

\$\$ Battle of the Budget \$\$

Each month, the State Tax Commission distributes "Highway Cash" to 77 Oklahoma Counties. This money, derived from taxes on fuel, motor vehicles and gross production of oil, gas, asphalt and ores, is used for road maintenance. **(Contrary to common belief, property taxes do not pay for roads).**

Once the county receives its portion of Highway Cash, it is divided among the commissioner districts. The commissioners then apportion their district's money into accounts for employee salaries, equipment, insurance, FICA, retirement, travel and maintenance and operations.

In October 2007, the county received a total of \$233,861.77 in Highway Cash.

- District 1 received \$66,182.88
- District 2 received \$74,134.18
- District 3 received \$93,544.71

A November line item budget for District 1 reflects the following:

Salaries (for 13 Employees)	\$28,000
FICA	\$ 2,300
Retirement	\$ 3,900
Travel	\$ 100
Equipment Lease Payments	\$17,500
Insurance	\$ 1,000
Maintenance/Operations (M&O)	\$13,382.88

The M&O account is the fund districts use to purchase supplies for routine road maintenance.

After District 1 received \$13,382.88 for November road maintenance, purchases were immediately made for rock, (500 tons for \$4000), fuel (2750 gallons for \$7300.25) and asphalt (20 tons for \$895).

These expenses alone totaled \$12,195.25, and depleted the account so that little was left to apply toward paving projects.

These numbers and others in this publication provide insight into the challenge District 1 faces in maintaining hundreds of miles of roadway on a minimal monthly budget.



Paving Projects... Calculating the Cost

District 1's annual maintenance and operations budget is approximately \$305,500.

Of that, 27% is used for rock purchases and 33% for fuel. The remaining 40% is spent on signs, utilities, parts and services.

With paving costs at the rate reflected below, we must rely upon grants and other sources of funding for major paving projects.

There are several factors to consider in choosing which roads get paved. These include traffic count, population and whether a road is a school bus route. A major consideration, of course, is availability of funds.

Current costs for paving materials are reflected below. If road stabilization is required, add an additional \$80,000 in project costs.

Asphalt - Per Mile 2" thickness

22' Width Roadway = \$72,830.80

Asphalt - Per Mile 3" thickness

22' Width Roadway = \$107,399.00

Single Layer Chip Seal - Per Mile

22' Width Roadway = \$18,465.90
(+ prime oil)

Double Layer Chip Seal - Per Mile

22' Width Roadway = \$36,331.80

The District 1 office is located at 2315 S. W. 19th Street in Guthrie. Visitors are always welcome to drop by to discuss county concerns.

You may contact Commissioner Sharpton at 282-3581 or send an e-mail to marksharp@sbcbglobal.net.

Office hours are from 8:00 a.m. to 4:30 p.m., Monday through Friday.

Logan County District 1 Information & Activity Report 2003-2007

First,...some history

On November 18, 2002, just prior to Commissioner Mark Sharpton taking office in January 2003, the Board of Commissioners passed a resolution changing what had historically been an equal division of road monies in Logan County.

Rather than dividing road funds by thirds as most Oklahoma counties do, the Commissioners voted that 50% of the money would go to District 3, 31.7% to District 2 and 18.3% to District 1.

This decision crippled the ability of District 1 to provide adequate services to its residents. The inequity was obvious when in February 2003, District 1 learned their portion of road money would be \$38,418, compared to \$66,550 for District 2 and \$104,969 for District 3.

Due to the efforts of Commissioner Sharpton and concerned citizens, on Feb. 28, 2003, funding for District 1 was increased to 28.3%, where it currently remains.

Returning to an equal division of funds would require approval by a majority of the County Commissioners, an action that seems unlikely at this time.

Major improvements in District 1 since Commissioner Sharpton took office are listed inside.

In spite of funding cuts, paving improvements in District 1 total nearly 35 miles.

November 2007

District "REAPs" Benefits



Each year as funds are available, the Oklahoma Legislature appropriates money into a grant program called the Rural Economic Action Plan, or REAP.

Cities, towns and counties may apply for up to \$50,000 of this funding for economic development and transportation projects.

Applications are submitted to the Association of Central Oklahoma Governments (ACOG) in Oklahoma City, where they are scored using a point system.

Since REAP grants are for rural development, areas with lower populations rank higher.

Each year District 1 faithfully applies for this money and, since 2003, has been awarded a total of **\$460,209.76**. These grants enable District 1 to complete projects our budget would normally prohibit. Grant awards include the following:

2003

\$50,000 - Country Home Estates

2004

\$24,891.30 - Davis Glenn Estates

\$50,000 - Cedar Valley-Whitehouse Rd.

2005

\$35,000 - Timberlake Estates

\$50,000 - Cedar Valley-May Ave.

2006

\$50,000 - Penn - South of Hwy 33

\$11,510.32 - Street Signs

\$50,000 - Cedar Valley-Canyon Rd.

2007

\$50,000 - Academy Rd.-South of 19th

\$50,000 - Broadway-North of Hwy 33

\$38,808.14 - Storm Sirens-Cedar Valley

In **2007**, District 1 was also awarded a **\$150,000** grant by the Department of Commerce to pave Simmons Rd. between Coltrane and I-35. (Scheduled for Nov. 07)

District 1 Road Improvements

2004

Council Rd. - 1 1/2 miles of gravel upgraded to asphalt-north of Waterloo

Macarthur Blvd. - 1 mile gravel upgraded to double layer chip seal from Waterloo to Simmons

Kelley - 1 mile of gravel upgraded to double-layer chip seal from Waterloo to Simmons

Simpson - 1 1/2 miles of gravel upgraded to double layer chip seal from Broadway to Bryant

Bryant - 1/2 mile upgraded from gravel to asphalt from Simpson south

Country Home Estates - 1 1/2 miles upgraded from gravel to single layer chip seal

Kanaly's Big Sky - 1 mile overlay with single layer chip seal

2005

Whitehouse Rd. - 1 mile of asphalt overlay between May and Penn

Sooner - 5 miles of asphalt overlay from Waterloo to Seward

Charter Oak - 1 mile upgrade from gravel to asphalt between Western and Penn

Western Ave. - 3 miles of asphalt overlay between Waterloo and Simpson

Timberlake Estates - 1 1/4 miles upgraded from gravel to asphalt

2006

May Ave. - 1 mile of asphalt overlay between Hwy 33 and Whitehouse Rd.

Charter Oak/Bryant - 1.1 miles upgraded from gravel to asphalt

Charter Oak - 1 mile upgraded with single layer chip seal between Broadway and Kelly

Charter Oak - 1/2 mile upgraded with single layer chip seal from Broadway east

Macarthur - 1 mile stabilization and single layer chip seal between Hwy 74 and Forrest Hills.

Seward Rd. - .635 miles upgrade with single layer chip seal between Broadway and RR

Broadway - .64 miles upgrade with single layer chip seal between Seward and RR

2007

Forrest Hills - 1 mile upgrade with asphalt from Broadway to Bryant Ln.

Macarthur - 1 mile upgrade with second layer chip seal between Hwy 74 and Forrest Hills

Kanaly's Berry Farm - 1 mile upgraded with single layer chip seal

Canyon Rd. - 1 mile of asphalt overlay from Broadway to Hogan Road

Broadway - 1/2 mile of asphalt overlay on Broadway from Hwy 33 north

Current and Future Projects

Kelly Ave. - 1 mile asphalt upgrade from Simmons to Charter Oak (Nov. 07)

Charter Oak - 6/10 mile asphalt upgrade between Kelly and Kevin's Way (Nov. 07)

Simmons Rd. - 1 1/2 miles of asphalt upgrade from Coltrane to I-35 (one mile overlay and 1/2 mile new asphalt (Nov. 07)

Academy Rd. - 1/2 mile of asphalt upgrade from 19th street south (Spring 08)

Pennsylvania Ave. - 1 mile asphalt overlay from Hwy 33 to Whitehouse Rd. (Dec. 07)

Road Striping - on Western Ave. (Waterloo to Simpson), on Coltrane (Waterloo to Simmons), on Broadway, (Waterloo to Hwy 33) - (Spring 08)

Simmons Rd. - 1 mile asphalt overlay between Bryant and Coltrane - (tentative schedule - Spring/Summer 2008)

Broadway STP - 5 miles of asphalt overlay between Waterloo and Seward (tentative schedule - 2010)

Coltrane - 5 miles asphalt overlay and new asphalt between Waterloo and Seward Rd. (2012)

Many projects were possible through grants, Industrial Access Funds, state and federal programs, the joint effort of District 1 and cities, Homeowners Associations, developers and private citizens whose donations are permitted by O.S. 60, Chap. 9, Sec. 390.