

Senate Budget Brief

A Summary of Budget News and Actions

Subcommittee Chair on federal/state efforts

Senator Bryce Marlatt discusses the importance of federal funding in ongoing efforts to improve and modernize roads and bridges throughout Oklahoma.

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Oklahoma Making Dramatic Infrastructure Improvements

Over the next few years, Oklahoma will see a tremendous boost in funds dedicated to the revitalization of the state's transportation infrastructure. House Bill 2248, approved this past year, means projects to replace or repair Oklahoma's most dangerous bridges will either have been started or completed by FY 2019. (See ROADS Fund revenue graph, page 3.)

A second measure, HB 2249 has increased funding for county bridges. Appropriations Subcommittee on Transportation Chair Bryce Marlatt was principal Senate author for both measures.

As of December, 2010, 706 state bridges were identified as structurally deficient. Of these, 420 were scheduled for rehabilitation or replacement in the 2011-2018 Eight Year Construction Work Plan or Asset Preservation Plan.

Of the 286 previously unfunded dangerous bridges, 122 were scheduled for rehabilitation or replacement during the rebalancing of the 2012-2019 Construction Work Plan and review of the Asset Preservation Plan.

The funding necessary to address the remaining unfunded bridges is generated by raising the annual ROADS fund incrementally by \$18 million from a beginning level of \$41.7 million to \$59.7 million beginning in FY 2014. The fiscal cap on the ROADS fund was raised from \$435 million to \$575 million. Combined, this generates an estimated \$480 million-plus from 2012 through 2019.

County Improvements for Roads and Bridges (CIRB) Fund Also Sees Boost

HB 2249, approved 2012, increases funding for county roads and bridges and expands the 5 Year Construction Work Plan.

The funding increases the CIRB fund share of the Motor Vehicle Excise Taxes, Licenses and Fees from 15 percent to 20 percent over 3 years.

In year four, the 20 percent commitment raises the estimated annual deposits to the CIRB fund from \$78 million to over \$100 million to be utilized for additional CIRB projects selected, developed and implemented by the counties under the direct oversight and supervision of ODOT.

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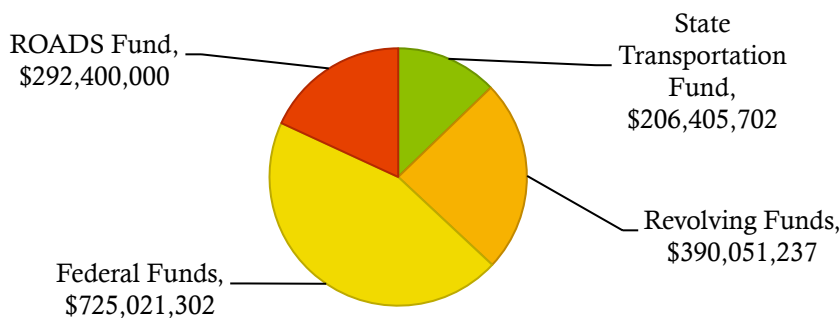
State, Federal legislation and funding both critical to Oklahoma infrastructure

By Bryce Marlatt, Chairman, Subcommittee on Transportation

The work we do at the state level to address our transportation needs is critical, but with close to half of our transportation dollars coming from the federal government, the work of our Congressional delegation is just as important. The 2012 federal highway bill is evidence of their dedication to Oklahoma's transportation needs.

The federal highway bill ensured Oklahoma would receive \$612 million a year through 2014, but it also included a key reform that streamlined the lengthy and sometimes duplicative environmental review process from projects. Before the process took an average of 15 years, but this cut it to about seven years. In addition, the bill approved last year eliminated two-thirds of the programs approved in the 2005 federal highway bill, giving states like Oklahoma greater flexibility in using funds that had been designated for alternative transportation.

Whether you are talking about personal or corporate income tax or fuel taxes, just about every one of us is paying federal taxes—the efforts of our Washington delegation to return federal dollars to Oklahoma for highway funding makes it possible for us to continue to improve and enhance our transportation system.



Getting our money's worth...

When it comes to federal gas taxes, Oklahoma has historically been a donor state, meaning we sent in more in taxes than we got back. Before 2003, Oklahoma received the minimum allocation of 92% of what they contributed in federal gas taxes. Since 2003, the state has received federal dollars for earmarked projects in Oklahoma City and Tulsa that have pushed what they receive from the federal government to over 100% and out of the donor state status. However, once those projects are complete within the next 2 years the state will drop back down into donor state status and continue receiving the minimum allocation of 92%.

ROADS Fund Revenue Gains, FY 2006--FY 2018

