



## Facts About Oklahoma's Transportation Stimulus Funding and the "M.O.E. Money" Clause

### Keeping the Commitments Made to Roads and Bridges Are Critical To Oklahoma

- Oklahoma's current 8-year Construction Work Plan is \$480 million smaller than the previous plan because of declining federal revenues (ODOT). The recent stimulus is truly only a stopgap measure that will almost keep Federal revenues level.
- Current rescissions of federal funding are decreasing Oklahoma road funding by approximately \$22 million a month. (ODOT)

### M.O.E. Money - Restrictions of Stimulus Funds

- **SECTION 1201 OF AARA - *Maintenance of Effort (M.O.E.) Clause.*** Every state that accepted transportation stimulus dollars were required to show they would not decrease planned state expenditures from 2/17/09 - 9/30/10. This is to insure states are not supplanting state funding for stimulus funds.
- For Oklahoma, our transportation spending during this time period must be equal or higher than \$196 million (the amount the state had budgeted it would spend on road and bridge funding for this time period).
- If it is found the Oklahoma transportation department has decreased expenditures below this amount, our state will be penalized by the Federal government in being prevented from collecting federal transportation funds during the August 2010 fourth quarter redistribution of Federal Highway Trust Fund dollars.
- **In the past six years Oklahoma has gained an additional \$121 million in funding from the fourth quarter redistribution process.**
- **TRUST urges the Oklahoma Legislature to hold transportation funding harmless in FY 2010, due to the M.O.E. Money clause in stimulus funds, or Oklahoma will become ineligible to receive millions in federal road funds.**

### Facts about Oklahoma's Roads and Bridges

- Oklahoma has an unfunded backlog of \$11 billion in deferred maintenance and repairs
- Oklahoma ranks in the top three nationally for bad bridges
- Thousands of county and state bridges are too narrow, structurally deficient or have load limits
- 24% of state highway miles are rated critical or inadequate
- Hundreds of miles of two lane narrow roads exist that are 56% more likely to cause accidents