first to received approval by the USDOT across the nation in their TIFIA program
  - The interest rate for TIFIA is very competitive at one half of the U.S. Treasury rate at the time of closing
- **Breakdown of proposed \$500 million bonding/TIFIA loan authorization for FY2025 for certain financially challenging projects\*:**
  - Estimated \$200 million for the Roosevelt bridge on US-70 over Lake Texoma in Marshall and Bryan Counties
  - Estimated \$150 million for the realignment of US-81 in Grady County near Chickasha
  - Estimated \$150 million for the widening of I-35 in Cleveland, McClain, Garvin, Murray, Carter and Love Counties

(\*Although projects are in the ODOT 8 Year Construction Work Plan, they are notated as not fully funded.)