



Oklahoma Progress

Interstate 44/Interstate 235/ Broadway Extension Oklahoma City

U.S. Secretary of Transportation Anthony Foxx
Senator James Inhofe
Governor Mary Fallin
Secretary of Transportation Gary Ridley
ODOT Executive Director Mike Patterson

August 30, 2013



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

U.S. Secretary of Transportation Anthony Foxx Visit
Interstate 44/Interstate 235/Broadway Extension Corridor – Oklahoma City

Press Conference Agenda 2:15 p.m. - August 30, 2013

2:15 p.m. U.S. Secretary Foxx, Senator Inhofe and Governor Fallin along with other dignitaries will do a site visit of the construction before the press conference begins.

2:20 p.m.

Mike Patterson

Oklahoma Dept. of Transportation Executive Director

Welcome

Gary Ridley

Oklahoma Secretary of Transportation

Master of Ceremonies
Recognition of Dignitaries

Mary Fallin

Oklahoma Governor

Comments
Introduce U.S. Senator Inhofe

James Inhofe

U.S. Senator

Comments
Introduce U.S. Secretary Foxx

Anthony Foxx

U.S. Secretary of Transportation

Comments

2:45 p.m.

Gary Ridley

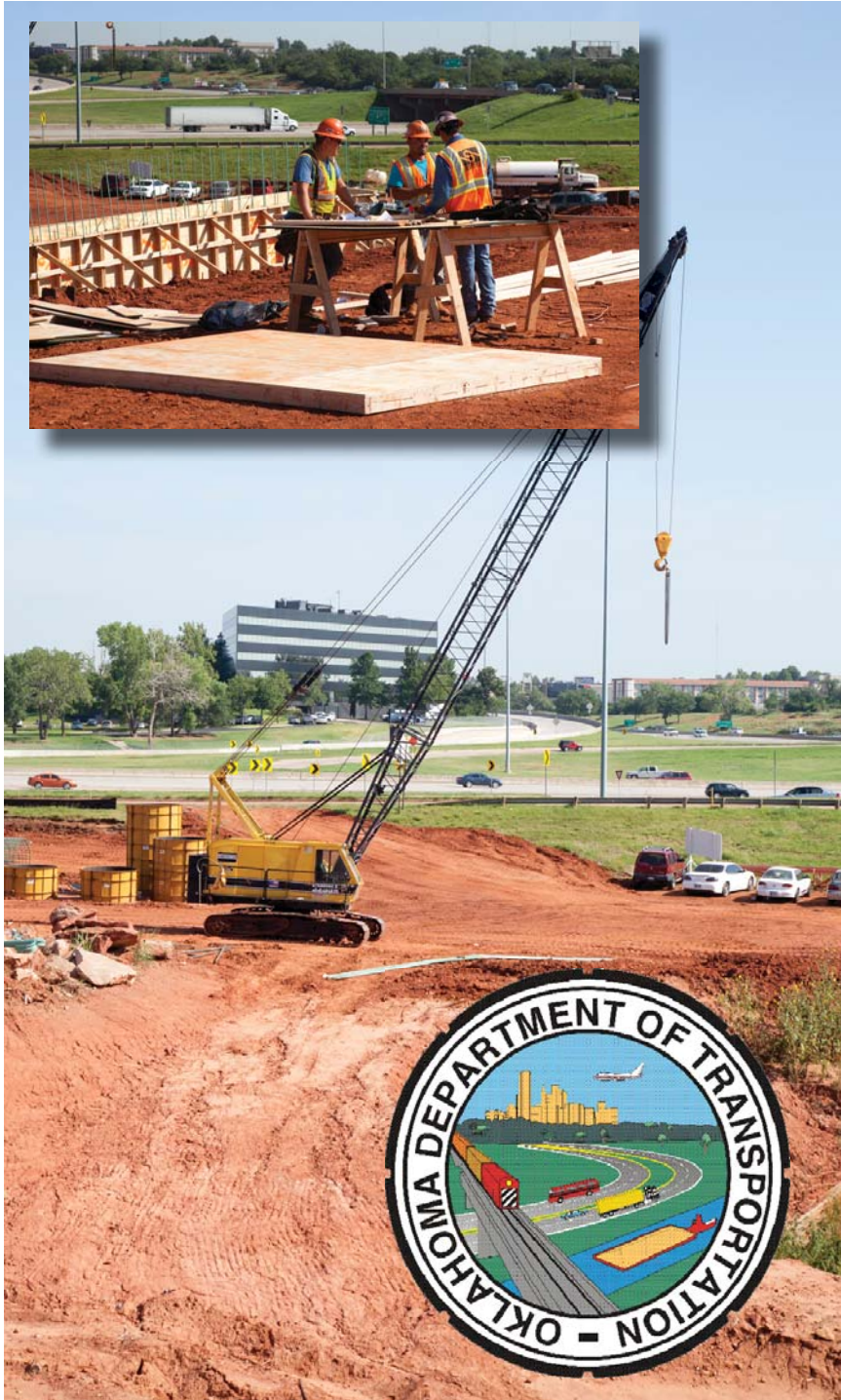
Oklahoma Secretary of Transportation

Closing Remarks
Q & A

(possible one-on-one interviews immediately afterwards)

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER



I-44/I-235/ Broadway Extension Interchange Oklahoma City

PROJECT DETAILS



August 2013



One of Oklahoma's largest corridor reconstruction projects.

The current project is the second of seven at the I-44/I-235/Broadway Extension interchange and is estimated at \$9 million.

This phase is in the southwest quadrant of the interchange and replaces the eastbound I-44 off-ramp to southbound I-235. It also includes temporary work to lengthen and add a lane to the current westbound I-44 off-ramp to northbound Broadway Extension.

Work on the corridor between Edmond and Oklahoma City began in 1997 with the widening of Broadway Extension/I-235 at 63rd St. and has continued with subsequent projects north and south of the interchange and now in the interchange.

The first project in the interchange itself was the recently completed replacement of the southbound I-235/Broadway Extension ramp to westbound I-44. Approximately \$100 million total has been spent on the interchange improvements including construction, right-of-way and utilities between 36th St. and 63rd St.

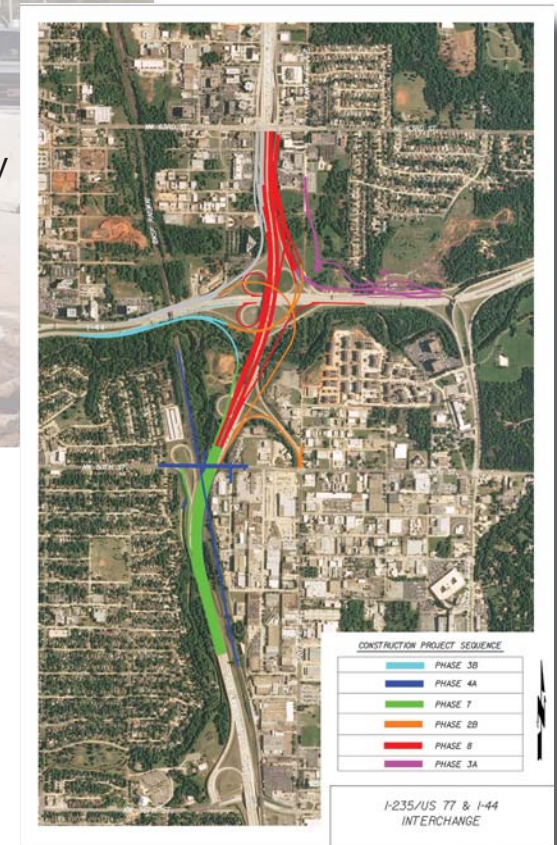
Construction started in July 2013 and is expected to complete in Spring 2014.

Contractor is Sherwood Construction of Catoosa, OK.

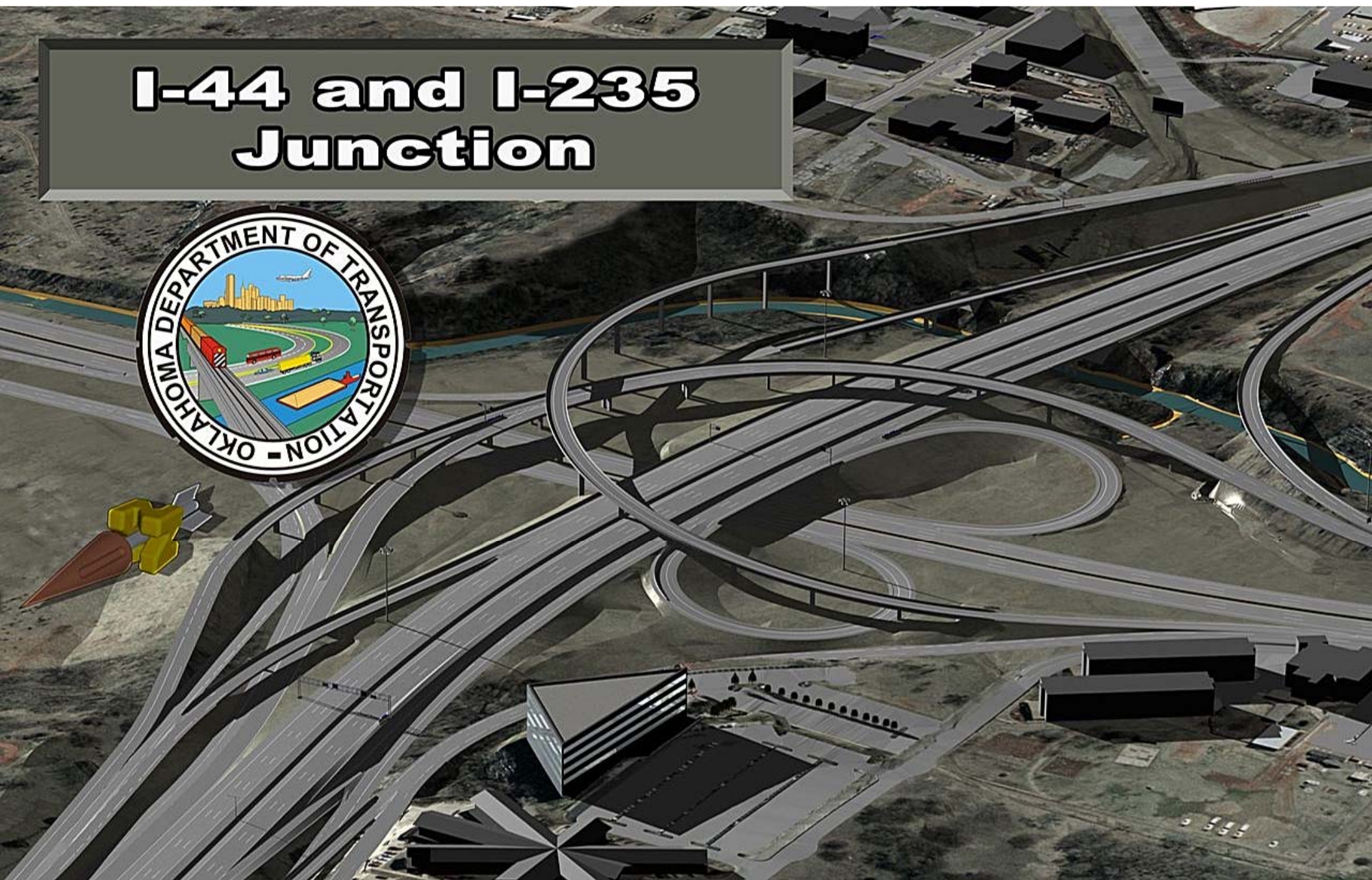
Future projects on this major commuter route between Oklahoma City and Edmond which carries nearly 100,000 vehicles a day, include:

- More than \$130 million in improvements to the Broadway Extension(US-77)/I-235/I-44 interchange scheduled in ODOT's 8-year plan
- Subsequent future projects on the corridor will construct longer ramps and new flyover ramps at I-235 and I-44
- Projects will also improve frontage roads and complete the widening of Broadway Extension(US-77)/I-235 between 36th St. in Oklahoma City and north to Edmond

Background: There was an additional nearly \$150 million invested in roadway projects in this corridor between this interchange in Oklahoma City and north to Edmond.



I-44 and I-235 Junction





I-44 I-235 interchange1.jpg



I-44 I-235 interchange2.jpg



I-44 I-235 interchange3.jpg



I-44 I-235 interchange4.jpg



I-44 I-235 interchange5.jpg



I-44 I-235 interchange6.jpg



I-44 I-235 interchange7.jpg



I-44 I-235 interchange8.jpg



I-44 I-235 interchange9.JPG



I-44 I-235 interchange10.JPG



I-44 I-235 interchange11.JPG

Oklahoma Department of Transportation
Progress on Highways & Bridges
August 30, 2013

Highway Improvements

- Oklahoma's central location and major highway corridors like I-40, I-44, I-35 and US-75 are important for trade and commerce. A modern transportation system is crucial to Oklahoma's agriculture and energy industries, which require goods to be moved to market quickly and efficiently.
- Oklahoma ranks 17th in the nation for highway miles, with more than 12,000 centerline miles of state-owned interstate and highway.
- Oklahoma's highway system is worth approximately \$60 billion today, making it the state's largest and most valuable asset.
- Since implementation of ODOT's first eight-year plan in 2003, the state has made great strides in addressing its most critical transportation infrastructure needs, including significant rehabilitation or reconstruction of more than 275 miles of interstate pavement.
- ODOT's 2013-2020 Eight-year Construction Work Plan includes:
 - More than \$2 billion in improvements to high-volume major highways
 - \$75 million for highway surface rehabilitation
 - 112 miles of interstate rehabilitation or reconstruction
 - More than 600 miles of shoulder and roadway improvements to two-lane highways without paved shoulders
- Oklahoma is also a national leader in making highway travel safer. Since 2007, ODOT has installed 586 miles of cable barrier and plans to install 59 additional miles. During this time period, the number of crossover fatalities on Oklahoma highways and interstates decreased from 39 in 2007 to six in 2012.

Bridge Improvements

- ODOT maintains about 6,800 state-owned highway bridges statewide. In 2004, Oklahoma topped national lists for the number of structurally deficient bridges, with 1,168 highway bridges considered structurally deficient. Since that time, the number has been reduced by more than half to 556 by the end of 2012.
- ODOT's 2013-2020 Eight-year Construction Work Plan includes 951 bridge projects and fully implements Gov. Mary Fallin's Bridge Improvement and Turnpike Modernization Plan to repair or replace Oklahoma's remaining structurally deficient bridges by the end of the decade.

- Nearly 16,000 city and county bridges are maintained separately by local governments. Following 2012 inspections, 3,552 off-system bridges are structurally deficient, down from 4,636 identified in a 2011 report.
- The Five-year County Improvements for Roads and Bridges program for 2013-2017 includes more than \$900 million in dedicated state and federal funds for county road and bridge construction projects in all 77 counties.

Funding

- Investing in transportation is now a top priority in Oklahoma. ODOT's first eight-year plan in 2003 contained less than \$2 billion in improvements; the 2013-2020 plan includes \$5.6 billion in infrastructure improvements.
- Thanks to Oklahoma's congressional delegation, led by U.S. Sen. James Inhofe who served as chairman and then ranking member of the Senate Environment and Public Works Committee, federal funding formulas were reformed in recent years to ensure that Oklahoma began to receive a more equitable share of transportation funding.
- Key reforms in the Moving Ahead for Progress in the 21st Century Act (MAP-21), approved in 2012, gave state DOTs more flexibility to use federal transportation funds on critical highway and bridge projects, while streamlining the planning and review processes so projects can be expedited.
- Prior to 2005, state funding for highways and bridges was based almost entirely on motor fuel taxes, which had remained stagnant at about \$200 million annually for decades. Since then, Oklahoma lawmakers approved numerous pieces of legislation, beginning with House Bill 1078 in 2005, to provide incremental increases in state transportation funding. When these incremental funding increases are fully implemented by 2018, annual state funding for highways will have increased to \$575 million, plus the \$200 million from fuel taxes.

U.S. Secretary of Transportation Anthony Foxx



Anthony Foxx became the 17th United States Secretary of Transportation on July 2, 2013.

In nominating him, President Obama said, "I know Anthony's experience will make him an outstanding Transportation Secretary. He's got the respect of his peers, mayors, and governors all across the country. And as a consequence, I think that he's going to be extraordinarily effective."

As U.S. Secretary of Transportation, Foxx leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime, and surface transportation. His primary goal is to ensure that America maintains the safest, most efficient transportation system in the world.

Foxx joined the U.S. Department of Transportation after serving as the mayor of Charlotte, North Carolina, from 2009 to 2013. During that time, he made efficient and innovative transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. These investments included extending the LYNX light rail system, the largest capital project ever undertaken by the city, which will build new roads, bridges, transit as well as bicycle and pedestrian facilities; expanding Charlotte-Douglas International Airport, the sixth busiest in the world; working with North Carolina Governor Beverly Perdue to accelerate the I-485 outer belt loop using a creative design-build-finance approach, the first major project of its kind in North Carolina; and starting the Charlotte Streetcar project.

Prior to being elected mayor, Foxx served two terms on the Charlotte City Council as an At-Large Representative. As a Council Member, Foxx chaired the Transportation Committee, where he helped shepherd the largest transportation bond package in the city's history, enabling Charlotte to take advantage of record low interest rates and favorable construction pricing to stretch city dollars beyond initial projections. Foxx also chaired the Mecklenburg-Union Metropolitan Planning Organization.

Foxx is an attorney and has spent much of his career in private practice. He also worked as a law clerk for the U.S. Sixth Circuit Court of Appeals, a trial attorney for the Civil Rights Division of the U.S. Department of Justice, and staff counsel to the U.S. House of Representatives Committee on the Judiciary.

Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the University's prestigious public service scholarship. He earned a bachelor's degree in History from Davidson College.

Foxx and his wife, Samara, have two children, Hillary and Zachary.

U.S. Senator James Inhofe



U.S. Senator Jim Inhofe (R-Okla.) is a U.S. Army Veteran. He is the Ranking Member of the U.S. Senate Armed Services Committee and former Chairman and Ranking Member of the U.S. Senate Environment and Public Works Committee.

An avid pilot with over 11,000 flight hours, Inhofe became the only member of Congress to fly an airplane around the world when he recreated Wiley Post's legendary trip around the globe.

The conservative publication, *Human Events*, in editorializing on a recent "Top 10 Most Outstanding Conservative Senators," ranked Inhofe number one saying he is an "unabashed conservative" and noted that "he's unafraid to speak his mind."

National Journal magazine also recently ranked Inhofe the most conservative member of the Senate, and noted that he was "the only senator with a perfect conservative score."

Jim has been married to his wife, Kay, for 53 years. They have four children and 16 grandchildren.

Governor Mary Fallin



Governor Mary Fallin is the first woman to be elected governor of Oklahoma. She also currently serves as the chair of the National Governors Association, a bipartisan group representing all of the nation's governors.

Prior to her historic election in 2011, Fallin represented the people of Oklahoma in a number of state and federal positions. She served two terms as a state representative before becoming Oklahoma's first Republican and first woman lieutenant governor in 1995. From 2006 to 2010, she served as a member of the United States House of Representatives.

As governor, Fallin cites job growth and retention, education reform and workforce development, government modernization and the elimination of government waste as top priorities. During Fallin's administration, Oklahoma has consistently ranked among the top states for job creation.

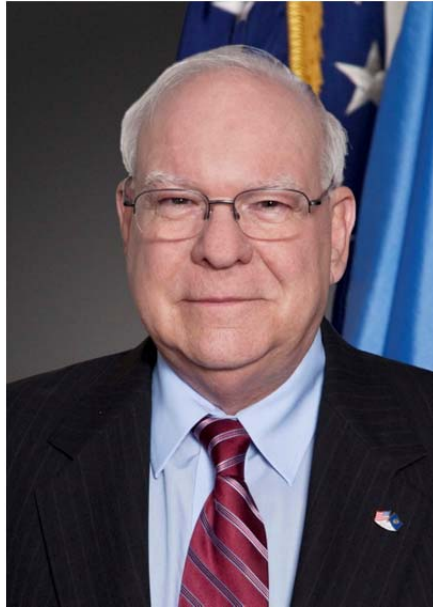
During her first year as governor, Fallin balanced the state budget while closing a \$500 million deficit and lowering the income tax rate. That year, she also saw many of her legislative priorities signed into law, including lawsuit reform, comprehensive education reform, and government modernizations.

This year, the governor signed into law an income tax cut, a historic overhaul of the workers' compensation system that will lower costs for businesses, and targeted funding increases for education, health care and infrastructure.

Additionally, Fallin has launched an initiative to increase the number of college graduates and career certificate holders in Oklahoma to help the state attract and retain jobs. She also has implemented a road and bridge plan that will eliminate all of the deficient bridges on the state's highway system. Finally, Fallin introduced the state's first-ever comprehensive energy plan focused on developing and finding new markets for Oklahoma's plentiful natural resources.

Fallin is a graduate of Oklahoma State University. She is married to Wade Christensen, Oklahoma's first "First Gentleman," and the couple has six children between them.

Oklahoma Secretary of Transportation Gary Ridley



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. Ridley served as Director of the Oklahoma Department of Transportation from August 2001 to April 2013 as well as Director of the Oklahoma Turnpike Authority from October 2009 to April 2013.

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 manager 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.

Following the Webbers Falls I-40 bridge disaster in the summer of 2002, Ridley led ODOT's effort to rebuild the interstate bridge in record time. 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 developing 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.

Under his leadership, ODOT and OTA were the first state agencies to make a large purchase of CNG cars and trucks as part of Gov. Fallin's bipartisan, multistate initiative to use CNG vehicles in state fleets. ODOT was the first government agency in the nation to place an order for CNG vehicles.

Ridley has been asked to testify to Congress on several occasions about the challenges faced by state transportation officials. He also chaired the American Association of State Highway and Transportation Officials committee that organized the 50th Anniversary of the interstate highway system in 2006.

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 Department of Transportation
Executive Director Mike Patterson**



J. Michael “Mike” Patterson was appointed Executive Director of the Oklahoma Department of Transportation in March 2013 and officially assumed the position in April. He had previously served as the agency’s Deputy Director and Chief Financial Officer since 2010.

He began his career with the agency in 1980 as Deputy Comptroller. He moved up to Comptroller in 1984 and became Assistant Director of Finance in 1999. He served 10 years as ODOT’s Director of Finance and Administration before his promotion to Deputy Director.

Patterson is a native of Oklahoma City and holds a bachelor’s degree in Accounting and a master’s degree in Finance from the University of Central Oklahoma.

Patterson currently serves as vice chair of the Standing Committee on Finance and Administration for the American Association of State Highway and Transportation Officials. He also serves as a member of the board of directors of the Oklahoma Employees Credit Union.

He continues a tradition of family service to ODOT. His father, Joe, worked in the Planning Division from 1961 to 1987.

Patterson and his wife, Joy, live in Edmond and have two daughters and five granddaughters.