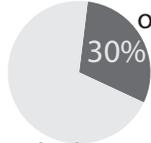


OKLAHOMA

Current Condition of Transportation:

ASCE road grade of **(D)**¹

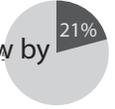


of major roads are in poor condition

Costing motorists \$1.8b a year - \$763 per motorists²

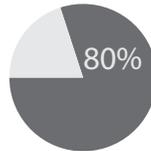
Total of 678 people died on state highways in 2013³

Vehicle travel on OK's highways has increased by 45% from 1990-2013⁴, while the population grew by 29% of OK's major highways are congested⁶



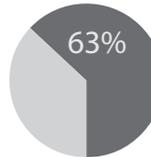
Congestion in America costs motorists \$121b annually in wasted fuel⁷

COMMERCE:



of the \$117b in commodities delivered annually from sites in OK is transported by trucks on the state's highways⁸

NEED FOR FEDERAL INVESTMENT:



Federal share of OK Highway Capital Program⁹

National Interstate Backlog of \$185.24b on 47,575 miles of interstate¹⁰

National Highway System (NHS) of backlog of \$424.5b on 227,224 miles of the NHS

DRIVE ACT | WHAT THIS DOES FOR OKLAHOMA

PRIORITIZE BRIDGE RECONSTRUCTION AND SAFETY:

Increased bridge set aside funding for:

4,216 structurally deficient bridges

ASCE bridge grade of **(D+)**¹²



are structurally deficient or functionally obsolete¹¹

IMPROVING COMMERCE:

In the first 3 years of the DRIVE act, OK will receive \$71,771,440 in addition to growth of the existing program. New National Freight Program will prioritize federal spending on interstate for projects in the national economic interest.

LONG TERM 6 YEAR CERTAINTY:

OK's total share for first 3 years of the DRIVE Act: \$1,983,494,596 that the state would not get otherwise:

Major Projects in Jeopardy: **(1-44)** US 75 Oklahoma Interchange

Total cost to modernize this corridor: \$350M; would take an estimated 15 years

(1-44) originally constructed in 1953; named one of the first interstate sections in OK in 1956

Has only received 5 surface treatments in past 60 years

(1-244) to Arkansas River: 18 bridges, including 6 at **(1-44)** US 75 interchange

Mostly constructed in 1950's and 1960's

4 are functionally obsolete and 6 are structurally deficient

In the last 5 years, there have been 9 fatalities and close to 300 injuries on this corridor

Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase OK's ability to efficiently finish projects

DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on OK's ability to properly plan and budget for transportation projects

DRIVE gives OK the ability to prepare for the next 50 years. With a focus on innovation, OK can better deploy technology to improve the state transportation network

1 ASCE

2 TRIP

3 FHWA

4 TRIP

5 US Census

6 TRIP

7 Ibid

8 TRIP

9 AASHTO

10 AASHTO and FHWA

11 FHWA

12 ASCE