



ODOT Hosts Country's Top Transportation Decision Makers

FOR IMMEDIATE RELEASE

January 18, 2010

PR# 10-002

Oklahoma Department of Transportation officials welcomed the chance Monday to showcase the progress on three major construction projects to top Congressional transportation leaders. U.S. Rep. James Oberstar, chairman of the House Transportation and Infrastructure Committee, and U.S. Rep. Mary Fallin, committee member, had a firsthand look at how Oklahoma is putting its share of federal transportation dollars and stimulus funds to use in the Tulsa and Oklahoma City areas.

The House T&I Committee is responsible for overseeing transportation legislation, and to secure funds for projects across the country. Oberstar and Fallin were joined by officials from the Oklahoma Department of Transportation, members of the highway funding advocacy group TRUST and several community leaders on the site tours. This visit to Oklahoma is Oberstar's first time to see how the state is using both stimulus and regular federal funding on projects.

"Oklahoma has been especially effective at investing its allocation of highway funds under the American Recovery and Reinvestment Act, consistently ranking among the top states in our monthly analysis of Recovery Act projects," Oberstar said. "These investments have resulted in nearly 7,000 family-wage construction jobs on the state's highways and bridges so far. I applaud the Oklahoma Department of Transportation for this record of success."

In March 2009, Oklahoma awarded \$205 million in stimulus-funded construction contracts, making it the first state to put to work a significant portion of its transportation-related stimulus funds. The state has consistently led other states in the percentage of funds put to work. More than \$225 million has been pumped into Oklahoma's economy from these projects.

More than \$415 million in contracts have been awarded, which represents about 90 percent of the state's \$465 million share. Work has been completed on 57 projects. Still, ODOT is facing a nearly \$12 billion backlog in highway projects. Although progress is being made, ODOT is anxiously monitoring congressional work to secure and improve stable federal transportation funding nationwide.

"While we have taken vital initial steps by increasing state funding to meet future needs, ODOT's ambitious eight-year plan cannot meet all of them," Fallin said. "The large backlog of road projects are the result of decades of neglect and shifting of road funds to other needs, and it is going to take some years to reverse those effects. I will continue to insist on a comprehensive highway reauthorization bill that ensures Oklahoma receives its fair share of federal transportation dollars in a reliable fashion."

(Over)

INFORMATION RELEASE

OKLAHOMA DEPARTMENT OF TRANSPORTATION, MEDIA & PUBLIC RELATIONS DIVISION
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Oberstar's leadership was crucial in setting aside stimulus funds for transportation infrastructure, and will continue to be important as Congress considers pending jobs legislation. He is also essential in writing legislation that will guide transportation policy and funding over the next six years.

"Monies provided by congress are making much-needed improvements to Oklahoma's aging transportation infrastructure," Secretary of Transportation Gary Ridley said. "We appreciate the work of Chairman Oberstar, Congresswoman Fallin and other members of the T&I Committee. Their help is critical in addressing the long list of needs in our state. Every transportation dollar they can send to Oklahoma is going to be money well spent."

On his trip, Oberstar viewed firsthand the progress Oklahoma has made in improving transportation infrastructure. He visited two major stimulus-funded pavement reconstruction projects – on the I-244 Inner Dispersal Loop in downtown Tulsa and on I-40 near El Reno. He also toured the I-40 Crosstown project in Oklahoma City, which has been funded in large part through Congressional dedicated funds.

--www.okladot.state.ok.us--

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Katie Bruns – U.S. Rep. Mary Fallin – 202-713-8021

Helpful Web site links

www.Recovery.gov

Recovery.gov is the U.S. government's official website providing easy access to data related to Recovery Act spending.

<http://www.recovery.gov/News/mediakit/Pages/Download.aspx#Logos>

Recovery.gov images and logos

www.house.gov

United States House of Representatives

<http://transportation.house.gov>

Transportation & Infrastructure Committee

<http://oberstar.house.gov/>

Congressman Jim Oberstar

<http://fallin.house.gov/index.html>

Congresswoman Mary Fallin

www.okladot.state.ok.us/recovery/index.htm

Oklahoma Department of Transportation ARRA info

www.okladot.state.ok.us/newsmedia/press/index.php

ODOT News & Media



U.S. Rep. James Oberstar, U.S. Rep. Mary Fallin and Div. 8 Engineer Randle White inspect the \$75 million Inner Dispersal Loop Reconstruction project in Tulsa on Monday. This stimulus-funded project is rebuilding two legs of I-244 around downtown, and includes new decks for more than 40 bridges.



U.S. Rep. James Oberstar, Chairman of the House Transportation and Infrastructure Committee, discusses the impact of stimulus projects across the nation following a tour of the \$75 million Inner Dispersal Loop Rebuilding project in Tulsa. U.S. Rep. Mary Fallin, Secretary of Transportation Gary Ridley, Tulsa Mayor Dewey Barlett and Transportation Commissioner Peter Regan joined Rep. Oberstar for Monday's press conference and site visit.



The semi-completed I-40 connector ramp to the future downtown Oklahoma City boulevard was the backdrop for a press event after a day-long tour of several projects by Chairman Oberstar and Congresswoman Fallin. Many joined as the group toured stimulus project progress and the new I-40 Crosstown which has a significant amount of dedicated federal funds.

L to R: Secretary of Transportation Gary Ridley, Oklahoma City Manager Jim Couch, Rep. Guy Liebmann, U.S. Rep. James Oberstar, Rep. T.W. Shannon, U.S. Rep. Mary Fallin, Transportation Commissioner Jackie Cooper, Sen. Cliff Branen, Transportation Commissioner Peter Regan and TRUST Chairman Neal McCaleb.



L to R: Secretary of Transportation Gary Ridley, Oklahoma City Manager Jim Couch, Rep. Guy Liebmann, U.S. Rep. Mary Fallin, Rep. T.W. Shannon, U.S. Rep. James Oberstar, Transportation Commissioner Peter Regan, Sen. Cliff Branan, TRUST Chairman Neal McCaleb and Transportation Commissioner Jackie Cooper.



Oklahoma at Work – January 18, 2010

Chairman Oberstar Visit to Oklahoma

Monday, Jan., 18, 2010, 9 a.m.

Tulsa – on the closed section of I-244 or IDL, at the NW corner

Agenda

ODOT District 8 Commissioner Pete Regan
Recognize elected officials

Master of Ceremonies

City of Tulsa
Mayor Dewey Bartlett

Welcome

Transportation Secretary Gary Ridley)

Comments

U.S. Rep. Mary Fallin
House Transp. & Infrastructure Committee

Comments

U.S. Rep. Chairman James Oberstar
Chairman, House Transp. & Infrastructure Committee

Comments

Commissioner Regan

Closing Remarks

Press Q & A



Oklahoma at Work – January 18, 2010

Chairman Oberstar Visit to Oklahoma

Monday, Jan., 18, 2010, 1:30 p.m.

Oklahoma City – Completed Bridge at Lincoln and Sheridan

Agenda

Transportation Secretary Gary Ridley
Recognize elected officials

Master of Ceremonies

City of Oklahoma City
James Couch, City Manager

Welcome

ODOT District 4 Commissioner Jackie Cooper

Comments

TRUST Chairman Neal McCaleb

Comments

U.S. Rep. Mary Fallin
House Transp. & Infrastructure Committee

Comments

U.S. Rep. Chairman James Oberstar
Chairman, House Transp. & Infrastructure Committee

Comments

Secretary Ridley

Closing Remarks

Press Q & A

Oklahoma at Work – January 18, 2010

Timeline of Oklahoma ARRA Funds

- **January 11, 2010**
 - △ More than \$416 million of the original \$465 million has been obligated.
 - △ Work has been completed on 57 projects.
 - △ Work has started on 153 of the 183 projects awarded.
- **October 2008** – Oklahoma Department of Transportation Director Gary Ridley informs staff to begin preparations for possible stimulus funding by identifying projects that can be accelerated in the agency's Construction Work Plan and Pavement Preservation Plan.
- **February 17, 2009** – *American Recovery and Reinvestment Act of 2009* signed into law.
- **March 3, 2009** – Federal Highway Administration guidelines issued for use of funds.
- **March 30, 2009** – The Oklahoma Transportation Commission awards the first \$205 million in stimulus-funded construction contracts. Oklahoma was the first state to award a large number of projects.
- **April 27, 2009**
 - △ The commission awards another \$104 million in stimulus contracts.
 - △ Total funds obligated: \$309 million.
 - △ Construction work begins on several highway projects.
- **July 10, 2009** – An 8-mile-long resurfacing project on SH-76 in Garvin County is the first project officially completed. (It opened to traffic July 8.)
- **August 3, 2009**
 - △ \$17 million in contracts awarded for local government projects, such as county bridges or city streets.
 - △ All totaled, about 85 percent of ODOT stimulus funding has been obligated, or about \$400 million of the \$465 million.
- **November 2, 2009**
 - △ To date, \$171 million has been pumped into the state economy through payments to contractors.
 - △ Work has started on 131 projects with 164 under contract.
 - △ In total, \$412 million has been obligated – or about 89 percent.
 - △ Remaining projects consist primarily of those in the INCOG and ACOG areas and *Americans with Disabilities Act* projects in small towns.
- **December 7, 2009** – (One year since ODOT announced its stimulus planning process)
 - △ More than 40 highway and bridge projects throughout the state complete.
 - △ More than 100 projects under construction.
 - △ Workers in Oklahoma have logged nearly one million hours.
 - △ More than \$200 million pumped into the state economy through payments to contractors.
 - △ Of the original \$465 million set aside for transportation projects in Oklahoma, less than \$50 million remains to be obligated, the bulk of which will be used for local projects.
 - △ Nearly 90 percent obligated or spent. More than 180 projects on state highways, city streets and county roads are planned, underway or complete.

Oklahoma at Work – January 18, 2010

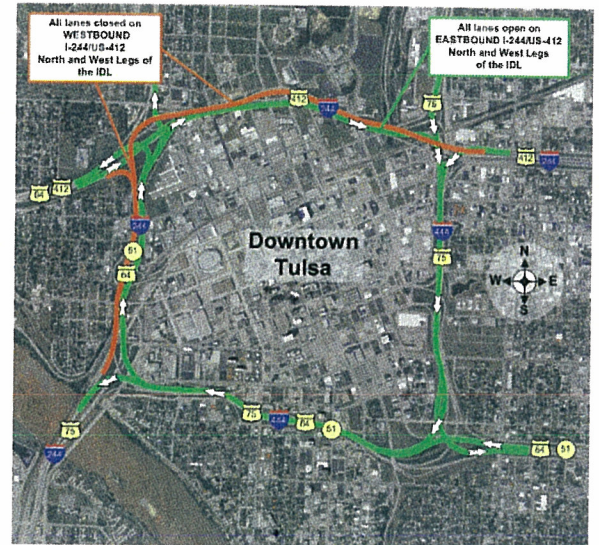
How It Is Spent: Oklahoma ARRA Funding

- The transportation portion of the federal economic stimulus bill was \$27.5 billion nationwide. Of that, Oklahoma's share for transportation projects was \$465 million.
- Of the \$465 million in stimulus funds available, more than \$100 million is being set aside for projects by local governments, such as cities and counties, and also for *Americans with Disabilities Act* improvements along highways in small towns.
- Oklahoma was the first state to put to work a significant portion of its transportation-related stimulus funds and consistently has led other states in the percentage of funds put to work on highway projects.
- More than \$225 million has already been pumped into the state's economy through payments to contractors.
- So far, workers have logged nearly 1.3 million hours of work on Oklahoma stimulus projects.
- Though different job creation formulas can be used, an average of 7,000 jobs has been created in Oklahoma resulting from the stimulus projects so far.
- Nearly 337 centerline miles of interstates and highways will be resurface/improved.
- \$26 million - twice amount required for enhancement projects – has been set aside to help rural communities meet requirements of the *Americans with Disabilities Act* along state highways.
- Fourteen Oklahoma highway bridges will be replaced and 62 bridges will have major rehabilitations with stimulus monies. Another 60 county bridges will be replaced.
- More than 10 percent of all non-toll interstate miles in Oklahoma will be resurfaced.
- Major stimulus projects include:
 - Reconstruction of the north and west legs of Inner Dispersal Loop around downtown Tulsa on I-244, including rehabilitation of more than 40 bridges;
 - Resurfacing or reconstructing more than 40 miles of I-40 in Beckham, Canadian, Muskogee, Pottawatomie and Seminole counties, and
 - Resurfacing or reconstructing about 25 miles of I-35 in Garvin, Kay, Murray and Noble counties.
- Completed projects include:
 - I-44 resurfacing more than seven miles between the H.E. Bailey Turnpike in McClain County and I-240 in Oklahoma City;
 - I-235 pavement preservation in Oklahoma City;
 - US-64 pavement rehabilitation in Texas County;
 - US-183 resurfacing in Tillman County, and
 - US-69 pavement rehabilitation in Pittsburg and Atoka counties.
- Funding projects through the stimulus program will allow ODOT to accelerate other necessary projects. About a year's worth of road projects will be built with stimulus funding.

Oklahoma at Work – January 18, 2010

Inner Dispersal Loop Reconstruction – ARRA project

- Built in 1971, this vital transportation link surrounding downtown Tulsa includes portions of I-244, I-444, US-75, US-64 and SH-51, with more than 62,000 vehicles traveling on it each day.
- \$75 million stimulus project to reconstruct the north and west legs of the IDL, and replace more than 40 bridge decks. Contract awarded to Manhattan Road & Bridge/Sherwood Construction Co.
- Other work includes reconstruction of the barrier walls, lights and traffic signs.
- Work began June 2009, expected completion is early 2011.
- To date, more than 37% of the work is complete.
- Smart Workzone system set up for this project, providing real-time workzone information to drivers to help them better plan their route through Tulsa.
- **Without stimulus funds, this project would have been in several phases over many years, making it a longer period of inconvenience to travel and commerce.**

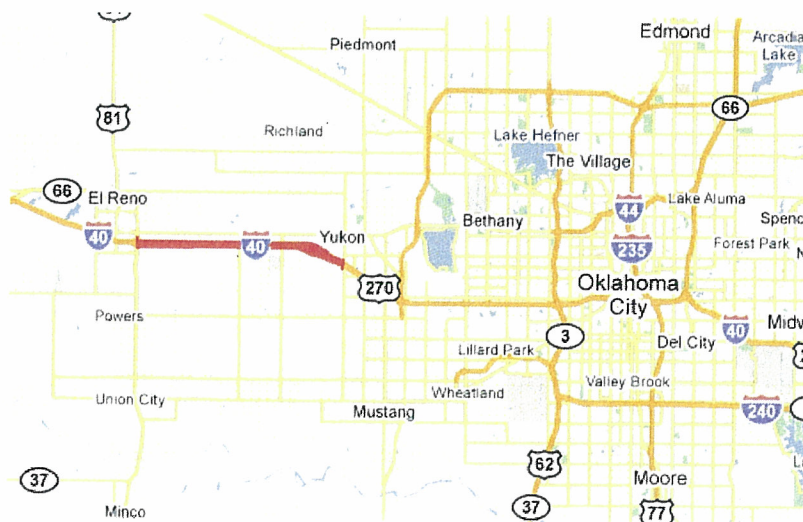
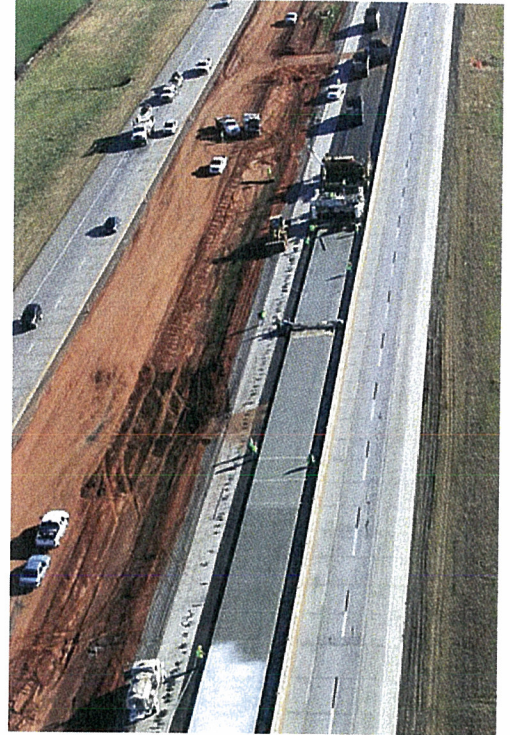


- Current lane and ramp closure information is listed in the IDL section of ODOT's Web site: www.okladot.state.ok.us/newsmedia/tulsa-idl/index.htm

Oklahoma at Work – January 18, 2010

I-40 Canadian County –ARRA Project

- This 8-mile section of Oklahoma's I-40 between Oklahoma City and El Reno is being improved thanks to nearly \$30 million in funding from the economic stimulus package.
- This \$60 million project (approx. \$30 million stimulus funds, \$30 million from regular federal funds) was awarded to Duit Const./TTK Const. of Edmond. It began in June 2009 and is expected to be complete in late 2011.
- Improvements to this major truck route include roadway reconstruction, safety improvements, resurfacing and reconstruction of three sets of bridges.
- An average of 39,000 vehicles travel this section of I-40 daily, with more than 28 percent being commercial truck traffic.
- This section of I-40 in Oklahoma has been mentioned in a *Parade Magazine* survey of commercial truckers as one of the roughest roads on the interstate system.
- This project, already recognized as a critical need in the Oklahoma Department of Transportation's 8-year Construction Program, is able to be expedited because of funding from the economic stimulus package.





Oklahoma at Work – January 18, 2010

Construction of I-40 Crosstown – Downtown Oklahoma City

The Need

- The safety of the I-40 Crosstown bridge has been studied extensively since the early 1990s through a partnership with the Federal Highway Administration and special federal funds were earmarked for that purpose.
- **Safety is a concern.** The existing bridge structure contains approximately 250 fracture critical members. A failure with one of a fracture critical member would result in the collapse of a portion of the existing facility.
- Due to the condition of the Crosstown, regular inspections of the existing bridge structure are scheduled every six months as opposed to the standard two-year cycle.



- The Oklahoma Department of Transportation spends about \$4 million annually in maintenance dollars on the I-40 Crosstown (\$3 million in major repairs/rehabilitation, \$1 million in routine maintenance) to maintain the safety of the driving public.

- **Capacity is a concern.** The existing I-40 Crosstown was constructed in the

early 1960s with the intent to carry an ultimate traffic of 76,000 vehicles per day. Currently, it carries approximately 120,000 vehicles per day.

- With latest count showing approximately 120,000 vehicles a day and physical wear and aging on the route, action was necessary to keep traffic flowing quickly and safely.

Construction in the corridor

- The new Crosstown will be a 10-lane interstate stretching four and a half miles, from May Ave. to I-235 and is being built five blocks south of its current location.
- Tremendous progress has been made since construction groundbreaking held in Nov. 2005. Currently, 12 construction projects have been awarded. Of those projects, five are underway and 7 have been completed.
- A total of 23 construction projects is required in building the new Crosstown-16 projects for the interstate and 7 projects for the downtown connection.
- The new interstate is expected to be open to traffic in 2012.
- Once the new Crosstown is open to traffic, the old highway will be torn down to make way for an additional multi-lane boulevard reconnecting downtown Oklahoma City to the interstates.

(Over)

Construction of I-40 Crosstown – Downtown Oklahoma City

The Project Relating to Rail

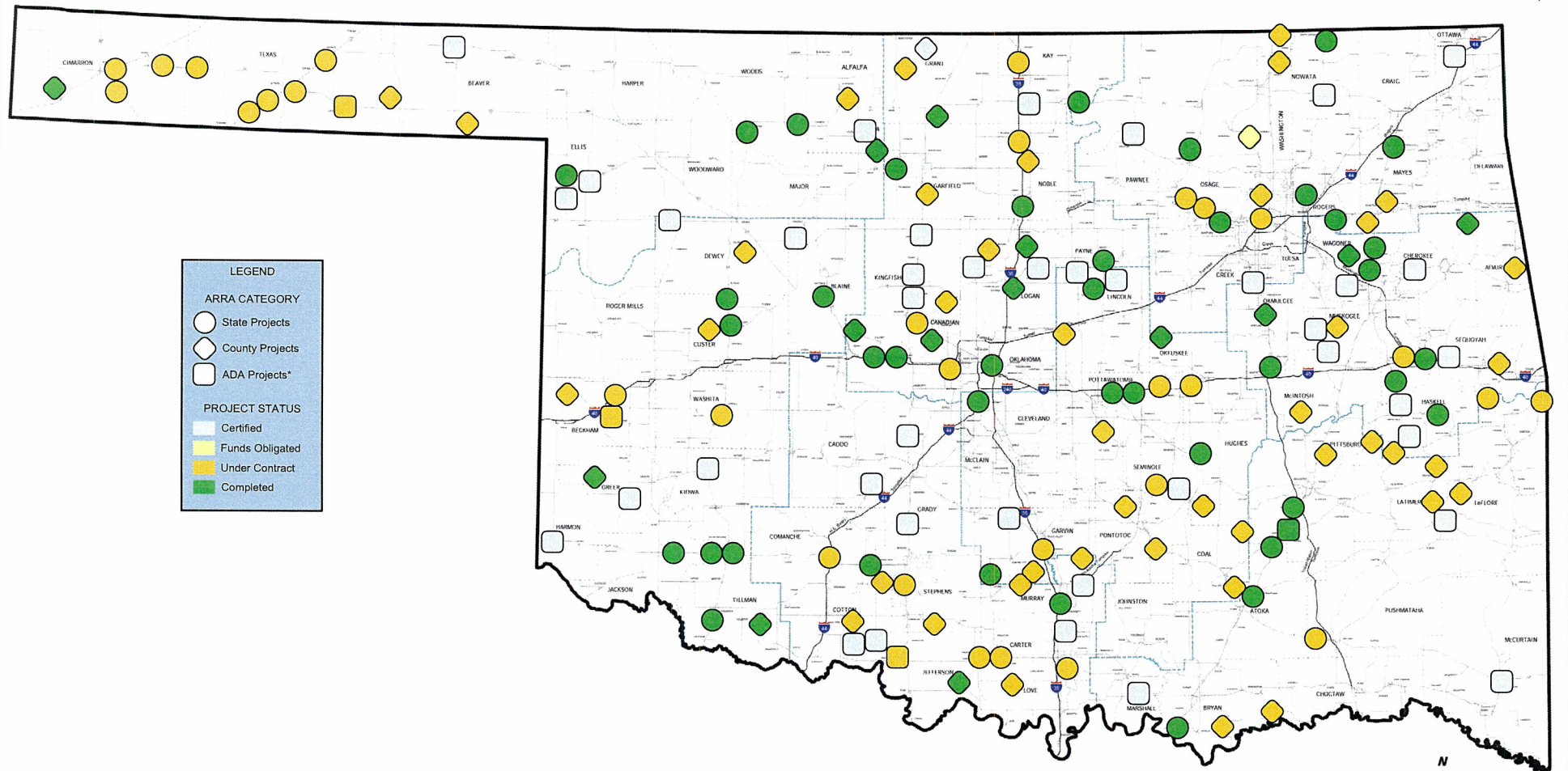
- The alignment of the new interstate follows an existing transportation corridor allowing interstate and railroad to provide transportation services in the same corridor.
- Extensive coordination continues with railroads within the corridor – Union Pacific, BNSF and WATCO.
- In addition to the safety features of the road itself, two dangerous underpasses (Robinson and Walker Avenues) will be replaced with new bridges passing over the Union Pacific operated line and the interstate.
- The Crosstown project eliminates six at-grade railroad crossings and improves safety at the remaining 12 crossings in the corridor.

Funding

- The relocation of the Crosstown is estimated at about \$650 million.
- The project is programmed, using a blend of dedicated and regular formula federal dollars as well as state funds.
- Of the \$570 million cost of the Crosstown, approximately \$300 million are dedicated federal funds, thanks to Congress.
- The critical downtown reconnection to the interstates, estimated at about \$80 million, is unfunded.

OKLAHOMA ARRA PROJECTS – JANUARY 18, 2010

Includes State, County and Americans with Disabilities Act (ADA) Projects



LEGEND

ARRA CATEGORY

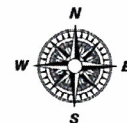
- State Projects
- County Projects
- ADA Projects*

PROJECT STATUS

- Certified
- Funds Obligated
- Under Contract
- Completed

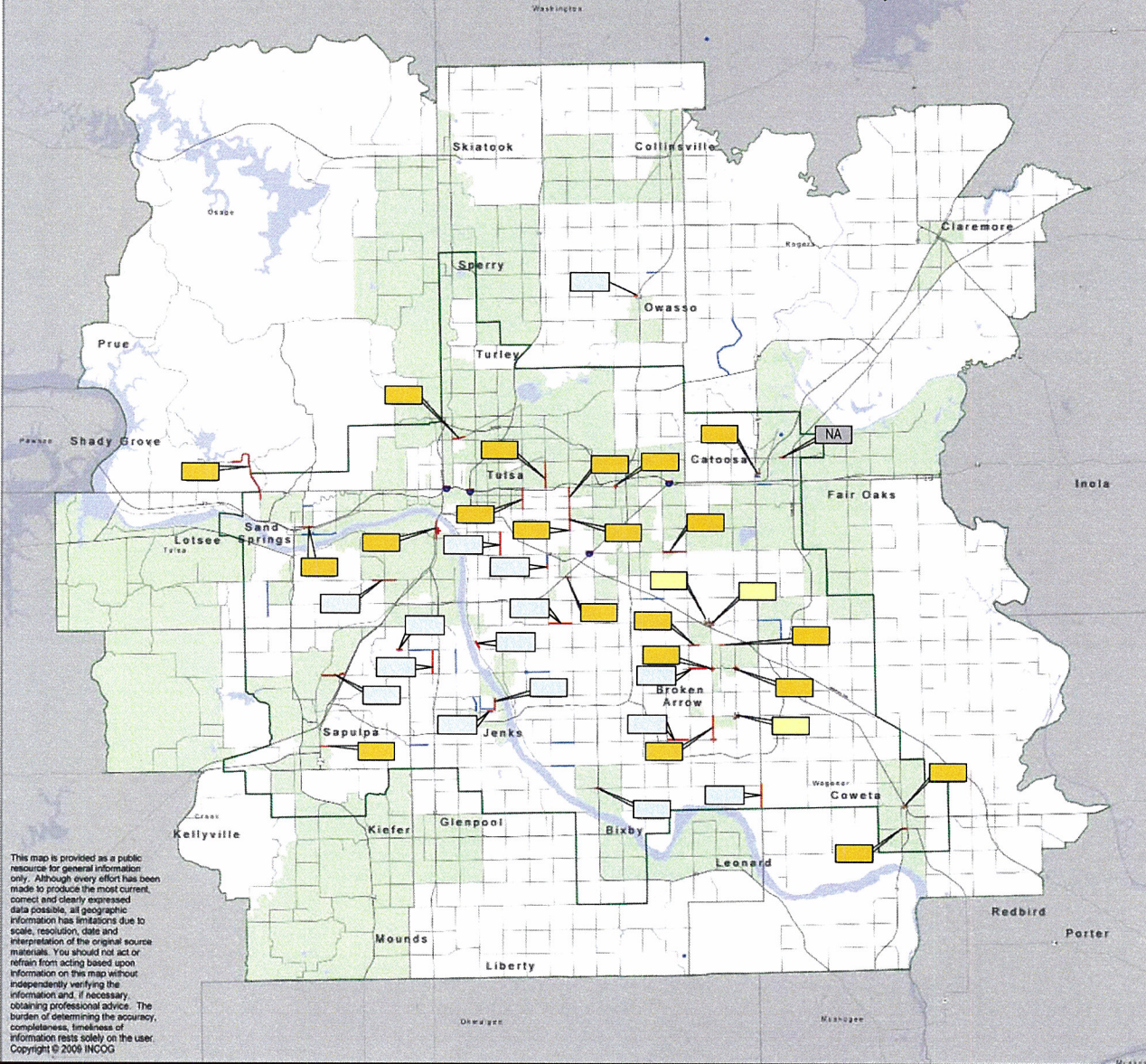


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OKLAHOMA INCOG ARRA PROJECTS – JANUARY 18, 2010

The ARRA Projects Map for the Tulsa TMA



PROJECT LEGEND

PROJECT STATUS

- Certified
- Funds Obligated
- Under Contract
- Completed

Legend

- Other Projects
- Recommended Projects
- Other Projects
- Recommended Projects
- TMA Boundary
- Tulsa Adjusted Urbanized Area
- County Boundaries
- Per Capita Income <= \$17,270
- Highways
- Rivers
- Water Bodies
- Arterials



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Map prepared by INCOG
March 2009
Projects Submitted by area
Communities and Counties;
Per Capita Income is US
Census Bureau 2000



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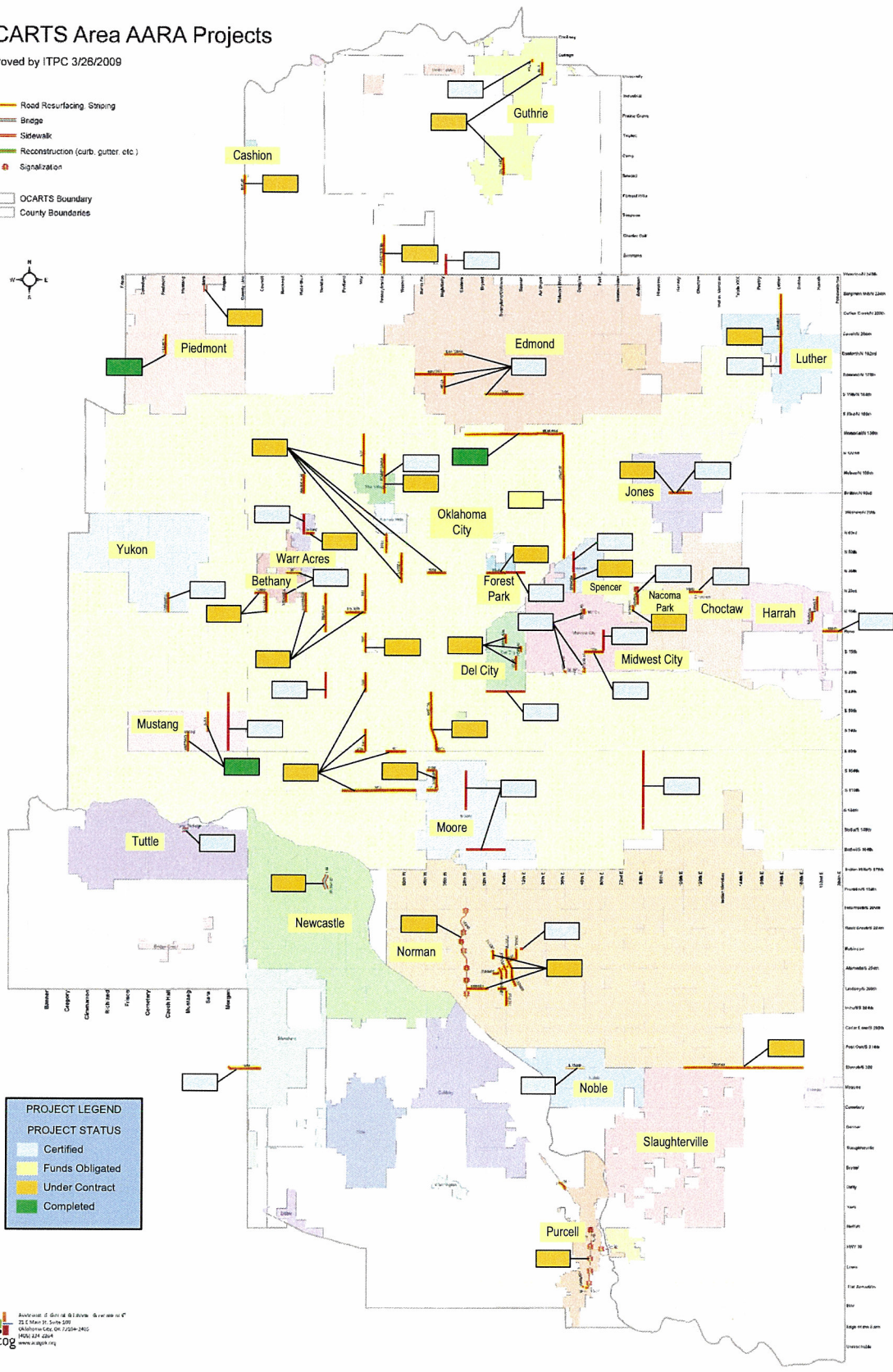
OKLAHOMA ACOG ARRA PROJECTS - JANUARY 18, 2010

OCARTS Area AARA Projects

Approved by ITPC 3/26/2009

- Road Resurfacing, Streng
- Bridge
- Sidewalk
- Reconstruction (curb, gutter, etc.)
- Signalization

- OCARTS Boundary
- County Boundaries



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DEPARTMENT OF
TRANSPORTATION**

April 18, 2010
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Oklahoma at Work – January 18, 2010

**U.S. Rep. James Oberstar
D-Minnesota**

Chairman, House Committee on Transportation and Infrastructure

U.S. Rep. James Oberstar, D-Minn., is chairman of the House Committee on Transportation and Infrastructure, a position he has held since January 2007.

The congressman is an ex officio member of the Subcommittees on Aviation; Coast Guard & Maritime Transportation; Economic Development, Public Works & Emergency Management; Highway & Transit; Railroads, Pipelines & Hazardous Materials; and Water Resources & Environment. He is former chairman of Subcommittees on Aviation; Investigations & Oversight; and Economic Development.

Oberstar entered the world of politics in 1963, when he went to work for U.S. Rep. John Blatnik, who represented Oberstar's home town of Chisholm in Congress. Oberstar was assigned as a clerk for the Subcommittee on Rivers and Harbors. In 1970, when Blatnik became chairman of the Committee on Public Works, Oberstar became administrator of the committee, now known as the Committee on Transportation and Infrastructure.

In 1974, when Blatnik announced his retirement, Oberstar sought and won his first term in Congress. Now in his 17th term, he is the longest serving member of Congress in Minnesota history.

In the 34 years he has served in Congress, Oberstar has become known as the body's leading expert on transportation policy. From 1989 through 1995, he chaired the Subcommittee on Aviation, passing important legislation that has led to better maintenance and safer aircraft. Later, as the ranking democrat of the full Transportation Committee, he worked in a bipartisan manner to take the Highway Trust Fund off budget to ensure that gas taxes are used to fix roads and bridges and not to make the budget deficit look smaller.

As chairman of the Committee on Transportation and Infrastructure, Oberstar is the first member of Congress to have served both as a committee's administrator and its chairman.

He received a bachelor's degree in French/Political Science from the College of St. Thomas, St. Paul, Minn., in 1956, graduating Summa Cum Laude, and earned a master's in the Program of European Studies from the College of Europe, Belgium, in 1957.

Oberstar and his wife Jean have six children and live in Chisholm, Minn.

Oklahoma at Work – January 18, 2010

U.S. Rep. Mary Fallin R-Oklahoma

Member, House Committee on Transportation and Infrastructure

U.S. Rep. Mary Fallin represents the Fifth District of Oklahoma, which includes most of Oklahoma County and all of Pottawatomie and Seminole counties. Overwhelmingly elected in November 2006 and again in 2008, Fallin is the first woman to represent Oklahoma in Congress since 1920.

She currently serves on the House Committee on Transportation and Infrastructure, the Committee on Armed Services and the Committee on Small Business.

Fallin is a member of the Executive Committee of the National Republican Congressional Committee, and serves as Small Business chairman on the Republican Policy Committee. She also is both the co-chairwoman of the Congressional Caucus on Women's Issues and the Communications chairman of the conservative Republican Study Committee.

Fallin first took office in 1990 and served two terms as a state representative. In 1995 she became Oklahoma's first woman and first Republican lieutenant governor. As lieutenant governor, she served as president of the Senate and on 10 boards and commissions that impacted the quality of life and business in Oklahoma, including the Tourism and Recreation Committee, State Board of Equalization, Oklahoma Land Commission and Film Advisory Commission.

Throughout her three terms as lieutenant governor, Fallin worked to promote economic growth and increase economic opportunities for Oklahomans. In the Cabinet-level position of small business advocate during Gov. Frank Keating's administration, Fallin championed the cause of small business in Oklahoma by fighting the rising cost of health insurance and excessive government regulation. She was also instrumental in initiating several economic development events, including the first-ever Oklahoma Aerospace Summit & Expo, Small Business Day at the Capitol and Telecommunications Day at the Capitol.

Fallin has worked hard to keep Oklahoma's children safe and ensure them a bright future. In the wake of the tragic Oklahoma City bombing, she formed a task force to rebuild the childcare center lost in the disaster. She also initiated Project Homesafe, a gun safety program that has distributed more than 80,000 free cable gun locks to Oklahomans.

Fallin, a longtime resident of the Fifth District, attended Oklahoma Baptist University in Shawnee and holds a degree from Oklahoma State University.

Fallin has two children. She and her husband, Wade Christensen, make their home in Edmond.