

ODOT Budget & Performance Review

**Senate General Government and
Transportation Sub-Committee**

Jan. 12, 2026

**Tim Gatz, ODOT Executive
Director**



**OKLAHOMA
Transportation**

Mission:

To provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma.

Vision:

To be an efficient, innovative and customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation.

Core Values:

We value our people for individual and team contributions, through productive partnerships. We are accountable for the transportation needs of citizens, business and industry in the safest, most proficient manner possible.



OKLAHOMA
Transportation

Strategic objectives

- Decrease traffic fatalities
- Sustain less than 1% structurally deficient on-system bridges
- Decrease miles of rural two-lanes with deficient shoulders
- Increase lane miles in good pavement condition



Oklahoma Transportation

Executive Leadership



Executive Director

Tim Gatz
(405) 522-1801



Chief Engineer

TJ Dill
(405) 521-2701



Deputy Director

Dawn Sullivan
(405) 521-3690

Senior Staff



Director of Finance

Demetrice Carter
(405) 521-2138



Director of Operations

Shawn Davis
(405) 521-4676



Assistant Director of Operations

Taylor Henderson
(405) 521-2557



Director of Design

Justin Hernandez
(405) 521-2906



Director of Project Delivery

Daniel Nguyen
(405) 406-4916



General Counsel

Sarah Penn
(405) 521-2685

Oklahoma Transportation Commission



AT LARGE
Michael Junk



DISTRICT 1
Ronnie Boswell



DISTRICT 2
Eric Stuteville



DISTRICT 3
Lisa Johnson-Billy



DISTRICT 4
Don Freymiller



DISTRICT 5
David Dyson



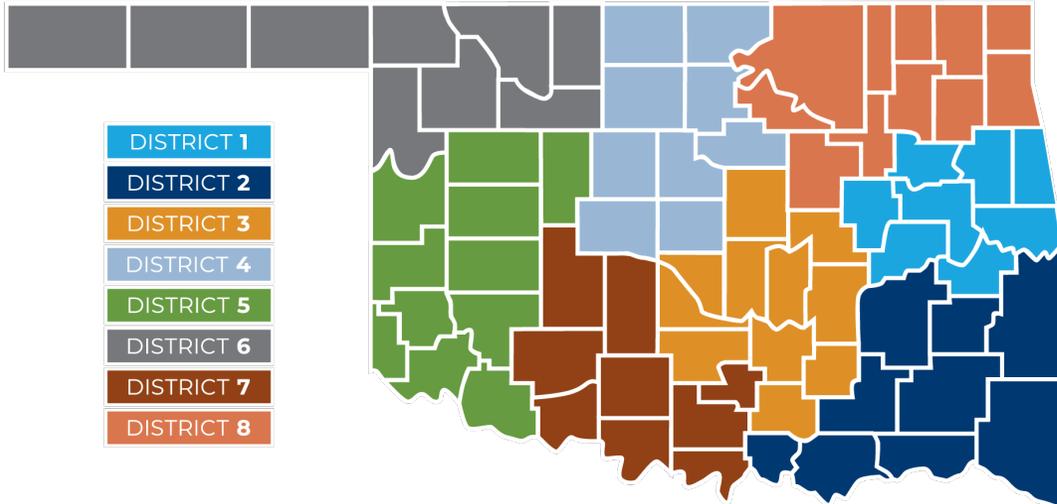
DISTRICT 6
Bobby J. Alexander



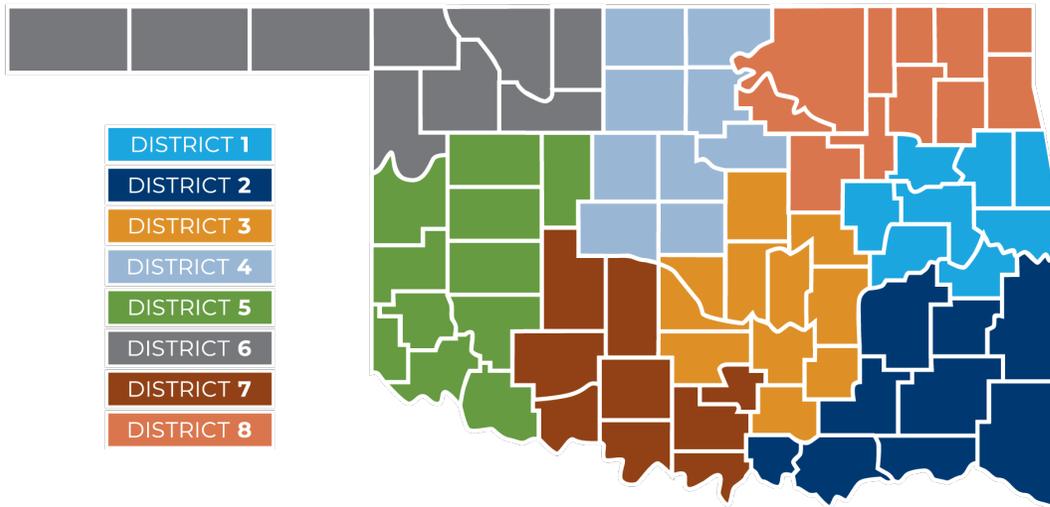
DISTRICT 7
Paul Scott



DISTRICT 8
Bob Peterson



Field District Engineers



District 1
Chris Wallace
(918) 406-4916



District 2
Anthony Echelle
(580) 298-3371



District 3
Ron Brown
(580) 332-1526



District 4
Matthew Mitchell
(580) 336-7340



District 5
Will Snipes
(580) 323-1431



District 6
Jon Logan
(580) 735-2561



District 7
Jay Earp
(580) 255-7586



District 8
Trapper Parks
(918) 838-9933

Protecting Oklahoma's investment in transportation infrastructure

Our interstates and highways are the foundation under every community and business.



Highways

30.5K lane-miles
12.2K centerline miles



Bridges

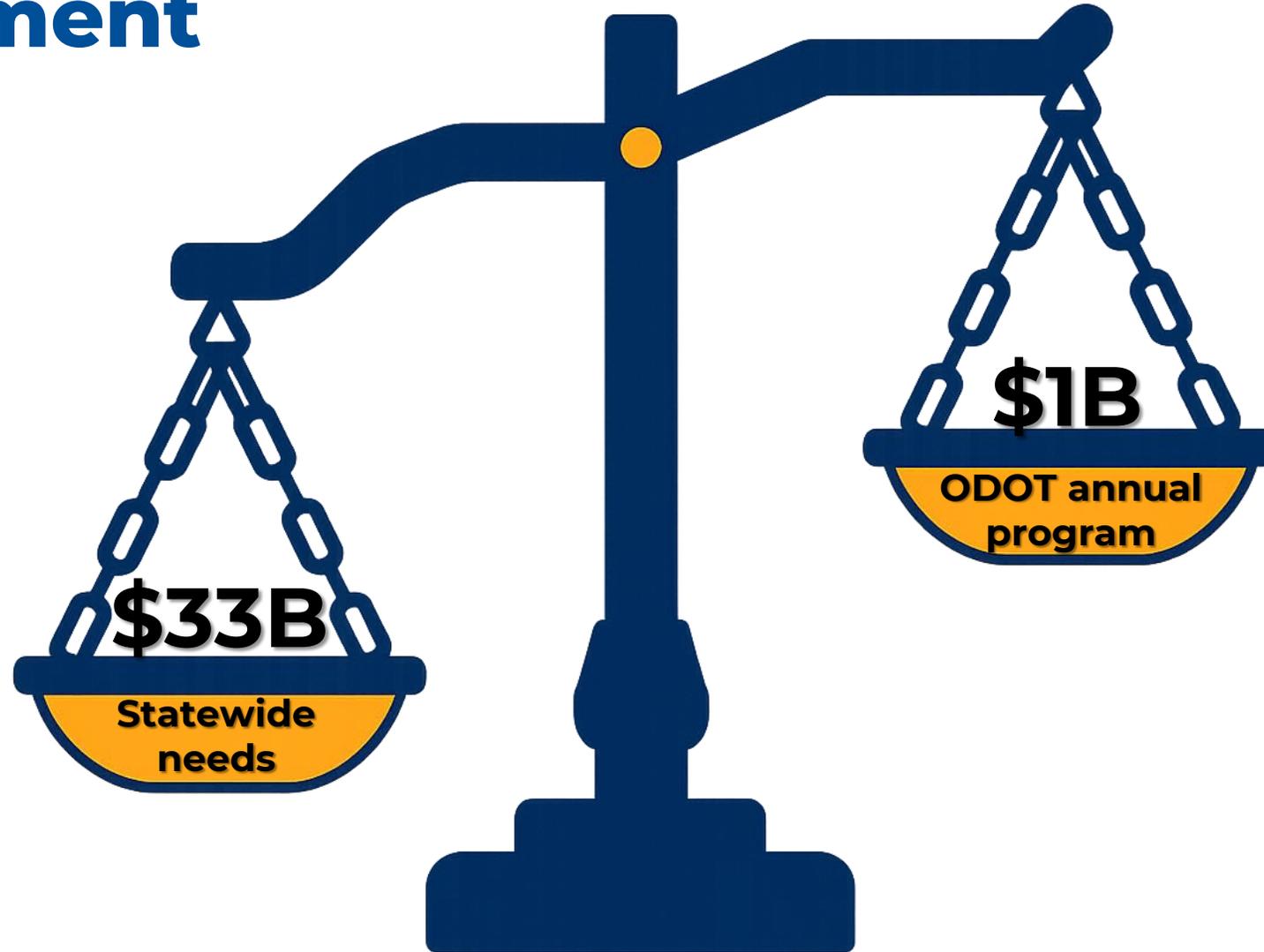
6.8K bridges
50.4M sq. ft of deck area



Travel

73.3M daily vehicle
miles traveled

The growing need for infrastructure investment



Current Value

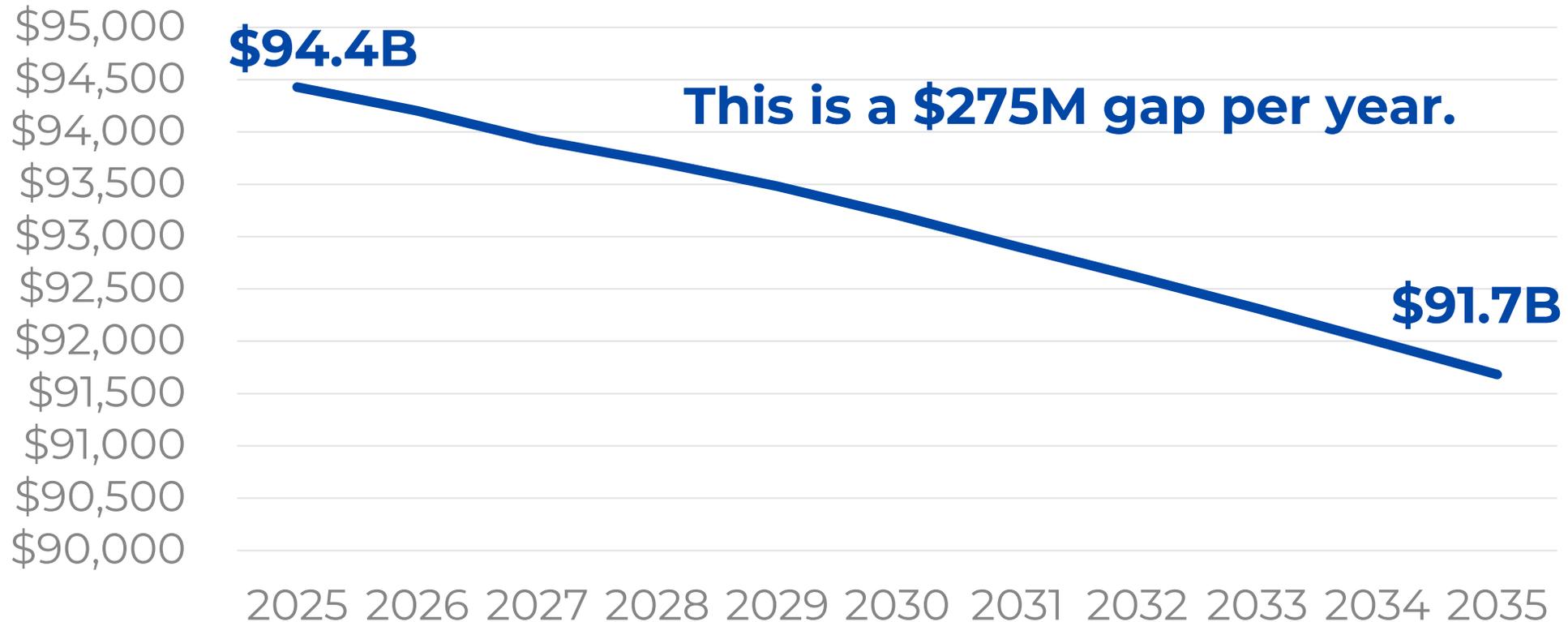
Asset	Replacement	Depreciation
Pavement	\$107.24B	\$79.79B
Ramps	\$2.30B	\$1.80B
Bridges	\$11.41B	\$6.88B
Ancillary	\$3.72B	\$3.54B
Interchanges	\$3.59B	\$2.43B
Total	\$128.26B	\$94.44B

Our highway system is one of our most valuable assets.

- **Replacement value:** Today's cost to replace the whole system - **\$128.26B**
- **Depreciation value:** The portion of that value remaining based on its current condition - **\$94.44B**
- **Value percentage retained:** We are currently retaining 73.7% of our system's total value.

Unfortunately, our recent progress is at risk of slipping away.

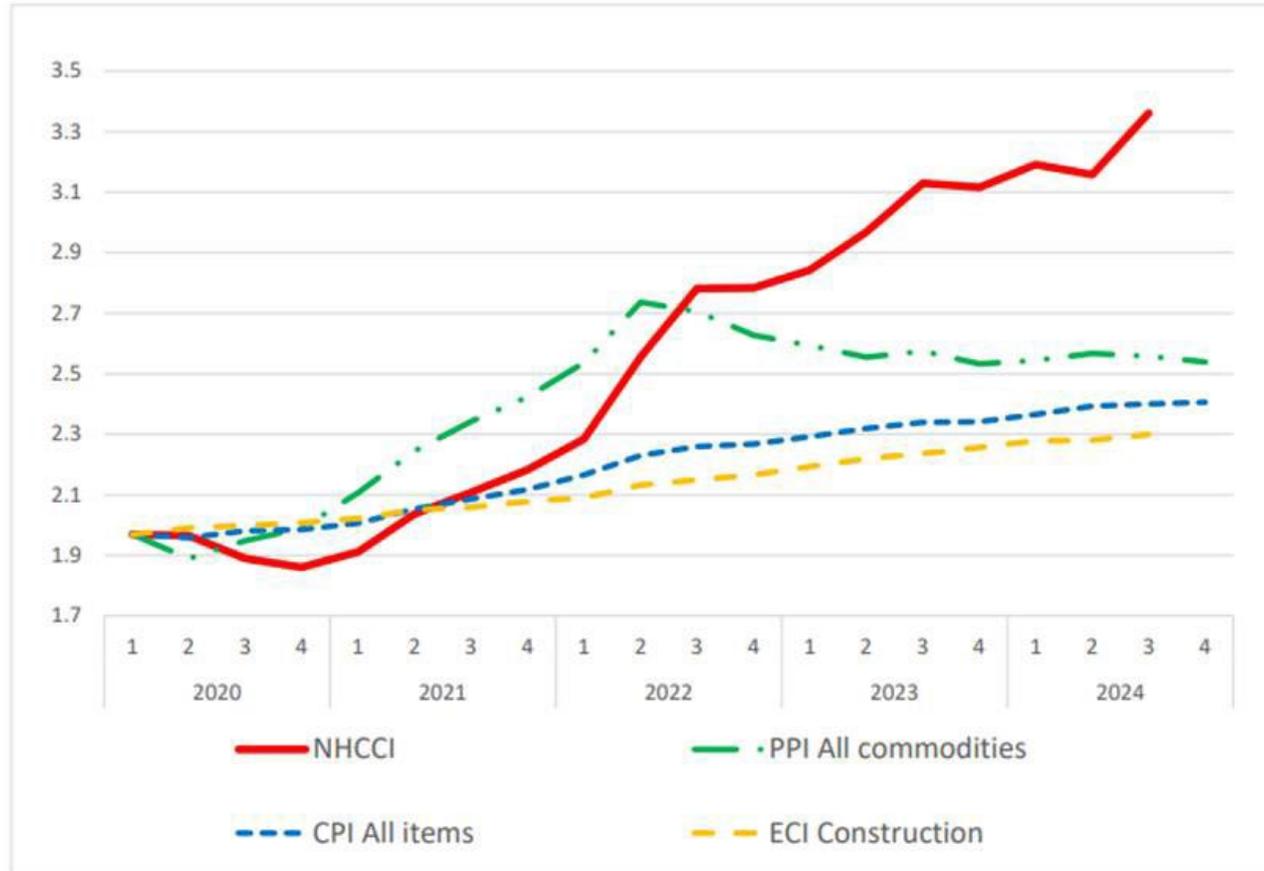
Depreciation Value (\$M)



*Assumes 3% annual inflation

Construction inflation is rapidly eroding our buying power.

Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).



- NHCCI: National Highway Construction Cost Index
- PPI: Producer Price Index
- CPI: Consumer Price Index
- ECI: Employment Cost Index

Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q3 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

Time has changed the cost.

SAME PROJECT, NEW PRICE



Inflation alone is eroding our buying power faster than we can keep up.

100

miles of 2-lane highway could be improved for about **\$242 Million** in 2021

65

miles of 2-lane highway could be improved for the same cost in 2025

Ignoring needs isn't neutral.

It's the most expensive option we have.

At current funding levels, Oklahoma faces a

\$275 million gap

just to maintain existing highway and interstate conditions.



FY 2027 budget requests

- **Source:** State funded, mainly via motor fuel taxes
- **Use:** Dedicated revenue for the maintenance and repair of state highways and bridges
- **Needs:**
 - Fully fund statutory ROADS Fund levels (**\$610M**) and remove use restrictions
 - Restore full STF funding (**\$204.5M**) to sustain system performance
 - Replace FY 2026 STF estimated shortfall (**\$9.7M**) to avoid maintenance backlogs

Stable funding protects Oklahoma's highway system investments.



Stable funding protects Oklahoma's highway system investments.



- **Source:** State funded, mainly via motor fuel taxes
- **Use:** Streamline operations and improve compliance of commercial motor vehicles and motor carriers
- **Need:** Invest **\$20M** in weigh station improvements to protect highway assets

Access that matters: Supporting tourism, industry and community wellbeing

- **Source:** State and local funds
- **Uses:**
 - **Lake access program:** Provides direct access to public user facilities located within the immediate vicinity of lakes and other recreation areas operated by a public agency of the State of Oklahoma
 - **Industrial Access:** Construction or improvement of direct access facilities to specific industrial operations
- **Need: \$10M** for lake and industrial access projects



Mobility and public transit connect people and communities.



- **Source:** Urban-Federal, State and City; Rural-Federal, State, local, private and nonprofit
- **Use:** Oversight and administration of Federal Transit Administration's programs: sections 5303, 5310, 5311, 5329 and 5339
- **Need: \$6.9M** to the Public Transit Revolving Fund

- **Source:** State funded
- **Use:** Mobility management improves coordination among public transportation and other transportation service providers to enhance access
- **Need: \$2M** to fully fund the Mobility Management Program

Mobility and public transit connect people and communities.



The Heartland Flyer: Connecting Oklahoma, Texas and beyond



- **Source:** State funded (Oklahoma and Texas)
- **Use:** Continued passenger rail service from Oklahoma City to Ft. Worth, TX
- **Need: \$2.5M** to the Tourism and Passenger Rail Revolving Fund to support the Heartland Flyer

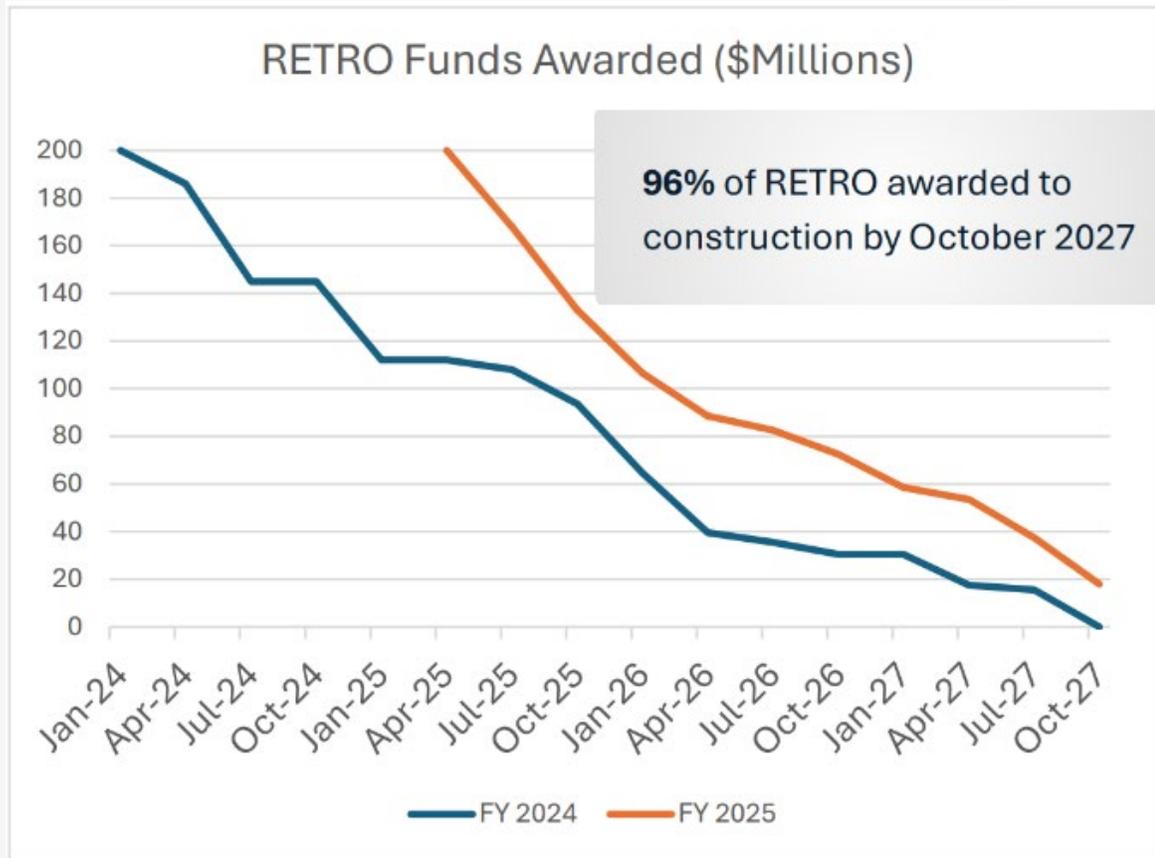
Update on Oklahoma Ports Infrastructure Revolving Fund (OPIRF) program and RETRO

OPIRF

- The OPIRF was established in 2024 with the passage of SB1429, a request bill from the Tulsa Ports.
- \$16.2 million was appropriated to the fund for ODOT to administer to the ports.
- The administrative rules were approved by the Legislature in the 2025 session.
- Two applications were received in 2025:
 - Port of Muskogee for \$1.62 million
 - Tulsa Ports for \$1.62 million
- Awards will be issued during the first quarter of 2026.



RETRO funds supported 60 projects statewide since 2024.



Your investments matter.

RETRO funds at a glance:

- \$200M appropriated in both FY 2024 and FY 2025 (**Total of \$400M**)
- **Funds cover up to 50% of project costs for high-impact economic development projects in rural areas**
- Paired with state and federal funds
- In the 8-Year CWP
- Coordinated with Tax Commission and Commerce
- **Awarded \$229M** of appropriated funds
- RETRO funds are **supporting \$1.4B in construction projects**

**Preserving Oklahoma's
transportation
infrastructure investment
requires action today.**

- **IIJA funding is in its final year**, increasing uncertainty for future projects
- **Inflation has reduced buying power**, meaning fewer miles improved with the same dollars
- **Aging roads and bridges continue to deteriorate** under everyday use
- **Delaying maintenance increases long-term costs**
- **Traditional fuel tax revenues are declining**

**Responsible
investment matters
more than ever.**



Our investments today will affect generations.

Base request (\$824.2M):

- **\$610M** - Fully fund ROADS and remove use restrictions
- **\$204.5M** - Restore full STF funding
- Replace FY 2026 STF shortfall (**\$9.7M**) to avoid maintenance backlogs

Request above the line (\$41.4M):

- Invest **\$20M** in weigh station improvements to protect highway assets
- **\$10M** for lake and industrial access projects
- **\$6.9M** to the Public Transit Revolving Fund
- **\$2M** to fully fund the Mobility Management Program
- **\$2.5M** to the Tourism and Passenger Rail Revolving Fund to support the Heartland Flyer

Questions?



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