

Oklahoma Counties Road and Bridge Funding

Where from here?

COUNTY ROADS AND BRIDGES

County government: the most effective and efficient form of government

MAJORITY OF ASSETS...

82,755 miles of road

75% of roads in OK are county roads

13,611 bridges

60% of bridges in OK are county bridges

2,624 of these bridges are deficient

MINORITY OF FUNDING...

County roads and bridges receive only

25% of gasoline tax

21% of diesel tax

28% of motor vehicle fees

14% of gross production tax

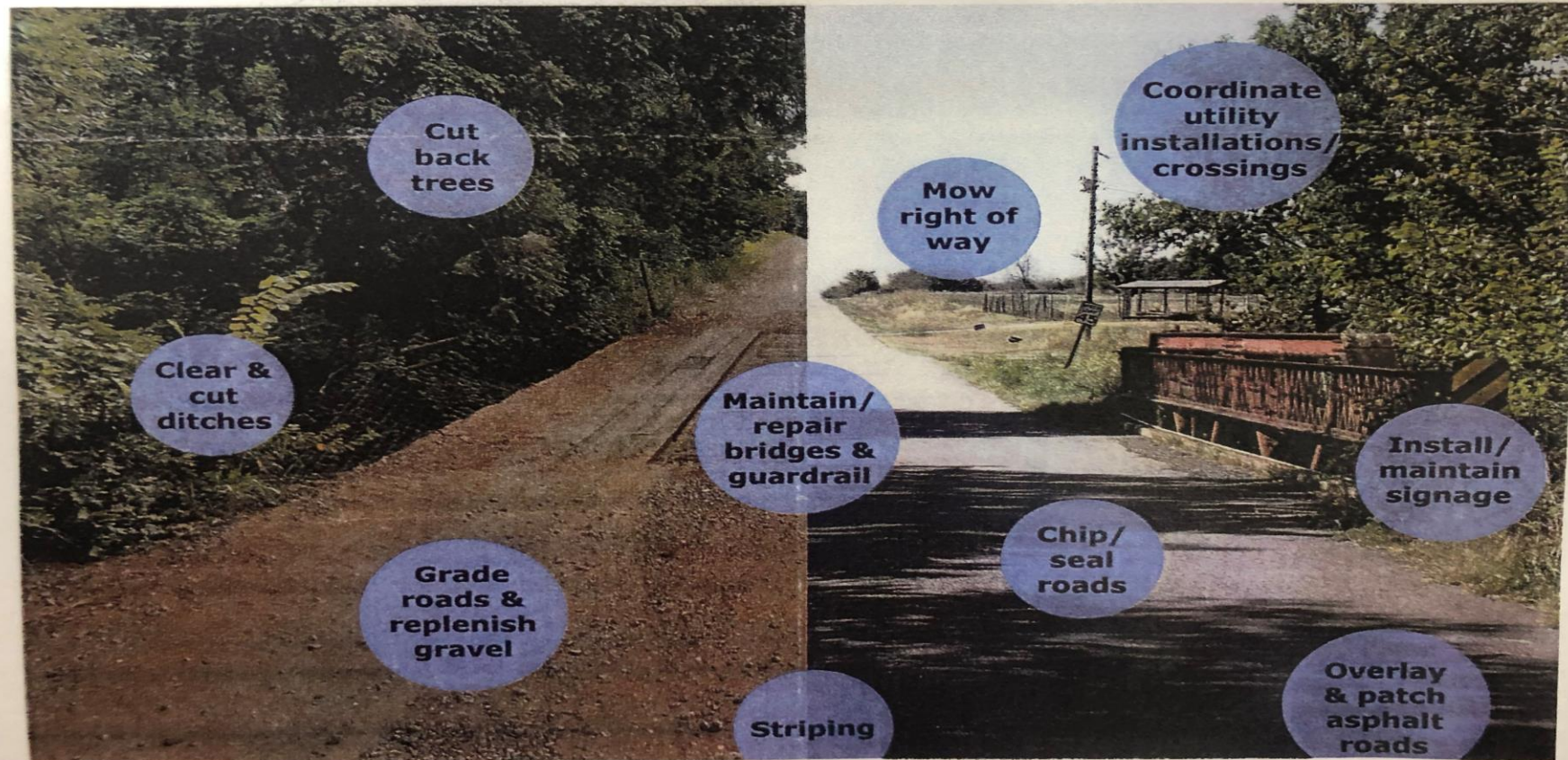
Oklahoma
Funding
Overview

County Road Maintenance Activities

WHAT WE DO TO KEEP YOUR ROADS SAFE

3,232 county employees maintain these roads and bridges.

That's **25.6** miles and **4.2** bridges per employee to provide all these services:



Gross Production Tax

Revised 11/14/2019

Gross Production Tax

Beginning June 30, 2004, gross production tax revenues are again generated by a 7% levy on the value of production of oil and gas and a tax levy of 0.75% of the gross value of asphalt and ores bearing lead, zinc, jack, gold, silver and copper. Between January 1, 1999 and June 30, 2004, lower tax rates were applied depending upon the price of oil or gas. These lower rates were applicable, for example, when the price per barrel of crude fell below \$17.00 and when the price per mcf of gas fell below \$2.10. As stated above, these provisions expired June 30, 2004. At one time, counties received a portion of gross production taxes directly proportional to the value of current production. As shown in Table 5 below, counties now receive their share of this tax based on the county's proportionate share of production value in the corresponding month of the preceding year. Conversely, counties with little or no production receive little or no gross production tax revenue. In addition to the levy described above, the State of Oklahoma levies an additional gross production tax on oil and gas of 0.085% (68 O.S. §§ 1101-1102). None of this tax is apportioned to counties.

In the 2nd Special Session in 2018 the Legislature passed HB 1010xx. It stated that all wells "spudded" prior to and after the passage of this act shall be taxed at 5% for the first 3 years of production of oil and gas. After 3 years the tax raises to 7%.

Table 5 details the apportionment of the gross production taxes. Of the levy collected on gas and asphalt and ores, 7.14% is apportioned to counties. Each county's proportion is based upon the proportion of the total value of production from the county in the corresponding month of the preceding year (68 O.S., § 1004). Of the levy collected on oil production, 3.745% is apportioned to the County Bridge and Road Improvement Fund of the State, 0.535% is apportioned to the Statewide Circuit Engineering District Revolving fund and 7.14% is apportioned to county highway funds. The 3.745% is apportioned using the **County Road, CR**, factor. (OAC 730:10-7-3) (Ok Tax Commission – Table 9) The 7.14% is apportioned like the gas and ores revenues – proportionate to a county's value of production in the preceding year. Hence, gross production taxes to counties are principally based upon their recent production history. If production declines relative to state production, their share of gross production revenue will decline. The increase or decrease in the dollar amount of the revenue will depend upon the current value of production.

Table 5. Apportionment of Gross Production Taxes (68 O. S. § 1004)

There are essentially three gross production taxes. One is the 0.75% tax on the value of production of asphalt and certain ores. Second is the 7% tax on the value of production of natural gas. Third is the 7% tax on the value of production of oil. The first and second gross production taxes are apportioned in the same way. These two are addressed first, followed by apportionment of the tax on oil production.

Apportionment of gross production taxes on gas based at an overall 5% tax rate.

1. 80.00% is apportioned to the General Revenue Fund of the state
2. 10.00% is apportioned to the various counties' County Highway Fund
3. 10.00% is apportioned to the various school districts

Gross production tax page 2

Revised 11/14/2019

Apportionment of gross production taxes on oil based at an overall 5% tax rate.

1. 23.75% is apportioned to the state's Common Education Technology Revolving Fund.
2. 23.75% is apportioned to the state's Higher Education Capital Revolving Fund.
3. 23.75% is apportioned to the Oklahoma Student Aid Revolving Fund.
4. 3.28% is apportioned to the County Bridge and Road Improvement Fund. (Ok Tax Commission – Table 9)
5. 0.47% is apportioned to the Statewide Circuit Engineering Districts Revolving fund.
6. 5% apportioned as follows;
Until the end of June 30, 2019;
 - a. 33 1/3% is apportioned to the Oklahoma Tourism and Recreation Department Revolving Fund.
 - b. 33 1/3% is apportioned to the Oklahoma Conservation Commission Infrastructure Revolving Fund.
 - c. 33 1/3% is apportioned to the Community Water Infrastructure Development Revolving Fund.Beginning July 1, 2019 and thereafter, apportioned to Oklahoma Water Resources Board Rural Economic Action Plan Water Projects Fund.
7. 10% is apportioned to the various counties' County Highway Fund.
8. 10% is apportioned to the various school districts.

Apportionment of gross production taxes on asphalts, ores, and gas based at an overall 7% tax rate.

1. 85.72% is apportioned to the General Revenue Fund of the state
2. 7.14% is apportioned to the various counties' County Highway Fund
3. 7.14% is apportioned to the various school districts

Regarding the county highway fund apportionment, the statute states that “each county shall receive a proportionate share of the funds available based upon the proportion of the total value of production from such county in the corresponding month of the preceding year.” Hence, apportionment of funds is directly tied to historical production.

Apportionment of gross production taxes on oil based at an overall 7% tax rate.

1. 25.72% is apportioned to the state's Common Education Technology Revolving Fund.
2. 25.72% is apportioned to the state's Higher Education Capital Revolving Fund.
3. 25.72% is apportioned to the Oklahoma Student Aid Revolving Fund.
4. 3.745% is apportioned to the County Bridge and Road Improvement Fund. (Ok Tax Commission – Table 9)
5. 0.535% is apportioned to the Statewide Circuit Engineering Districts Revolving fund.
6. 4.28% apportioned as follows;
Until the end of June 30, 2019;
 - a. 33 1/3% is apportioned to the Oklahoma Tourism and Recreation Department Revolving Fund.
 - b. 33 1/3% is apportioned to the Oklahoma Conservation Commission Infrastructure Revolving Fund.
 - c. 33 1/3% is apportioned to the Community Water Infrastructure Development Revolving Fund.

Gasoline Tax

10/2019

Formulas Distribution of Taxes

Gasoline – 16 cents per gallon & CNG/LNG – 5 cents (Title 68 § 500.6)

- A) First 4½% goes to tribes (Title 68 § 500.63)
- B) \$3,000/month is taken off the top for the Oklahoma Aeronautics Revolving fund plus 100% taxes paid on aircraft fuel. (Title 3 § 91)
- C) \$250,000/month is taken off the top for the State Transportation fund with first \$850,000 going to Public Transit Rev Fund and second \$850,000 going to Tourism & Passenger Rail fund.

Remaining funds:

- D) 1.625% goes to the High Priority State Bridge Revolving Fund
- E) 63.75% goes to the State Transportation fund
- F) 27% goes to the counties' County Highway fund
 - Note:** 0.33% (1/3 of 1%) of the 27%, .09%, goes back into the Circuit Engineering District Revolving fund (74 O.S. 1991 § 227.3)
 - 1) 65.3% divided (Ok Tax Commission – Table 7)
 - a) 40% of funds prorated by County Road mileage/Total State county road mileage
 - b) 60% of funds
 - 50% prorated by County Area/Total State area
 - 50% prorated by Total County Population/Total State Population
(The total county population is used) (Annual census)
 - 2) 23.1% divided (Ok Tax Commission – Table 3)
 - a) 1/3 County Road mileage/Total State county road mileage
 - b) 1/3 County Area/Total State Area
 - c) 1/3 County Rural Population/Total State Rural Population (10 yr census)
(Rural population includes population of cities and towns less than 5,000)
 - 3) 11.6% divided by County Road, CR, factor (Ok Tax Commission – Table 9)
- G) 3.125% goes to counties' County Highway fund by the CR factor
(Ok Tax Commission – Table 9)
- H) 2.297% goes to counties' County Bridge and Road Improvement, CBRI, fund by the CR factor
(OAC 730:10-7-3) (Ok Tax Commission – Table 9)
- I) 0.328% goes to the Statewide Circuit Engineering District Revolving Fund
- J) 1.875% goes to cities and towns

Gasoline Tax page 2

Formulas Distribution of Taxes

Gasoline – additional 3 cents per gallon (Title 68 § 500.4B) passed in 2018 by HB 1010xx

A) First 4½% goes to tribes (Title 68 § 500.63)

B) Prior to 7/1/2019 the remaining revenue transmitted to State's General Revenue fund, then beginning from this date afterwards the funds will be transmitted to Rebuilding Oklahoma Access and Driver Safety, ROADS, fund (Title 69 § 1521)

The 3-cent additional gasoline tax began in SFY 2019, 7/1/2018.

Note: An additional 1-cent motor fuel (gasoline & diesel) fee, in SY 2019, \$33,926,627, apportioned to Petroleum Storage Tank Indemnity fund, Tribes, Corporation Commission, DEQ, Weigh Station Revolving fund (Title 17 § 354)

Total current gasoline tax/fee is 20 cents per gallon.

In SFY 2019 the State apportioned 25.9% of the 19 cents on gasoline and 5 cents on CNG & LNG tax for counties' CBRI fund and County Highway Fund. This amounted to \$93,601,297 out of the total apportioned, \$361,940,338.

Diesel Tax

10/2019

Formulas Distribution of Taxes

Diesel – 13 cents per gallon (Title 68 § 500.7)

A) First 4½% goes to tribes (Title 68 § 500.63)

B) \$83,333.33/month is taken off of the top for the State Transportation fund

Remaining funds:

C) 1.39% goes to High Priority State Bridge Revolving Fund.

D) 64.34% goes to the State Transportation fund

E) 26.58% goes to the counties' County Highway Fund

1) 42.1% divided (Ok Tax Commission – Table 10)

a) 50% of funds prorated by Total County Population/Total State Population
(The total county population is used)

b) 50% of funds prorated by County Area/Total State area

2) 14.5% divided (Ok Tax Commission – Table 7)

a) 40% of funds prorated by County Road mileage/Total State county road mileage

b) 60% of funds

- 50% prorated by County Area/Total State area

- 50% prorated by Total County Population/Total State Population

- (The total county population is used) (Annual population)

3) 28.9% divided (10 yr census) (Ok Tax Commission – Table 3)

a) 1/3 County Road mileage/Total State county road mileage

b) 1/3 County Area/Total State Area

c) 1/3 County Rural Population/Total State Rural Population

(Rural population includes population of cities and towns less than 5,000)

4) 14.5% divided by the County Road, CR, factor (Ok Tax Commission – Table 9)

F) 3.85% of remaining goes to counties' County Highway fund by the CR factor
(Ok Tax Commission – Table 9)

G) 3.36% of remaining goes to counties' County Bridge and Road Improvement, CBRI, fund by
the CR factor (OAC 730:10-7-3) (Ok Tax Commission – Table 9)

H) 0.48% of remaining goes to the Statewide Circuit Engineering District Revolving fund.

Diesel Tax page 2

Formulas Distribution of Taxes

Diesel – additional 6 cents per gallon (Title 68 § 500.4B) passed in 2018 by HB 1010xx

A) First 4½% goes to tribes (Title 68 § 500.63)

B) Prior to 7/1/2019 the remaining revenue transmitted to State's General Revenue fund, then beginning from this date afterwards the funds will be transmitted to Rebuilding Oklahoma Access and Driver Safety, ROADS, fund (Title 69 § 1521)

The 6-cent additional diesel tax began in SFY 2019, 7/1/2018.

Note: An additional 1-cent motor fuel (gasoline & diesel) fee, in SY 2019, \$33,926,627, apportioned to Petroleum Storage Tank Indemnity fund, Tribes, Corporation Commission, DEQ, Weigh Station Revolving fund (Title 17 § 354)

Total current diesel tax/fee is 20 cents per gallon.

In SFY 2019 the State apportioned 21.7% (4.1 cents) of the 19 cents on diesel for counties' CBRI fund and County Highway Fund. This amounted to \$36,489,581 out of the total collected, \$168,060,896.

Motor Vehicle Taxes

10/2019

Formulas Distribution of Taxes

Motor Vehicle Collections (Title 47 § 1104)

- A) First \$ off the top and apportioned (specifically by law) to the following funds: (Various Titles & Sections FY 2018)
- 1) General Revenue Fund (\$400,000, 10.5 million T47 S1133D/1132.4)(Add. Exam/Reg. fees)
 - 2) Oklahoma Tax Commission Revolving Fund. (\$1.6 million, reg. fees, T47 S1104O)
 - 3) Oklahoma Tax Commission Reimbursement Fund (2.95 million, T47 S1105, S1107, S1135.2, S1135.3, S1135.5, S1136)
 - 4) State Public Safety Fund, T47 S2-147 (23.4 million from exam/reg fees, T47 S6-101M, S6-114, S6-105.3, S1113.2)
 - 5) DPS Imaging System Revolving Fund (Every \$6.75 of driver license issued/renewal, 5.4 million, T47 S6-101M)
 - 6) Department of Public Safety Patrol Vehicle Fund (\$850,000, T47 S1132.4)
 - 7) Motor Vehicle Driver Education Fund (\$900,000, \$1 Vehicle Reg. Fee, T47 S1132.1B)
 - 8) Trauma Care Assistance Revolving Fund (Every \$5.50 of driver license issued/renewal, 3.3 million, T47 S6-101M)
 - 9) Law Enforcement Retirement Fund (\$0.50 of reg. fee, 9.9 million-a portion off the top, T47 S1132.4)
 - 10) Depart. Public Safety Revolving Fund, T47 S2-144.1 (Every \$10.00 of driver license issued/renewal, 10.2 million T47 S6-101M, S6-117)
 - 11) Weigh Station Revolving Fund (Excess of \$2,716,000 from permit/overweight fees, T47 S14-116, there was no excess in FY 2018)
 - 12) State Highway Construction and Maintenance Fund (\$0.50 reg. penalty, 4 million, T68 S2013)
 - 13) Motorcycle Safety and Education Fund (\$3/motorcycle, \$371,454, T47 S1132.6)
 - 14) Tribal Plates Chickasaw, Choctaw (\$4,342,659, T47 S1136)

Remaining funds:

- B) **36.2%** goes to school districts (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- C) **24.84%** goes to the General Revenue Fund until June 30, 2019. From July 1, 2019 and thereafter goes to the ROADS fund. (HB 1014xx)
- D) **0.31%** goes to the State Transportation Fund (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- E) **7.24%** goes to the counties' County Highway fund (Ok Tax Commission – Table 7) (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- 1) 40% of funds prorated by County Road mileage/Total State county road mileage
 - 2) 60% of funds
 - a) 50% prorated by County Area/Total State area
 - b) 50% prorated by Total County Population/Total State Population
(The total county population is used) (Annual population)

Motor vehicle taxes page 2

10/2019

Formulas Distribution of Taxes

- F) 2.59% of remaining goes to the counties' Special Revenue fund, County Road fund, by the formula show under "E" above. This is placed into the Counties' Highway Fund. (Annual population) (Ok Tax Commission – Table 7) (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- G) 3.62% goes to the counties' County Highway fund apportioned by the County Road, CR, factor. (Ok Tax Commission – Table 9) (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- H) 0.83% goes to counties' General fund for county government (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- I) 3.10% goes to cities and towns (Capped at FY 2015 amount, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- J) 1.24% goes to Oklahoma Law Enforcement Retirement fund
- K) 0.03% of remaining goes to Wildlife Conservation fund
- L) To the County Improvements for Roads and Bridges Revolving, CIRB, fund (Beginning in FY 2016 capped at 120 million dollars, excess to General Revenue Fund, beginning in FY 2019 excess goes to the ROADS fund. HB 1014xx)
- 1) For the year beginning July 1, 2007, and ending June 30, 2008, five percent (5.00%),
 - 2) For the year beginning July 1, 2008, and ending June 30, 2009, ten percent (10.00%), and
 - 3) For the year beginning July 1, 2009, and ending December 31, 2012, fifteen percent (15.00%).
 - 4) For the period beginning January 1, 2013 and ending June 30, 2013, fifteen and fifty one-hundredths percent (15.50%).
 - 5) For the year beginning July 1, 2013, and ending June 30, 2014, eighteen percent (18%).
 - 6) For the year beginning July 1, 2014, and all subsequent years, twenty percent (20%).

In SFY 2019 the State apportioned \$92,731,146 (11.8%) for counties' County Highway Fund and \$120,000,000 (16%) to the CIRB fund. The total motor vehicle tax apportioned was \$782,876,097.

2019 Oklahoma Counties Funding & Road Miles

Option 3									
Order	County	FY 2019 Amount	Mileage 2019	Appropriated Dollars per Mile	Additional Dollars + Capped	Benchmark \$3,600.00 Dollars per Mile	Rev. \$/m	Remaining Additional \$	Total Requested
1	Tillman	\$2,630,840.87	1,420.93	\$1,851.49	\$150,000.00	\$1,957.06	\$1,957.06	\$140,909.09	\$2,056.22
2	Kiowa	\$3,122,779.54	1,543.84	\$2,022.74	\$150,000.00	\$2,119.90	\$2,119.90	\$140,909.09	\$2,211.37
3	Cotton	\$1,971,666.89	949.03	\$2,077.56	\$150,000.00	\$2,235.62	\$2,235.62	\$140,909.09	\$2,384.09
4	Harmon	\$1,848,465.19	770.76	\$2,384.56	\$150,000.00	\$2,333.37	\$2,333.37	\$140,909.09	\$2,430.87
5	Harrison	\$3,366,433.79	1,512.77	\$2,238.56	\$150,000.00	\$2,337.72	\$2,337.72	\$140,909.09	\$2,592.86
6	Beaver	\$2,819,199.11	1,199.49	\$2,350.33	\$150,000.00	\$2,475.38	\$2,475.38	\$140,909.09	\$2,496.80
7	Grant	\$4,955,945.91	2,101.43	\$2,358.37	\$150,000.00	\$2,429.75	\$2,429.75	\$140,909.09	\$2,535.69
8	Texas	\$4,172,316.81	1,760.16	\$2,370.42	\$150,000.00	\$2,455.64	\$2,455.64	\$140,909.09	\$2,494.58
9	Greer	\$5,929,142.11	2,493.43	\$2,377.91	\$150,000.00	\$2,438.06	\$2,438.06	\$140,909.09	\$2,725.63
10	Greer	\$2,015,957.71	846.36	\$2,381.92	\$150,000.00	\$2,559.14	\$2,559.14	\$140,909.09	\$2,665.16
11	Craig	\$2,472,197.05	1,036.75	\$2,384.56	\$150,000.00	\$2,529.25	\$2,529.25	\$140,909.09	\$2,696.03
12	Noble	\$2,719,207.26	1,116.50	\$2,435.47	\$150,000.00	\$2,569.82	\$2,569.82	\$140,909.09	\$2,667.20
13	Washita	\$4,165,283.15	1,670.74	\$2,493.08	\$150,000.00	\$2,582.86	\$2,582.86	\$140,909.09	\$2,820.50
14	Delaware	\$3,069,798.99	1,191.53	\$2,578.35	\$150,000.00	\$2,702.24	\$2,702.24	\$140,909.09	\$2,667.20
15	Harper	\$2,675,311.72	1,014.55	\$2,578.35	\$150,000.00	\$2,784.79	\$2,784.79	\$140,909.09	\$2,667.20
16	Jefferson	\$1,874,095.11	708.46	\$2,645.31	\$150,000.00	\$2,857.04	\$2,857.04	\$140,909.09	\$2,667.20
17	Woodward	\$3,870,862.94	1,370.44	\$2,678.60	\$150,000.00	\$2,788.06	\$2,788.06	\$140,909.09	\$2,890.88
18	Key	\$3,912,431.19	1,440.50	\$2,716.02	\$150,000.00	\$2,820.15	\$2,820.15	\$140,909.09	\$2,917.97
19	Nowata	\$1,855,196.74	670.63	\$2,766.35	\$150,000.00	\$2,990.02	\$2,990.02	\$140,909.09	\$3,200.13
20	Mayes	\$3,077,548.31	1,112.24	\$2,766.98	\$150,000.00	\$2,901.85	\$2,901.85	\$140,909.09	\$3,028.53
21	Ottawa	\$2,254,375.90	804.77	\$2,801.27	\$150,000.00	\$2,987.66	\$2,987.66	\$140,909.09	\$3,162.75
22	Caddo	\$5,322,082.65	1,893.01	\$2,811.44	\$150,000.00	\$2,890.68	\$2,890.68	\$140,909.09	\$3,217.66
23	Adair	\$2,175,940.55	766.66	\$2,838.21	\$150,000.00	\$3,033.86	\$3,033.86	\$140,909.09	\$3,217.66
24	McIntosh	\$2,415,156.34	847.15	\$2,850.92	\$150,000.00	\$3,027.98	\$3,027.98	\$140,909.09	\$3,194.32
25	Pawnee	\$2,434,555.24	851.70	\$2,858.47	\$150,000.00	\$3,034.58	\$3,034.58	\$140,909.09	\$3,200.03
26	Lincoln	\$4,441,305.72	1,519.18	\$2,923.49	\$150,000.00	\$3,022.23	\$3,022.23	\$140,909.09	\$3,114.98
27	Garfield	\$5,674,448.85	1,881.52	\$3,048.29	\$150,000.00	\$3,128.87	\$3,128.87	\$140,909.09	\$3,204.56
28	Cherokee	\$2,984,887.71	954.83	\$3,126.09	\$150,000.00	\$3,283.19	\$3,283.19	\$140,909.09	\$3,430.76
29	Choctaw	\$2,324,046.43	738.11	\$3,157.20	\$150,000.00	\$3,360.97	\$3,360.97	\$140,909.09	\$3,552.40
30	Muskogee	\$3,918,711.37	1,238.65	\$3,163.70	\$150,000.00	\$3,284.80	\$3,284.80	\$140,909.09	\$3,398.56
31	Bryan	\$3,355,118.11	1,054.41	\$3,181.99	\$150,000.00	\$3,324.25	\$3,324.25	\$140,909.09	\$3,457.88
32	Rogers	\$3,617,811.46	1,136.28	\$3,183.91	\$150,000.00	\$3,315.92	\$3,315.92	\$140,909.09	\$3,439.93
33	Sequoyah	\$2,645,909.86	827.86	\$3,196.08	\$150,000.00	\$3,377.27	\$3,377.27	\$140,909.09	\$3,547.48
34	McCurtain	\$4,417,328.17	1,370.35	\$3,223.50	\$150,000.00	\$3,332.96	\$3,332.96	\$140,909.09	\$3,435.79
35	Custer	\$4,504,617.74	1,390.57	\$3,239.40	\$150,000.00	\$3,347.27	\$3,347.27	\$140,909.09	\$3,448.61
36	Beckham	\$3,838,284.75	1,157.14	\$3,317.04	\$150,000.00	\$3,446.67	\$3,446.67	\$140,909.09	\$3,568.45
37	Logan	\$4,180,338.69	1,201.04	\$3,480.60	\$150,000.00	\$3,605.49	\$3,605.49	\$140,909.09	\$3,722.81
38	Wagoner	\$2,978,329.63	852.03	\$3,495.67	\$150,000.00	\$3,671.62	\$3,671.62	\$140,909.09	\$3,837.00
39	Okmulgee	\$3,272,277.70	925.47	\$3,535.80	\$150,000.00	\$3,697.88	\$3,697.88	\$140,909.09	\$3,850.14
40	Atoka	\$2,965,623.76	831.90	\$3,564.88	\$150,000.00	\$3,745.19	\$3,745.19	\$140,909.09	\$3,914.57
41	LeFlore	\$4,913,926.54	1,375.30	\$3,572.99	\$150,000.00	\$3,682.05	\$3,682.05	\$140,909.09	\$3,784.51
42	Haskell	\$2,156,272.42	595.64	\$3,620.09	\$0.00	\$3,620.09	\$3,620.09	\$140,909.09	\$3,856.66
43	Major	\$4,416,615.65	1,211.92	\$3,644.31	\$0.00	\$3,644.31	\$3,644.31	\$140,909.09	\$3,760.58
44	Okfuskee	\$2,530,025.17	682.39	\$3,707.59	\$0.00	\$3,707.59	\$3,707.59	\$140,909.09	\$3,914.09
45	Pushmataha	\$2,653,983.89	712.36	\$3,725.62	\$0.00	\$3,725.62	\$3,725.62	\$140,909.09	\$3,923.43
46	Seminole	\$3,167,246.77	849.72	\$3,727.40	\$0.00	\$3,727.40	\$3,727.40	\$140,909.09	\$3,893.23
47	Pottawatomie	\$4,235,335.80	1,128.55	\$3,752.90	\$0.00	\$3,752.90	\$3,752.90	\$140,909.09	\$3,877.76
48	Payne	\$4,201,947.84	1,074.91	\$3,909.12	\$0.00	\$3,909.12	\$3,909.12	\$140,909.09	\$4,040.21
49	Comanche	\$5,064,942.32	1,275.71	\$3,970.29	\$0.00	\$3,970.29	\$3,970.29	\$140,909.09	\$4,080.75
50	Johnston	\$2,069,931.95	515.80	\$4,013.05	\$0.00	\$4,013.05	\$4,013.05	\$140,909.09	\$4,286.24
51	Pontotoc	\$3,641,409.05	892.13	\$4,081.70	\$0.00	\$4,081.70	\$4,081.70	\$140,909.09	\$4,239.65
52	Roger Mills	\$5,093,416.21	1,225.54	\$4,156.06	\$0.00	\$4,156.06	\$4,156.06	\$140,909.09	\$4,271.04
53	Murray	\$1,460,372.66	348.13	\$4,194.91	\$0.00	\$4,194.91	\$4,194.91	\$140,909.09	\$4,599.67
54	Ellis	\$5,428,678.13	1,277.63	\$4,249.02	\$0.00	\$4,249.02	\$4,249.02	\$140,909.09	\$4,359.31
55	Creek	\$4,675,150.32	1,094.93	\$4,269.82	\$0.00	\$4,269.82	\$4,269.82	\$140,909.09	\$4,398.51
56	Woods	\$6,008,359.66	1,400.56	\$4,289.97	\$0.00	\$4,289.97	\$4,289.97	\$140,909.09	\$4,390.58
57	Osage	\$7,084,409.87	1,643.44	\$4,310.72	\$0.00	\$4,310.72	\$4,310.72	\$140,909.09	\$4,396.46
58	Pittsburg	\$5,605,663.87	1,287.06	\$4,355.40	\$0.00	\$4,355.40	\$4,355.40	\$140,909.09	\$4,464.88
59	Latimer	\$2,038,598.61	467.54	\$4,360.27	\$0.00	\$4,360.27	\$4,360.27	\$140,909.09	\$4,661.65
60	Marshall	\$2,271,816.70	503.16	\$4,515.10	\$0.00	\$4,515.10	\$4,515.10	\$140,909.09	\$4,795.15
61	Alfalfa	\$6,329,014.73	1,348.34	\$4,693.93	\$0.00	\$4,693.93	\$4,693.93	\$140,909.09	\$4,798.44
62	DeWey	\$5,409,770.67	1,119.54	\$4,831.51	\$0.00	\$4,831.51	\$4,831.51	\$140,909.09	\$4,957.38
63	Hughes	\$4,300,316.43	835.47	\$5,147.18	\$0.00	\$5,147.18	\$5,147.18	\$140,909.09	\$5,315.84
64	Washington	\$2,755,126.26	512.54	\$5,375.44	\$0.00	\$5,375.44	\$5,375.44	\$140,909.09	\$5,650.36
65	Coal	\$2,755,680.64	507.84	\$5,426.28	\$0.00	\$5,426.28	\$5,426.28	\$140,909.09	\$5,703.74
66	Love	\$2,725,496.80	423.74	\$6,432.00	\$0.00	\$6,432.00	\$6,432.00	\$140,909.09	\$6,764.54
67	McClain	\$3,671,516.39	545.58	\$6,729.57	\$0.00	\$6,729.57	\$6,729.57	\$140,909.09	\$6,987.84
68	Garvin	\$7,583,871.06	1,053.52	\$7,198.60	\$0.00	\$7,198.60	\$7,198.60	\$140,909.09	\$7,332.35
69	Stephens	\$9,300,512.32	1,118.25	\$8,317.02	\$0.00	\$8,317.02	\$8,317.02	\$140,909.09	\$8,443.03
70	Carter	\$7,078,887.83	822.68	\$8,604.42	\$0.00	\$8,604.42	\$8,604.42	\$140,909.09	\$8,775.70
71	Blaine	\$13,449,585.02	1,304.10	\$10,313.31	\$0.00	\$10,313.31	\$10,313.31	\$140,909.09	\$10,421.36
72	Grady	\$15,411,088.83	1,492.35	\$10,326.73	\$0.00	\$10,326.73	\$10,326.73	\$140,909.09	\$10,421.15
73	Kingfisher	\$16,982,707.14	1,544.31	\$10,996.95	\$0.00	\$10,996.95	\$10,996.95	\$140,909.09	\$11,088.20
74	Tulsa	\$9,502,771.01	666.70	\$14,253.44	\$0.00	\$14,253.44	\$14,253.44	\$140,909.09	\$14,464.80
75	Canadian	\$14,393,738.88	972.48	\$14,801.37	\$0.00	\$14,801.37	\$14,801.37	\$140,909.09	\$14,946.27
76	Cleveland	\$5,824,289.66	297.88	\$19,553.70	\$0.00	\$19,553.70	\$19,553.70	\$140,909.09	\$20,026.85
77	Oklahoma	\$13,045,798.64	543.21	\$24,017.96	\$0.00	\$24,017.96	\$24,017.96	\$140,909.09	\$24,277.37
		\$351,104,206.45	82,822.08	\$4,239.26	\$6,150,000.00			\$10,850,000.00	\$17,000,000.00

2019 Oklahoma Counties Funding Statistics

State of Oklahoma 2019 County Road Maintenance Funding

		2019 State Funding		Miles of Roads		Dollars per Road Mile
Stated Target Goal						3,600.00
Bottom ten Counties		35,561,838.82	9.7%	14,598.20	17.6%	2,436.04
Middle 57 Counties		218,559,226.34	59.4%	58,408.44	70.5%	3,741.91
Top ten Counties		113,983,141.29	31.0%	9,815.44	11.9%	11,612.64
Total 77 Counties		368,104,206.45	100.0%	82,822.08	100.0%	4,444.52
Count data:						
Avg funds/County		4,780,574.11		1,075.61		4,444.52
Lowest total funds:	Harmon	1,939,374.27		770.76		2,516.18
Highest total funds	Kingfisher	17,123,616.23		1,544.31		11,088.20
Lowest County road miles	Cleveland	5,965,198.75		297.86		20,026.85
Highest County road miles	Texas	6,220,051.20		2,493.43		2,494.58
Lowest funds/mile	Tillman	2,921,749.96		1420.93		2,056.22
Highest funds/mile	Oklahoma	13,187,707.73		543.21		24,277.37

Oklahoma Bridge Inspection Requirements

BRIDGE INSPECTIONS

WHAT?

Inventory, inspect, and improve the condition of highway bridges
Inventory all highway bridges on public roads, on and off Federal-aid highways, including tribally owned

WHY?

Protect the safety of the traveling public
Allow for the efficient movement of people and goods

WHAT IS A BRIDGE?

Structures having an opening measured along the center of the roadway of more than 20 feet wide

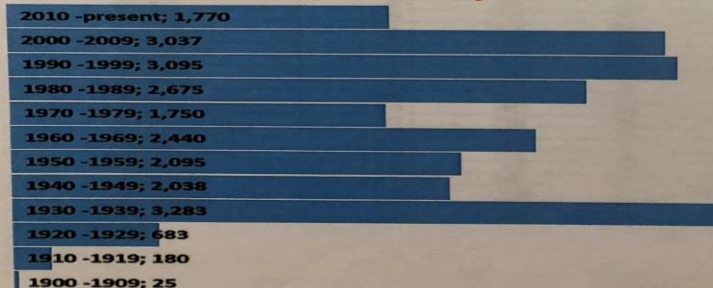
HOW OFTEN?

At regular intervals not to exceed 24 months

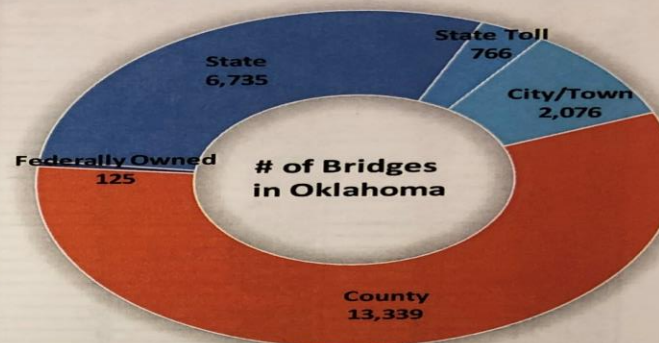
HOW?

Following standards outlined in
Moving Ahead for Progress
in the 21st Century Act (MAP-21)
Section 144 of Title 23 United States Code
National Bridge Inspection Standards

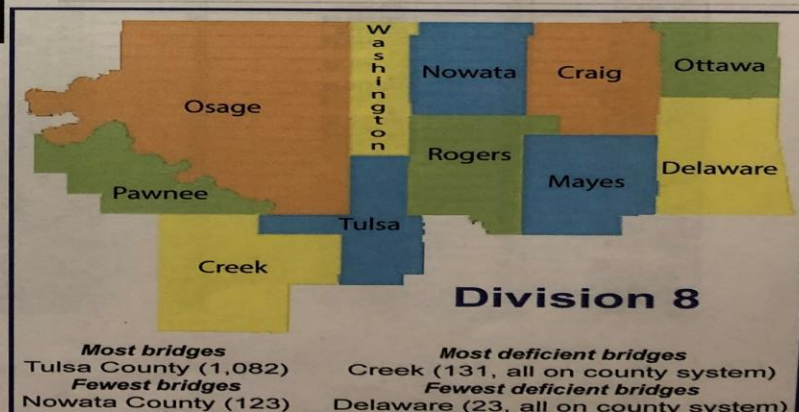
How old are Oklahoma's bridges? ☐ Check out the years they were built



Information provided courtesy of GUY Engineering Services, Inc.



Bridge Status



Oklahoma Counties Bridge Data

County Bridges								
TABLE B								
SUMMARY OF BRIDGE NEEDS								
REPLACEMENT COST								
ACCO BRIDGE SYSTEM								
MAY 2019								
COUNTY	TOTAL BRIDGES	ADEQUATE BRIDGES	STRUCTURALLY DEFICIENT		FUNCTIONALLY OBSOLETE		TOTAL OBSOLETE OR DEFICIENT BRIDGES	
	NUMBER	NUMBER	NUMBER	REPLACEMENT COST	NUMBER	REPLACEMENT COST	NUMBER	REPLACEMENT COST
ADAIR	97	79	17	\$5,168,000	1	\$225,000	18	\$5,393,000
ALFALFA	321	266	51	\$14,603,000	4	\$1,101,000	55	\$15,704,000
ATOKA	141	122	15	\$4,133,000	4	\$1,137,000	19	\$5,270,000
BEAVER	139	132	7	\$3,976,000	0	\$0	7	\$3,976,000
BECKHAM	168	160	3	\$1,028,000	5	\$1,483,000	8	\$2,511,000
BLAINE	231	195	35	\$9,975,000	1	\$406,000	36	\$10,381,000
BRYAN	157	122	21	\$6,953,000	14	\$4,501,000	35	\$11,454,000
CADDO	325	230	93	\$29,658,000	2	\$580,000	95	\$30,238,000
CANADIAN	186	137	22	\$8,802,000	7	\$1,496,000	29	\$10,298,000
CARTER	202	178	22	\$7,345,000	2	\$511,000	24	\$7,856,000
CHEROKEE	121	97	20	\$8,995,000	4	\$1,534,000	24	\$10,529,000
CHOCTAW	141	125	11	\$2,908,000	5	\$994,000	16	\$3,902,000
CIMARRON	45	40	4	\$4,378,000	1	\$225,000	5	\$4,603,000
CLEVELAND	66	63	3	\$1,481,000	0	\$0	3	\$1,481,000
COAL	97	74	21	\$6,562,000	2	\$450,000	23	\$7,012,000
COMANCHE	285	227	42	\$12,707,000	16	\$5,887,000	58	\$18,594,000
COTTON	111	102	8	\$1,706,000	1	\$350,000	9	\$2,056,000
CRAIG	104	69	30	\$8,315,000	5	\$5,103,000	35	\$13,418,000
CREEK	254	134	114	\$14,030,000	6	\$1,878,000	120	\$32,981,000
CUSTER	263	246	13	\$4,169,000	4	\$1,194,000	17	\$5,363,000
DELAWARE	95	68	24	\$9,105,000	3	\$1,991,000	27	\$11,096,000
DEWEY	135	131	3	\$761,000	1	\$648,000	4	\$1,409,000
ELLIS	104	100	4	\$998,000	0	\$0	4	\$998,000
GARFIELD	297	293	92	\$28,425,000	12	\$4,048,000	104	\$32,473,000
GARVIN	240	176	61	\$19,125,000	3	\$862,000	64	\$19,987,000
GRADY	278	232	40	\$14,982,000	6	\$1,731,000	46	\$16,713,000
GRANT	456	288	162	\$54,588,000	6	\$1,801,000	168	\$56,389,000
GREER	199	180	18	\$10,749,000	1	\$236,000	19	\$10,985,000
HARMON	75	73	2	\$705,000	0	\$0	2	\$705,000
HARPER	77	73	4	\$1,028,000	0	\$0	4	\$1,028,000
HASKELL	112	90	22	\$6,692,000	0	\$0	22	\$6,692,000
HUGHES	157	103	44	\$13,620,000	10	\$4,641,000	54	\$18,261,000
JACKSON	230	211	14	\$5,638,000	5	\$1,147,000	19	\$6,785,000
JEFFERSON	95	77	14	\$4,085,000	4	\$1,012,000	18	\$5,097,000
JOHNSTON	102	69	26	\$7,872,000	7	\$3,115,000	33	\$10,987,000
KAY	268	220	44	\$12,712,000	4	\$982,000	48	\$13,694,000
KINGFISHER	254	208	38	\$15,077,000	8	\$2,562,000	46	\$17,639,000
KIOWA	342	308	24	\$7,899,000	10	\$2,084,000	34	\$9,983,000
LATIMER	138	131	7	\$2,224,000	0	\$0	7	\$2,224,000
LEFLORE	238	177	46	\$15,187,000	15	\$4,272,000	61	\$19,459,000
LINCOLN	365	199	142	\$40,814,000	24	\$5,983,000	166	\$46,797,000
LOGAN	216	110	89	\$27,596,000	17	\$4,384,000	106	\$31,980,000
LOVE	62	59	3	\$1,140,000	0	\$0	3	\$1,140,000
MCCLAIN	117	98	18	\$6,045,000	1	\$225,000	19	\$6,270,000
MCCURTAIN	171	132	25	\$11,958,000	14	\$4,523,000	39	\$16,481,000
MCINTOSH	97	74	20	\$5,776,000	3	\$777,000	23	\$6,553,000
MAJOR	217	194	20	\$6,814,000	3	\$1,044,000	23	\$7,858,000
MARSHALL	50	43	7	\$2,885,000	0	\$0	7	\$2,885,000
MAYES	124	85	32	\$10,596,000	7	\$3,478,000	39	\$14,074,000
MURRAY	58	53	5	\$1,688,000	0	\$0	5	\$1,688,000
MUSKOGEE	184	113	65	\$18,719,000	6	\$2,014,000	71	\$20,733,000
NOBLE	194	157	20	\$5,980,000	16	\$4,397,000	37	\$10,377,000
NOWATA	88	67	21	\$5,989,000	10	\$2,586,000	21	\$5,989,000
OKFUSKEE	161	103	48	\$15,502,000	5	\$1,200,000	53	\$16,702,000
OKLAHOMA	111	96	10	\$2,682,000	10	\$2,586,000	20	\$5,268,000
OKMULGEE	194	111	67	\$17,582,000	10	\$3,619,000	63	\$21,201,000
OSAGE	260	151	87	\$28,080,000	22	\$9,061,000	109	\$37,141,000
OTTAWA	161	98	60	\$17,434,000	9	\$497,000	63	\$17,931,000
PAWNEE	120	59	52	\$19,488,000	3	\$3,556,000	61	\$23,044,000
PAYNE	262	205	51	\$16,311,000	6	\$1,536,000	57	\$17,847,000
PITTSBURG	210	181	25	\$6,473,000	4	\$1,068,000	29	\$7,541,000
PONTOTOC	182	131	35	\$11,320,000	13	\$4,432,000	51	\$15,752,000
POTTAWATOMIE	262	217	36	\$11,786,000	9	\$2,731,000	45	\$14,517,000
PUSHMATAHA	117	99	8	\$2,412,000	10	\$2,103,000	18	\$4,515,000
ROGER MILLS	101	101	0	\$0	0	\$0	0	\$0
ROGERS	121	81	35	\$13,234,000	5	\$1,187,000	40	\$14,421,000
SEMINOLE	220	106	101	\$31,158,000	13	\$3,719,000	114	\$34,877,000
SEQUOYAH	109	98	10	\$3,465,000	1	\$225,000	11	\$3,690,000
STEPHENS	268	233	20	\$9,651,000	15	\$3,885,000	35	\$13,536,000
TEXAS	71	68	3	\$1,621,000	0	\$0	3	\$1,621,000

Oklahoma Counties bridge data page 2

FOR INFORMATION AT THE
AGENDA ITEM NO. 10

County Bridges
MEETING OF MAY 4, 2019

TABLE B
SUMMARY OF BRIDGE NEEDS
REPLACEMENT COST
ACCO BRIDGE SYSTEM
MAY 2019

COUNTY	TOTAL BRIDGES	ADEQUATE BRIDGES	STRUCTURALLY DEFICIENT		FUNCTIONALLY OBSOLETE		TOTAL OBSOLETE OR DEFICIENT BRIDGES	
	NUMBER	NUMBER	NUMBER	REPLACEMENT COST	NUMBER	REPLACEMENT COST	NUMBER	REPLACEMENT COST
TILLMAN	214	188	20	\$5,609,000	6	\$2,079,000	26	\$7,688,000
TULSA	210	149	39	\$15,781,000	22	\$14,106,000	61	\$29,887,000
WAGONER	104	85	17	\$5,319,000	2	\$516,000	19	\$5,835,000
WASHINGTON	147	120	18	\$6,136,000	9	\$2,343,000	27	\$8,479,000
WASHITA	295	231	31	\$9,948,000	33	\$9,573,000	64	\$19,521,000
WOODS	248	224	22	\$6,589,000	2	\$495,000	24	\$7,084,000
WOODWARD	99	92	5	\$1,607,000	2	\$1,202,000	7	\$2,809,000
TOTALS	13,606	10,627	2,497	\$810,625,000	482	\$158,731,000	2,979	\$969,356,000

78% 12% ÷ 2497 4% ÷ 482 22% ÷ 2979

324,640 329,317 325,396

The Department recommends Commission approval of the Commission of County Messages as required by Statute and that the certification be executed by the Commission Chairman and Secretary.

Creek County D-2 Bridge Data

Creek County D-2 Biennial Bridge Inspections by Guy

	Priority Level:	Bridge Number	Time category estimate (1=1-2 days, 2=1 week, 3=more than 1 week)		Estimated Expenses:
		Book 1:			
1	PX POA	2	3 =	8	3,500
2	ASR	14A	3 =	8	3,000
3	FX	6	1 =	1	500
4	FX	67	1 =	1	500
5	FX,PX	3	1 =	1	500
6	PX	12	1 =	1	3,000
7	PX	18	1 =	1	300
8	PX	25A	1 =	1	3,000
9	PX	65	1 =	1	3,000
10	PX	83	1 =	1	300
11	PX	1	2 =	4	5,000
12	PX	29	2 =	4	500
13	PX	10	3 =	8	500
14	PX	11	3 =	8	50,000
15	PX	13	3 =	8	3,500
16	PX	19	3 =	8	3,000
17	PX	22A	3 =	8	4,000
18	PX	23	3 =	8	2,000
19		8	=	0	
20		17	=	0	
21		24	=	0	
22		41	=	0	
23		43	=	0	
24		44	=	0	
25		55	=	0	
26		64	=	0	
27		66	=	0	
28		87	=	0	
29		11A	=	0	
30		21A	=	0	
31		24A	=	0	
32		288	=	0	
33		46A	=	0	
34		55A	=	0	
			80 Days = 20 weeks of wo		86,100
Book 2:					
35	PX	38	1 =	1	3,500
36	PX	168	1 =	1	1,000
37	PX	170	1 =	1	1,000
38	PX	176	1 =	1	1,000
39	PX	78	2 =	4	2,500
40	PX	90	2 =	4	2,000
41	PX	125	2 =	4	2,000
42	PX	135	2 =	4	3,500
43	PX	136	2 =	4	4,000
44	PX	167	2 =	4	3,500
45	PX	9	3 =	12	20,000
46	PX	20	3 =	8	3,500
47	PX	89	3 =	8	5,000
48	PX	123	3 =	24	30,000
49	PX	39	3 =	8	5,000
50	PX,FX	61	3 =	8	5,000
51	PX,FX	74	3 =	24	50,000
52	FX	76	1 =	1	3,000
53	FX	77	1 =	1	3,000
54		36	=		
55		162	=		
56		35	=		
57		50	=		
58		52	=		
59		59	=		
60		60	=		
				122 Days = 30.5 weeks of w	148,500
				202 Days = 50.5 weeks of w	234,600
				@ \$30/hr	242,400
				242,400	477,000

PX Should be repaired in the next few weeks or months
FX Needed repairs but are not considered urrent
ASR Highest priority

Key takeaways:

Counties still need CIRB funding for projects larger than County resources

- The over-riding problem for most Counties is a shortage of funding
- Commissioners currently balance funding shortages with R&B safety
- Too much disparity currently exists in County funding
- The current tax formulas need reworked for fairness
- Should tax formulas include various non road and bridge funding?
- Serious discussion is needed to solve the bridge replacement dilemma
- We can solve these issues through communication and teamwork

A blue speech bubble graphic with a white border and a dark blue shadow, containing the text "Questions or Comments?".

Questions or Comments?

Oklahoma Counties Road and Bridge Funding

- September 29, 2020
- Creek County
- Leon Warner
- Commissioner D-2
- Contact: 918-606-2715