



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

- Despite the recent stimulus, Oklahoma's current 8-year Construction Work Plan is \$480M smaller than the previous plan because of declining federal revenues.
- The scheduled investment by the Legislature (authorized in 2008 by HB 2722) for FY 2011 of a \$30M increase is critical to chipping away at an \$11 billion backlog in deferred repairs and maintenance.
- Any delay in a \$30M incremental increase has a compounding effect over the life of the state's 8-year Construction Work Plan.
- If funding for FY 2011 remains flat lined (without the scheduled \$30M increase) ODOT will be unable to issue the second phase of \$150M in bonds scheduled for FY 2011. This will, in turn, delay critically needed projects statewide.
- For FY 2010 state roads and bridges received a \$15.6M reduction, which is about a 7.5% cut to state funding.
- FY 2010 funding cuts were absorbed within ODOT operations. No road and bridge projects have been cut yet. However it is anticipated that any further reductions would delay maintenance and construction projects.
- The Oklahoma Dept. of Transportation has experienced staffing reductions of approximately 850 employees over the last 10 years.
- State motor fuel revenues have declined at a rate of 5% over the last three years which has equated to approximately \$30M less in funding for roads and bridges.

Historic funding agreements for roads and bridges have been championed by the Oklahoma Legislature from 2005-2008

- State and County transportation funding levels remained stagnate for 30 years
- **In 2005, HB 1078** provided \$170 M increase for roads and bridges
- **In 2006, HB 1176** increased this amount to \$270M and
 - Provided an increase to Counties over 3 years to yield \$85 M annually
 - Redirected \$7.5M annually for state bridges most critically deficient, and
 - Authorized investment income from County funds to accrue to the funds instead of to the General Revenue Fund.
- **In 2008, HB 2272** provided bonds in two phases of \$150M each beginning in FY-2010
 - Net proceeds of the financing will be used for the construction, improvement and maintenance of state highway and state bridge assets
 - Removed 3% trigger that governed increases to the ROADS Fund
 - Allocates \$30M annually to the Fund until a new cap of \$370M is reached in FY-17
 - Portions of the allocation are to be used to make lease payments to the Authority for subsequent deposit into the debt service sinking fund
 - **TOTAL NEW INVESTMENTS**, When the above legislation is fully implemented, ODOT will receive an annual allocation of approximately \$575M, or \$375M above the 2004 level.

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