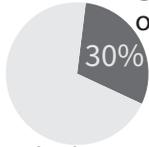


OKLAHOMA

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

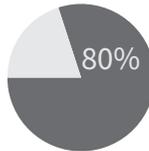
Total of 678 people died on state highways in 2013³

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



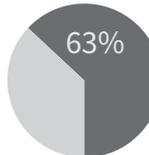
Congestion in America costs motorists \$121b annually in wasted fuel⁷

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

FAST ACT | WHAT THIS DOES FOR OKLAHOMA

PRIORITIZE BRIDGE RECONSTRUCTION AND SAFETY:

FAST Act expands eligibilities for bridges off of the National Highway System, so OK can continue to address the growing the number of briges in need of repair:

4,216 structurally deficient bridges in OK.



functionally obsolete¹¹

ASCE bridge grade of **D+**¹²

Furthermore, for bridges that have a higher level of risk, work can now be done during the crucial summer construction season even if certain non-endangered bird species are present on the bridge

IMPROVING COMMERCE:

Over the life of the bill (FY2016-FY2020), OK will receive \$101,609,004 in addition to growth of the existing program. This New formual based National Freight Program will ensure federal dollars for OK to prioritize spending on the interstate for projects in the national economic interest.

LONG TERM 5 YEAR CERTAINTY:

Total share over 5 years of the FAST Act: \$3,615,812,890 that the state would not get otherwise:

Major Projects that will benefit from the FAST Act:

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, FAST is cutting red tape and accelerating project delivery to increase OK's ability to efficiently finish projects

FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on OK's ability to properly plan and budget for transportation projects

In addition to the National Freight Program, OK, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

FAST Act provides for the designation of natural gas fueling corridors to identify the needs and most vital locations for such fueling infrastructure. OK will be able to nominate facilities to be included in the corridors to be chosen by the Secretary of the U.S. Department of Transportation. In addition, natural gas vehicles can be included as an authorized vehicle in HOV lanes if a state chooses to limit HOV lanes to designated vehicles.

Furthermore, the bill includes a limited truck weight exemption for natural gas vehicles to put them on an even competitive level with trucks that have lighter diesel engines

FAST Act grows the Tribal Transportation program by \$15 million the first year, starting at \$465 million in year one and growing by \$10 million each year thereafter. Decreases program management and oversight and project-related administrative expenses to the program from 6 percent to 5 percent, so more money can be used on roads and bridges. Increases the set-aside for high-priority tribal bridges from 2 percent to 3 percent.

FAST Act 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 .

The FAST Act includes a common-sense exemption from the Migratory Bird Treaty Act, with safeguards, to allow reconstruction of bridges that are in a serious or worse condition, without adversely impacting bird populations. This provision will help Oklahoma repair the 1,363 bridges in the state that are in serious condition.

The FAST Act eliminates conflicts between federal energy agency emergency orders issued to utilities to ensure electricity reliability and those utilities' compliance with environmental laws and regulations. The section amends the Federal Power Act to clarify that when a utility is under an emergency directive to operate, it would not be deemed in violation of environmental laws or regulations or subject to civil or criminal liability, or citizen enforcement actions, as a result of any actions taken that are necessary to comply with a federally issued emergency order.

The FAST Act removes the cuts to the federal crop insurance program contained in the Bipartisan Budget Act of 2015 passed by Congress earlier this year. These cuts would have reduced competition and the quality of service delivered by the private sector in support of individual farmers and ranchers, farm suppliers and processors. Restoring funding ensures the federal crop insurance program remains an affordable and effective tool for farming communities in Oklahoma and across the nation to manage risk in the face of seasonal weather uncertainty.

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

