## FY 2026 Budget Performance Review 345 Oklahoma Department of Transportation

10/1/202

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.

### Division and Program Descriptions

Original trator: Dawn S

Note: Please define any acronyms used in program descriptions.
21 22 23 Muti-Modal Millimodal Consists of the Office of Mobility and Public Transit (OMPT), Rail Programs, and Waterways.

OMPT administers financial assistance to local, primarily rural, public transportation operations. OMPT manages federally funded transit programs that provide financial and technical assistance for rural transit operations as well as improving mobility for seniors and individuals with disabilities. The Oklahoma Department of Transporation (ODOT) works closely with 19 rural transit agencies and approximately 129 monprofit entities throughout 77 counties.

Rail Programs are administered as part of the Multi-Modal Division and provide oversight and monitoring of five railroad companies operating on state-owned tracks with 126 miles of operable track under lease. The division administer project reviews on Rail Modernization Tax Credits for specific rail improvements on routes operated by Class iff Railroads, the FHMA grade crossing safety program, and coordinates with railroads on ODOT and Oktahoma Tumpike Authority (OTA) Construction projects. The Multi-Modal Division coordinates the Heartland Figer contract with AMTRAC.

The Waterways branch promotes the use of barge transportation traffic on the McClellan-Kerr Arkansas River Navigation System (MKARNS), also designated as Marine Highway 40. The focus of the waterways program is to educate the public on the benefits of the MKARNS and to work with elected officials, port operators, and shippers to promote and market waterway transportation usage and facilities.

## 68 Highway Operations and Maintenance

rations covers a wide range of highway operating and maintenance. It includes the core functions that provide maintenance activities for the highway infrastructure through ODOTs central office and eight field districts

### 88 Information Technology & Telecommunications

The transportation industry is constantly evolving, and new technologies are being introduced to manage and improve inflastructure. ODOT is leading the way in implementing these technological advances by using a modern GIS-based highway inventory. Pavement Management System. Oracle Applications, Agile Assets, and Transport Construction Management System. The Information Technology and Telecommunications (ITT) program includes content management Systems, imaging, wireless and mobile applications, and electronic filling. The Department also employs intelligent Transportation Systems and a Commercial Vehicle Info System to facilitate the efficient movement of traffic and freight. Additionally, the OMES master service agreement is also included.

### 94 Highway Design & Construction Capital Outlays

Design and construction of ODOT's capital assets. Constructing, rehabilitation and preserving Oklahoma's highway infrastructure is based upon plans for multi-year projects. The Eight Year Construction Work Plan and Asset Preservation Plan are a large part of highway capital outlays which also include right of way acquisition, utility relocations and debt service.

### 95 County Projects

The County Program is responsible for administering the County Improvement for Roads and Bridges Program and federal aid funding for the construction and rehabilitation of county roads and bridges, and the purchase of machinery and equipment

## 96 97 Multi-Modal Projects

Transit projects are designed to assist with transportation planning; enhance access for the elderly and disabled; and assist populations in nonurbanized areas to gaining access to health care, education, employment, public services, shopping, and recreation through the maintenance, development, improvement, and use of safe public transportation systems in rural and small urban areas, as well as ensuring the safety of the state's rail-fixed guideway system

ill improvement projects typically involve upgrading public rail and road intersections. These projects may include installing new railroad signal equipment, improving the crossing surface, closing some crossings, and making specifility or roadway modifications. Additionally, rail projects encompass the Heartland Flyer service contract with Amtrak, which provides rail passenger services.

|              | FY'25 Budgeted Department Funding By Source                            |                 |                 |               |                    |                    |                 |  |  |
|--------------|--|-----------------|-----------------|---------------|--------------------|--------------------|-----------------|--|--|
| Dept.#       | Department Name  | Appropriations  | Federal         | Revolving     | Local <sup>1</sup> | Other <sup>2</sup> | Total           |  |  |
| 21 22 23     | Multi-Modal  | \$137,212       | \$1,663,610     | \$870,100     | \$0                | \$0                | \$2,670,922     |  |  |
| 68           | Highway Operations   | \$431,685,473   | \$22,353,916    | \$4,939,751   | \$0                | \$0                | \$458,979,140   |  |  |
| 88           | IT   | \$50,310,151    | \$12,893,350    | \$1,993,650   | \$2,400,000        | \$0                | \$67,597,151    |  |  |
| 94           | Highway Capital Outlay   | \$554,530,653   | \$986,993,354   | \$188,668,459 | \$24,600,000       | \$0                | \$1,754,792,466 |  |  |
| 95           | County Capital Projects  | \$0             | \$34,000,000    | \$109,300,000 | \$3,075,000        | \$0                | \$146,375,000   |  |  |
| 96 97        | Multi-Modal Capital Projects   | \$7,225,000     | \$110,952,618   | \$7,950,000   | \$265,000          | \$0                | \$126,392,618   |  |  |
|              |  |                 |                 |               |                    |                    | \$0             |  |  |
|              |  |                 |                 |               |                    |                    | \$0             |  |  |
| Total        |  | \$1,043,888,489 | \$1,168,856,848 | \$313,721,960 | \$30,340,000       | \$0                | \$2,556,807,297 |  |  |
| 1 Diagon dos | Name describe source of Least funding not included in other extensions |                 |                 |               |                    |                    |                 |  |  |

2. Please describe source(s) and % of total of "Other" funding if applicable for each department:

|                         | Balances of Appropriated Funds from Prior Fiscal Years                |                            |   |  |  |                              |  |  |  |
|-------------------------|---|----------------------------|---|--|--|------------------------------|--|--|--|
| 3-digit Class<br>Fund # | Class Fund Name   | GA Bill # and Section<br># | Fiscal Year of<br>Original<br>Appropriation | Original<br>Appropriation<br>Amount (\$) | Total Expended<br>Amount as of<br>8/31/2024 (\$) | Balance as of 8/31/2024 (\$) |  |  |  |
| 245                     | Rural Economic Transportation Reliability and Optimization Fund       | HB1004X Section 70         | 2024  | \$200,000,000                            | \$46,000,000                                     | \$154,000,000                |  |  |  |
| 310                     | Highway Construction and Maintenance Revolving Fund - disbursing fund | Multi Year*                | Multi Year*                                 | \$2,350,000,000                          | \$1,763,277,667                                  | \$586,722,333                |  |  |  |
|                         |   |                            |   |  |  | \$0                          |  |  |  |
|                         |   |                            |   |  |  |                              |  |  |  |
|                         | Total remaining prior year appropriation balance:                     |                            |   |  |  |                              |  |  |  |

oort appropriations that have existing balances from all prior fiscal years at the 3-digit class fund number (i.e. 193, 194). Do not report carryover class funds seperately.

Include appropriations located in disbursing funds. Report PREP, but not ARPA/SRF, appropriations.

\* Represents 4 years of budget funded with the ROADS Fund.

# What changes did the agency make between FY'24 and FY'25?

# 1.) Are there any services no longer provided because of budget cuts?

# 2.) What services are provided at a higher cost to the user?

The Construction Program has experienced an increase in major pay items / materials cost of 63% since 2019 thru Q2 of 2023.

# 3.) What services are still provided but with a slower response rate?

With inflation factors on construction and materials, road and bridge projects may be delayed and reduce the number of future projects.

# 4.) Did the agency provide any pay raises that were not legislatively/statutorily required?

Yes, certain targeted position in an effort to reduce the salary gap to market.

|  | Appropriation Increase Review                                      |                            |  |  |  |  |  |  |  |  |
|--|--|----------------------------|--|--|--|--|--|--|--|--|
|  | Appropriation Increases  (Additional to Agency Base Appropriation) |                            |  | Expenditures   |  |  |  |  |  |  |
| Appropriation Increase Purpose   | FY 2023  | FY 2024                    | Total Amount<br>Received<br>FY 2023-2024                                 | Total Expenditure of<br>Increase as of<br>6/30/2024                      | If funds have not been spent, please explain why.  |  |  |  |  |  |
| Rural Public Transportation (\$10.75 mm total) OCIA Lease Payment Change ROADS Fund Increase Debt Service STF Rural Trans. Match (15/85 Match w/ Feds) | \$5,000,000<br>\$1,984,836<br>\$15,000,000                         | \$2,523,069<br>\$5,000,000 | \$5,000,000<br>\$1,984,836<br>\$15,000,000<br>\$2,523,069<br>\$5,000,000 | \$5,000,000<br>\$1,984,836<br>\$15,000,000<br>\$2,523,069<br>\$5,000,000 |  |  |  |  |  |  |
| Industrial and Lake access   |  | \$10,000,000               | \$10,000,000   |  | Additional \$3.1 Mil obligated and remaining funds to be spent in the upcoming years for lake and industrial projects, \$5M to be obligated for Port of Inola. |  |  |  |  |  |
| Total:   | \$21,984,836   | \$17,523,069               | \$39,507,905   | \$31,285,878   |  |  |  |  |  |  |
| List appropriation increases that the agency has received in the prior tw  | o years. List amounts received in each year. In                    | nclude PREP, but not A     | RPA/SRF, appropria   | tions.   |  |  |  |  |  |  |

|          | FY'26 Requested Funding By Department and Source |                |               |               |                            |                 |          |  |  |  |
|----------|--|----------------|---------------|---------------|----------------------------|-----------------|----------|--|--|--|
| Dept.#   | Department Name                                  | Appropriations | Federal       | Revolving     | Local & Other <sup>1</sup> | Total           | % Change |  |  |  |
| 21 22 23 | Multi-Modal                                      | \$137,212      | \$1,663,610   | \$870,100     | \$0                        | \$2,670,922     | 0.00%    |  |  |  |
| 68       | Highway Operations                               | \$436,646,012  | \$22,353,916  | \$4,939,751   | \$0                        | \$463,939,679   | 1.08%    |  |  |  |
| 88       | IT   | \$42,765,373   | \$12,893,350  | \$1,993,650   | \$2,400,000                | \$60,052,373    | -11.16%  |  |  |  |
| 94       | Highway Capital Outlay                           | \$536,430,653  | \$986,993,354 | \$188,668,459 | \$24,600,000               | \$1,736,692,466 | -1.03%   |  |  |  |
| 95       | County Capital Projects                          | \$0            | \$34,000,000  | \$109,300,000 | \$3,075,000                | \$146,375,000   | 0.00%    |  |  |  |
| 96 97    | Multi-Modal Capital Projects                     | \$9,220,750    | \$110,952,618 | \$7,950,000   | \$265,000                  | \$128,388,368   | 1.58%    |  |  |  |
|          |  |                |               |               |                            |                 |          |  |  |  |

| Total   | \$1,025,200,000 | \$1,168,856,848 | \$313,721,960 | \$30,340,000 | \$2,538,118,808 | -0.73%  |
|---|-----------------|-----------------|---------------|--------------|-----------------|---------|
| Total   | \$1,025,200,000 | \$1,100,030,040 | \$313,721,960 | \$30,340,000 | \$2,530,110,000 | -0.7370 |
| 1. Please describe source(s) and % of total of "Other" funding for each | department:     |                 |               |              |                 |         |

|                        | FY'26 Top Five Operational Appropriated Funding Increase Requests  |  |   |   |
|------------------------|--|--|---|---|
| Request by<br>Priority | Request Description  | Is this a<br>Supplemental<br>Request? (Yes/No) | Timeframe<br>(One-Time or<br>Recurring) | Appropriation Request<br>Increase Amount (\$) |
| Request 1:             | Receive full statutory authorization of the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund                                | No   | Recurring                               | \$0   |
| Request 2:             | Receive full statutory authorization of the State Transportation Fund (STF)  | No   | Recurring                               | \$0   |
| Request 3:             | Additional STF funding - replacement funds due to IFTA transfers   | No   | One-Time                                | \$6,300,000                                   |
| Request 4:             | Appropriation to the Transit Fund  | No   | One-Time                                | \$6,900,000                                   |
| Request 5:             | Legislature clearing wording for allocation coming from the Weigh Station Revolving Fund to the Oklahoma Tax Commission General Fund |  | Recurring                               | \$10,000,000                                  |
|                        |  | Top Five Request Sub                           | itotai:                                 | \$23,200,000                                  |
| Total Increase         | above FY-25 Budget (including all requests)  |  |   | \$35,200,000                                  |
| Difference bet         | ween Ton Five requests and total requests:   |  |   | \$12,000,000                                  |

| What are the agency's top 2-3 capital or technology (one-time) requests, if applicable? |   |                                       |  |  |  |
|---|---|---------------------------------------|--|--|--|
| Description of requested increase in order of priority                                  | Needed State<br>Funding for<br>Project (\$) | Submitted to LRCPC or OCAMP? (Yes/No) |  |  |  |
| Priority 1  |   |                                       |  |  |  |
| Priority 2  |   |                                       |  |  |  |
| Priority 3  |   |                                       |  |  |  |

|             | List any requests for new construction from the Legacy Capital Fund |                                       |        |     |
|-------------|---|---------------------------------------|--------|-----|
| Description | on of requested increase in order of priority                       | Needed State Funding for Project (\$) |        | PC? |
| Priority 1  | State of Oklahoma - Parking lots & ADA improvements                 | \$8,000,0                             | 000 No |     |
| Priority 2  |   |                                       |        |     |
| Priority 3  |   |                                       |        |     |

Does the agency have any costs associated with the Pathfinder retirement system and federal employees?

Costs associated with the Retirement Savings Defined Contribution (the 9.5% to 10.5% overage that goes to the OPERS defined benefit plan) is not included in the Labor Additive Rate computation used to bill federal agencies for share of employee benefits. Therefore, ODOT receives no federal reimbursement for these costs.

## How would the agency be affected by receiving the same appropriation for FY '26 as was received in FY '25? (Flat/ 0% change

nual inflationary cost increases in materials, maintenance, and construction which would result in fewer improvements and projects being let and awarded during the fiscal year.

# How would the agency handle a 2% appropriation reduction in FY '26?

The annual apportioned allocation to the State Transportation Fund is estimated to be \$200M for FY 2026. The ROADs fund statutory apportionment is \$590M for FY 2026. A 2% reduction from this level would cause a reduction to the current Eight Year Construction Work Plan. This would impact our ability to construct, operate and maintain Oklahoma's transportation infrastructure.

| Is the agency seeking any fee increases for FY '26?    |                              |  |  |  |  |  |
|--|------------------------------|--|--|--|--|--|
| Description of requested increase in order of priority | Fee Increase<br>Request (\$) | Statutory change required?<br>(Yes/No) |  |  |  |  |
| Increase 1   |                              |  |  |  |  |  |
| Increase 2   |                              |  |  |  |  |  |
| Increase 3   |                              |  |  |  |  |  |

|        |   | Feder          | al Funds          |                    |                    |                    |                        |
|--------|---|----------------|-------------------|--------------------|--------------------|--------------------|------------------------|
| CFDA   | Federal Program Name                                | Agency Dept. # | FY 25 budget (\$) | FY 24 actuals (\$) | FY 23 actuals (\$) | FY 22 actuals (\$) | FY 24 budgeted FTE (#) |
|        | Investments for Public Works and Economic           |                |                   |                    |                    |                    |                        |
| 11.300 | Development Facilities                              | 94             | \$0               | \$0                | \$0                | \$0                |                        |
| 15.033 | Road Maintenance - Indian Roads                     | 94             | \$0               | \$0                | \$0                | \$0                |                        |
| 20.200 | Highway Research & Development                      | 94             | \$6,000,000       | \$1,871,845        | \$277,572          | \$95,346           |                        |
| 20.205 | Highway Planning & Construction                     | 68/88/94/95/97 | \$1,057,363,021   | \$1,063,419,140    | \$835,948,226      | \$745,167,943      | 248                    |
| 20.215 | Highway Training and Education                      | 68             | \$0               | \$204,510          | \$319,069          | \$192,073          |                        |
| 20.237 | Commercial Vehicle Info Systems and Networks        | 94             | \$0               | \$2,046,173        | \$301,126          | \$611,873          |                        |
| 20.319 | High Speed Rail Corridors & Intercity Passenger     | 97             | \$0               | \$0                | \$0                | \$0                |                        |
| 20.325 | Rail Infrastructure & Safety Improvements           | 97             | \$0               | \$6,195,841        | \$0                | \$0                |                        |
| 20.500 | Federal Transit - Capital Investments               | 96             | \$0               | \$0                | \$0                | \$0                |                        |
| 20.505 | Metropolitan Transit Planning                       | 96             | \$4,514,856       | \$893,981          | \$1,139,455        | \$345,323          |                        |
| 20.509 | Formula Grants for Rural Areas                      | 96             | \$61,288,003      | \$31,950,349       | \$31,615,161       | \$15,718,186       | 9                      |
|        | Enhanced Mobility of Seniors and Individuals with   |                |                   |                    |                    |                    |                        |
| 20.513 | Disabilities  | 96             | \$13,727,786      | \$4,182,904        | \$2,027,837        | \$0                | 1                      |
| 20.521 | New Freedom Act                                     | 94             | \$0               | \$0                | \$0                | \$0                |                        |
| 20.526 | Bus and Bus Facilities                              | 96             | \$24,794,008      | \$4,709,024        | \$4,383,952        | \$1,667,003        |                        |
| 20.528 | State Safety Oversight Transit                      | 96             | \$1,169,175       | \$0                | \$47,484           | \$0                | 2                      |
| 20.933 | National Infrastructure Investments                 | 94             | \$0               | \$7,685,992        | \$15,682,165       | \$2,343,146        |                        |
|        | Disaster Grants - Public Assistance (Presidentially |                |                   |                    |                    |                    |                        |
| 97.036 | Declared Disasters)                                 | 94             | \$0               | \$0                | \$0                | \$50,631           |                        |

# 1.) How much federal money received by the agency is tied to a mandate by the Federal Government?

On average, ODOT has found the costs associated with compliance to the National Environmental Policy Act (NEPA) have amounted to approximately \$4.6 million in hard costs. ODOT also receives dedicated federal funds to cover the expense of mandated data collection, reporting and highway research estimated at \$14M.

# 2.) Are any of those funds inadequate to pay for the federal mandate?

# 3.) What would the consequences be of ending all of the federal funded programs for your agency?

The Eight Year Construction Work Plan is currently funded by 65% federal money from the Federal Highway Administration. If federal funded programs were eliminated, ODOTs ability to fund road and bridge projects would be drastically reduced.

# 4.) How will your agency be affected by federal budget cuts in the coming fiscal year?

ODOT's federal transportation funding was authorized in the Infrastructure Investment and Jobs Act and should remain steady if Congress timely passes each year's federal appropiations bill. However, if Congress fails to take action within a reasonable timeframe or reduce the appropriation, it could result in delayed federally funded projects and impact federal reimbursements.

# 5.) Has the agency requested any additional federal earmarks or increases?

ODOT has requested and been awarded federal earmarks and increases related to bridge replacement, roadway improvements and railroad revitalization.

|             | FY 2025 Budgeted FTE |             |                 |              |                 |                 |         |  |  |  |
|-------------|----------------------|-------------|-----------------|--------------|-----------------|-----------------|---------|--|--|--|
| Division #  | Division Name        | Supervisors | Non-Supervisors | \$0 - \$35 K | \$35 K - \$70 K | \$70 K - \$100K | \$100K+ |  |  |  |
| 21 Transit  |                      | 11          | 1               |              |                 | 11              | 1       |  |  |  |
| 22 Rail     |                      | 3           | 0               |              |                 | 3               |         |  |  |  |
| 23 Waterwa  | ays                  | 1           | 0               |              |                 | 1               |         |  |  |  |
| 68 Multi-Me | odal Administration  | 11          | 1               |              | 1               | 8               | 3       |  |  |  |
| 68 Highway  | r'S                  | 591         | 1761            | 9            | 1775            | 382             | 186     |  |  |  |
| 88 IT       |                      | 17          | 41              |              | 39              | 15              | 4       |  |  |  |
|             |                      |             |                 |              |                 |                 |         |  |  |  |
| Total       |                      | 634         | 1804            | 9            | 1815            | 420             | 194     |  |  |  |

As per Workday and does not reflect actual supervisor count. Non-Supervisor includes individual contributors, team leaders, and board members. Supervisors include supervisors, managers, and directors

| FTE History by Fiscal Year |                                |                  |             |         |         |         |         |  |  |
|----------------------------|--------------------------------|------------------|-------------|---------|---------|---------|---------|--|--|
| Division#                  | Division Name                  | FY 2025 Budgeted | FY 2025 YTD | FY 2024 | FY 2023 | FY 2022 | FY 2016 |  |  |
| 21 Transit                 |                                | 12               | 12          | 13      | 12      | 12      | 8       |  |  |
| 22 Rail                    |                                | 3                | 3           | 3       | 3       | 5       | 6       |  |  |
| 23 Waterw                  | ays                            | 1                | 1           | 1       | 1       | 1       | 1       |  |  |
| 68 Multi-M                 | odal Administration & Planning | 12               | 11          | 5       | 4       | 0       | 0       |  |  |
| 68 Highwa                  | Operations                     | 1684             | 1627        | 1642    | 1609    | 1727    | 1731    |  |  |

| Total                     | 2438 | 2306 | 2317 | 2284 | 2283 | 2330 |
|---------------------------|------|------|------|------|------|------|
|                           |      |      | -    |      |      | Ī    |
| 88 Information Technology | 58   | 49   | 47   | 50   | 29   | 0    |
| 68 Weigh Stations         | 14   | 13   | 12   | 14   | 0    | 0    |
| 68 Highway Admin          | 198  | 176  | 178  | 188  | 166  | 228  |
| 68 Highway Engineering    | 456  | 414  | 416  | 403  | 343  | 356  |

| Performance   | Measure Review |           |           |           |           |
|---|----------------|-----------|-----------|-----------|-----------|
| 1 chomune   | FY 2024        | FY 2023   | FY 2022   | FY 2021   | FY 2020   |
| Program Name Percentage of highway system bridges rated as structurally deficient   | 0.68%          | 0.66%     | 0.66%     | 0.99%     | 1.27%     |
| Number of statewide fatalities on state highways  | *              | *         | 714       | 762       | 635       |
| Miles of two-lane rural highways with deficient shoulders   | 5162           | 5,249     | 5,273     | 5,249     | 5,299     |
| Percentage of lane miles in good condition  | 37.45%         | 39.76%    | 30.46%    | 38.65%    | 35.33%    |
| Percentage of contract awards within 10% of estimates   | 47.89%         | 53.80%    | 47.30%    | 43.60%    | 46.80%    |
| Percentage of contract growth less than national average 4.5%   | 1.59%          | 1.38%     | 1.71%     | 2.64%     | 0.78%     |
| Reduce number of structurally deficient bridges on the county highway system by 10% over 4 years  | 11.07%         | 11.50%    | *         | *         | 13.94%    |
| Total number of roadway equipment purchased for counties  | 34             | 34        | 27        | 0         | 37        |
| Increase total number of trips - rural only (non-rural data not available due to COVID)   | 1,971,708      | 1,843,083 | 1,686,352 | 1,287,713 | 2,156,289 |
| Ridership data from 26 different Transit Providers - total number of elderly and/or disabled trips - rural only (non-<br>rural data not available due to COVID) | 229,634        | 280,960   | 255,927   | 358,689   | 241,094   |
| Number of rail safety crossings improved  | 13             | 21        | 25        | 18        | 31        |
| Total number of rail passengers   | 78,330         | 70,569    | 60,465    | 33,313    | 53,705    |
| Total tonnage shipped on the MKARNS (McClellan-Kerr Arkansas River Navigation System) segment   | 4,194,972      | 4,767,423 | 5,076,110 | 5,007,634 | 3,666,253 |
| Employee turnover rate  | 12.28%         | 11.93%    | 9.65%     | 7.01%     | 7.81%     |
| Balance of federal obligation limit at end of Federal Fiscal Year - September 30.   | \$0            | \$0       | \$0       | \$0       | \$0       |

| Revolving Funds  | (200 Series Funds)     |                            |                  |
|--|------------------------|----------------------------|------------------|
|  | FY'22-24 Avg. Revenues | FY'22-24 Avg. Expenditures | June '24 Balance |
| Fund 210: Oklahoma Railroad Maintenance Revolving Fund  The purpose of this Fund is for the construction, reconstruction, repair, replacement and maintenance of railroad rights-of-way or trackage throughout the state of Oklahoma.  | \$14,935,559           | \$12,687,471               | \$23,578,130     |
| Fund 211: Oklahoma Tourism and Passenger Rail Revolving Fund   |                        |                            |                  |
| The purpose of this Fund is to acquire, construct, reconstruct, repair, replace, operate, and maintain railroad rights-<br>of-way and trackage projects at locations and on passenger routes deemed feasible and economically sound by<br>the Department.  | \$3,368,166            | \$3,187,271                | \$6,281,059      |
| Fund 220 : Highway Construction Materials Technical Certification Board  |                        |                            |                  |
| The purpose of this Fund is for conducting training, examinations and registration of highway construction<br>materials technicians and the execution of duties of the Highway Construction Materials Technician Certification<br>Board.   | \$555,376              | \$518,029                  | \$539,271        |
| Fund 225 : Public Transit Revolving Fund   |                        |                            |                  |
| The purpose of this Fund is to establish, expand, improve, and maintain public mass transportation services in both rural and urban areas.   | \$29,730,042           | \$41,825,972               | \$2,770,128      |
| Fund 230 : County Road Machinery and Equipment Revolving Fund  |                        |                            |                  |
| The purpose of this Fund is to purchase new or used road and bridge construction and maintenance machinery and equipment for lease or lease-purchase to counties.  | \$7,049,672            | \$8,522,358                | \$5,958,161      |
| Fund 265 : Weigh Station Improvement Revolving Fund  |                        |                            |                  |
| The purpose of this Fund is to construct, equip, and maintain facilities that determine the weight of vehicles on state roads and highways.  | \$4,868,274            | \$11,251,455               | \$6,009,638      |
| Fund 275: Rebuilding Oklahoma Access and Driver Safety Revolving Fund  |                        |                            |                  |
| The purpose of this fund is to finance the construction and maintenance of state roads, bridges, and highways. It covers the direct expenses of operating and maintaining the state highway system and bridges, including the expenses incurred in constructing, repairing, and maintaining state highways, farm-to-market roads, county highways, and bridges as authorized by law. The fund also provides matching federal funds and covers the purchase of materials, tools, machinery, motor vehicles, and equipment necessary or convenient for the construction and maintenance of the state highway system and bridges. Additionally, the fund covers debt service. | \$675,641,456          | \$62,256,570               | \$165,505,443    |
| Fund 280 : High Priority State Bridge Revolving Fund   |                        |                            |                  |
| This fund's purpose is to construct or reconstruct the highest priority bridges on the state highway system as defined by the Transportation Commission.   | \$6,247,735            | \$0                        | \$1,529,427      |
| Fund 285 : County Improvement for Roads and Bridges Revolving Fund   |                        |                            |                  |
| The purpose of this fund is solely for the construction or reconstruction of county roads or bridges on the county highway system, which are of the highest priority according to the Transportation Commission.   | \$132,237,097          | \$137,766,789              | \$173,392,914    |
| Fund 296 : Electric Vehicle  | -                      | -                          |                  |
| The purpose of this fund is for the revenue replacement fees for electric vehicle infrastructure.  | \$1,283,791            | \$0                        | \$0              |
| Fund 297 : Municipal Road Drilling Activity Revolving Fund   |                        |                            |                  |
| The purpose of this fund is to finance the maintenance and repair of municipal roads resulting from oil or gas drilling activities.  | \$3,478,874            | \$2,958,195                | \$1,562,037      |
| Fund 310 : Highway Construction and Maintenance Revolving Fund   |                        |                            |                  |
|  |                        |                            |                  |

| The purpose of this fund is to finance the construction and maintenance of state roads, bridges, and highways. It also covers the costs of operating and maintaining the state highway system, including bridges, as well as the expenses related to building, repairing, and maintaining state highways, farm-to-market roads, county highways, and bridges as authorized by law. Additionally, this fund will be used for matching federal funds, acquaring materials, tools, machinery, motor vehicles, and equipment necessary or convenient for the construction and maintenance of the state highway system and bridges, and debt service. | \$920,243,930          | \$1,696,380,819 | \$736,706,674 |
|--|------------------------|-----------------|---------------|
| Fund 490 : CARES Act Reimbursement   |                        |                 |               |
| This Fund was established by the State of Oklahoma to track CARES Act Reimbursement Funds. This is a clearing account.   | \$45,411,546           | \$0             | \$562,349     |
| minana a se  |                        |                 |               |
|  | loyee Telework Summary |                 |               |
| List each agency physical location (not division), then report the number of employees associated with that location in the teleworkin   |                        |                 |               |

| st each agency physical location (not division), then report the nun    |                                       | t Employee Telework Sum<br>leworking categories indicated. | nary  |                                       |  |                 |
|---|---------------------------------------|--|---|---------------------------------------|--|-----------------|
| se "No specified location" to account for remote employees not as<br>E. | Full-time and Part-time Employees (#) |  |   |                                       |  |                 |
| Agency Location / Address   | City                                  | County   | Onsite<br>(5 days onsite,<br>rarely remote) | Hybrid<br>(2-4 days onsite<br>weekly) | Remote<br>(1 day or less weekly<br>onsite)       | Total Employees |
| 00 NE 21st Street   | Oklahoma City                         | Central Office<br>Oklahoma                                 | 371   | 311                                   | 92   | 774             |
|   |                                       | District 1   |   |                                       |  |                 |
| 07595 S 4170 Road<br>15197 State Highway 9                              | Checotah<br>Eufaula                   | McIntosh<br>McIntosh                                       | 9   |                                       |  | 9               |
| 800 S 32nd Street   | Muskogee                              | Muskogee   | 82  |                                       |  | 82              |
| 360 S Wood Drive<br>33 S McGee  | Okmulgee<br>Sallisaw                  | Okmulgee   | 11<br>16                                    |                                       |  | 11<br>16        |
| 180 W Lenington Road  | Sallisaw                              | Sequoyah<br>Sequoyah                                       | 19  |                                       |  | 19              |
| 006 Old Military Road   | Stigler                               | Haskell  | 8   |                                       |  | 8               |
| 70519 Highway 51<br>102 S Muskogee Avenue                               | Stilwell<br>Tahlequah                 | Adair<br>Cherokee  | 8   |                                       |  | 8 9             |
| 528 S Highway 69  | Wagoner                               | Wagoner  | 10  |                                       |  | 10              |
|   |                                       | District 2   |   |                                       |  |                 |
| 94286 US Highway 271<br>8985 US Highway 64 W                            | Antlers<br>Buffalo                    | Pushmataha<br>Harper                                       | 66<br>1                                     |                                       |  | 66              |
| 1919 US 59  | Heavener                              | La Flore   | 9   |                                       |  | 9               |
| 374 E Bruno Road<br>318 N 1st Avenue                                    | Atoka                                 | Atoka  | 12  |                                       |  | 12              |
| 226 US Highway 70 Bypass  | Durant<br>Hugo                        | Bryan<br>Choctaw   | 10<br>10                                    |                                       |  | 10<br>10        |
| 05 SW Lincoln Road  | Idabel                                | McCurtain  | 11  |                                       |  | 11              |
| 02 E Francis  | Madill                                | Marshall   | 15  |                                       |  | 15              |
| 111 US Highway 69B<br>I01 US Highway 69B                                | Mcalester<br>Mcalester                | Pittsburg<br>Pittsburg                                     | 9   |                                       | +  | 9               |
| 506 S Mckenna   | Poteau                                | Le Flore   | 10  |                                       |  | 10              |
| 03 1/2 First Street   | Talihina                              | Le Flore   | 10  |                                       |  | 10              |
| 109 State Highway 2 N   | Wilburton                             | Latimer<br>District 3                                      | 10  |                                       | <u> </u>   | 10              |
| 2844 State Highway 3W   | Ada                                   | Pontotoc   | 78  |                                       |  | 78              |
| 46177 E Highway 66  | Chandler                              | Lincoln  | 11  |                                       |  | 11              |
| 402 S Highway 75<br>28 Mcdougal Drive                                   | Coalgate<br>Holdenville               | Coal<br>Hughes   | 9   |                                       | +  | 9               |
| 003 Banner Road   | Noble                                 | Cleveland  | 9   |                                       | +  | 9               |
| 04 W Coplin Street  | Okemah                                | Okfuskee   | 7   |                                       |  | 7               |
| 216 S Chickasaw Street<br>3404 State Highway                            | Pauls Valley Purcell                  | Garvin<br>McClain  | 8<br>16                                     |                                       | +  | 8<br>16         |
| 614 SH 74S  | Purcell                               | McClain  | 18  |                                       |  | 18              |
| 5565 Frontage Road  | Seminole                              | Seminole   | 9   |                                       |  | 9               |
| 204 E Walnut Street   | Tecumseh                              | Pottawatomie   | 12  |                                       |  | 12              |
| 680 S US 377<br>2630 NS 3665 County Road                                | Tishomingo<br>Wewoka                  | Johnston<br>Seminole                                       | 8<br>16                                     |                                       |  | 8<br>16         |
| 2636 NS 3665 County Road  | Wewoka                                | Seminole   | 10  |                                       |  | 10              |
| 0507 W Doolin Avenue  | Territoria.                           | District 4   |   | ı                                     |  |                 |
| 000 W Main  | Blackwell<br>Cushing                  | Kay<br>Payne   | 11<br>11                                    |                                       |  | 11<br>11        |
| 201 NE 122nd Street Bldg. 4005  | Edmond                                | Oklahoma   | 11  |                                       | 1  | 12              |
| 201 NE 122nd Street Bldg. 4007  | Edmond                                | Oklahoma   | 6   |                                       |  | 6               |
| 201 NE 122nd Street Bldg. 4011<br>10 Kremlin Street                     | Edmond<br>Enid                        | Oklahoma<br>Garfield                                       | 13<br>9                                     |                                       |  | 13<br>9         |
| 26 W Walnut Avenue  | Enid                                  | Garfield   | 10  |                                       |  | 10              |
| 19 Camp Russell Road  | Guthrie                               | Logan  | 8   |                                       |  | 8               |
| 21 Camp Russell Road<br>7407 US Highway 81                              | Guthrie<br>Kingfisher                 | Logan<br>Kingfisher  | 10<br>8                                     |                                       |  | 10<br>8         |
| 00 S 4th Street   | Medford                               | Grant  | 10  |                                       |  | 10              |
| 00 NE 21st Street   | Oklahoma City                         | Oklahoma   | 1   |                                       |  | 1               |
| 01 SE 82nd Street<br>505 Highway 77 W                                   | Oklahoma City<br>Perry                | Oklahoma<br>Noble  | 12  |                                       |  | 12              |
| 609 US Highway 77 West  | Perry                                 | Noble  | 63  |                                       |  | 63              |
| S13 N Husband Street  | Stillwater                            | Payne  | 11  |                                       |  | 11              |
| 3400 W South Avenue   | Tonkawa                               | Kay  | 10  |                                       |  | 10              |
| 5100 NW 36th Street   | Yukon                                 | Canadian<br>District 5                                     | 12  | 1                                     |  | 13              |
| 905 Industrial Drive  | Altus                                 | Jackson  | 9   |                                       |  | 9               |
| 08 S Jackson Street<br>346 US Highway                                   | Altus                                 | Jackson  | 4   | 9                                     |  | 13              |
| 665 US Highway  | Arapaho<br>Cheyenne                   | Custer<br>Roger Mills                                      | 9   |                                       | +  | 9               |
| 745 S US Highway 18   | Clinton                               | Custer   | 60  |                                       |  | 60              |
| 523 Highway 152   | Cordell                               | Washita  | 9   |                                       |  | 9               |
| 210 E Highway 66<br>7872 US Highway                                     | Elk City<br>Frederick                 | Beckham<br>Tillman   | 10<br>9                                     |                                       | +  | 10<br>9         |
| 3759 US Highway   | Hobart                                | Kiowa  | 10  |                                       |  | 10              |
| 200 N 8th Street  | Hollis                                | Harmon   | 6   |                                       | +  | 6               |
| 198 County Road<br>1585 State Highway                                   | Hydro<br>Mangum                       | Caddo<br>Greer   | 11<br>10                                    |                                       | +  | 11<br>10        |
| 212 Inudstrial Drive  | Sayre                                 | Beckham  | 8   |                                       |  | 8               |
| 5846 US Highway 183   | Taloga                                | Dewey  | 9   |                                       |  | 9               |
| 2329 US Highway   | Watonga                               | Blaine<br>District 6                                       | 9   |                                       | <u> </u>   | 9               |
| 157 College Blvd  | Alva                                  | Woods  | 9   |                                       |  | 9               |
| 001 N State Highway 23<br>00 US Highway 287                             | Beaver<br>Being City                  | Beaver   | 11  |                                       |  | 11              |
| 00 US Highway 287<br>8985 US Highway 64 W                               | Boise City<br>Buffalo                 | Cimarron<br>Harper   | 7 64  |                                       | +  | 7<br>64         |
| 5 N Grand   | Cherokee                              | Alfalfa  | 8   |                                       |  | 8               |
| 01 N Main   | Fairview                              | Major  | 10  |                                       |  | 10              |
| 4 S Crumley<br>1 David Long Road  | Guymon                                | Texas  | 8 9   |                                       | +  | <u>8</u><br>9   |
| 5160 E County Road 53   | Guymon<br>Shattuck                    | Texas<br>Ellis   | 9   |                                       | +  | 9               |
| 219 US Highway 270  | Woodward                              | Woodward   | 10  |                                       |  | 10              |
| 001 SH-9  | Anadarko                              | District 7<br>Caddo  | 27  |                                       | 1  | 27              |
| 1 Interstate Drive  | Ardmore                               | Caddo  | 11  |                                       | <del>                                     </del> | 11              |
| 5 Interstate Drive  | Ardmore                               | Carter   | 11  |                                       |  | 11              |
| 25 Interstate Drive   | Ardmore                               | Carter   | 14  |                                       |  | 14              |
| 125 E Choctaw Avenue  | Chickasha<br>Davis                    | Grady<br>Murray  | 10<br>8                                     |                                       | +  | 10<br>8         |
| 136 SH 77 N   |                                       | Stephens   | 66  | 1                                     |  | 67              |
| 205 South US Highway 81   | Duncan                                | Stephiens  |   |                                       |  |                 |
| 136 SH 77 N<br>205 South US Highway 81<br>101 SW 11th Street            | Lawton                                | Comanche   | 11  | _                                     |  | 11              |
| 205 South US Highway 81<br>101 SW 11th Street<br>08 S US 77             | Lawton<br>Marietta                    | Comanche<br>Love   | 11<br>8                                     |                                       |  | 8               |
| 05 South US Highway 81<br>01 SW 11th Street                             | Lawton                                | Comanche   | 11  | -                                     |  |                 |

|                                |              |          |    | Total Agency Employees | * Data unavailable |
|--------------------------------|--------------|----------|----|------------------------|--------------------|
| 435677 E Highway 60            | Vinita       | Craig    | 9  |                        | 9                  |
| 4002 N Mingo Valley Expressway | Tulsa        | Tulsa    | 88 |                        | 88                 |
| 11302 W 57th Place             | Sand Springs | Tulsa    | 15 |                        | 15                 |
| 2404 N Highway 69              | Pryor        | Mayes    | 10 |                        | 10                 |
| 48701 E Hwy 64                 | Pawnee       | Pawnee   | 7  |                        | 7                  |
| 27045 US Highway 81            | Pawhuska     | Osage    | 11 |                        | 11                 |
| 254 Vinita Road                | Nowata       | Nowata   | 8  |                        | 8                  |
| 12650 S Highway 69             | Miami        | Ottawa   | 9  |                        | 9                  |
| 2410 W Highway 20 S            | Jay          | Delaware | 10 |                        | 10                 |
| 25825-B S Highway 66           | Claremore    | Rogers   | 17 |                        | 17                 |
| 12802 E 470 Road               | Claremore    | Rogers   | 10 |                        | 10                 |
| 34380 W Highway 66             | Bristow      | Creek    | 11 |                        | 11                 |