

SURFACE

FALL 2012

ROAD & BRIDGE PROGRESS FROM THE GROUND UP • WWW.RESTORETRUST.ORG



Surface is a publication of TRUST dedicated to bringing news about the financing of Oklahoma's transportation infrastructure to community, business and policy leaders around the state. This biannual publication has a central focus of:

- Federal and state funding
- Regulatory news from State Capitol and Congress
- TRUST events and news
- Innovative topics on transportation funding

CONTENTS

- 01 2012 Legislative Review
- 02 TRUST Commentary
- 03 2012 Transportation Legislation Analysis
- 04 Summer Congressional Forum
- 05 Why Join TRUST?
- 06 2012 TRUST Event Photos
- 07 Thank You SURFACE Sponsors

BOARD OF DIRECTORS

Frank Keating, Co-Chairman
Kell Kelly, Co-Chairman
Neal McCaleb, President
Robert Poe, Treasurer
Chris Bengé
Jim Duit
Lew Meibergen
Larry Mocha
LaVern Phillips
Jim Rodriguez
Mike Webb
Ken Wert

LEGISLATIVE SUPPORT FOR TRANSPORTATION SPURS CONTINUED PROGRESS

THE SECOND SESSION of the 53rd Oklahoma Legislature began February 6th and adjourned May 25th, and while the debate inside the State Capitol was its usual lively self, transportation advocates can be extremely pleased with the investment legislators of both parties and Governor Mary Fallin once again made in Oklahoma's transportation infrastructure. The governor outlined an aggressive transportation plan in her State of the State address, and the final FY-2013 budget reflected hers and the legislature's commitment to keep Oklahoma's eight-year highway and bridge construction work plan whole and on schedule, implementing a plan to repair and/or replace the remaining 706 structurally-deficient bridges on the state system, widening the state's two urban turnpikes and providing additional funds to counties to address deficient bridges on the county system.

As legislative leaders and the governor were dealing with a multitude of issues inside the State Capitol, Oklahoma's economy continued to gain strength across most economic sectors highlighted by the lowest unemployment rate in the nation. Deposits into Oklahoma's emergency or "Rainy Day" fund have nearly brought the previously depleted fund to an all-time high balance which is an excellent indicator of economic recovery. All in all, Oklahoma's steady economic progress and low unemployment rate has positioned the state – and transportation – for bright days ahead, however we must not rest on our accomplishments. The transportation industry must continue to advocate for continued investment in highway and bridge renovation and construction on both the state and county level. The legislature has made a tremendous commitment over the past six years to return transporta-



tion as a core funding priority of state government for which TRUST members and all transportation advocates are eternally grateful. The challenge moving forward is to ensure the acronym of TRUST, Transportation Revenues Used Strictly for Transportation, is never compromised and investment in transportation remain a priority for our elected leaders. With your continued support, the transportation industry will continue to prosper creating thousands of high-quality jobs and statewide economic development opportunities.

Success at the legislature is measured on many levels, can never be taken lightly and requires the hard work of many. Thankfully, TRUST has incredibly dedicated members and your involvement in and financial support of TRUST legislative events makes a huge difference each and every year, and we are very grateful to you. TRUST has worked diligently since 2005 to greatly enhance transportation funding and reposition transportation as a core function of state government. 2013 will bring a new post-election legislature and new challenges. One thing is for certain and that is the same diligence that has led TRUST in the past will once again be required next year. TRUST members are certainly up for the challenge. ■

INFRASTRUCTURE INVESTMENT PARAMOUNT TO STATE'S ECONOMIC VITALITY

The following commentary was authored by TRUST president Neal McCaleb and appeared in the September 19, 2012 edition of the Oklahoma Gazette.

In 2005, when Oklahoma's highways and bridges were literally crumbling, Oklahomans spoke loudly by soundly defeating SQ 723, a proposal which would have raised the fuel tax to 22 cents per gallon. The lesson learned was that in order to provide safe and cost-effective highways and bridges, the decades' long practice of systematically diverting transportation-generated revenues to other areas of government had to end, and infrastructure had to become a core priority. Over the past six years, and much to their credit, legislators of both parties, along with former Governor Henry and Governor Fallin, have rightfully positioned transportation as a core priority. For that, all Oklahomans should be thankful.

Recently the Oklahoma Policy Institute questioned the investment the Oklahoma Department of Transportation (ODOT) has received in recent years. Yes, transportation has received marked appropriation increases since 2005, however, for decades prior to 2005, the diversion of highway user taxes to other areas of state government resulted in an over 40% reduction in funding and an appalling deferred maintenance bill exceeding \$12 billion. The result was an irate public and hundreds of highways and bridges across the state falling into disrepair, creating both public safety and economic development challenges.

Simply stated, the legislature's increased investment in transportation is working, not only on the state system, but county system as well. ODOT's current eight-year statewide construction plan is building new highways and reducing the number of structurally-deficient bridges. In fact, the number of structurally-deficient state bridges has been reduced

To be a modern, successful, wealthy, job creating state we must safely and efficiently move product to market while providing our residents and visitors' safe roadways and bridges.

nearly in half since 2004, and the remaining deficient bridges are scheduled to be addressed by the end of the decade thanks to legislative action this past session. Construction can now also accelerate on the county system thanks to the legislature's increased support of the County Improvements for Roads and Bridges (CIRB) Fund. In addition, nearly 1,800 recycled beams from the I-40 Crosstown Expressway are being delivered to counties across Oklahoma for use in repairing over 300 structurally-deficient county bridges. Not to be left out, the state's two urban turnpikes, the Creek and Kilpatrick, are currently being widened to handle ever-increasing traffic counts. All of these investments are being funded without tax or toll increases.

Since the founding of TRUST in 2005, our members have advocated for the definition of our acronym, *Transportation Revenues Used Strictly for Transportation*. At no time in our brief history has TRUST been more serious about ensuring that 100% of transportation-generated revenues, such as gas and diesel taxes and license tag fees, be used for transportation-only purposes. With a self-funding state transportation system more revenues are available for other core areas such as education, health and human services and public safety.

To be a modern, successful, wealthy, job creating state we must safely and efficiently move product to market while providing our residents and visitors' safe roadways and bridges. Members of the legislature have been outstanding partners and Governor Fallin has placed highway and bridge investment as one of her top priorities. For too long, Oklahoma's transportation infrastructure was a non-priority and unfortunately we're still paying a very high price. Is the renewed interest and investment over the past few years worth it? I leave it to the driving public to decide, not uninformed observers. ■



TRUST president Neal McCaleb addresses guests during the Senate Transportation Committee Dinner.

2012 TRANSPORTATION LEGISLATION ANALYSIS

The FY-13 budget agreement between Governor Fallin and legislative leaders limits the size and growth of government while increasing funds for core government functions such as transportation. The total appropriation for the Oklahoma Department of Transportation (ODOT) for FY-13 is \$206,405,702, representing a \$99 million increase from FY-12. The increased appropriation will repay the FY-12 fund transfer, ensures ODOT's eight-year highway and bridge construction plan remains intact, and implements the Bridge and Turnpike Modernization Plan and CIRB program increases in future fiscal years.

The following transportation-related bills were signed by Governor Fallin during the 2012 session.

Joining Gov. Fallin for the bill signing of HB 2248 & HB 2249 are: TRUST executive director Jami Longacre, TRUST board members Jim Rodriguez and Jim Duit, TRUST president Neal McCaleb, Sen. Clark Jolley, Rep. T.W. Shannon and Secretary of Transportation Gary Ridley.



Bill Number	Authors	Bill Summary
HB 1952	Rep. Skye McNiel/ Sen. Gary Stanislawski	HB 1952 appoints the Oklahoma Corporation Commission to staff the weight and document check functions and enforce size and weight requirements at the nine new port of entry facilities. ODOT will construct and maintain the facilities and the Oklahoma Department of Public Safety will oversee the truck safety inspection duties.
HB 2248	Rep. T.W. Shannon/ Sen. Bryce Marlatt	HB 2248 substantially increases funding for the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund. The ROADS Fund base amount will increase from \$41.7 to \$59.7 million annually until the fund equals \$575 million. Currently, there are approximately 630 structurally-deficient bridges on the state highway system. HB 2248 will allow nearly all of these bridges to be replaced by the end of the decade.
HB 2249	Rep. T.W. Shannon/ Sen. Bryce Marlatt	HB 2249 gradually reduces over a three-year period the amount of motor vehicle collections for licensing fees and penalties currently allocated to the General Revenue Fund from 29.84 percent to 24.84 percent. HB 2249 also directs five (5) percent of the balance to the County Improvements for Roads and Bridge (CIRB) program increasing the fund from approximately \$80 million to more than \$111 million. The additional \$31 million will allow county governments to fund more than 350 county bridge construction projects utilizing nearly 1,800 recycled beams from the I-40 Crosstown Expressway.
HB 2250	Rep. T.W. Shannon/ Sen. Bryce Marlatt	HB 2250 provided that any officer weighing a vehicle for overweight determination by means of portable scales shall allow the driver of the vehicle to move the vehicle to the most level area available within two miles of the stop.
HB 2390	Rep. Guy Liebmann/ Sen. Brian Bingman	HB 2390 allows for reimbursement from the Petroleum Storage Tank Indemnity Fund for costs incurred as a result of a release from a storage tank system owned or operated by the state.
HB 2391	Rep. Guy Liebmann/ Sen. Brian Bingman	HB 2391 allows funds from an existing 1-cent per gallon of gasoline tax to fund three remaining port of entry truck weighing and inspection stations. Nine new port of entry weigh stations comprise the joint plan designed collaboratively by ODOT, the Oklahoma Corporation Commission, the Oklahoma Department of Public Safety and the Oklahoma Turnpike Authority. Two stations already open on I-35 in Kay County and on I-40 in Beckham County. HB 2391 increases the total amount of the Weigh Station Improvement Revolving Fund from \$51 million to \$81 million which will allow for the construction of the final three stations that did not previously have a funding source.
SB 1336	Rep. T.W. Shannon/ Sen. Cliff Branan	SB 1336 extends the sunset by ten years to December 31, 2022 by modifying the date that administrators shall notify the Oklahoma Tax Commission for below maintenance level requirements of the Petroleum Storage Tank Indemnity Fund.

INHOFE, LANKFORD HIGHLIGHT CONGRESSIONAL FORUM



Fifth District Congressman James Lankford speaks to an overflow crowd at the August 21st TRUST-U.S. Chamber Congressional Forum.



TRUST board member LaVern Phillips visits with Senator Jim Inhofe following the TRUST-U.S. Chamber Congressional Forum.

A CAPACITY CROWD, including Oklahoma Senator Jim Inhofe and Fifth District U.S. Representative James Lankford, were in attendance August 21st at the TRUST Congressional Forum, co-sponsored by the U.S. Chamber of Commerce, at the new headquarters of the Association of Oklahoma General Contractors in Oklahoma City. This summer, the United States Congress, after much debate, approved a two-year funding reauthorization of surface transportation programs that allows planning for ODOT's eight-year highway and bridge construction plan to continue through mid-2014. TRUST, along with Secretary of Transportation Gary Ridley and ODOT staff, have long favored a multi-year reauthorization bill, as opposed to the numerous, month-to-month reauthorizations of the past few years. Senator Inhofe, ranking GOP member of the Senate Environment and Public Works Committee, and Congressman Lankford, a member of the House Transportation and Infrastructure Committee, provided the audience with an in-depth analysis of the new funding bill, most specifically that it allows state transportation departments to better schedule future projects, and although it does not provide states additional federal funding over and beyond existing appropriations, it does streamline, and in many cases, eliminates burdensome federal regulations that have long delayed state construction projects.

Passage of this bill would not have been possible without the support and dedication of Senator Inhofe and Congressman Lankford. Both deserve a tremendous amount of credit for protecting Oklahoma's transportation interests in Washington, D.C. ■

Why Join TRUST?

Be part of the voice for transportation advocacy that works with legislators to implement solutions. Without your membership to TRUST, we risk losing the valuable momentum we have gained over the past six years. At the State Capitol, we must have a constant and growing voice for transportation and we hope you will join us in this vital cause.

MISSION STATEMENT

TRUST, *Transportation Revenues Used Strictly for Transportation*, is an advocacy group dedicated to restoring Oklahoma's transportation infrastructure. We are committed to creating a culture within Oklahoma government that values and adequately funds transportation as a core priority.

Principles of TRUST

- Using all state transportation-related taxes and fees strictly for transportation
- Protecting and growing dedicated funds for Oklahoma's transportation system
- Educating policy makers and the public on the importance of investing in highways and bridges
- Supporting leaders who are committed to transportation as a core priority of state government
- Using high-quality, lasting materials in building and maintaining highways and bridges
- Advocating efficiency and accountability within the Oklahoma Legislature and Oklahoma Department of Transportation

TRUST ON THE WEB RestoreTrust.org



Oklahoma Transportation News

Our online news page is updated daily with local and national transportation headlines. To receive articles as they are posted, select the orange RSS feed button located on the news page of the website.



Follow TRUST on Twitter and Facebook

You can follow TRUST on Twitter under the username "RestoreTRUST" and Facebook. If you have not "liked" TRUST on Facebook please do so today.



Events Online

TRUST also provides the opportunity to review all upcoming events and pre-register for them online. In addition to TRUST events, we post meetings for other transportation and member organizations. To review the latest transportation happenings in Oklahoma, visit the events page at www.restoreTRUST.org. To have your organization's activities posted contact Helra Han at helrahan@gmail.com.

Update Your Member Profile Online

In our ongoing effort to conserve operating funds, TRUST continually updates our mailing lists and contact database. If you wish to continue to receive TRUST mailings, emails and newsletters, or wish to add additional contacts within your organization, please visit www.restoreTRUST.org, click on the contribute page and select "update membership profile."



Senate Transportation Committee chairman, Sen. Gary Stanislawski (R-Tulsa), answers a question during the Senate Transportation Committee Dinner.



▲ Senator Jim Inhofe prepares to address the audience at the August 21st TRUST-U.S. Chamber Congressional Forum held at AOGC headquarters in Oklahoma City.



► Special guest, Pennsylvania Congressman Bill Shuster, addresses guests at the House Transportation Committee Dinner.



▲ Corporation Commissioner Patrice Douglas addresses guests during Transportation Day at the Capitol.



► Enjoying the TRUST-U.S. Chamber Congressional Forum are TRUST members Tim and Jim Duit, Fifth District Congressman James Lankford and TRUST president Neal McCaleb.

Sponsors of Surface



HASKELL LEMON CONSTRUCTION CO.

PLANT MIXED ASPHALT • SMOOTH • SAFE • DURABLE • ECONOMICAL



Manhattan
Road & Bridge



POE & ASSOCIATES, INC.
Consulting Engineers



OKLAHOMA / ARKANSAS CHAPTER



traffic
signals
nc.



WOODWARD
INDUSTRIAL
FOUNDATION



Sherwood Construction



JOHNSTON
ENTERPRISES

COON ENGINEERING | HUITT-ZOLIARS

Dues paid to TRUST, a project of Oklahomans for Safe Bridges and Roads, Inc. are not deductible as charitable contributions. However, 40% of dues paid may be claimed as business expense for federal income tax purposes for fiscal year 2012. Any dues paid used for lobbying efforts are not tax deductible



RESTORING OKLAHOMA ROADS WITH TRUST

The TRUST Coalition
Post Office Box 16112
Oklahoma City, OK 73113

PRESORTED STANDARD
US POSTAGE

PAID

OKLAHOMA CITY, OK
PERMIT 2000