



I-40 Crosstown Grand Opening  
New eastbound I-40 at the Western Bridge  
10 a.m., January 5, 2012

## Agenda

Linwood Elementary Choir "Make a Difference" and "Thank You" Medley (as people are gathering & program begins)	1.5 mins.
	(Start: 10am)
Carl Edwards, Board of Directors member Greater Oklahoma City Chamber of Commerce Welcome & Comments	2-3 mins.
Gary Ridley, Oklahoma Secretary of Transportation Master of Ceremonies; Introduction of the Governor	2-3 mins.
Governor Mary Fallin	.
Senator Jim Inhofe	3-4 mins.
Congressman James Lankford	3-4 mins.
Federal Highway Administrator Victor Mendez	3-4 mins.
Oklahoma City Mayor Mick Cornett	3-4 mins.
Secretary Ridley Acknowledgements Willa Johnson, former City Councilwoman Senate Pro Tem Brian Bingman Neal McCaleb, former state Transportation Secretary	2 mins.
Secretary Ridley Closing Comments	1 min.
Linwood Elementary Choir Official state children's song "Oklahoma, My Native Land" By Martha Kemm Barrett (as program ends & people are transitioning)	2.5 mins.
	(End: approx. 33 mins total)
Finale Photos– speakers with 40Forward logo; speakers with ribbon **Note: Please only park in the convoy if you are able to leave immediately after the ceremony. If not, park on the shoulder.	



## **Access points for I-40 Crosstown when fully completed**

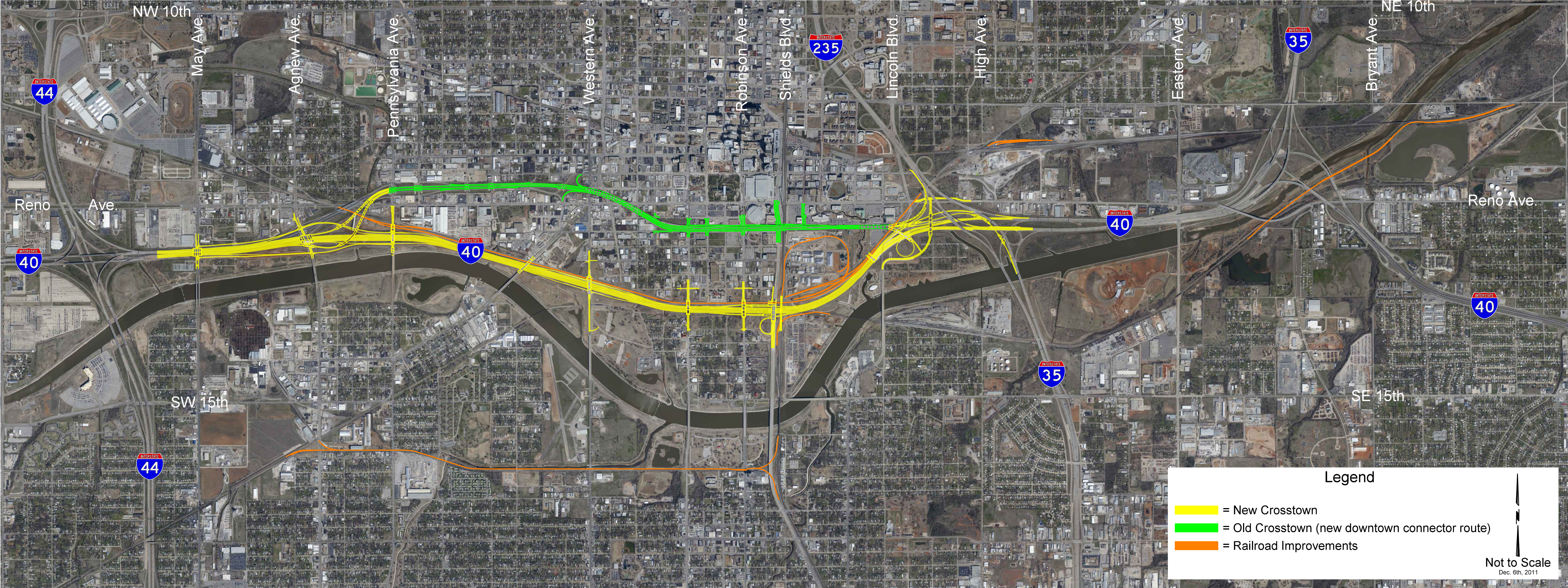
### **Eastbound I-40 on and off-ramps**

- an off-ramp to Agnew Ave.
- an off-ramp to the boulevard
- on and off-ramps at Pennsylvania Ave.
- on and off-ramps at Western Ave.
- on and off-ramps at Shields Blvd.
- an on-ramp from the boulevard

### **Westbound I-40 on and off-ramps**

- an off-ramp to the boulevard
- an on-ramp from Shields Blvd.
- an off-ramp to Robinson Ave.
- on and off-ramps at Western Ave.
- an off-ramp to Pennsylvania Ave.
- an off-ramp to Agnew Ave.
- an on-ramp from the boulevard
- an on-ramp from Agnew Ave.





Legend

- = New Crosstown
- = Old Crosstown (new downtown connector route)
- = Railroad Improvements

Not to Scale  
Dec. 6th, 2011





## Timeline of the I-40 Crosstown Project

**January 1996** – Citizens Advisory and Technical Advisory Committees formed and first public meeting held. Public involvement will be a crucial factor in the years to come.

**August 1997** – U.S. Rep. Bud Shuster, R-Penn., visits Oklahoma to see the condition of the I-40 Crosstown. He later facilitated a \$103 million earmark for the Crosstown, calling it a project of national significance.

**July 1996** – List of seven core alternate routes developed along with the “no build” option. Each route was eventually studied as elevated, ground and below ground level systems, making 19 routes total.

**April thru December 1998** – Scale models of Alternates B-3 and D displayed throughout the city to illustrate the features and to aid community input. In December, Alternate D is announced as the preferred route.

**June 1998** – Congress approves \$103 million earmark; the single largest earmark this year, and highlights the national significance of the project.

**1999** – Media becomes a daily occurrence with heightened awareness of the project.

**February 2000** – Oklahoma City completes the Land Use and Mitigation Plan for the project.

**February 2001** – Public hearing is held on the Draft Environmental Impact Statement.

**July 2001** – Preliminary engineering begins.

**February 2002** – Final Environmental Impact Statement released to the public for viewing.

**May 2002** – Record of Decision is signed by the Federal Highway Administration.

**July 2002** – Right of Way purchasing begins.

**March 2003** – First property is cleared.

**May 2003** – U.S. Transportation Secretary Norman Mineta and FHWA Administrator Mary Peters make an unprecedented trip to Oklahoma to tour the Crosstown; Mineta calls construction a high priority for federal transportation officials.

**April 2004** – Final design work begins.

**March 2005** – Utility relocations begin.

**November 2005** – Construction begins on the first phase.

**March 2007** – Public meeting held to share progress on new Crosstown construction.

**July 2007** – Dedication ceremony for completion of first construction phase.

**June 2008** – Last steel beam installed for the BNSF rail bridge over the future mainline of I-40.

**April 2009** – Exchange Ave. bridge opens a month ahead of schedule.

**September 2009** – Work begins on the grading for the central portion of the project.

**January 2010** – U.S. Rep. James Oberstar, then-Chairman of the House T & I Committee, tours the new site.

**August 2010** – First two paving projects awarded by the Oklahoma Transportation Commission.

**May 2011** – Union Pacific Rail line on final alignment throughout corridor.

**August 2011** – Final paving contract awarded. \$32 million segment between Western Ave. and Lincoln Blvd.

**October 2011** – Gov. Fallin announces some of the old bridge beams will be recycled for use in county bridge projects.

**January 2012** – New segment of eastbound I-40 opens to traffic.



## **Crosstown comparisons Then and Now**

At nearly two miles long, the old I-40 Crosstown is one bridge – the longest bridge in Oklahoma.  
Even though it is built at ground level, the new Crosstown has 41 overpasses.

When it opened in 1966, the old crosstown carried 50,000 vehicles daily.  
That's equivalent to a line of mid-sized cars that would stretch from Oklahoma City to the Texas border.

The new Crosstown is designed to carry 173,000 vehicles daily.  
That many mid-sized cars would stretch from Oklahoma City nearly to Houston.

The old Crosstown was designed to carry 76,000 vehicles daily.  
It now carries as many as 125,000 vehicles each day.

The new Crosstown has 590,000 square yards of concrete pavement.  
That is about the same as 92 football fields.

The new Crosstown has one million square feet of bridge decking.  
That's equivalent to the floor space of all the stores in Penn Square Mall.

Nearly 325,000 square yards of anti-graffiti coating were applied to the new Crosstown.  
That's almost enough to paint the flight decks of 15 aircraft carriers.

The new Crosstown has more than 11 million tons of structural and reinforcing steel built into it.  
That's equal to about 275 fully loaded semi-trucks.

The BNSF bridge over the Crosstown near Shields Blvd. contains 4 million pounds of steel.  
That's the same weight as 11 locomotives – or 2.1 million fruit cakes.

The new Crosstown eliminated 11 at-grade rail crossings.  
As part of the project, crossing arms were added to 12 other rail crossings.



## **Background of the Crosstown Project**

The I-40 Crosstown bridge was constructed in 1965 and had roadway features that, at the time, were considered state-of-the-art. But by today's standards, the fracture-critical bridge design, ramps and narrow shoulders are inadequate.

In November 1989, a crack was discovered in one of the pier beams, attracting national attention to the deteriorating bridge. The Crosstown was immediately closed for emergency repairs, which created significant transportation problems on one of the few interstates that stretch from coast to coast. Not only is I-40 a major thoroughfare for residents of Oklahoma City, but for all of America.

The Federal Highway Administration pushed for a Major Investment Study as well as a thorough Environmental Impact Statement, the first in nearly two decades. Congress approved a \$103 million earmark, which was the nation's largest such funded project.

Today, the cost of inspections and upkeep has topped \$1 million per year. The Crosstown bridge must be inspected every six months, whereas most bridges are inspected once every two years. Weight-restricted trucks are banned from using this part of a vital interstate highway.

For these reasons, it was imperative Oklahoma take significant steps to build a new interstate that meets current and future transportation needs.



## Crosstown Partners

### Lead Government Agencies

- Federal Highway Administration
- Oklahoma Department of Transportation
- City of Oklahoma City

### Other Government Agencies and civic groups

- Greater Oklahoma City Chamber of Commerce
- Association of Central Oklahoma Governments
- Board of Oklahoma County Commissioners
- Central Oklahoma Transportation & Parking Authority
- City of Oklahoma City Planning Commission
- City of Oklahoma City Public Works Department
- City of Oklahoma City Riverfront Redevelopment Authority
- Defense Logistics (Tinker AFB)
- Federal Railroad Administration
- Federal Transit Administration
- MAPS Transportation Committee
- Oklahoma Aeronautics Commission
- Oklahoma City Beautiful
- Oklahoma City Urban Renewal Authority
- Oklahoma Congressional Delegation
- Oklahoma Department of Commerce
- Oklahoma Department of Environmental Quality
- Oklahoma Department of Human Services
- Oklahoma Department of Public Safety
- Oklahoma Department of Wildlife Conservation
- Oklahoma Highway Patrol
- Oklahoma Historical Society
- Oklahoma Office of Disability Concerns
- Oklahoma Water Resources Board
- State Historic Preservation Office
- United States Army Corps of Engineers
- United States Department of Interior
- United States Environmental Protection Agency
- United States Postal Service

### Technical Advisory Committee

- BNSF Railway
- Oklahoma Gas & Electric
- Oklahoma Natural Gas Company
- Oklahoma Trucking Association
- Union Pacific Railroad Company

### Citizens' Advisory Committee

- Aero Design
- Airport Express
- Areawide Aging Agency Inc.
- Bricktown Association
- City Rescue Mission
- Commercial Real Estate Council of Oklahoma City

- Greyhound Bus Lines Property Management
- Ground Water Protection Council
- Jefferson Bus Lines
- Langston's Western Wear
- Latino Community Development Agency
- League of Women Voters
- Lenox Properties
- Little Flower Church
- Neighborhood Alliance Inc.
- Oklahoma Bicycling Coalition
- Oklahoma City Association of Realtors
- Oklahoma City Boathouse Foundation
- Oklahoma City Metropolitan Association of Realtors
- Central Oklahoma Clean Cities
- Oklahoma Good Roads & Streets Association
- Oklahoma Goodwill Industries
- Oklahoma Highway Users Federation
- Oklahoma Railroad Association
- Oklahoma Restaurant Association
- Producers Cooperative Oil Mill
- Riverside Neighborhood Association
- Shidler-Wheeler Neighborhood Association
- Sierra Club, Oklahoma City
- South Oklahoma City Chamber of Commerce
- Southwestern Bell
- Stockyards City Main Street
- The Salvation Army
- United National Indian Tribal Youth

### Design Engineering Firms/Environmental Consultants

- Coates Field Services
- Cobb Engineering Co.
- Jacobs Engineering Group Inc. (formerly Carter & Burgess)
- MacArthur Associated Consultants
- Parsons Brinckerhoff
- Poe & Associates Consulting Engineers
- SAIC (formerly The Benham Companies)
- Tetra Tech

### Contractors

- Allen Contracting Inc.
- Duit Construction Co. Inc.
- M & M Wrecking
- Manhattan Road & Bridge Co. (formerly Muskogee Bridge)
- Midwest Wrecking Co.
- OBC, Inc.
- Sherwood Construction Co. Inc.
- TTK Construction Co. Inc.
- Urban Contractors Inc.

And, of course, the continued involvement of the citizens and media of Oklahoma City and the state.

**Carl Edwards**  
**Greater Oklahoma City Chamber**  
**2011-2012 Chairman**



Carl Edwards is a partner of Price Edwards & Company, the largest Oklahoma-based commercial real estate service company. In addition, he is a manager of PEC Investment Properties LLC, an affiliate of Price Edwards & Company as well as other real estate ownership entities.

Carl serves as Chairman of the Presbyterian Health Foundation, a local foundation that owns and operates a \$100+ million bioscience research park at the OU Health Center. He is Chairman of the Oklahoma Metropolitan Area Public Schools Trust (better known as the MAPS for Kids Trust), and is the 2011-2012 Chairman of the Greater Oklahoma City Chamber.



**Gary Ridley**  
**Secretary of Transportation**  
**Director, Oklahoma Department of Transportation**  
**Director, Oklahoma Turnpike Authority**



Longtime transportation executive Gary Ridley was appointed Secretary of Transportation by Governor Brad Henry in May 2009. He was reappointed to that position by Governor Mary Fallin after her election in November 2010. Since August 2001 Ridley has been Director of the Oklahoma Department of Transportation and in October 2009 he took on additional responsibilities as Director of the Oklahoma Turnpike Authority.

Ridley's journey up through the ranks provided him with first-hand insights into the whole spectrum of department operations. His ODOT service dates back to 1965, when he joined the department as an equipment operator. He moved up to maintenance superintendent at Kingfisher in 1970 and traffic superintendent at Perry in 1979.

In 1983 he became field maintenance engineer at Perry then advanced to Division Five Maintenance Engineer at Clinton in 1986. He became Division Engineer at Clinton in 1995. He was named Assistant Director for Operations in January 2001 before becoming ODOT Director in August.

Ridley worked with the state Legislature when it passed several landmark pieces of legislation to improve transportation funding. At the same time, he worked to conduct programming in a sound, businesslike fashion absent political influences to ensure increased funding is spent prudently.

During his tenure, the number of bad bridges has been reduced and safety features, such as life-saving cable barriers, have become commonplace on Oklahoma's highways.

Ridley also improved the process of preparing the department's eight-year Construction Work Plan. With funding increases for transportation, he was able to firm-up commitments made in the fiscally constrained plan, particularly those during the first three years. He also created ODOT's four-year Asset Preservation Plan aimed at maximizing the life of Oklahoma's infrastructure.

At the national level, he chaired the committee that celebrated the 50<sup>th</sup> Anniversary of the interstate highway system, and he has been asked to testify to Congress on several occasions about the challenges faced by state transportation officials.

Ridley is a native of Chicago and a registered Professional Engineer. He and his wife, Eula, live in Yukon and have two grown children, Daphne and Joe and four grandchildren.



# Oklahoma Governor Mary Fallin



Governor Mary Fallin was elected November 2, 2010, during a historic election in which she became the first-ever female governor of Oklahoma. She was inaugurated on the steps of the Oklahoma Capitol as the state's 27th governor on January 10, 2011.

After a successful career in the private sector as a manager for a national hotel chain, Fallin made her first foray into public service in 1990 when she was elected to the Oklahoma House of Representatives. This began her long and distinguished career of public service dedicated to conservative, commonsense solutions to the challenges facing Oklahoma families and small businesses.

During her time in the House, Fallin earned a reputation as a consensus builder who was willing to reach across the aisle. Serving in the Republican minority, she managed to pass more than a dozen bills that were signed into law by the state's Democratic governor, including Oklahoma's first "anti-stalker law" and measures aimed at improving the business climate in Oklahoma. She also worked to lower the health care costs of small businesses in Oklahoma and for her work in this area was honored as a "Legislator of the Year" by the American Legislative Exchange Council.

In 1994, Fallin would first make history by becoming the first woman and first Republican to be elected lieutenant governor of Oklahoma, an office she would hold for 12 years. In this capacity, Fallin focused her attention on issues affecting job creation and economic development. She served on 10 boards or commissions involving business and quality-of-life issues in Oklahoma. In 1997, she chaired the Fallin Commission on Workers' Compensation, which released a comprehensive reform plan to lower costs of workers' comp while creating a system that was fair to both businesses and workers. Fallin also used her position as president of the Oklahoma State Senate to allow the citizens of Oklahoma to vote on "Right to Work," which ended the practice of compelling workers to join and pay dues to a union. In 2001, Oklahoma became the first state in the country to pass such a law in more than 25 years.

Fallin was elected to the U.S. Congress in 2006 where she represented the Fifth District of Oklahoma. In Congress, Fallin served on the committees for small business, transportation and infrastructure, natural resources and armed services. Fallin coauthored numerous pieces of legislation to lower taxes, reduce regulation on businesses and individuals, fight federal overreach, increase American energy production, create jobs and protect constitutional liberties.

As governor, Fallin has cited job growth and retention, education reform, government modernization and protecting Oklahoma from the intrusions of Washington, D.C., as top priorities.

Additionally, the governor has launched the Complete College America initiative to dramatically increase the number of college graduates in Oklahoma to help the state retain and attract jobs.

Also, the governor has put forward a road and bridge plan to fix all of the currently identified structurally deficient bridges on the state highway system.

Fallin serves on the Executive Committee of the National Governors Association and is chair of the Southern States Energy Board.

The governor is a graduate of Oklahoma State University.

She is married to Wade Christensen, an Oklahoma City attorney who is the state's first "First Gentleman." The couple has six children between them. They attend Crossings Community Church in northwest Oklahoma City.



# U.S. Senator James M. Inhofe



As a member of the Oklahoma House of Representatives, minority leader of the Oklahoma Senate, mayor of Tulsa, congressman from Oklahoma's First Congressional District, to his present role as Oklahoma's senior U.S. Senator, Jim has served Oklahomans with pride and honor. Simply put, no one consistently represents common sense, conservative Oklahoma values more than Jim.

Jim considers one of his unique qualifications for office to be the 30 years he's spent in the business community being over regulated by the federal bureaucracy. Throughout his political career, Jim has been a strong advocate for the principles of limited government, individual liberty, and personal responsibility. He believes that the federal government works best when it returns dollars, decisions, and freedom to our local communities and families.

During his tenure in Congress, Jim has forged a distinguished legislative record on a diverse range of issues: surface transportation and highway funding; environmental regulation and land management; strengthening and supporting America's national defense; rural education funding; and improving America's energy independence. In addition, Jim has sponsored legislation to reduce taxes and reform the tax code; reign in out of control federal bureaucracies; promote fiscal responsibility; and reform the way Congress works.

As chairman of the Environment and Public Works Committee, Jim played a key role in passage of the 2005 Highway Bill, shepherding the important legislation through the U.S. Senate. By doing so, he ended Oklahoma's status as a 'donor state' as Oklahoma now receives more money than it sends to Washington in federal highway funding. This historic legislation also lessened the federal bureaucracy over highway trust funds by returning the decision-making process back to the states. Jim has also been a champion for restoring common sense and sound science to important environmental and regulatory issues like clean air mandates, wetlands, and endangered species.

From his post as the second ranking member of the Senate Armed Services Committee, Jim has gained a reputation as an expert on defense and national security issues. Not only is Jim a strong supporter of Oklahoma's defense industry and military community, he has also been a tireless advocate for providing greater resources, the necessary equipment, and proper training to our military personnel fighting the War on Terror and combating global threats to our nation's security. Jim has been to Iraq and Afghanistan as much as any other member of Congress since the beginning of the War on Terror.

Jim is a reform-minded leader whose efforts to change the House of Representatives' arcane discharge petition rule brought him national attention and praise. The rule change eliminated much of the secrecy in the legislative process and prevented Congressional leaders from keeping popular bills bottled up in committee. Jim has taken that same approach to shine light on the workings of the United States Senate, by sponsoring legislation to end a Senator's ability to anonymously and indefinitely obstruct the Senate's consideration of nominations and legislation.



Jim was recently voted the #1 Conservative in the U.S. Senate by *National Journal* and “Most Outstanding Conservative U.S. Senator” by Human Events Newspaper and the American Conservative Union. He repeatedly receives various awards and recognitions, including the “Lifetime Service Award” from the Oklahoma Independent Petroleum Association, the National Taxpayers Association’s “Friends of the Taxpayer” Award, the “Hero of the Taxpayer Award” from Americans for Tax Reform, the American Farm Bureau’s “Friend of the Farm Bureau” Award, the Center for Security Policy’s “Keeper of the Flame” Award, the U.S. Chamber of Commerce’s “Spirit of Enterprise” Award, and an “A+” rating from the National Rifle Association.

Jim is a lifelong Oklahoman who grew up in Tulsa and graduated from the University of Tulsa with a degree in economics. He served in the U.S. Army and has been a small businessman working in aviation, real estate, and insurance for over 30 years. He was elected to the United States Senate in 1994 to complete the unexpired term of Senator David Boren, who resigned to become president of the University of Oklahoma. Jim was re-elected in 1996, 2002, and 2008.

Inhofe has been married 51 years to his wife, Kay, and has four grown children and twelve grandchildren. During his service in Washington, he commutes back home to Oklahoma almost every weekend.

# U.S. Representative James Lankford



James Lankford was first elected to the United States Congress on November 2, 2010. Before his election, James served as director of the Falls Creek Youth Camp from 1996 to 2009. Falls Creek is the largest youth camp in the United States, supported by 150 staff members with over 51,000 students and adults attending each summer. He also coordinated mission trips and community service trips in Belize, Malawi, England, Wales, and Germany, as well as many areas of Oklahoma. James serves on the Budget, Transportation & Infrastructure, and Oversight & Government Reform committees, where he is the Chairman of the Subcommittee on Technology, Information Policy,

Intergovernmental Relations and Procurement Reform.

While serving in Congress, James continues to work diligently studying each issue facing Congress and its impact on families in Oklahoma. He has earned the respect of his colleagues on budget issues. James has also emerged as a leader in fighting government regulations that are suffocating business today. From EPA regulations on the energy industry to the negative impact of regulations on banks and financial institutions, Congressman Lankford is fighting for prosperity in Oklahoma and our nation. He is dedicated to freeing up business to grow and add jobs to our sagging economy.

James has been married to his wife Cindy for 19 years. Together, they have two daughters: Hannah (14) and Jordan (11). He enjoys spending time with his family, sport shooting, and reading.



# Victor Mendez

## Federal Highway Administrator



On July 17, 2009, Victor Mendez was sworn in as the Federal Highway Administrator - the 18th person to hold the position. In this role, he oversees the Federal Highway Administration's (FHWA) 2,900 employees in Washington and field offices across the country and provides executive guidance on strategic initiatives and policy.

As FHWA Administrator, Mendez directed the Agency's implementation of President Obama's American Recovery and Reinvestment Act of 2009 (ARRA), which made \$26.6 billion available for bridge and highway projects across the country, helped revitalize the Nation's infrastructure and created jobs through more than 13,000 projects. Under his watch, states met all milestones outlined in the Act, which were very ambitious. In addition to putting people back to work, these projects helped make communities safer, greener, more livable, less congested and economically stronger.

Administrator Mendez parlayed his lifelong interest in innovation and technology into launching the Every Day Counts (EDC) initiative. He launched EDC early in his tenure - November 2009 - and identified three areas for initial focus: Shortening Project Delivery, Accelerating Technology and Innovation Deployment, and FHWA's Going Greener initiative, which is focused on how the Agency can improve the environment through internal operations. EDC gives states a range of tools to streamline construction projects and make them more cost effective - all while drawing upon new and established technologies and working within current legal requirements.

Prior to joining FHWA, Mendez served on the Obama-Biden Presidential Transition Team.

Previously, Mendez served as Director of the Arizona Department of Transportation (ADOT). He has more than 20 years of State DOT experience, having worked at ADOT since 1985. As Director, Mendez worked to improve the Agency's customer service in its highway and motor vehicle divisions. Under his leadership, ADOT built the Regional Freeway System in the Phoenix area six years ahead of schedule and consistently delivered statewide construction programs on time.

In 2006, Mendez was elected president of the Western Association of State Highway and Transportation Officials and the American Association of State Highway and Transportation Officials, its national counterpart. He chaired its Standing Committee on Research, the Operations Council of the Standing Committee on Highways, and the oversight group for the Transportation Research Board (TRB) Long-Term Pavement Performance program.

Mendez earned a Bachelor's Degree in Civil Engineering from the University of Texas at El Paso and later earned an MBA from Arizona State University.

# Oklahoma City Mayor Mick Cornett



Mayor Cornett has been at the forefront of the Oklahoma City renaissance. Under Cornett's leadership, the City has seen the final completion of MAPS 1, the implementation of MAPS for Kids, and the passage and implementation of MAPS 3. With Mayor Cornett leading the way, Oklahoma City became a major league city with the arrival of the National Basketball Association.

During his tenure, Oklahoma City's economy has been one of the strongest in the nation. Standing for efficient government and responsible leadership, Mayor Cornett has worked to promote an inclusive and optimistic vision of Oklahoma City, fueled by bold ideas. Cornett's humble nature, intense work ethic and optimistic attitude have become emblematic of a city that, as Cornett says, "works hard and dreams big."

**Path to City Hall** - A fourth-generation Oklahoman, Cornett was born and raised in Oklahoma City, the son of a postman and a school teacher. He graduated from Putnam City High School in 1976, where he was an All-State athlete. In 2009, he became the sixth alumnus inducted into the Putnam City Public Schools Wall of Fame. From Putnam City, Cornett went on to the University of Oklahoma, where he earned a degree in journalism.

Cornett spent 20 years in local television, first in sports and later in news. He served as a reporter, anchor and manager, and simultaneously worked as a newspaper columnist and sports play-by-play announcer. As a news anchor, he covered City Hall from 1997 to 1999, where he gained a deeper appreciation for the importance of city government in our daily lives. In 1999, Cornett left local television and started his own business, while also returning to the University of Oklahoma as a journalism professor.

In 2001, Cornett entered politics by challenging a two-term incumbent on the City Council, and won his seat by the largest margin over a sitting incumbent in City history. On February 24, 2004, Cornett was elected Mayor with 58 percent of the vote. At age 45, he was the youngest mayor the City had seen since 1959. Cornett was re-elected on March 7, 2006 with 87 percent of the vote, the highest percentage for any mayoral candidate in City history. He was again re-elected on March 2, 2010, with 58 percent of the vote.

**National Leader** - As mayor, Mayor Cornett has become one of the nation's foremost spokesmen for municipal issues. Cornett is frequently asked to speak to Congress and the White House on behalf of cities across the nation. In 2007, he was elected as a Trustee of the U.S. Conference of Mayors, the highest governing body in that organization. He had previously served on the Advisory Board and as Chair of the Urban Economic Policy Committee. Cornett is also the national President of the organization representing Republican Mayors and Local Officials (RMLLO). In June, 2010, Cornett hosted the mayors of the nation as they met in Oklahoma City for the Annual Meeting of the U.S. Conference of Mayors. In that same month, he was named one of three global finalists for the "World Mayor 2010 Prize." Later in 2010, *Governing* Magazine named him their "Public Official of the Year."

**Education and Jobs** - Mayor Cornett's two highest priorities have been education and jobs. At the top of his list has been the implementation of the City's role in MAPS for Kids, which continues to keep its promise to renovate or rebuild every single building in the Oklahoma City Public School District, while also providing capital funding to the 23 other school districts that serve Oklahoma City.



In 2007, the U.S. Conference of Mayors awarded Cornett the "City Livability Outstanding Achievement Award" for those efforts. Later that same year, Mayor Cornett led the charge to pass another initiative addressing school infrastructure in the inner city; amongst its elements are gymnasiums for every elementary school.

Meanwhile, Oklahoma City has enjoyed one of the strongest economies in the nation under Mayor Cornett's tenure. In his first five years in office, over 72,000 new jobs were created in greater Oklahoma City. In 2009 and 2010, a time of national recession, Oklahoma City consistently had the lowest unemployment in the nation.

**Vision** -In his time as mayor, Cornett has repeatedly led the charge to promote a vision that the people of Oklahoma City have embraced.

When the City proposed that it invest in the State Fair facilities to remain the "horse show capital of the world" in 2004, the voters agreed. When the City proposed that it invest in our streets in 2007, the voters again agreed.

When Mayor Cornett proposed that Oklahoma City become major league for the first time, the fans turned out to support Oklahoma City's new NBA team, and they voted to renovate the Ford Center in 2008. Cornett's efforts to use sports as an economic development tool won him the Abe Lemons/Paul Hansen Award from Oklahoma City University in 2006, and the Ray Soldan Media Award from the Oklahoma Basketball Coaches Association in 2008.

In 2009, when Mayor Cornett led the charge to successfully pass MAPS 3, a visionary infrastructure program that will continue Oklahoma City's momentum and economic growth through the next decade, the voters again approved.

At the same time, neither the City sales tax nor property tax rates have increased since Mayor Cornett took office.

Because of the vision exhibited time and again by the people of Oklahoma City since Mayor Cornett took office, the nation's eyes are on America's 29th-largest city like never before. For this success, Mayor Cornett is quick to credit the people of Oklahoma City, his predecessors, the City Council, the City staff, and a business community that understands the importance of a working relationship with City Hall.

**Quality of Life** - Mayor Cornett has taken a personal interest in the health of his citizens.

On December 31, 2007, led by his own 42-pound weight loss, Cornett put Oklahoma City on a diet ([www.thiscityisgoingonadiet.com](http://www.thiscityisgoingonadiet.com)), sparking a movement to change the culture of obesity in Oklahoma City.

For those efforts, the Oklahoma State Medical Association awarded him the "Prevention in Practice" award, Blue Cross Blue Shield awarded him the "Rodney L. Huey, M.D. Memorial Champion of Oklahoma Health" award, the Oklahoma Fit Kids Coalition awarded him the "Public Official" award, the U.S. Conference of Mayors awarded him the "City Livability Outstanding Achievement Award," and Fitness Magazine named him a "2010 Champion of Health and Fitness." In further recognition of those efforts, Cornett was a guest of the First Lady of the United States at the 2010 State of the Union.

**Personal** - Cornett recently completed his MBA studies at the NYU Stern School of Business, where he specialized in management, entrepreneurship and leadership. Graduation exercises were held July 30, 2011, in New York City and Cornett was selected by his classmates to make remarks at the ceremony. In 2010, Cornett was named "Advertising Man of the Year" by the Oklahoma City Ad Club for his work with the Ackerman McQueen advertising agency. Cornett has three sons - Michael, Casey and Tristan.



# Oklahoma, My Native Land

Official state children's song

by **Martha Kemm Barrett**

As I travel the roads of America, such wonderful sights I can see.  
But nothing compares to the place I love;  
The perfect home for you and for me.

Yes, Oklahoma, my native land.  
I am proud to say your future's looking grand.  
Yes, Oklahoma, such history.  
Ev'ry day you give a gift just for me.

I see a Scissortail Flycatcher cut through the clean air  
as mistletoe kisses the branches ev'rywhere.  
Redbuds open ev'ry single spring.

I hear a Pow Wow beat the rhythm of the old ways  
as oil wells pump back mem'ries of the boom days.  
Only Oklahoma has these things.

Yes, Oklahoma, my native land.  
I am proud to say your future's looking grand.  
Yes, Oklahoma, such history.  
Ev'ry day you give a gift just for me.

Perfect home for you.  
The perfect home for me.  
It's only Oklahoma for me."

§25-94.5. Official state children's song.

The official children's song of the State of Oklahoma is hereby declared to be the words and music of the song "Oklahoma, My Native Land", composed and written by Martha Kemm Barrett.

Added by Laws 1996, c. 25, § 1, eff. Nov. 1, 1996.