

## Department of Transportation - 345

Lead Administrator: Mike Patterson

Lead Financial Officer: Russell Hulin

FY'16 Projected Division/Program Funding By Source						
	Appropriations	Federal	Revolving	Local	Other*	Total
Transit	\$0	\$755,049	\$5,750,000	\$0	\$0	\$6,505,049
Railroads	\$0	\$0	\$1,213,247	\$0	\$0	\$1,213,247
Waterways	\$0	\$0	\$178,769	\$0	\$0	\$178,769
Highway	\$0	\$39,446,620	\$294,860,837	\$0	\$0	\$334,307,457
IT	\$0	\$1,408,000	\$27,606,500	\$0	\$0	\$29,014,500
Capital Outlay	\$0	\$685,716,401	\$491,621,264	\$13,200,000	\$0	\$1,190,537,665
County Projects	\$0	\$28,926,633	\$292,697,355	\$4,000,000	\$0	\$325,623,988
Transit Projects	\$0	\$20,907,748	\$0	\$0	\$0	\$20,907,748
Rail Projects	\$0	\$14,900,000	\$40,856,765	\$0	\$0	\$55,756,765
<b>Total</b>	<b>\$0</b>	<b>\$792,060,451</b>	<b>\$1,154,784,737</b>	<b>\$17,200,000</b>	<b>\$0</b>	<b>\$1,964,045,188</b>

\*Source of "Other" and % of "Other" total for each.

FY'15 Carryover by Funding Source						
	Appropriations	Federal	Revolving	Local	Other*	Total
FY'15 Carryover	\$0	\$0	\$313,400,000	\$0	\$0	\$313,400,000

\*Source of "Other" and % of "Other" total for each.

### What Changes did the Agency Make between FY'15 and FY'16?

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

Maintenance of roads, bridges and weigh station improvements 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 maintenance projects on roads and bridges have been delayed.

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

No.

FY'17 Requested Division/Program Funding By Source						
	Appropriations	Federal	Revolving	Other	Total	% Change
Transit	\$0	\$755,049	\$5,750,000	\$0	\$6,505,049	0.00%
Railroads	\$0	\$0	\$1,213,247	\$0	\$1,213,247	0.00%
Waterways	\$0	\$0	\$178,769	\$0	\$178,769	0.00%
Highway	\$0	\$39,446,620	\$315,860,837	\$0	\$355,307,457	6.28%
IT	\$0	\$1,408,000	\$27,606,500	\$0	\$29,014,500	0.00%
Capital Outlay	\$0	\$685,716,401	\$564,521,264	\$0	\$1,250,237,665	5.01%
County Projects	\$0	\$28,926,633	\$296,697,355	\$0	\$325,623,988	0.00%
Transit Projects	\$0	\$20,907,748	\$0	\$0	\$20,907,748	0.00%
Rail Projects	\$0	\$14,900,000	\$40,856,765	\$0	\$55,756,765	0.00%
<b>Total</b>	<b>\$0</b>	<b>\$792,060,451</b>	<b>\$1,252,684,737</b>	<b>\$0</b>	<b>\$2,044,745,188</b>	<b>4.11%</b>

\*Source of "Other" and % of "Other" total for each.

**FY'17 Top Five Appropriation Funding Requests**

	\$ Amount
No General Revenue Appropriation Funding is Requested.	\$0

**Total Increase above FY-17 Request** 0

**How would the agency handle a 5% appropriation reduction in FY'17?**

The anticipated annual allocation to the ROADS and State Transportation Fund for FY2017 is \$736.2 million. A 5% reduction from this level would cause a reduction of the current Eight Year Construction Work Plan of \$47.5 million.	\$36,810,000
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**How would the agency handle a 7.5% appropriation reduction in FY'17?**

The anticipated annual allocation to the ROADS and State Transportation Fund for FY2017 is \$736.2 million. A 7.5% reduction from this level would cause a reduction of the current Eight Year Construction Work Plan of \$79.2 million.	\$55,215,000
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**How would the agency handle a 10% appropriation reduction in FY'17?**

The anticipated annual allocation to the ROADS and State Transportation Fund for FY2017 is \$736.2 million. A 10% reduction from this level would cause a reduction of the current Eight Year Construction Work Plan of \$110.8 million.	\$73,620,000
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**Is the agency seeking any fee increases for FY'16?**

	\$ Amount
Increase 1    N/A	\$0
Increase 2    N/A	\$0
Increase 3    N/A	\$0

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

No capital requests from general revenue appropriations. All capital projects are funded from dedicated revolving funds.

**Federal Government Impact**

- 1.) How much federal money received by the agency is tied to a mandate by the Federal Government?**  
On the average ODOT has found the cost associated with compliance to the National Environmental Policy Act (NEPA) have amounted to approximately \$4.6 million in hard cost, with driver costs undetermined.
- 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 current Eight Year Construction Work Plan is funded by 52% federal money from the Federal Highway Administration for SFY2016 dropping to 47% by SFY2018 when ROADS funding reaches maximum.  
Eliminating federal funded programs would cause a dramatic reduction in funding to ODOT.
- 4.) How will your agency be affected by federal budget cuts in the coming fiscal year?**  
It is anticipated ODOT may experience incremental decreases in federal transportation funding that will affect the construction budget.
- 5.) Has the agency requested any additional federal earmarks or increases?**  
ODOT has requested discretionary funding from the Secretary of Transportation related to bridge replacement, railroad revitalization, and High Speed Rail improvements.

Division and Program Descriptions
<p><b>Operations</b> Provides operational services such as bid letting, contracting, construction, administration, material testing, research, and maintenance functions. This program coordinates construction and maintenance activities in the eight field divisions.</p>
<p><b>Capital Projects</b> Federal Aid, State Aid, Right-of-Way/Utility, Park Roads Industrial Access, Lake Access and Special Maintenance.</p>
<p><b>Railroad Improvement</b> Railroad crossing improvement projects and passenger rail service.</p>
<p><b>Transit</b> Administers financial assistance to local, small, urban and rural transit systems throughout the state.</p>
<p><b>Railroads</b> Railroad operations for safety, passenger service and oversight of the state-owned rail infrastructure. This program coordinates with Railroad companies for rail crossing improvements and works to retain and enhance passenger service.</p>
<p><b>Waterways</b> Promotes the use of barge transportation on the McClellan-Kerr Arkansas River Navigation System by educating the public and working ports and shippers, promoting waterways transportation usage and facilities.</p>
<p><b>Weigh Stations/Trucking</b> Provides operations, construction and maintenance of the State Weight Station facilities.</p>
<p><b>County Projects</b> This program includes earmarked fuel taxes as well as federal funding for County and City roads and bridges. Heavy equipment is purchased and leased to counties through this program.</p>

FY'17 Budgeted FTE						
	Supervisors	Classified	Unclassified	\$0 - \$35 K	\$35 K - \$70 K	\$70 K - \$\$\$
Highways	507	2231	79	572	1571	167
County	0	0	0	0	0	0
Railroads	3	8	0	0	7	1
Transit	3	7	0	0	6	1
Waterways	1	2	0	1	1	0
<b>Total</b>	<b>514</b>	<b>2248</b>	<b>79</b>	<b>573</b>	<b>1585</b>	<b>169</b>

FTE History					
	2016 Budgeted	2015	2012	2009	2005
Transit	8	7	6	6	6
Railroads	9	9	9	9	8
Waterways	2	2	1	2	2
Highway	1745	1718	1687	1747	1746
Engineering	471	488	452	460	442
Administration	170	155	208	222	202
	<b>2405</b>	<b>2379</b>	<b>2363</b>	<b>2446</b>	<b>2406</b>

Performance Measure Review					
	FY'15	FY'14	FY'13	FY'12	FY'11
Percentage of on-system Bridges rated as Structurally Deficient	5.5%	6.8%	8.1%	N/A	N/A
Miles of 2 lane rural highways without shoulders	4,573	4,598	4,600	N/A	N/A
Number of lane miles in Critical or Inadequate Condition	3,820	3,842	3,862	N/A	N/A
Crossover fatalities on divided state highways	12	9	10	N/A	N/A
Construction Contract Growth	0.94%	1.36%	1.12%	N/A	N/A
% of Contract awards within 10% of estimates	61%	55%	51%	N/A	N/A
Revolving Funds (200 Series Funds)					
	FY'13-15 Avg. Revenues		FY'13-15 Avg. Expenditures		June '15 Balance
<b>Fund #210 Oklahoma Railroad Maintenance Revolving Fund</b>	\$36,751,981		\$11,185,057		\$85,720,215
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.					
<b>Fund #211 Oklahoma Tourism and Passenger Rail</b>	\$3,072,809		\$3,377,960		\$8,045,442
The Fund's purpose is to acquire, construct, 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.					
<b>Fund #220 Highway Construction Materials Technician Certification Board</b>	\$186,463		\$187,831		\$267,697
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.					
<b>Fund #225 Public Transit</b>	\$6,719,253		\$5,815,333		\$3,081,583
The Fund purpose is for establishing, expanding, improving, and maintaining rural and urban public mass transportation services.					
<b>Fund #230 County Road Machinery and Equipment</b>	\$5,337,053		\$4,997,392		\$8,114,213
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.					

<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.	\$19,421,865	\$20,395,612	\$19,215,525
<b>Fund #275 Rebuilding Oklahoma Access and Driver (ROADS) Safety</b>  The Fund's purpose is for: 1. The construction and maintenance of state roads, bridges and highways; 2. The direct expenses of operating and maintaining the state highway system, including bridges; 3. Direct expenses incurred in constructing, repairing, and maintaining state highways, farm-to-market roads, county highways and bridges as authorized by law; 4. Matching federal funds; 5. 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; 6. Debt service.	\$347,625,000	\$337,191,468	\$38,337,928
<b>Fund #280 High Priority State Bridge</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.	\$6,229,195	\$7,603,447	\$86,589
<b>Fund #285 County Improvements for Roads and Bridges (CIRB)</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 the highest priority as defined by the Transportation Commission. Counties may accumulate annual funding for a period of up to five (5) years for a specific project, with such funding to be held by the Transportation Commission to the credit of the county project.	\$131,133,218	\$136,676,020	\$205,497,582

Note: Expenditure numbers for revolving funds include claims paid and transfers.