

**FY21 Budget Performance Review
Oklahoma Dept of Transportation**

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 administers financial assistance to local, primarily rural, public transportation operations. The Office of Mobility and Public Transit manages the federally funded transit program administering financial and technical assistance, and administers the program to enhance mobility of seniors and individuals with disabilities (the 5310 Program). ODOT works closely with approximately 20 rural transit programs in over 50 counties and 129 "5310" subrecipients.

22 Rail Program

The Rail Programs Division provides oversight and monitors seven different railroad companies operating on state owned tracks with 131 miles of track under lease. The Division administers funds for specific rail improvements on tracks operated by Class III companies. Rail Program Division also administers FHWA grade crossing safety program and coordinates the Heartland Flyer contract with AMTRAK. Also coordinates with railroads on ODOT Construction projects.

23 Waterways Program

The Waterways Program Division promotes the use of barge transportation on the McClellan-Kerr Arkansas River Navigation System (MKARNS) by educating the public, working with ports and shippers, promoting waterways transportation usage and facilities.

68 Highway Operations and Maintenance

Highway Operations covers a wide range of highway operating, maintenance, preconstruction and administrative activities. It includes the core functions that provide construction and maintenance activities for the highway infrastructure through ODOT'S central office and eight field divisions. It includes the engineering functions leading up to the construction phase of the project, coordinating with federal, state and local agencies to ensure that appropriate safety measures are included to accommodate the traveling public. Support services include finance, administration, human resource management and asset management.

88 Information Technology & Telecommunications

The transportation industry has many ongoing technological innovations in infrastructure management and improvement. ODOT continues to implement these technological advances like 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 Capital Outlays

Design, construction and maintenance of ODOT's capital assets. Constructing, renovating 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 include right of way acquisition and utility relocations. Construction of buildings such as the port of entry trucking facilities are included here.

95 County Projects

This program covers a variety of county road and bridge project activities ranging from funding, preliminary engineering through award of a contract to contract payment. County road and bridge projects generally extend over several fiscal years. ODOT also handles the procurement of heavy equipment for distribution back to local governments.

96 Transit 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 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'20 Budgeted Department Funding By Source

Dept. #	Department Name	Appropriations	Federal	Revolving	Local ¹	Other ²	Total
21	Transit	-	1,523,880	-	-	-	\$1,523,880
22	Rail	-	-	1,187,376	-	-	\$1,187,376
23	Waterways	-	-	196,121	-	-	\$196,121
68	Highway Operations	-	24,938,680	342,879,709	-	-	\$367,818,389
88	IT	-	2,615,815	31,713,639	-	-	\$34,329,454
94	Highway Capital Outlay	-	715,401,405	662,286,789	37,828,000	-	\$1,415,516,194
95	County Capital Projects	-	26,000,000	172,873,832	10,000,000	-	\$208,873,832
96	Transit Capital Projects	-	31,600,000	5,750,000	-	-	\$37,350,000
97	Rail Capital Projects	-	8,000,000	10,492,624	800,000	-	\$19,292,624
							\$0
Total		\$0	\$810,079,780	\$1,227,380,090	\$48,628,000	\$0	\$2,086,087,870

1. Please describe source of Local funding not included in other categories: Local government or tribal participation on projects.

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

FY'19 Carryover by Funding Source

Carryover	Appropriations	Federal	Revolving	Local ¹	Other ²	Total
	\$0	\$0	\$0	\$0	\$0	\$0
	\$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:

What changes did the agency make between FY'19 and FY'20?

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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.

FY'21 Requested Funding By Department and Source

Dept. #	Department Name	Appropriations	Federal	Revolving	Other ¹	Total	% Change
21	Transit	\$0	\$1,523,880	\$0	\$0	\$1,523,880	0.00%
22	Rail	\$0	\$0	\$1,187,376	\$0	\$1,187,376	0.00%
23	Waterways	\$0	\$0	\$196,121	\$0	\$196,121	0.00%
68	Highway Operations/Maintenance	\$0	\$24,938,680	\$346,258,063	\$0	\$371,196,743	0.92%
88	IT	\$0	\$2,615,815	\$31,713,639	\$0	\$34,329,454	0.00%
94	Highway Capital Outlay	\$0	\$715,401,405	\$662,286,789	\$0	\$1,377,688,194	-2.67%
95	County Capital Projects	\$0	\$26,000,000	\$172,873,832	\$0	\$198,873,832	-4.79%
96	Transit Capital Projects	\$0	\$31,600,000	\$5,750,000	\$0	\$37,350,000	0.00%
97	Rail Capital Projects	\$0	\$8,000,000	\$10,492,624	\$0	\$18,492,624	-4.15%
Total		\$0	\$810,079,780	\$1,230,758,444	\$0	\$2,040,838,224	-2.17%

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

FY'21 Top Five Operational Appropriation Funding Requests

Request by Priority	Request Description	Appropriation Request Amount (\$)
Request 1:	Receive full statutory allocation of motor fuel taxes to the State Transportation Fund as per OS Title 68 Sect 500.4B. Estimated at \$47M (Request limited to 2%)	\$3,378,354
Top Five Request Subtotal:		\$3,378,354
Total Increase above FY-20 Budget (including all requests)		\$ 3,378,354
Difference between Top Five requests and total requests:		\$0

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 '21 as was received in FY '20? (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 '21?

The annual apportioned allocation to the State Transportation Fund is estimated to be \$213.0 million for FY 2020. A 2% reduction from this level would cause a reduction of the current Eight Year Construction Work Plan of \$4.26 million.

Is the agency seeking any fee increases for FY '21?

	Fee Increase Request (\$)	Statutory change required? (Yes/No)
No Fee Increases Requested	\$0	

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)

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Federal Funds

CFDA	Federal Program Name	Agency Dept. #	FY 20 budgeted	FY 19	FY 18	FY 17	FY 16
20.205	Highway Planning & Construction	94	\$ 680,000,000	\$ 578,791,616	\$ 660,475,536	\$ 673,059,210	\$ 652,575,713
20.200	Highway Research & Development	94	12,000,000	66,726	562,553	1,878,579	979,194
20.509	Formula Grants for Rural Areas	96	17,000,000	14,848,030	13,667,264	14,067,975	15,043,386
20.526	Bus and Bus Facilities	96	10,000,000	2,624,851	4,100,210	1,469,963	-
20.505	Metropolitan Transit Planning	96	3,600,000	571,834	806,655	1,386,985	1,205,277
20.215	Highway Training and Education	68	500,000	107,509	435,690	442,187	380,785
20.500	Federal Transit - Capital Investments	96	-	-	258,559	3,470,956	733,618
20.237	Commercial Vehicle Info Systems and Networks	94	-	-	610,946	146,034	595,937
20.528	State Safety Oversight Transit	94	-	271,986	73,785	-	-
15.033	Road Maintenance - Indian Roads	94	-	1,000	-	8,450	-
20.521	New Freedom Act	94	-	-	-	69,685	61,524
20.319	High Speed Rail Corridors & Intercity Passenger	97	-	-	-	-	170,437
20.933	National Infrastructure Investments	94	-	-	-	1,830,936	-

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 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 passage of the 5 year FAST Act by Congress. The FAST Act expires in September 2020. A long term reauthorization bill is needed to maintain current funding levels for the 8 Year Plan.
- 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'20 Budgeted FTE

Division #	Division Name	Supervisors	Classified	Unclassified	\$0 - \$35 K	\$35 K - \$70 K	\$70 K - \$\$\$
21	Transit	3	13	1	0	11	3
22	Rail	2	8	0	0	6	2
23	Waterways	1	2	0	0	2	0
68	Highways	510	2264	117	36	2065	280
Total		516	2287	118	36	2084	285

FTE History

Division #	Division Name	2020 Budgeted	2019	2018	2016	2011
21	Transit	14.0	8.0	9.0	7.0	6.0
22	Rail	8.0	7.0	8.0	8.0	9.0
23	Waterways	2.0	2.0	1.0	2.0	1.0
68	Highway Operations	1719.0	1704.0	1660.0	1719.0	1719.0
68	Highway Engineering	494.0	460.0	466.0	438.0	461.0
68	Highway Admin	168.0	168.0	169.0	156.0	209.0
Total		2405.0	2349.0	2313.0	2330.0	2405.0

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Performance Measure Review

Highway Construction and Design					
Program Name	FY 19	FY 18	FY 17	FY 16	FY 15
Percentage of on-system Bridges rated as Structurally Deficient	1.94%	2.74%	3.72%	4.76%	5.51%
Number of statewide fatalitites on state highways	data not available	612	652	685	634
Miles of two lane rural highways with deficient shoulders new calculation	5303				
To increase total lane miles in good condition by 10% (From 32% to 42%) in 4 years. new measurement	32.78%				
Highway Operations and Maintenance					
Percentage of Contract Awards within 10% of estimates	49.8%	38.8%	36.0%	49.9%	61.0%
Percentage of Contract Growth less than national average 4.5%	-0.78%	-0.81%	-0.57%	1.90%	0.94%
County					
Percentage of structurally deficient county bridges	17.24%	17.50%	18.20%	21.20%	22.30%
Total number of roadway equipment purchased for counties	41	45	59	61	
Transit Program					
Total number of transit trips new measurement	9,984,285	10,109,347			
Total number of transit trips for elderly and disabled new program	data not available	804,582			
Rail Program					
Number of rail safety crossings improved	24	13	116	128	
Total Number of Rail Passengers	data not available	68,075	71,340	66,656	
Waterways Program					
Total tonnage shipped on the MKARNS	4,291,738	6,356,212	5,947,436	5,602,250	4,979,978
Human Resources					
Employee Turnover Rate	12.76%	12.70%	10.77%	10.68%	11.33%

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Revolving Funds (200 Series Funds)			
<i>Please provide fund number, fund name, description, and revenue source</i>	FY'17-19 Avg. Revenues	FY'17-19 Avg. Expenditures	June '19 Balance
Fund #210 Oklahoma Railroad Maintenance Revolving Fund 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.	\$16,718,007	\$25,046,484	\$13,062,389
Fund #211 Oklahoma Tourism and Passenger Rail 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.	\$2,851,492	\$2,849,902	\$3,064,105
Fund #220 Highway Construction Materials Technician Certification Board 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.	\$226,600	\$593,963	\$326,672
Fund #225 Public Transit The Fund purpose is for establishing, expanding, improving and maintaining rural and urban public mass transportation services.	\$22,869,914	\$24,712,201	\$689,747
Fund #230 County Road Machinery and Equipment 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.	\$5,677,403	\$6,180,890	\$2,072,855
Fund #265 Weigh Station Improvement Revolving Fund 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.	\$15,561,942	\$7,408,280	\$27,371,106
Fund #275 Rebuilding Oklahoma Access and Driver Safety (ROADS) 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 highways and bridges as authorized by law; matching federal funds; 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; debt service.	\$615,975,674	\$45,882,180	\$77,315,153
Fund #280 High Priority State Bridge 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.	\$6,427,517	\$0	\$661,597
Fund #285 County Improvements for Roads and Bridges (CIRB) 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.	\$153,188,357	\$147,108,288	\$157,600,874
Fund #310 Highway Construction and Maintenance 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 highways and bridges as authorized by law; matching federal funds; 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; and debt service.	\$209,151,986	\$463,961,863	\$44,589,598
Fund #340 Cash Management Improvement Act 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.	\$514,570,917	\$759,992,854	\$341,806,636