

**FY23 Budget Performance Review**  
**Oklahoma Department of Transportation - 345**

Lead Administrator: Dawn Sullivan

Lead Financial Officer: Chelley Hilmes

**Agency Mission**

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**

**Note: Please define any acronyms used in program descriptions.**

**21 Transit Program**

The Office of Mobility and Public Transit (OMPT) within the Multi-Modal Division administers the FTA program and provides technical and financial assistance to local, primarily rural, public transportation operations. These transit programs include "5311" for rural transit operations and "5310" to enhance mobility of seniors and individuals with disabilities. ODOT works closely with approximately 20 rural transit programs in over 50 counties and 129 "5310" subrecipients.

**22 Rail Program**

Rail Programs are administered as part of the Multi-Modal Division and provides oversight and monitoring of five different railroad companies operating on state owned tracks with 126 miles of operable track under lease. The Division administers project review on Rail Modernization Tax Credits for specific rail improvements on tracks operated by Class III Railroads, the FHWA grade crossing safety program and coordinates with railroads on ODOT and OTA Construction projects. The Multi-Modal Division coordinates the Heartland Flyer contract with AMTRAK.

**23 Waterways Program**

Promote use of barge transportation on the McClellan Kerr Arkansas River Navigation System providing service to eleven states plus Oklahoma.

**68 Highway Operations and Maintenance**

Highway Operations covers a wide range of highway operating and maintenance. It includes the core functions that provide maintenance activities for the highway infrastructure through ODOT's central office and eight field districts.

**88 Information Technology & Telecommunications**

The transportation industry has many ongoing technological innovations in infrastructure management and improvement. ODOT continues to implement these technological advances a modern GIS based highway inventory, Pavement Mgmt System, Oracle Applications, AgileAssets and Transport Construction Mgmt System. The Information Technology and Telecommunications (ITT) program includes content mgmt systems, imaging, wireless and mobile applications and electronic filing. The Department uses Intelligent Transportation Systems and a Commercial Vehicle Info System to help facilitate a more efficient movement of traffic and freight. The OMES master service agreement is included here.

**94 Highway Design & Construction Capital Outlays**

Design and construction of ODOT's capital assets. Constructing, rehabilitating 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**

Administration of the federal aid funding for County Roads and Bridges and the County Improvement for Roads and Bridges program. Construction & rehabilitation of county roads and bridges. Purchase of county road machinery and equipment.

**96 Transit Capital Projects**

Transit projects are designed to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services and recreation. It also assists in the maintenance, development, improvement and use in public transportation systems in rural and small urban areas. Also, included are grants for buses and vans to serve seniors and individuals with disabilities.

**97 Rail Capital Projects**

Rail improvement projects are generally at-grade public rail/roadway intersections and include new or upgraded railroad signal equipment, new crossing surface, crossing installations, closures and other specific railway or roadway modifications. Rail projects also include the rail passenger Heartland Flyer service contract with Amtrak.

**FY'22 Budgeted Department Funding By Source**

Dept. #	Department Name	Appropriations	Federal	Revolving	Local <sup>1</sup>	Other <sup>2</sup>	Total
21	Transit		\$1,639,030	\$0			\$1,639,030
22	Rail		\$0	\$1,116,367			\$1,116,367
23	Waterways		\$0	\$222,544			\$222,544
68	Highway Operations		\$27,355,190	\$353,740,511			\$381,095,701
88	IT		\$4,180,090	\$56,079,216			\$60,259,306
94	Highway Capital Outlay		\$572,604,970	\$478,863,472	\$25,000,000		\$1,076,468,442
95	County Capital Projects		\$28,000,000	\$117,350,000	\$5,000,000		\$150,350,000
96	Transit Capital Projects		\$89,985,081	\$5,750,000			\$95,735,081
97	Rail Capital Projects		\$18,000,000	\$5,100,000	\$500,000		\$23,600,000
							\$0
<b>Total</b>		<b>\$0</b>	<b>\$741,764,361</b>	<b>\$1,018,222,110</b>	<b>\$30,500,000</b>	<b>\$0</b>	<b>\$1,790,486,471</b>

1. Please describe source of Local funding not included in other categories: Match for participation in a cap

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

**FY'21 Carryover by Funding Source**

Class Fund #	Carryover Class Fund Name	Appropriations	Federal	Revolving	Local <sup>1</sup>	Other <sup>2</sup>	Total
Carryover		\$0	\$0	\$343,536,444	\$0	\$0	\$343,536,444
		\$0					\$0

1. Please describe source of Local funding not included in other categories:

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

Local government or tribal participation on projects.

**What changes did the agency make between FY'21 and FY'22?**

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

Reconstruction of roads and bridges have been reduced.

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

None

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

Some much needed road and bridge projects are being delayed. The cost of delays with inflation factors on construction and materials will have an impact on the state's infrastructure capital program reducing the number of future projects.

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

Yes, based on an on-going effort to reduce the salary gap to market and other career progression adjustments.

**FY'23 Requested Funding By Department and Source**

Dept. #	Department Name	Appropriations	Federal	Revolving	Other <sup>1</sup>	Total	% Change
21	Transit	\$0	\$1,639,030	\$0	\$0	\$1,639,030	0.00%
22	Rail	\$0	\$0	\$1,116,367	\$0	\$1,116,367	0.00%
23	Waterways	\$0	\$0	\$222,544	\$0	\$222,544	0.00%
68	Highway Operations	\$0	\$27,355,190	\$353,740,511	\$0	\$381,095,701	0.00%
88	IT	\$0	\$4,180,090	\$56,079,216	\$0	\$60,259,306	0.00%
94	Highway Capital Outlay	\$0	\$572,604,970	\$478,863,472	\$0	\$1,051,468,442	-2.32%
95	County Capital Projects	\$0	\$28,000,000	\$117,350,000	\$0	\$145,350,000	-3.33%
96	Transit Capital Projects	\$0	\$89,985,081	\$5,750,000	\$0	\$95,735,081	0.00%
97	Rail Capital Projects	\$0	\$18,000,000	\$5,100,000	\$0	\$23,100,000	-2.12%
		\$214,969,818	\$0	\$0	\$0	\$0	
		\$22,000,000					
<b>Total</b>		<b>\$236,969,818</b>	<b>\$741,764,361</b>	<b>\$1,018,222,110</b>	<b>\$0</b>	<b>\$1,759,986,471</b>	<b>\$0</b>

1. Please describe source(s) and % of total of "Other" funding for each department: "Local" column is not included here (1,790,486,471 - 0 = 1,790,486,471)

#### FY'23 Top Five Operational Appropriation Funding Requests

Request by Priority	Request Description	Appropriation Request Amount (\$)
Request 1:		\$0
<b>Top Five Request Subtotal:</b>		<b>\$0</b>
<b>Total Increase above FY-22 Budget (including all requests)</b>		<b>\$ -</b>
<b>Difference between Top Five requests and total requests:</b>		<b>\$0</b>

#### 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 state 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 '23 as was received in FY '22? (Flat/ 0% change)

Annual inflationary cost increases in construction would result in fewer projects being let and awarded during the fiscal year.

#### How would the agency handle a 2% appropriation reduction in FY '23?

The annual apportioned allocation to the State Transportation Fund is estimated to be \$206.0 million for FY 2022. A 2% reduction from this level would cause a reduction of the current Eight Year Construction Work Plan of \$4.12 million.

#### Is the agency seeking any fee increases for FY '23?

	Fee Increase Request (\$)	Statutory change required? (Yes/No)
Increase 1		
Increase 2		
Increase 3		

#### What are the agency's top 2-3 capital or technology (one-time) requests, if applicable?

Description of request in order of priority	Appropriated Amount (\$)	Submitted to LRCPC? (Yes/No)
Priority 1		
Priority 2		
Priority 3		

#### Federal Funds

CFDA	Federal Program Name	Agency Dept. #	FY 22 budgeted	FY 21	FY 20	FY 19	FY 18
15.033	Road Maintenance - Indian Roads	94	\$0	\$0	\$2,425	\$1,000	\$0
20.200	Highway Research & Development	94	\$12,000,000	\$172,381	\$549,716	\$1,132,595	\$567,056
20.205	Highway Planning & Construction	94	\$680,000,000	\$695,714,940	\$752,144,640	\$578,751,093	\$659,708,989
20.215	Highway Training and Education	68	\$0	\$259,731	\$248,470	\$278,270	\$435,690
20.237	Commercial Vehicle Info Systems and Networks	94	\$809,928	\$1,039,662	\$240,682	\$44,534	\$559,383
20.319	High Speed Rail Corridors & Intercity Passenger	97	\$0	\$0	\$0	\$0	\$0
20.500	Federal Transit - Capital Investments	96	\$0	\$0	\$0	\$0	\$258,559
20.505	Metropolitan Transit Planning	96	\$3,600,000	\$754,048	\$1,297,098	\$629,299	\$796,039
20.509	Formula Grants for Rural Areas	96	\$17,000,000	\$23,004,588	\$15,397,808	\$14,779,123	\$13,515,916
20.521	New Freedom Act	94	\$0	\$0	\$0	\$0	\$0
20.526	Bus and Bus Facilities	96	\$10,000,000	\$1,899,442	\$6,653,370	\$2,624,851	\$4,100,210
20.528	State Safety Oversight Transit	94	\$0	\$0	\$207,766	\$143,915	\$73,785
20.933	National Infrastructure Investments	94	\$0	\$758,413	\$5,402,432	\$0	\$0
97.036	Disaster Grants - Public Assistance (Presidentially Declared Disasters)	94	\$0	\$733,467	\$25,586	\$0	\$2,283,842

#### Federal Government Impact

- 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.
- Are any of those funds inadequate to pay for the federal mandate?**  
None
- What would the consequences be of ending all of the federal funded programs for your agency?**  
The current Eight Year Construction Work Plan is funded by 58% federal money from the Federal Highway Administration. Eliminating federal funded programs would cause a dramatic reduction in road and bridge

projects funding to ODOT.

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

It is anticipated ODOT federal transportation funding will remain consistent with the eventual passage of a long term Highway Bill by Congress. The current extension of the FAST Act expired at the end of September 2021. A long term reauthorization bill is needed to maintain current funding levels for the 8 Year Plan and other federally funded or participating programs. The proposed highway bill being considered includes increased funding levels for future years. However, in the event Congress does not take action in a reasonable time frame, federally funded projects could be delayed and reimbursement for federally funded projects could be impacted.

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

ODOT has requested discretionary funding from the US Secretary of Transportation related to bridge replacement, roadway improvements and railroad revitalization.

FY'22 Budgeted FTE							
Division #	Division Name	Supervisors	Classified	Unclassified	\$0 - \$35 K	\$35 K - \$70 K	\$70 K - \$\$\$
21	Transit	3	13	1		9	5
22	Rail	2	7			5	2
23	Waterways	1	2			2	0
68	Highways	495	2241	116	7	2051	299
<b>Total</b>		<b>501</b>	<b>2263</b>	<b>117</b>	<b>7</b>	<b>2067</b>	<b>306</b>

FTE History						
Division #	Division Name	2022 Budgeted	2021	2020	2018	2013
21	Transit	14.0	17.0	12.0	8.0	6.0
22	Rail	7.0	9.0	7.0	8.0	9.0
23	Waterways	2.0	2.0	1.0	2.0	2.0
68	Highway Operations	1727.0	1743.0	1716.0	1727.0	1795.0
68	Highway Engineering	352.0	348.0	314.0	394.0	467.0
68	Highway Admin	278.0	286.0	338.0	266.0	271.0
<b>Total</b>		<b>2380.0</b>	<b>2405.0</b>	<b>2388.0</b>	<b>2405.0</b>	<b>2550.0</b>

Performance Measure Review					
	FY 21	FY 20	FY 19	FY 18	FY 17
<b>Highway Construction and Design</b>					
Percentage of on-system Bridges rated as Structurally Deficient	0.99%	1.27%	1.94%	2.74%	3.72%
Number of statewide fatalitites on state highways	690	635	640	612	652
Miles of two lane rural highways with deficient shoulders	5,249	5,299	5,303	4,361	-
Percentage increase of lane miles in good condition.	38.65%	35.33%	32.78%	-	-
<b>Highway Operations and Maintenance</b>					
Percentage of Contract Awards within 10% of estimates	43.60%	46.80%	49.80%	38.80%	36.00%
Percentage of Contract Growth less than national average 4.5%	2.64%	80.00%	-0.78%	-0.81%	-0.57%
<b>County</b>					
Reduce number of structurally deficient bridges on the County highway system by 10% over 4 years.	11%	13.94%	17.24%	17.50%	18.20%
Total number of roadway equipment purchased for counties	45	37	41	45	59
<b>Transit</b>					
Increase total number of trips - Rural Only (Non-Rural Data not available due to COVID)	1,287,713	2,156,289	9,984,285	10,109,347	2,605,186
Ridership data from 26 different Transit Providers - total number of elderly and/or disabled trips - Rural Only (Non-Rural Data not available due to COVID)	358,689	241,094	601,901	804,582	799,685
<b>Rail</b>					
Number of rail safety crossings improved	18	31	24	13	116
Total Number of Rail Passengers	33,313	53,705	69,000	68,000	73,000
<b>Waterways</b>					
Total tonnage shipped on the MKARNS (McClellan-Kerr Arkansas River Navigation System) segment	5,007,634	3,666,253	4,291,738	6,356,212	5,947,436
<b>Support Services - Human Resource Management</b>					
Employee Turnover Rate	9.00%	7.81%	12.76%	12.70%	10.77%

Revolving Funds (200 Series Funds)			
Please provide fund number, fund name, description, and revenue source	FY'19-21 Avg. Revenues	FY'19-21 Avg. Expenditures	June '21 Balance
<b>Fund 210 : Oklahoma Railroad Maintenance Revolving Fund</b>			
The purpose of the Fund is for the construction, reconstruction, repair, replacement and maintenance of railroad rights-of-way or trackage throughout the state of Oklahoma.	\$19,083,813	\$17,135,040	\$16,833,868

<b>Fund 211 : Oklahoma Tourism and Passenger Rail Revolving Fund</b>			
The Fund's purpose is to acquire, contract, reconstruct, repair, replace, operate and maintain railroad rights-of-way and trackage projects at such locations and on such passenger routes as the Department shall determine to be feasible and economically sound.	\$3,368,667	\$2,406,613	\$5,738,375
<b>Fund 220 : Highway Construction Materials Technical Certification Board</b>			
The Fund's purpose is for conducting training, examinations and registration of highway construction materials technicians and the execution of duties of the Highway Construction Materials Technician Certification Board.	\$311,037	\$442,631	\$472,230
<b>Fund 225 : Public Transit Revolving Fund</b>			
The Fund purpose is for establishing, expanding, improving and maintaining rural and urban public mass transportation services.	\$19,507,596	\$34,127,569	\$16,037,648
<b>Fund 230 : County Road Machinery and Equipment Revolving Fund</b>			
The purpose of the Fund is to purchase new or used road and bridge construction and maintenance machinery and equipment for lease or lease-purchase to counties.	\$5,786,007	\$5,516,072	\$10,381,975
<b>Fund 265 : Weigh Station Improvement Revolving Fund</b>			
The Fund's purpose is for constructing, equipping and maintaining facilities to determine the weight of vehicles traveling on the roads and highways of this state.	\$16,387,031	\$4,419,547	\$31,923,163
<b>Fund 275 : Rebuilding Oklahoma Access and Driver Safety Revolving Fund</b>			
The Fund's purpose is for the construction and maintenance of state roads, bridges and highways; the direct expenses of operating and maintaining the state highway system, including bridges; direct expenses incurred in constructing, repairing, and maintaining state highways, farm-to-market roads, county	\$520,428,213	\$53,498,287	\$6,577,204
<b>Fund 280 : High Priority State Bridge Revolving Fund</b>			
The funds shall be used for the sole purpose of construction or reconstruction of bridges on the state highway system that are of the highest priority as defined by the Transportation Commission.	\$6,084,978	\$0	\$589,198
<b>Fund 285 : County Improvement for Roads and Bridges Revolving Fund</b>			
The funds shall be used for the sole purpose of construction or reconstruction of county roads or bridges on the county highway system that are of highest priority as defined by the Transportation Commission.	\$140,381,679	\$130,267,425	\$192,156,897
<b>Fund 310 : Highway Construction and Maintenance Revolving Fund</b>			
The Fund's purpose is for the construction and maintenance of state roads, bridges and highways; the direct expenses of operating and maintaining the state highway system, including bridges; direct expenses incurred in constructing, repairing, and maintaining state highways, farm-to-market roads, county	\$547,081,216	\$942,683,494	\$616,698,764
<b>Fund 340 : Cash Management Improvement Act Revolving Fund</b>			
This Fund was established as a result of the Cash Management Improvement Act enacted by Congress in 1990. It provides for efficient transfer of funds for federal assistance programs between federal government and the states.	\$249,832,740	\$353,584,891	\$0