

FY 2025 Budget Performance Review
345 Oklahoma Department of Transportation

Version Original
 Lead Administrator: Dawn Sullivan

Date submitted
 Lead Financial Officer: Chelley Hilmes

9/29/2023

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 22 23 Multi-Modal

Multi-Modal consists of the Office of Mobility and Public Transit, Rail Programs, and Waterways. The Office of Mobility and Public Transit (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. ODOT works closely with rural transit programs and subrecipients in over 50 counties.

The Rail Programs Division oversees and monitors five different railroad companies that operate on state-owned tracks, which cover a total of 126 miles of operable track under lease. The Division administers project reviews on Rail Modernization Tax Credits for specific improvements on Class III Railroad tracks. In addition, the Rail Program Division administers FHWA grade crossing safety program and coordinates the Heartland Flyer contract with AMTRAK.

Waterways facilitate barge transportation on the McClellan Kerr Arkansas River Navigation System, providing services to multiple states.

68 Highway Operations and Maintenance

ODOT's Highway Operations encompass maintenance and core functions for the highway infrastructure through its central office and field districts.

88 Information Technology & Telecommunications

The transportation industry is constantly evolving, and new technologies are being introduced to manage and improve infrastructure. 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 filing. 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

ODOT is responsible for designing and constructing capital assets in Oklahoma, including highways. The construction, rehabilitation, and preservation of these assets are based on multi-year plans, such as the Eight-Year Construction Work Plan and Asset Preservation Plan. These plans also include expenses for acquiring right of way, relocating utilities, and servicing debts.

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 aim to improve accessibility to health care, education, employment, public services and recreation for people residing in non-urban areas. These projects also support the development, maintenance, and enhancement of public transportation systems in rural and small urban regions. In addition, grants are available for the provision of buses and vans to cater to the needs of seniors and individuals with disabilities.

Rail 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 specific railway or roadway modifications. Additionally, rail projects encompass the Heartland Flyer service contract with Amtrak, which provides rail passenger services.

FY'24 Budgeted Department Funding By Source

| Dept. # | Department Name | Appropriations | Federal | Revolving | Local ¹ | Other ² | Total |
|--------------|------------------------------|------------------------|------------------------|----------------------|---------------------|--------------------|------------------------|
| 21 22 23 | Multi-Modal | \$134,012 | \$15,750 | \$2,333,840 | \$0 | \$0 | \$2,483,602 |
| 68 | Highway Operations | \$411,519,747 | \$20,701,380 | \$4,449,091 | \$0 | \$0 | \$436,670,218 |
| 88 | IT | \$42,795,878 | \$5,030,557 | \$2,954,200 | \$0 | \$0 | \$50,780,635 |
| 94 | Highway Capital Outlay | \$540,051,931 | \$916,645,304 | \$187,093,064 | \$25,000,000 | \$0 | \$1,668,790,299 |
| 95 | County Capital Projects | \$0 | \$34,000,000 | \$108,107,904 | \$3,075,000 | \$0 | \$145,182,904 |
| 96 97 | Multi-Modal Capital Projects | \$6,900,000 | \$96,166,222 | \$5,915,529 | \$265,000 | \$0 | \$109,246,751 |
| Total | | \$1,001,401,568 | \$1,072,559,213 | \$310,853,628 | \$28,340,000 | \$0 | \$2,413,154,409 |

- Please describe source of Local funding not included in other categories:
- Please describe source(s) and % of total of "Other" funding if applicable for each department:

FY'23 Carryover by Funding Source

| Class Fund # | Carryover Class Fund Name | Appropriations | Federal | Revolving | Local ¹ | Other ² | Total |
|--------------|-----------------------------------|----------------|---------|-------------|--------------------|--------------------|-------------|
| 211R | Rail Passenger | | | \$1,400,000 | | | \$1,400,000 |
| 220Q | Highway Construction Materials | | | \$150,897 | | | \$150,897 |
| 230E | County Road Machinery & Equipment | | | \$2,820,295 | | | \$2,820,295 |

- Please describe source of Local funding not included in other categories:
- Please describe source(s) and % of total of "Other" funding if applicable:

What changes did the agency make between FY'23 and FY'24?

- Are there any services no longer provided because of budget cuts?
None
- What services are provided at a higher cost to the user?
None
- 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.
- 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.

FY'25 Requested Funding By Department and Source

| Dept. # | Department Name | Appropriations | Federal | Revolving | Local & Other ¹ | Total | % Change |
|--------------|------------------------------|------------------------|------------------------|----------------------|----------------------------|------------------------|--------------|
| 21 22 23 | Multi-Modal | \$134,012 | \$15,750 | \$2,333,840 | \$0 | \$2,483,602 | 0.00% |
| 68 | Highway Operations | \$432,118,179 | \$20,701,380 | \$4,449,091 | \$0 | \$457,268,650 | 4.72% |
| 88 | IT | \$42,795,878 | \$5,030,557 | \$2,954,200 | \$0 | \$50,780,635 | 0.00% |
| 94 | Highway Capital Outlay | \$540,051,931 | \$916,645,304 | \$187,093,064 | \$25,000,000 | \$1,668,790,299 | 0.00% |
| 95 | County Capital Projects | \$0 | \$34,000,000 | \$108,107,904 | \$3,075,000 | \$145,182,904 | 0.00% |
| 96 97 | Multi-Modal Capital Projects | \$6,900,000 | \$96,166,222 | \$5,915,529 | \$265,000 | \$109,246,751 | 0.00% |
| Total | | \$1,022,000,000 | \$1,072,559,213 | \$310,853,628 | \$28,340,000 | \$2,433,752,841 | 0.85% |

- Please describe source(s) and % of total of "Other" funding for each department:
*Appropriations Column includes \$200M in RETRO Funds

FY'25 Top Five Operational Appropriation Funding Requests

| Request by Priority | Request Description | Appropriation Request Amount (\$) |
|-----------------------------------|---|-----------------------------------|
| Request 1: | Receive full statutory authorization of the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund – \$590,000,000 | \$0 |
| Request 2: | Receive full statutory authorization of the State Transportation Fund (STF) - \$219,000,000 | \$7,598,432 |
| Request 3: | Additional \$12,000,000 STF funding - replacement funds due to IFTA transfers | \$12,000,000 |
| Request 4: | Statutory authorization of \$6.9 million to transfer as a match to the Transit Federal Program to be taken from the State Transportation Fund | \$0 |
| Request 5: | Restore \$1.0 million to the Weigh Station Revolving Fund, which was removed in the 2022 legislative session as per HB 4008 - | \$1,000,000 |
| Top Five Request Subtotal: | | \$20,598,432 |

Total Increase above FY-24 Budget (including all requests) **\$ 20,598,432**

Difference between Top Five requests and total requests: 50

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 '25 as was received in FY '24? (Flat/ 0% change)

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

How would the agency handle a 2% appropriation reduction in FY '25?

The annual apportioned allocation to the State Transportation Fund is estimated to be \$219M for FY 2025. The ROADs fund appropriated allocation is estimated to be \$590M for FY 2025. 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 '25?

| | 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 LRPC? (Yes/No) |
|---|--------------------------|-----------------------------|
| Priority 1 | | |
| Priority 2 | | |
| Priority 3 | | |

| Federal Funds | | | | | | | | |
|---------------|---|----------------|------------------|------------------|------------------|------------------|------------------|------------|
| CFDA | Federal Program Name | Agency Dept. # | FY 24 budgeted | FY 23 | FY 22 | FY 21 | FY 20 | |
| 11.300 | Investments for Public Works and Economic Development Fa | 94 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 15.033 | Road Maintenance - Indian Roads | 94 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,425.00 |
| 20.200 | Highway Research & Development | 94 | \$6,000,000.00 | \$277,571.98 | \$95,346.27 | \$172,380.55 | \$549,715.62 | |
| 20.205 | Highway Planning & Construction | 68/88/94/95/97 | \$978,392,991.00 | \$835,948,225.83 | \$745,167,943.35 | \$705,512,272.38 | \$762,996,967.56 | |
| 20.215 | Highway Training and Education | 68 | \$0.00 | \$319,068.89 | \$192,072.52 | \$259,730.63 | \$248,470.04 | |
| 20.237 | Commercial Vehicle Info Systems and Networks | 94 | \$0.00 | \$301,126.08 | \$611,872.56 | \$1,039,662.36 | \$240,681.50 | |
| 20.319 | High Speed Rail Corridors & Intercity Passenger | 97 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 20.500 | Federal Transit - Capital Investments | 96 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 20.505 | Metropolitan Transit Planning | 96 | \$1,641,917.00 | \$1,139,454.66 | \$345,323.10 | \$754,048.30 | \$1,297,097.71 | |
| 20.509 | Formula Grants for Rural Areas | 96 | \$49,827,504.00 | \$31,615,161.00 | \$15,718,186.00 | \$23,004,588.00 | \$15,397,808.00 | |
| 20.513 | Enhanced Mobility of Seniors and Individuals with Disabilities | 96 | \$11,470,641.00 | \$2,027,837.00 | \$0.00 | \$0.00 | \$0.00 | |
| 20.521 | New Freedom Act | 94 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| 20.526 | Bus and Bus Facilities | 96 | \$24,633,312.00 | \$4,383,952.00 | \$1,667,003.00 | \$1,899,442.00 | \$6,653,370.00 | |
| 20.528 | State Safety Oversight Transit | 96 | \$592,848.00 | \$47,484.00 | \$0.00 | \$0.00 | \$207,765.00 | |
| 20.933 | National Infrastructure Investments | 94 | \$0.00 | \$15,682,165.02 | \$2,343,145.54 | \$758,412.70 | \$5,402,432.36 | |
| 97.036 | Disaster Grants - Public Assistance (Presidentially Declared Disasters) | 94 | \$0.00 | \$0.00 | \$50,631.42 | \$733,467.03 | \$25,585.64 | |

Federal Government Impact

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?
 None

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 58% federal money from the Federal Highway Administration. If federal funded programs were eliminated, ODOT's 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 appropriations bill. However, if Congress fails to take action within a reasonable timeframe, 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 discretionary funding from the US Secretary of Transportation related to bridge replacement, roadway improvements and railroad revitalization.

| FY 2024 Budgeted FTE | | | | | | | |
|----------------------|----------------------------|-------------|-----------------|--------------|-----------------|-----------------|------------|
| Division # | Division Name | Supervisors | Non-Supervisors | \$0 - \$35 K | \$35 K - \$70 K | \$70 K - \$100K | \$100K+ |
| 21 | Transit | | 12 | | | 12 | |
| 22 | Rail | 1 | 3 | | | 4 | |
| 23 | Waterways | | 1 | | | 1 | |
| 68 | Multi-Modal Administration | 3 | 2 | | 1 | 3 | 1 |
| 68 | Highways | 526 | 1842 | 2 | 1857 | 380 | 129 |
| 88 | IT | 5 | 51 | | 23 | 31 | 2 |
| Total | | 535 | 1911 | 2 | 1881 | 431 | 132 |

| FTE History by Fiscal Year | | | | | | | |
|----------------------------|----------------------------|------------------|---------------|---------------|---------------|---------------|---------------|
| Division # | Division Name | FY 2024 Budgeted | FY 2024 YTD | FY 2023 | FY 2022 | FY 2021 | FY 2016 |
| 21 | Transit | 12.0 | 12.0 | 12.0 | 12.0 | 10.0 | 8.0 |
| 22 | Rail | 4.0 | 3.0 | 3.0 | 5.0 | 6.0 | 6.0 |
| 23 | Waterways | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 68 | Multi-Modal Administration | 5.0 | 5.0 | 4.0 | | | |
| 68 | Highway Operations | 1687.0 | 1592.0 | 1609.0 | 1727.0 | 1767.0 | 1731.0 |
| 68 | Highway Engineering | 472.0 | 416.0 | 403.0 | 343.0 | 366.0 | 356.0 |
| 68 | Highway Admin | 191.0 | 169.0 | 188.0 | 166.0 | 150.0 | 228.0 |
| 68 | Weigh Stations | 18.0 | 14.0 | 14.0 | | | |
| 88 | Information Technology | 56.0 | 47.0 | 50.0 | 29.0 | 24.0 | |
| Total | | 2446.0 | 2259.0 | 2284.0 | 2283.0 | 2324.0 | 2330.0 |

| Performance Measure Review | | | | | |
|---|--------------------|---------|---------|---------|---------|
| | FY 2023 | FY 2022 | FY 2021 | FY 2020 | FY 2019 |
| Highway Construction and Design | | | | | |
| Percentage of on-system bridges rated as structurally deficient | 0.73% | 0.66% | 0.99% | 1.27% | 1.94% |
| Number of statewide fatalities on state highways | * | 702 | 664 | 635 | 640 |
| | * Data unavailable | | | | |
| Miles of two-lane rural highways with deficient shoulders | 5248 | 5,273 | 5,249 | 5,299 | 5,303 |
| Percentage of lane miles in good condition | 39.60% | 30.46% | 38.65% | 35.33% | * |
| | * Data unavailable | | | | |
| Highway Operations and Maintenance | | | | | |
| Percentage of Contract Awards within 10% of estimates | 54.70% | 47.30% | 43.60% | 46.80% | 49.80% |

| | | | | | |
|---|--------------------|--------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Percentage of Contract Growth less than national average 4.5% | 1.38% | 1.71% | 2.64% | 0.78% | -0.78% |
| Reduce number of structurally deficient bridges on the County highway system by 10% over 4 years | 11.50% | * | * | 13.94% | 17.24% |
| | * Data unavailable | * Data unavailable | | | |
| Total number of roadway equipment purchased for counties | 36 | 27 | 0 | 37 | 41 |
| Multi-Modal | | | | | |
| Increase total number of trips - Rural Only (Non-Rural Data not available due to COVID) | 1,841,207 | 1,686,352 | 1,287,713 | 2,156,289 | *\$9,984,285 |
| | | | | | * Previously reported \$ spent |
| 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) | 339,233 | 255,927 | 358,689 | 241,094 | 601,901 |
| Number of rail safety crossings improved | 21 | 25 | 18 | 31 | 24 |
| Total number of rail passengers | 71,205 | 60,465 | 33,313 | 53,705 | 69,000 |
| Total tonnage shipped on the MKARNS (McClellan-Kerr Arkansas River Navigation System) segment | 4,767,423 | 5,076,110 | 5,007,634 | 3,666,253 | 4,291,738 |
| Support Services - Human Resource Management | | | | | |
| Employee turnover rate | 11.29% | 9.65% | 7.01% | 7.81% | 12.76% |
| Support Services - Accounting and Finance | | | | | |
| Balance of federal obligation limit at end of Federal Fiscal Year - September 30. | \$0 | \$0 | \$0 | \$0 | \$1.17 |
| Support Services - General Administration & Legal | | | | | |
| File all legal pleadings before deadline 100% of the time. | 100% | 100% | * | * | * |
| | | | *New performance measure as of FY22 | *New performance measure as of FY22 | *New performance measure as of FY22 |

| Revolving Funds (200 Series Funds) | | | |
|--|------------------------|----------------------------|------------------|
| Please provide fund number, fund name, description, and revenue source | FY'21-23 Avg. Revenues | FY'21-23 Avg. Expenditures | June '23 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. | \$12,052,193 | \$9,926,906 | \$24,472,798 |
| 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-of-way and trackage projects at locations and on passenger routes deemed feasible and economically sound by the Department. | \$3,627,499 | \$2,630,338 | \$7,531,420 |
| Fund 220 : Highway Construction Materials Technical Certification Board | | | |
| The purpose of this Fund 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. | \$460,763 | \$380,115 | \$704,796 |
| 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. | \$18,048,071 | \$38,044,913 | \$4,830,702 |
| 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. | \$6,583,272 | \$7,013,173 | \$8,063,888 |
| 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. | \$6,785,529 | \$10,610,166 | \$8,615,443 |
| 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. | \$601,042,025 | \$59,435,519 | \$68,819,995 |
| 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. | \$6,084,227 | \$0 | \$2,409,781 |
| 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. | \$121,293,714 | \$146,708,649 | \$163,358,594 |
| Fund 296 : Electric Vehicle | | | |
| The purpose of this fund is for the revenue replacement fees for electric vehicle infrastructure. | \$879,282 | \$0 | \$1,758,563 |
| 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. | \$5,000,000 | \$3,860,000 | \$1,140,000 |
| 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, acquiring 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. | \$801,177,392 | \$1,510,508,805 | \$823,337,729 |
| 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. | \$41,115,099 | \$0 | \$9,230 |

| FY 2024 Current Employee Telework Summary | | | | | | |
|---|---------------|----------|--|---------------------------------------|---|-----------------|
| List each agency location, then report the number of employees associated with that location in the teleworking categories indicated. Use "No specified location" to account for remote employees not associated with a site. Use actual current employees (headcount), not budgeted or actual FTE. | | | | Full-time and Part-time Employees (#) | | |
| Agency Location / Address | City | County | Onsite (5 days onsite, rarely remote) | Hybrid (2-4 days onsite weekly) | Remote (1 day or less weekly onsite) | Total Employees |
| Central Office | | | | | | |
| 200 NE 21st Street | Oklahoma City | Oklahoma | 326 | 286 | 134 | 746 |
| District 1 | | | | | | |
| 107595 S 4170 Road | Checotah | McIntosh | 10 | 0 | 0 | 10 |
| 415197 State Highway 9 | Eufaula | McIntosh | 11 | 0 | 0 | 11 |

| | | | | | | |
|---------------------------------|---------------|--------------|----|----|----|------|
| 2800 S 32nd Street | Muskogee | Muskogee | 53 | 13 | 11 | 77 |
| 3360 S Wood Drive | Okmulgee | Okmulgee | 10 | 0 | 0 | 10 |
| 133 S McGee | Sallisaw | Sequoyah | 15 | 0 | 0 | 15 |
| 2180 W Lenington Road | Sallisaw | Sequoyah | 19 | 0 | 0 | 19 |
| 1006 Old Military Road | Stigler | Haskell | 7 | 0 | 0 | 7 |
| 470519 Highway 51 | Stilwell | Adair | 8 | 0 | 0 | 8 |
| 5102 S Muskogee Avenue | Tahlequah | Cherokee | 9 | 0 | 0 | 9 |
| 1628 S Highway 69 | Wagoner | Wagoner | 11 | 0 | 0 | 11 |
| District 2 | | | | | | |
| 194286 US Highway 271 | Antlers | Pushmataha | 62 | 0 | 0 | 62 |
| 5374 E Bruno Road | Atoka | Atoka | 12 | 0 | 0 | 12 |
| 3318 N 1st Avenue | Durant | Bryan | 11 | 0 | 0 | 11 |
| 41919 US 59 | Heavener | Le Flore | 10 | 0 | 0 | 10 |
| 1226 US Highway 70 Bypass | Hugo | Choctaw | 10 | 0 | 0 | 10 |
| 505 SW Lincoln Road | Idabel | McCurtain | 10 | 0 | 0 | 10 |
| 102 E Francis | Madill | Marshall | 16 | 0 | 0 | 16 |
| 7101 US Highway 69B | Mcalester | Pittsburg | 9 | 0 | 0 | 9 |
| 7111 US Highway 69B | Mcalester | Pittsburg | 10 | 0 | 0 | 10 |
| 2506 S Mckenna | Poteau | Le Flore | 12 | 0 | 0 | 12 |
| 403 1/2 First Street | Talihina | Le Flore | 9 | 0 | 0 | 9 |
| 1109 State Highway 2 N | Wilburton | Latimer | 10 | 0 | 0 | 10 |
| District 3 | | | | | | |
| 12844 State Highway 3W | Ada | Pontotoc | 77 | 0 | 0 | 77 |
| 346177 E Highway 66 | Chandler | Lincoln | 9 | 0 | 0 | 9 |
| 1402 S Highway 75 | Coalgate | Coal | 8 | 0 | 0 | 8 |
| 328 Mcdougal Drive | Holdenville | Hughes | 7 | 0 | 0 | 7 |
| 5003 Banner Road | Noble | Cleveland | 8 | 0 | 0 | 8 |
| 104 W Coplin Street | Okemah | Okfuskee | 8 | 0 | 0 | 8 |
| 2216 S Chickasaw Street | Pauls Valley | Garvin | 9 | 0 | 0 | 9 |
| 23404 State Highway | Purcell | McClain | 16 | 0 | 0 | 16 |
| 2614 SH 745 | Purcell | McClain | 17 | 0 | 0 | 17 |
| 35565 Frontage Road | Seminole | Seminole | 9 | 0 | 0 | 9 |
| 3204 E Walnut Street | Tecumseh | Pottawatomie | 11 | 0 | 0 | 11 |
| 9680 S US 377 | Tishomingo | Johnston | 8 | 0 | 0 | 8 |
| 12630 NS 3665 County Road | Wewoka | Seminole | 16 | 0 | 0 | 16 |
| 12636 NS 3665 County Road | Wewoka | Seminole | 10 | 0 | 0 | 10 |
| District 4 | | | | | | |
| 10507 W Doolin Avenue | Blackwell | Kay | 11 | 0 | 0 | 11 |
| 7000 W Main | Cushing | Payne | 10 | 0 | 0 | 10 |
| 5201 NE 122nd Street Bldg. 4005 | Edmond | Oklahoma | 14 | 0 | 0 | 14 |
| 5201 NE 122nd Street Bldg. 4007 | Edmond | Oklahoma | 9 | 0 | 0 | 9 |
| 5201 NE 122nd Street Bldg. 4011 | Edmond | Oklahoma | 8 | 0 | 0 | 8 |
| 410 Kremlin Street | Enid | Garfield | 9 | 0 | 0 | 9 |
| 826 W Walnut Avenue | Enid | Garfield | 11 | 0 | 0 | 11 |
| 719 Camp Russell Road | Guthrie | Logan | 8 | 0 | 0 | 8 |
| 721 Camp Russell Road | Guthrie | Logan | 10 | 0 | 0 | 10 |
| 17407 US Highway 81 | Kingfisher | Kingfisher | 9 | 0 | 0 | 9 |
| 700 S 4th Street | Medford | Grant | 9 | 0 | 0 | 9 |
| 701 SE 82nd Street | Oklahoma City | Oklahoma | 13 | 0 | 0 | 13 |
| 2609 US Highway 77 West | Perry | Noble | 62 | 0 | 0 | 62 |
| 3613 N Husband Street | Stillwater | Payne | 11 | 0 | 0 | 11 |
| 16400 W South Avenue | Tonkawa | Kay | 10 | 0 | 0 | 10 |
| 15100 NW 36th Street | Yukon | Canadian | 11 | 0 | 0 | 11 |
| District 5 | | | | | | |
| 1905 Industrial Drive | Altus | Jackson | 9 | 0 | 0 | 9 |
| 608 S Jackson Street | Altus | Jackson | 13 | 0 | 0 | 13 |
| 9846 US Highway | Arapaho | Custer | 9 | 0 | 0 | 9 |
| 9565 US Highway | Cheyenne | Roger Mills | 9 | 0 | 0 | 9 |
| 1745 S US Highway 18 | Clinton | Custer | 57 | 0 | 0 | 57 |
| 1523 Highway 152 | Cordell | Washita | 10 | 0 | 0 | 10 |
| 1210 E Highway 66 | Elk City | Beckham | 10 | 0 | 0 | 10 |
| 17872 US Highway | Frederick | Tillman | 9 | 0 | 0 | 9 |
| 13759 US Highway | Hobart | Kiowa | 10 | 0 | 0 | 10 |
| 1200 N 8th Street | Hollis | Harmon | 7 | 0 | 0 | 7 |
| 3198 County Road | Hydro | Caddo | 11 | 0 | 0 | 11 |
| 21585 State Highway | Mangum | Greer | 10 | 0 | 0 | 10 |
| 1212 Industrial Drive | Sayre | Beckham | 8 | 0 | 0 | 8 |
| 66846 US Highway 183 | Taloga | Dewey | 8 | 0 | 0 | 8 |
| 12329 US Highway | Watonga | Blaine | 9 | 0 | 0 | 9 |
| District 6 | | | | | | |
| 2457 College Blvd | Alva | Woods | 9 | 0 | 0 | 9 |
| 11001 N State Highway 23 | Beaver | Beaver | 11 | 0 | 0 | 11 |
| 300 US Highway 287 | Boise City | Cimarron | 7 | 0 | 0 | 7 |
| 18985 US Highway 64 W | Buffalo | Harper | 67 | 0 | 0 | 67 |
| 915 N Grand | Cherokee | Alfalfa | 9 | 0 | 0 | 9 |
| 2001 N Main | Fairview | Major | 9 | 0 | 0 | 9 |
| 504 S Crumley | Guymon | Texas | 6 | 0 | 0 | 6 |
| 621 David Long Road | Guymon | Texas | 5 | 0 | 0 | 5 |
| 175160 E County Road 53 | Shattuck | Ellis | 8 | 0 | 0 | 8 |
| 14219 US Highway 270 | Woodward | Woodward | 9 | 0 | 0 | 9 |
| District 7 | | | | | | |
| 24001 SH-9 | Anadarko | Caddo | 27 | 0 | 0 | 27 |
| 511 Interstate Drive | Ardmore | Carter | 10 | 0 | 0 | 10 |
| 515 Interstate Drive | Ardmore | Carter | 11 | 0 | 0 | 11 |
| 525 Interstate Drive | Ardmore | Carter | 14 | 0 | 0 | 14 |
| 1125 E Choctaw Avenue | Chickasha | Grady | 11 | 0 | 0 | 11 |
| 1136 SH 77 N | Davis | Murray | 7 | 0 | 0 | 7 |
| 2205 South US Highway 81 | Duncan | Stephens | 68 | 0 | 0 | 68 |
| 6101 SW 11th Street | Lawton | Comanche | 12 | 0 | 0 | 12 |
| 408 S US 77 | Marietta | Love | 9 | 0 | 0 | 9 |
| 707 W Missouri Street | Walters | Cotton | 8 | 0 | 0 | 8 |
| 8594 US Highway 70 | Waurika | Jefferson | 9 | 0 | 0 | 9 |
| District 8 | | | | | | |
| 3321 Yorman Road | Bartlesville | Washington | 9 | 0 | 0 | 9 |
| 34380 W Highway 66 | Bristow | Creek | 10 | 1 | 0 | 11 |
| 12802 E 470 Road | Claremore | Rogers | 9 | 0 | 0 | 9 |
| 25825-B S Highway 66 | Claremore | Rogers | 16 | 0 | 0 | 16 |
| 2410 W Highway 20 S | Jay | Delaware | 10 | 0 | 0 | 10 |
| 12650 S Highway 69 | Miami | Ottawa | 10 | 0 | 0 | 10 |
| 254 Vinita Road | Nowata | Nowata | 7 | 0 | 0 | 7 |
| 2409 N Kelley Avenue | Oklahoma City | Oklahoma | 1 | 0 | 0 | 1 |
| 27045 US Highway 81 | Pawhuska | Osage | 12 | 0 | 0 | 12 |
| 48701 E Hwy 64 | Pawnee | Pawnee | 9 | 0 | 0 | 9 |
| 2404 N Highway 69 | Pryor | Mayes | 11 | 0 | 0 | 11 |
| 11302 W 57th Place | Sand Springs | Tulsa | 14 | 0 | 0 | 14 |
| 4002 N Mingo Valley Expressway | Tulsa | Tulsa | 83 | 1 | 0 | 84 |
| 435677 E Highway 60 | Vinita | Craig | 9 | 0 | 0 | 9 |
| Total Agency Employees | | | | | | 2259 |