

Oklahoma (Sen. Inhofe and Lankford)

Current Transportation Condition:

- ASCE road grade of D ¹
- 30% 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 21 percent.⁵
- 29% of OK's major highways are congested⁶
 - Congestion in America costs motorists \$121b annually in wasted fuel⁷

Commerce:

- 80% of the \$117b in commodities delivered annually from sites in OK is transported by trucks on the state's highways.⁸

Need for Federal Investment

- 63% Federal share of OK Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.¹⁰
 - National Highway System (NHS) of backlog of \$424.5b on 227,224 miles of the NHS.

DRIVE Act *What this does for Oklahoma*

Prioritizing Bridge Reconstruction and Safety:

- Increased bridge set aside funding for:
 - OK's 4,216 structurally deficient bridges - 25% are structurally deficient or functionally obsolete¹¹
 - Current ASCE bridge grade of D+ ¹²

Improving Commerce:

- In the first 3 years of the DRIVE Act, OK will receive \$84,674,171 in addition to growth of the existing programs for freight.
- Prioritizing federal spending on interstate for projects in the national economic interest

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

Long-term 6 year Certainty:

- Total share for first 3 years of DRIVE Act: \$2,797,776,380 that the state would not get otherwise.
- Major Projects in jeopardy: **I-44/US 75 - Oklahoma Interchange**
 - o Total cost to modernize this corridor: **\$350M**; would take an estimated 15 years
 - o I-44 originally constructed in 1953; named one of the first interstate sections in OK in 1956
 - o Has only received 5 surface treatments in past 60 years
 - o I-244 to Arkansas River: 18 bridges, including 6 at I-44/US-75 interchange
 - Mostly constructed in 1950's and 1960's
 - 4 are functionally obsolete and 6 are structurally deficient
 - o 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.