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# **ODOT: Overview of the Five-Year Plan and the CIP**

**Presented to the Joint Accountability  
in Government Committee**



**Senate Economic Research and Policy  
Analysis Staff**

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# Relationship Among Transportation Plans

**ODOT's Long-Range Plan  
(25-Year Statewide Plan)**

**Three-Year Statewide  
Transportation Plan  
(STIP)**

**Three-Year Metropolitan  
Area Transportation Plan  
(TIP)**

**Five-Year  
Plan**

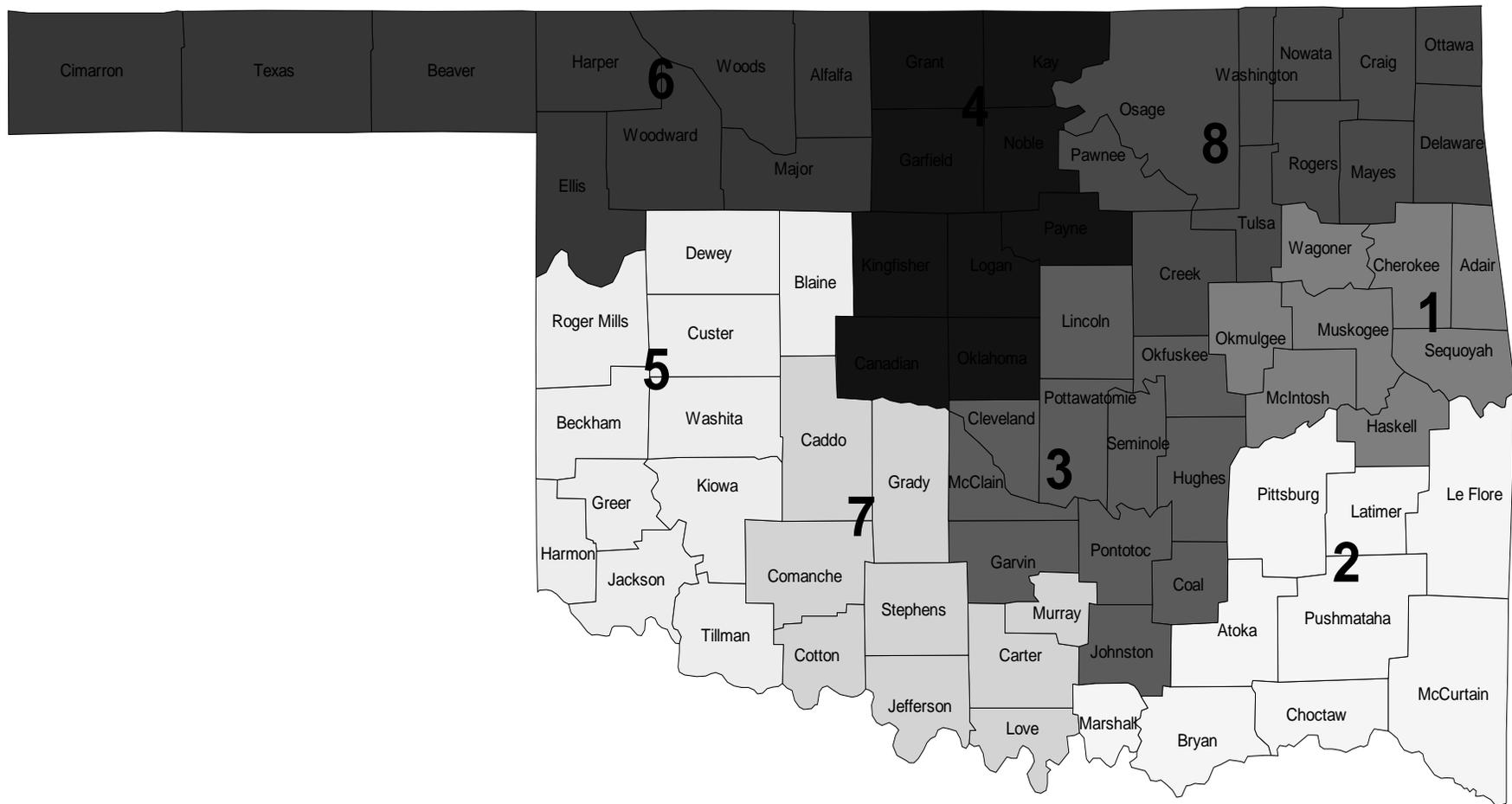
**Capital  
Improvement  
Project  
(CIP)**



# Plan Administration

- Neal McCaleb is the Secretary of Transportation;
- Bruce Taylor is the Chief Engineer at ODOT and is the CIP contact;
- Paul Adams is the Deputy Director and administers the CIP;
- Sam Atkins works with the federal matching program;
- Mike Patterson is the Comptroller and oversees all of ODOT's funding;
- ICF Kaiser, an outside consulting firm selected by ODOT, is the overall manager of the CIP.

# The Eight Transportation Divisions



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# Transportation Improvement Program (TIP)

- In order for ODOT to remain eligible for federal transportation funding a three-year plan must be in place, TIP is that plan;
- Projects included in the TIP must be consistent with ODOT's long-range plan, according to federal guidelines;
- However, most transportation projects require a timeline longer than three years to complete so we have. . .

# The Five-Year Plan

- The five-year plan is the program where TIP projects that were not completed are placed in order to insure that federal guidelines for demonstrating continuing progress are met as to avoid losing the state's share of federal transportation funding dollars.



# The Five-Year Plan

- An ongoing schedule of projects in various phases of completion;
- The plan is continually updated to include new and revised projects;
- Provides the additional time often necessary to complete projects which originated in the TIP.



# The Capital Improvement Plan (CIP)

- HB 1629, enacted in 1997, created the Capital Improvement Plan (CIP);
- This legislation provides \$1 billion in *additional* state funding earmarked for 110 specific projects, in each of the state's eight transportation districts, to be completed in two phases.

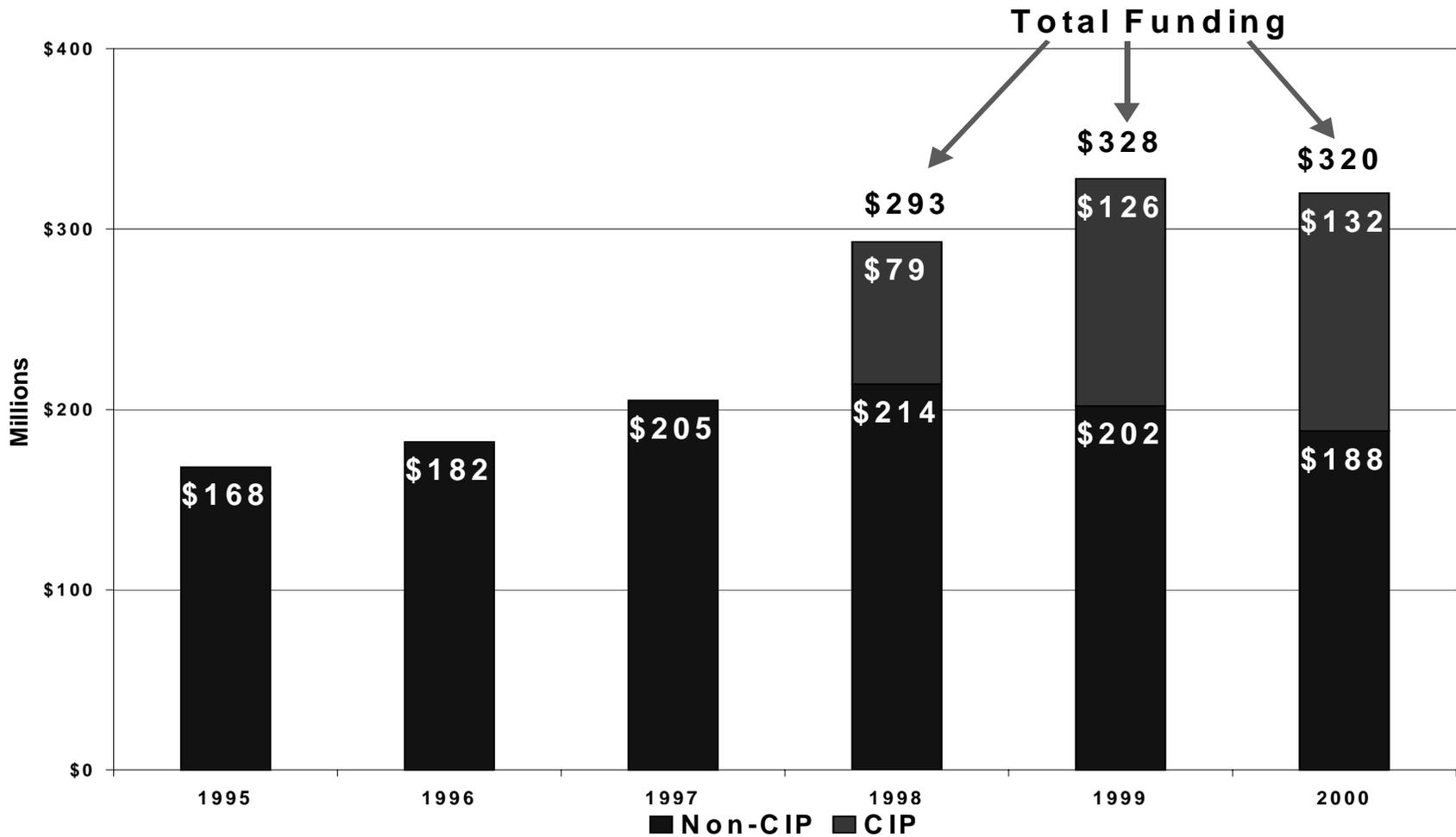
# The Capital Improvement Plan (CIP)

- Phase I projects for each of the eight districts were specified in the legislation;
- Phase II projects were unspecified in the legislation, but ODOT has proposed that uncompleted Phase I projects be included in Phase II.

# The Capital Improvement Plan (CIP)

- Phase I provides \$710 million, \$410 million of which directly appropriated over a five year period of time and \$300 million generated by selling revenue bonds;
- Phase II anticipated providing \$300 million, \$150 million of which was to be directly appropriated and the other \$150 million was to be generated by selling revenue bonds.

# Additional ODOT Funds Attributable to CIP



Source: Oklahoma Department of Transportation

# The Capital Improvement Plan (CIP)

- The legislation further required that projects in ODOT's five-year plan should continue as scheduled, except for normal highway programming adjustments, to the extent possible with the funds provided by law for those projects;
- And, funding for those projects should continue as provided by current law, and not be affected by CIP funding.



# Relationship Among Transportation Plans

- Projects begin in the TIP, in order to fulfill federal program requirements;
- However, most projects take longer than the three years to complete due to the time involved with right-of-way acquisition, utility relocation, and other unforeseen delays;
- Therefore, most projects move from the TIP into the five-year plan for completion.



## Relationship Among Transportation Plans

- Some of the projects were moved out of the five-year plan and into the CIP (like the Broken Arrow Expressway), however the opposite is more likely to occur;
- CIP projects not able to be completed may eventually become five-year projects once CIP funding is exhausted.

# Differences Between Transportation Plans

- Projects in the five-year plan will typically be fully completed--no matter how much costs increase--at the expense of delaying other projects in the plan indefinitely;
- Leftover monies from projects in the five-year plan that were completed *under budget* can be spent on other five-year projects *anywhere* in the state.



# Differences Between Transportation Plans

- Each project in the CIP has its own budget, and is completed to the extent possible within that budget;
- Remaining monies from CIP projects that were fully completed *under budget* can be spent *only* on other CIP projects, and *only within* that district.



# Differences Between Transportation Plans

- CIP projects are totally funded by state dollars, therefore, ODOT is not required to follow federal construction guidelines;
- However, those guidelines were basically followed so that additional/abutting future projects would be eligible for federal funding in the event that they eventually became part of the five-year plan.