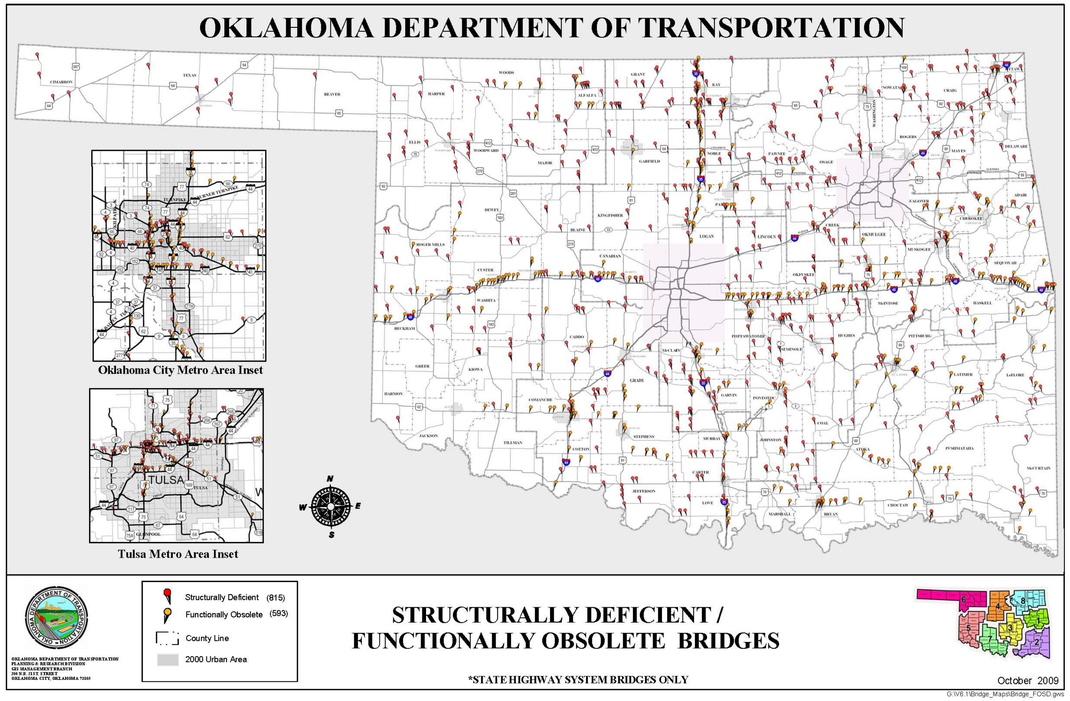
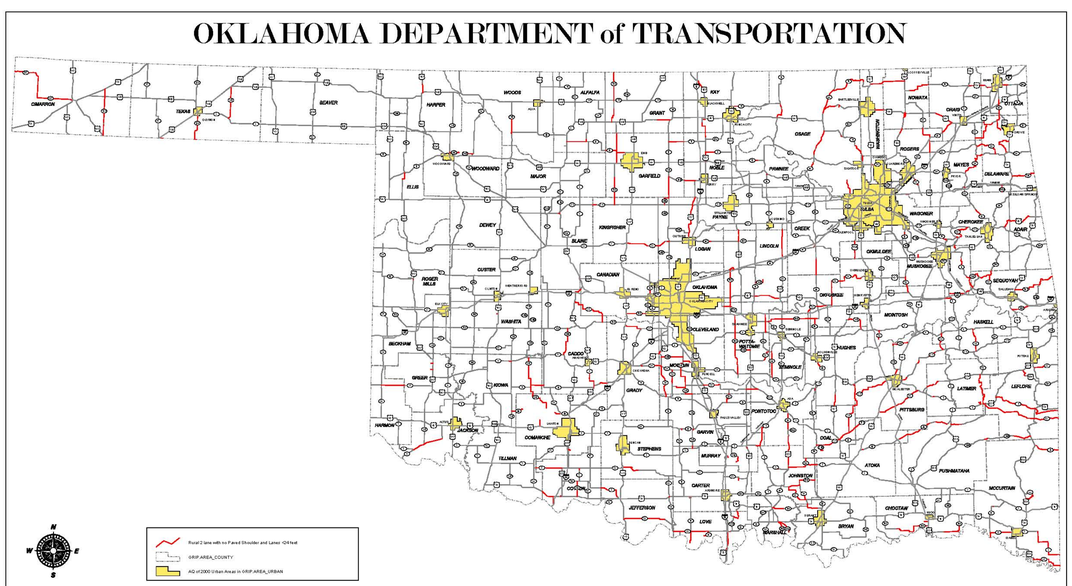
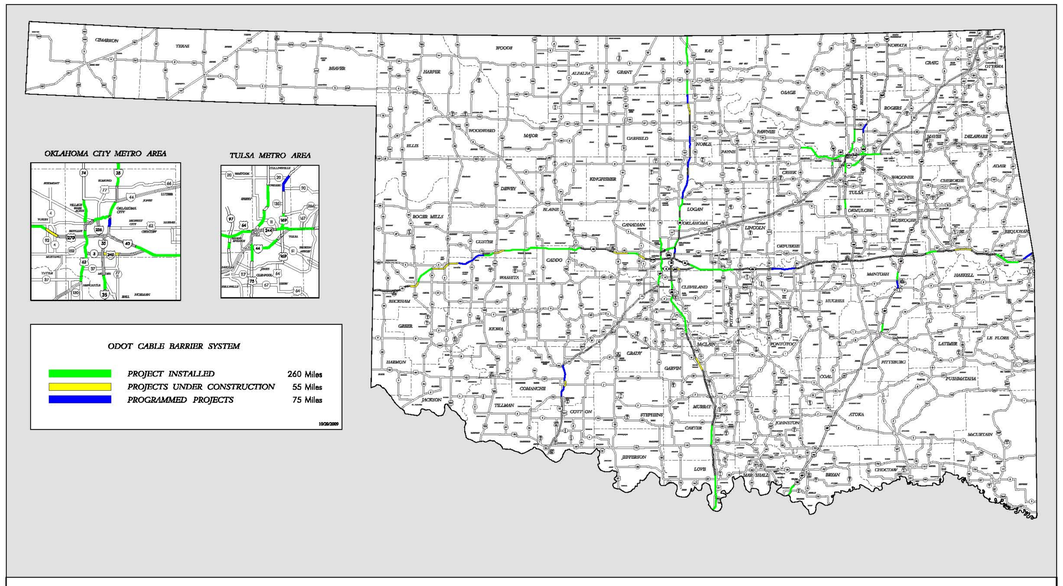
Safety & Security

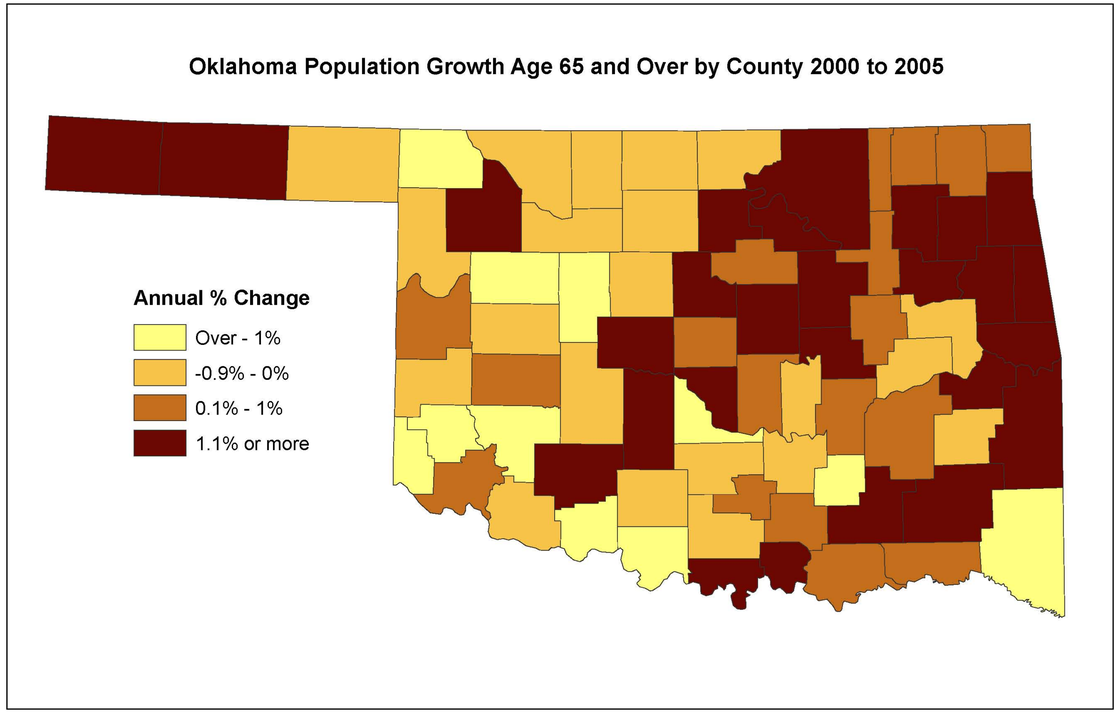




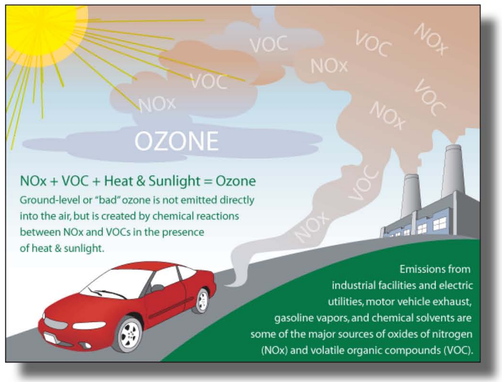


Transportation options for people

SAFE ROUTES to School
NATIONAL PARTNERSHIP



ODOT on the Move... New ideas



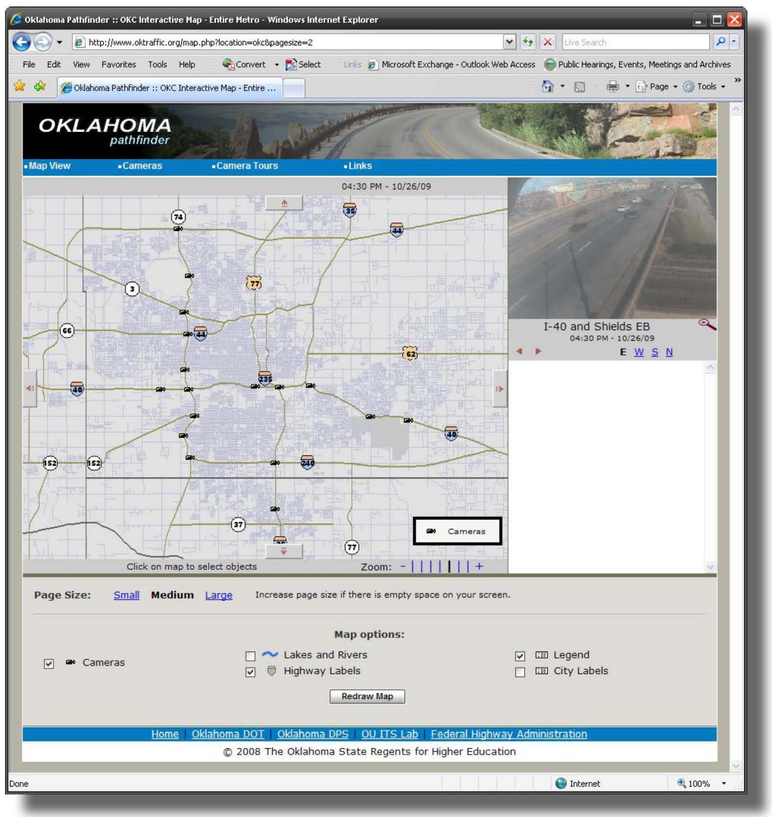
BAD OZONE

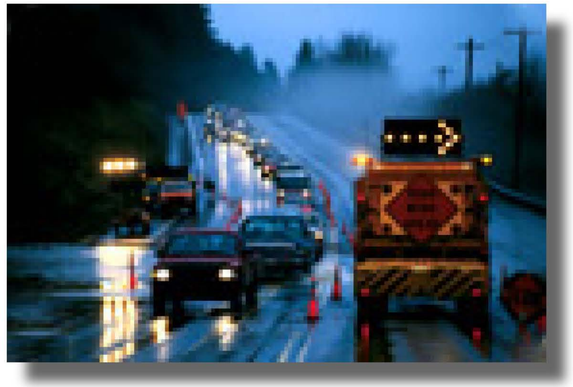
SMOG

WIND MILLS

SOLAR PANELS

TRUCK STOP ELECTRIFICATION





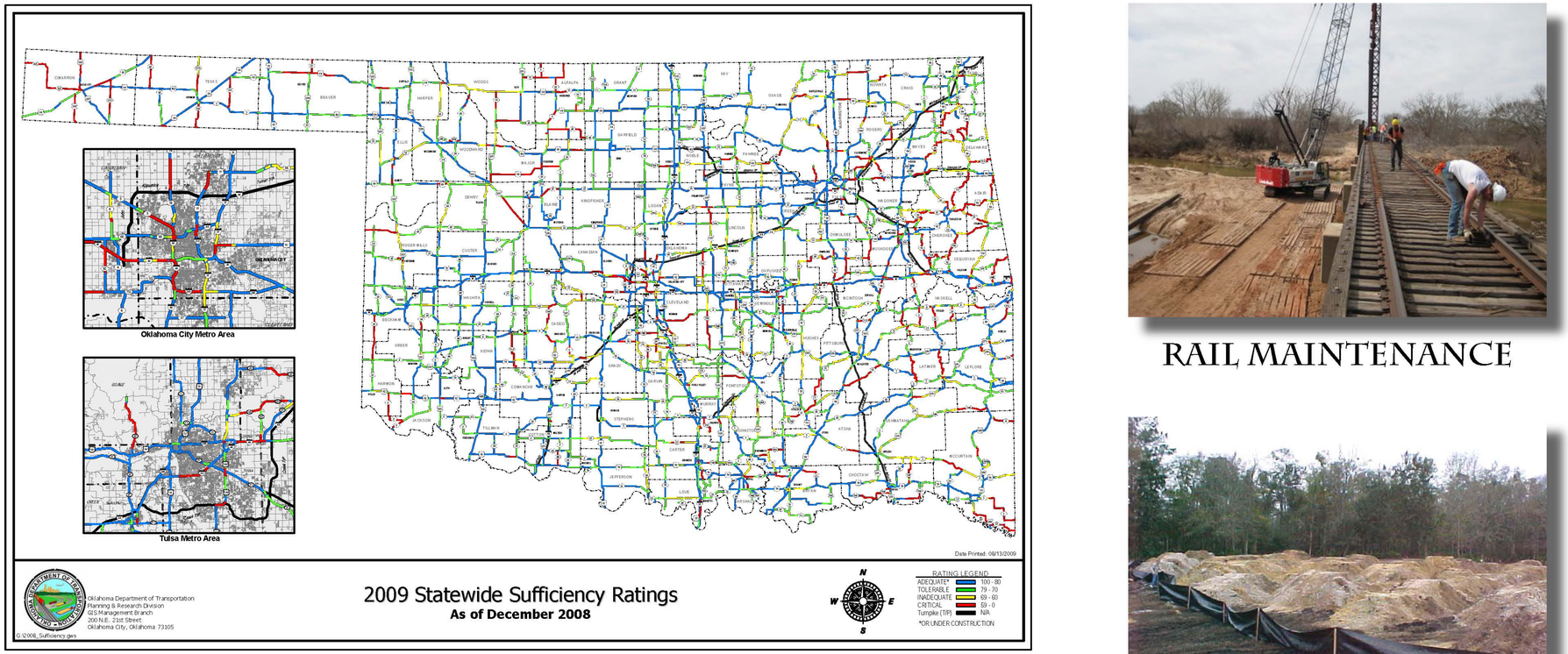
EXAMPLES OF ITS SYSTEMS

COMPRESSED NATRUAL GAS

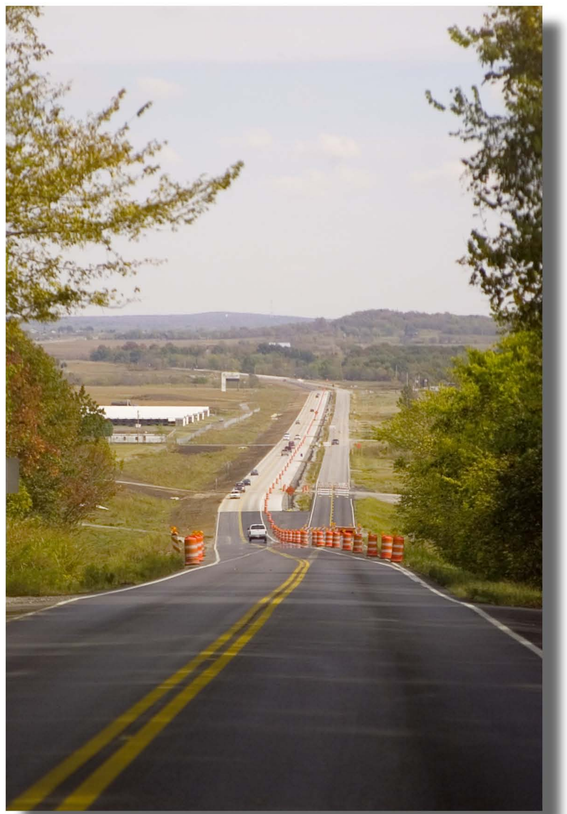
INTERMODAL TRANSIT CENTER

Preservation and Operation

BRIDGE REDECKING



RAIL MAINTENANCE



REALIGNMENT

JOINT SAW AND SEAL

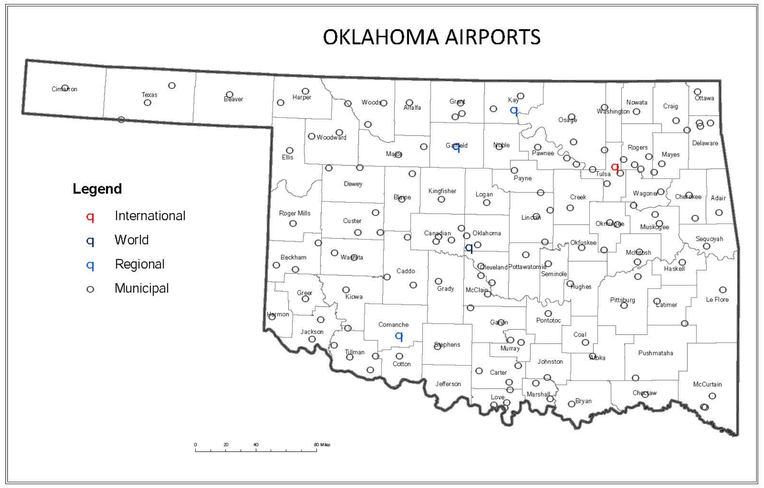
RESURFACING

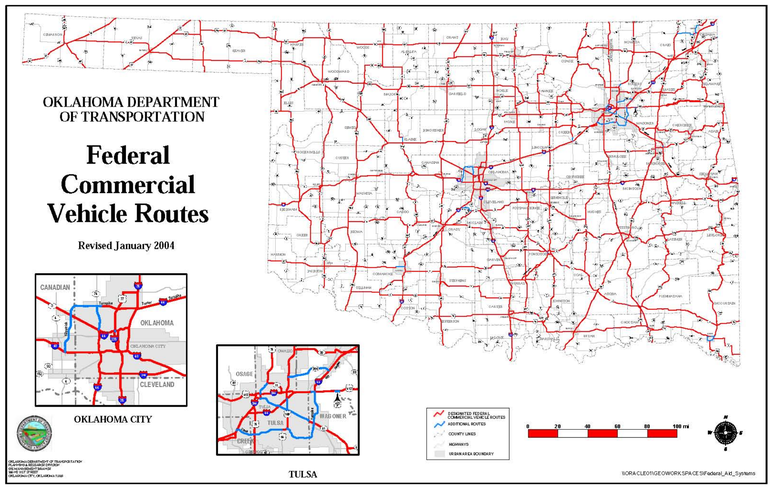
MOWING

SOD

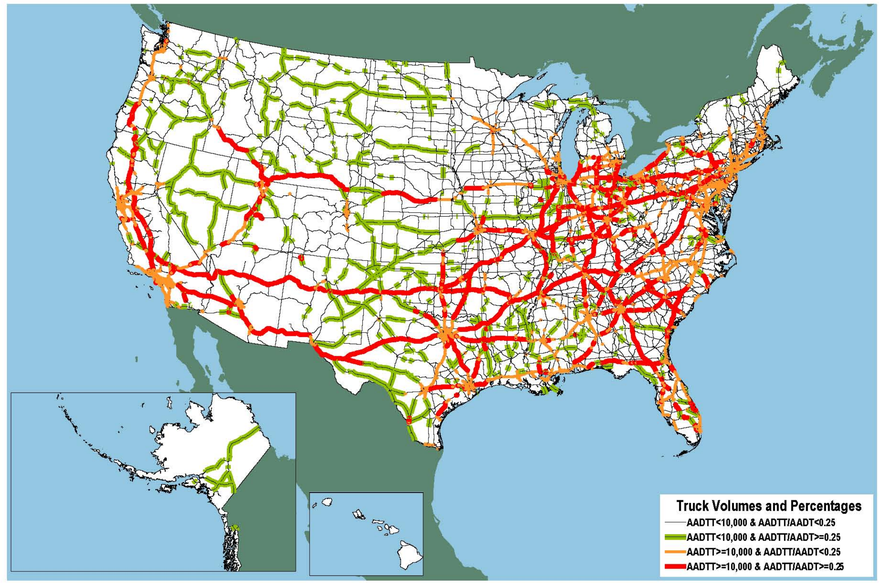
EROSION CONTROL

Freight & Economy

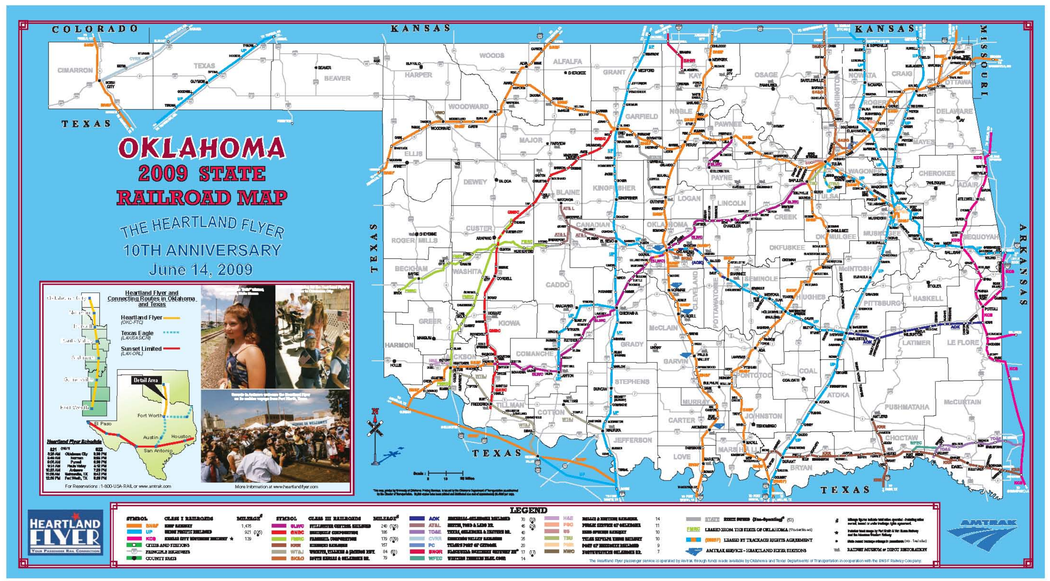




Truck Volumes in 2035 Conpared to Current Capacity

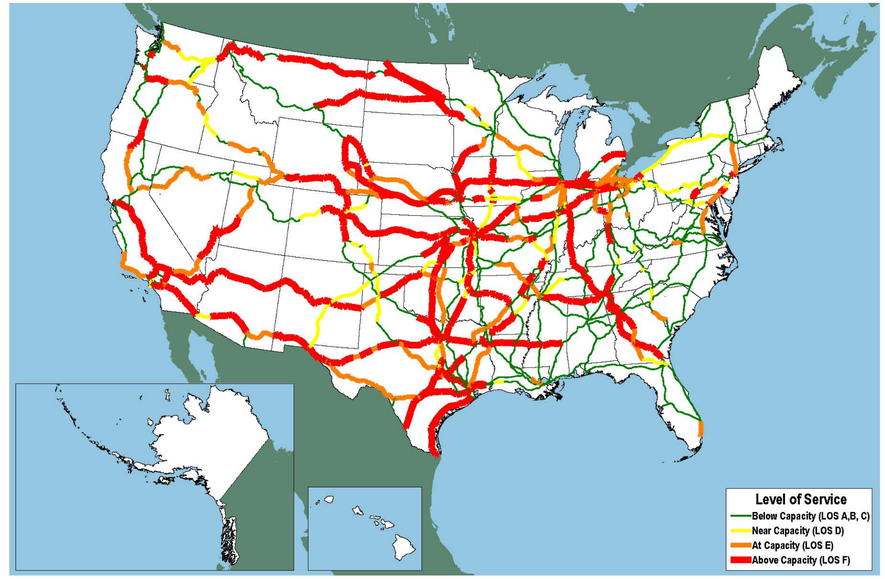


Note: AADTT is average annual daily truck traffic and includes all freight-hauling and other trucks with six or more tires. AADT is average annual daily traffic and includes all motor vehicles.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.



TULSA PORT OF CATOOSA

Train Volumes in 2035 Conpared to Current Capacity



Note: Level of Service (LOS) A through F approximates the conditions described in Transportation Research Board, *Highway Capacity Manual 2000*.
Source: Association of American Railroads, *National Rail Infrastructure Capacity and Investment Study,* prepared by Cambridge Systematics, Inc. (Washington, DC: September 2007), figure 5.4, page 5-5.