

FY 2027 Budget Performance Review

345 Oklahoma Department of Transportation

Version Original

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Date submitted

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Agency Mission

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 (OMP), Rail Programs, and Waterways.

OMP manages federally funded transit programs that provide financial and technical assistance for rural transportation financial assistance to local, primarily rural, public transportation operations. OMP manages federally funded transit programs that provide financial and technical assistance for rural transportation financial assistance to local, primarily rural, public transportation operations. OMP manages federally funded transit programs that provide financial and technical assistance for rural transportation financial assistance to local, primarily rural, public transportation operations. The Oklahoma Department of Transportation (ODOT) works closely with 19 rural transit agencies and approximately 129 nonprofit entities throughout 77 counties.

Rail Programs are administered as part of the Multi-Modal Division and provide oversight and monitoring of five railroad companies operating on state-owned tracks with 124 miles of operable track under lease. The division administers project reviews on Rail Modernization Tax Credits for specific rail improvements on routes operated by Class I Railroads, the FHWA grade crossing safety program, and coordinates with railroads on ODOT and Oklahoma Turnpike Authority (OTA) Construction Projects. The Rail-Modal Division coordinates the Heartland Flyer contract with Amtrak.

Waterways branch promotes the use of large transportation traffic on the McClellan-Kerr Arkansas River Navigation System (MKARNS), also designated as Marine Highway 45. The focus of the waterway program is to educate the public on the benefits of the MKARNS and to work with elected officials, port operators, and shippers to promote and market waterway transportation usage and facilities.

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.

69 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 a Transport Construction Management System. The Information Technology and Telecommunications (ITP) division oversees management systems, imaging, services 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.

84 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

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.

98 97 Multi-Modal Projects

These projects are designed to assist with transportation planning, enhance access for the elderly and disabled, and assist populations in nonurbanized areas to gain access to health care, education, employment, public services, shopping, and recreation through the maintenance, development, improvement, and use of safe public transportation systems in rural and small urban areas, as well as ensuring the safety of the state's rail-fired gateway systems.

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 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 26 Budgeted Department Funding By Source

| Dept. # | Department Name | Appropriations | Federal | Revolving | Local ¹ | Other ² | Total |
|---------|------------------------------|----------------------|------------------------|---------------------|---------------------|--------------------|------------------------|
| 21 22 | Multi-Modal | \$143,206 | \$1,689,058 | \$1,105,145 | \$0 | \$0 | \$2,857,361 |
| 68 | Highway Operations | \$40,506,740 | \$26,329,490 | \$1,329,721 | \$2,400,000 | \$452,200 | \$68,651,411 |
| 94 | Highway Capital Outlay | \$42,231,979 | \$17,937,721 | \$3,000,000 | \$0 | \$40,555,000 | \$117,795,700 |
| 95 | County Capital Projects | \$95,787,296 | \$1,017,569,234 | \$351,444,398 | \$0 | \$40,555,000 | \$1,453,589,534 |
| 96 97 | Multi-Modal Capital Projects | \$7,593,991 | \$34,000,000 | \$189,900,000 | \$2,870,000 | \$450,000 | \$226,770,000 |
| Total | | \$815,266,914 | \$1,196,190,908 | \$93,526,020 | \$54,275,000 | \$0 | \$2,661,262,914 |

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 for each department:

| Balances of Appropriated Funds from Prior Fiscal Years | | | | | | | |
|--|--|-------------------------|---------------------------------------|------------------------------------|-------------------------------------|------------------------------|--|
| 9-digit Class Fund # | Class Fund Name | GA Bill # and Section # | Fiscal Year of Original Appropriation | Original Appropriation Amount (\$) | Total Expended as of 8/31/2023 (\$) | Balance as of 8/31/2023 (\$) | |
| 215 | OK Ports Infrastructure | HB1125 Section 76 | 2025 | \$16,200,000 | \$0 | \$16,200,000 | |
| 245 | OK Economic Transportation Reliability and Optimization Fund | HB1004X Section 76 | 2024/2025 | \$400,000,000 | \$42,390,550 | \$357,609,450 | |
| 310 | Highway Construction and Maintenance Revolving Fund - disbursing funds | SB1125 Section 77 | Multi Year* | \$2,245,000,000 | \$1,879,015,237 | \$466,984,763 | |
| Total remaining prior year appropriation balance: | | | | | | | |
| \$84,793,782 | | | | | | | |

Report appropriations that have existing balances from all prior fiscal years at the 9-digit class fund number (i.e. 194, 195). Do not report carryover class funds separately.

Include appropriations located in disbursing funds. Report PREP, but not APP/SMF, appropriations.

What changes did the agency make between FY 25 and FY 26?

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

None

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

The Construction Program has experienced an increase in major pay items. There has been 18 years of cost inflation in the last 3 years.

3.) 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.

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

In January 2025, we increased each FTE's salary by \$300 to help cover the increase in the cost of health insurance.

Appropriation Increase Review

| Appropriation Increases (Additional to Agency Base Appropriation) | | | | Expenditures | | |
|--|---------------------|--------------------|--------------------------------------|--|---|--|
| Appropriation Increase Purpose | FY 2024 | FY 2025 | Total Amount Received FY2024-2025 | Total Expenditure of Increase as of FY 2025/2026 | If funds have not been spent, please explain why. | |
| Debt Service | \$2,523,069 | \$542,143 | \$3,066,212 | \$3,066,212 | | |
| STF Rural Trans. Match (15/85 Match w/ Feds) | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | Currently scheduled to let in September | |
| Industrial and Lake access (\$5 million India) | \$10,000,000 | | \$10,000,000 | \$5,000,000 | | |
| Industrial Lake Access | | \$16,200,000 | \$16,200,000 | \$3,873,117 | The total amount that has been authorized for FY25 projects is \$8,876,172.84. The remainder is re-budgeted for the next fiscal year. | |
| Additional \$12,000,000 STF funding - replacement funds due to IFTA transfer | | \$12,000,000 | \$12,000,000 | \$12,000,000 | | |
| OK Ports Infrastructure | | \$16,200,000 | \$16,200,000 | \$16,200,000 | This has been re-budgeted for FY26 | |
| Total: | \$17,523,069 | \$1,942,143 | \$62,465,212 | \$28,938,329 | | |

List appropriation increases that the agency has received in the prior two years. List amounts received in each year. Include PREP, but not APP/SMF, appropriations.

FY 27 Requested Funding By Department and Source

| Dept. # | Department Name | Appropriations | Federal | Revolving | Local & Other ² | Total | % Change |
|----------|------------------------------|----------------------|------------------------|---------------------|----------------------------|------------------------|------------|
| 21 22 23 | Multi-Modal | \$143,206 | \$1,689,058 | \$1,105,145 | \$0 | \$2,857,361 | 0.0 |
| 68 | Highway Operations | \$40,506,740 | \$26,329,490 | \$1,329,721 | \$2,400,000 | \$452,200 | 8.0 |
| 94 | Highway Capital Outlay | \$42,231,979 | \$17,937,721 | \$3,000,000 | \$2,400,000 | \$40,555,000 | 1.0 |
| 95 | County Capital Projects | \$95,787,296 | \$1,017,569,234 | \$351,444,398 | \$2,870,000 | \$1,453,589,534 | 0.0 |
| 96 97 | Multi-Modal Capital Projects | \$7,593,991 | \$34,000,000 | \$189,900,000 | \$450,000 | \$226,770,000 | 0.0 |
| Total | | \$866,360,914 | \$1,196,190,908 | \$93,526,020 | \$54,275,000 | \$2,712,362,842 | 1.9 |

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

FY 27 Top Five Incremental Appropriated Funding Increase Requests

| Request by Priority | Request Description | Is this a Supplemental Request? (Yes/No) | Timeline (One-Time or Recurring) | Appropriation Increase Amount (\$) |
|--|---|--|----------------------------------|------------------------------------|
| Request 1: | Receive full statutory authorization of the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund | No | Recurring | |
| Request 2: | Receive full statutory authorization of the State Transportation Fund (STF) | No | Recurring | |
| Request 3: | Additional \$9,700,000 STF funding due to appropriations shortfall | No | One-Time | \$9,700,000 |
| Request 4: | To fund the Passenger Rail Program - \$2,500,000 | No | Recurring | \$2,500,000 |
| Request 5: | Appropriation to the Transit Fund | No | Recurring | \$6,900,000 |
| Top Five Request Subtotal: | | | | \$19,100,000 |
| Total Increase above FY 26 Budget (including all requests) | | | | \$51,100,000 |
| Difference between Top Five requests and total requests: | | | | \$32,000,000 |

* Capital requests in the table above should be listed in the next table.

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

1. Description of requested increase in order of priority

2. Total Project Cost (\$)

3. Needed State Funding for Project (\$)

4. Submitted to LRCPCT/Year

Does the agency has any costs associated with the Pathfinder retirement system and federal employees? If so, please describe the impact.

Costs associated with the Retirement Savings Defined Contribution (the 9.3% to 10.5% increase that goes to the OEPERS defined benefit plan) is not included in the Labor Additive Rate computation used to bill federal agencies for state share of employee benefit. Therefore, ODOT receives no federal reimbursement for these costs.

* Include the total number of federally funded FTE in the Pathfinder system.

How would the agency be affected by receiving the same appropriation for FY '27 as was received in FY '26? (Flat / 0% change)

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

How would the agency handle a 2% appropriation reduction in FY '27?

The annual apportioned allocation to the State Transportation Fund is estimated to be \$204M for FY 2027. The ROAD fund statutory apportionment is \$610M for FY 2027. 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 '27?

| Description of requested increase in order of priority | | | Fee Increase Request (\$) | Statutory change request? (Yes/No) |
|--|--|--|---------------------------|------------------------------------|
| Increase 1 | | | | |
| Increase 2 | | | | |
| Increase 3 | | | | |

| Federal Funds | | | | | | |
|---------------|---|----------------|-------------------|--------------------|--------------------|--------------------|
| CFDA | Federal Program Name | Agency Dept. # | FY 26 budget (\$) | FY 25 actuals (\$) | FY 24 actuals (\$) | FY 23 actuals (\$) |
| 11.3 | Investments for Public Works and Economic Development | 94 | | | | |
| 10.033 | Road Maintenance - Indian Roads | 94 | | | | |
| 20.2 | Highway Research & Development | 94 | \$6,000,000 | \$1,001,914 | \$1,871,845 | \$277,548 |
| 20.205 | Highway Planning & Construction | 68/88/94/95/97 | \$1,098,600,995 | \$951,693,762 | \$1,063,419,140 | \$229,787,593 |
| 20.213 | Highway Maintenance & Operation | 94 | | \$2,365,365 | \$2,049,510 | \$319,069 |
| 20.219 | Recreational Trails Program | 94 | | 231,910 | | |
| 20.237 | Commercial Vehicle Info Systems and Networks | 94 | | | | |
| 20.319 | High Speed Rail Corridors & InterCity Passenger | 97 | | \$1,199,940 | \$2,046,173 | \$301,126 |
| 20.325 | Rail Infrastructure & Safety Improvements | 97 | | | | |
| 20.35 | Federal-aid Highway Capital Investments | 94 | | | \$6,195,841 | |
| 20.505 | Metropolitan Transit Planning | 96 | \$3,300,279 | \$1,682,178 | \$893,981 | \$989,996 |
| 20.509 | Formula Grants for Rural Areas | 96 | \$44,776,688 | \$29,270,980 | \$31,950,349 | \$29,537,598 |
| 20.513 | Emergency Mobility of Seniors and Individuals with Disabilities Program | 96 | \$10,434,771 | \$4,895,182 | \$4,182,904 | \$1,815,060 |
| 20.523 | New Freight Rail | 94 | | | | |
| 20.526 | Bus and Bus Facilities | 96 | \$33,380,081 | \$6,526,428 | \$4,709,024 | \$4,301,842 |
| 20.528 | State Safety Oversight Transit | 95 | \$2,198,094 | \$451,188 | | \$35,206 |
| 20.933 | National Infrastructure Investments | 94 | | | \$7,685,992 | |
| 97.036 | Disaster Grants - Public Assistance (Presidentially Declared) | 94 | | | | \$15,682,165 |

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 \$3.4 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?

No

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 65% 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 or reduce the appropriation, 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 and been awarded federal earmarks and increases related to bridge replacement, roadway improvements and railroad revitalization.

<https://oklahoma.gov/odot/programs-and-projects/projects/8-year-construction-work-plan.html>

FY 2026 Budgeted FTE

| Division # | Division Name | Supervisors | Non-Supervisors | \$0 - \$5K | \$5K - \$70K | \$70K - \$100K | \$100K+ |
|--|---------------|-------------|-----------------|---------------|----------------|----------------|------------|
| 11.3 | Transit | 3 | 24 | 12 | 13 | 12 | 1 |
| 22 Rail | | 1 | 5 | 2 | 2 | 5 | 1 |
| 23 Waterways | | 0 | 1 | 1 | 1 | 1 | 2 |
| 68 Multi-Modal Administration & Planning | | 2 | 7 | 12 | 5 | 4 | 2 |
| 68 Highways | 369 | 2003 | 39,791 | 1761,25 | 372 | 167 | |
| 88 Information Technology | 9 | 47 | | 34 | 16 | 6 | |
| Total | | 363 | 2073 | 39,791 | 1796,25 | 411 | 177 |

FTE History by Fiscal Year

| Division # | Division Name | FY 2026 Budgeted | FY 2026 YTD | FY 2025 | FY 2024 | FY 2023 | FY 2017 |
|--|---------------|------------------|---------------|---------------|---------------|---------------|---------------|
| 11.3 | Transit | 12 | 12 | 17 | 13 | 12 | 7 |
| 22 Rail | | 0 | 0 | 3 | 2 | 2 | 6 |
| 23 Waterways | | 1 | 1 | 1 | 1 | 1 | 2 |
| 68 Multi-Modal Administration & Planning | | 9 | 9 | 12 | 5 | 4 | |
| 68 Highway Operations | 1689 | 1699 | 1642 | 1642 | 1689 | 1689 | |
| 68 Highway Admin | 473 | 414 | 431 | 416 | 403 | 421 | |
| 68 Highway Admin | 106 | 109 | 172 | 178 | 168 | 143 | |
| 68 Weigh Stations | 15 | 15 | 15 | 12 | 14 | | |
| 88 Information Technology | 56 | 54 | 52 | 47 | 50 | | |
| Total | | 2456.0 | 2279.0 | 2340.0 | 2317.0 | 2284.0 | 2249.0 |

Performance Measure Review

| Program Name | FY 2025 | FY 2024 | FY 2023 | FY 2022 | FY 2021 |
|---|-----------|-----------|-----------|-----------|-----------|
| Percentage of highway system bridges rated as structurally deficient | 0.52% | 0.68% | 0.66% | 0.66% | 0.99% |
| Number of statewide fatalities on state highways | 696 | 705 | 718 | 714 | 762 |
| Miles of two-lane rural highways with deficient shoulders | \$153 | \$162 | 5,249 | 5,273 | 5,249 |
| Percentage of lane miles in good condition | 39.46% | 37.45% | 39.76% | 30.46% | 38.65% |
| Percentage of contract awards within 10% of estimates | 37.20% | 47.89% | 53.80% | 47.30% | 43.60% |
| Percentage of contract growth less than national average 4.5% | 1.53% | 1.57% | 1.38% | 1.71% | 2.64% |
| Reduce number of structurally deficient bridges on the county highway system by 10% over 4 years | 11.70% | 11.07% | 11.50% | 14.06% | 14.38% |
| Total number of roadway equipment purchased for counties | 36 | 34 | 34 | 27 | 0 |
| Increase total number of trips - rural only (non-rural data not available due to COVID) | 2,076,500 | 1,972,458 | 1,843,083 | 1,686,352 | 1,287,713 |
| 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) | 180,212* | 229,634 | 280,960 | 255,927 | 358,689 |
| Number of rail safety crossings improved | 11 | 13 | 21 | 25 | 18 |
| Total number of rail passengers | 81,286 | 81,261 | 70,569 | 60,465 | 33,313 |
| Total tonnage shipped on the MKARNS (McClellan-Kerr Arkansas River Navigation System) segment | 4,154,067 | 4,194,972 | 4,767,423 | 5,076,110 | 5,007,634 |
| Employee turnover rate | 13.3% | 12.3% | 11.9% | 9.7% | 7.0% |
| Balance of federal obligation limit at end of Federal Fiscal Year - September 30. | \$0 | \$0 | \$0 | \$0 | \$0 |

*Reporting is done on a calendar year basis. FY24 represents 2023, FY25 represents 2024...etc.

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*The decline in elderly and/or disabled trips is attributable to the transfer of the 5310 program for the OKC UZA area to EMBARK, which occurred on October 1, 2024. As a result targets have been adjusted accordingly.

| Revolving Funds (200 Series Funds) | FY23-25 Avg. Revenues | FY23-25 Avg. Expenditures | June 2025 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. | \$11,979,959 | \$12,376,125 | \$23,737,695 |
| Fund 214 : Oklahoma Tourism and Passenger Rail Revolving Fund | \$3,108,833 | \$3,618,601 | \$5,454,075 |
| 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. | \$561,487 | \$630,598 | \$476,037 |
| Fund 220 : Highway Construction Materials Technical Certification Board | \$40,964,912 | \$46,763,071 | \$9,133,299 |
| 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. | \$7,099,311 | \$6,688,716 | \$6,395,888 |
| Fund 225 : Growth Road Maintenance and Equipment Revolving Fund | \$4,317,542 | \$8,241,612 | \$6,747,042 |
| The purpose of this Fund is to establish, expand, improve, and maintain public mass transportation services in both rural and urban areas. | \$683,112,501 | \$63,876,391 | \$281,984,658 |
| The purpose of this Fund is to construct, equip, and maintain facilities that determine the weight of vehicles on state roads and highways. | \$6,272,184 | \$0 | \$761,449 |
| Fund 275 : Rebuilding Oklahoma Access and Driver Safety Revolving Fund | \$143,364,456 | \$140,458,891 | \$181,201,902 |
| The purpose of this Fund is to finance the construction and maintenance of state roads, bridges, and highway system, which are of the highest priority according to the Transportation Commission. | \$2,069,224 | \$0 | \$0 |
| Fund 285 : County Improvement for Roads and Bridges Revolving Fund | \$5,236,739 | \$4,111,225 | \$3,376,540 |
| The purpose of this Fund is to 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. | \$1,007,789,136 | \$1,838,062,083 | \$678,715,148 |
| Fund 296 : Electric Vehicle | \$33,120,382 | \$0 | \$0 |
| The purpose of this Fund is for the revenue replacement fees for electric vehicle infrastructure. | | | |
| 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. | | | |
| 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. 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. | | | |
| 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. | | | |
| 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. | | | |
| Fund 296 : Electric Vehicle | | | |
| The purpose of this Fund is for the revenue replacement fees for electric vehicle infrastructure. | | | |
| 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. | | | |
| 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. 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, and debt service. | | | |
| 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. | | | |

FY 2020 Current Employee Telephone Summary

| List each agency/physical location (not division), then report the number of employees associated with that location in the following categories indicated. Use "No specified location" to account for remote employees not associated with a site. Use actual current employee (headcount), not budgeted or actual FTE. | | Full-time and Part-time Employees (#) | | | | | |
|--|---------------|---------------------------------------|--------|---|---------------------------------------|--|-----------------|
| Agency Location / Address | City | County | Office | Onsite (5 days onsite, rarely remote) | Hybrid (2-4 days onsite weekly) | Remote (1 day or less weekly onsite) | Total Employees |
| 100 NE 21st Street | Oklahoma City | Oklahoma | 553 | 2 | 22 | 577 | |
| 200 Felipe Street | Oklahoma City | Oklahoma | 2 | | | 2 | |
| 200 NE 14th Street | Oklahoma City | Oklahoma | 1 | | | 1 | |
| 2100 N Walnut Avenue | Oklahoma City | Oklahoma | 2 | | | 2 | |
| 2300 N Lincoln Boulevard | Oklahoma City | Oklahoma | | 2 | 2 | 4 | |
| 2400 N Lincoln Boulevard | Oklahoma City | Oklahoma | 6 | | 6 | | |
| 2500 N Martin Luther King Avenue | Oklahoma City | Oklahoma | 1 | | 1 | | |
| 5307 NE 22nd Street | Oklahoma City | Oklahoma | 3 | | 3 | | |
| 5315 SW Airport Industrial Road | Lawton | Oklahoma | 5 | | 5 | | |
| 2000 Peeler Street | Norman | Oklahoma | 16 | | 16 | | |
| 7000 S 51st Street Road | Oklahoma City | Oklahoma | 10 | | 10 | | |
| 112 NE 14th Street | Oklahoma City | Oklahoma | 1 | | 1 | | |
| 119 Engineering North | Stillwater | Oklahoma | 19 | | 19 | | |
| 107995 S 4170 Road | Cochesaw | McIntosh | 10 | | 10 | | |
| 415197 State Highway 9 | Eufaula | McIntosh | 11 | | 11 | | |
| 200 NE 14th Street | McAlester | Pittsburg | 89 | | 89 | | |
| 3365 S Wood Drive | McAlester | Pittsburg | 11 | | 11 | | |
| 133 S McGee | Sallisaw | Sequoyah | 15 | | 15 | | |
| 2180 W Lenington Road | Sallisaw | Sequoyah | 18 | | 18 | | |
| 1006 Old Military Road | Stigler | Haskell | 8 | | 8 | | |
| 4101 S McGee Street | Stillwell | Adair | 8 | | 8 | | |
| 1101 S McGee Street | Stillwell | Adair | 2 | | 2 | | |
| 112 NE 14th Street | Stillwell | Adair | 1 | | 1 | | |
| 119 Engineering North | Stillwater | Oklahoma | 19 | | 19 | | |
| 109288 US Highway 21 | Antlers | Pushmataha | 77 | | 77 | | |
| 1101 Hwy 271 N | Antlers | Pushmataha | 1 | | 1 | | |
| 1101 Hwy 271 S | Antlers | Pushmataha | 14 | | 14 | | |
| 2318 N 11th Avenue | Durant | Bryan | 11 | | 11 | | |
| 41930 US 59 | Heavener | Le Flore | 9 | | 9 | | |
| 1226 US Highway 70 Bypass | Hugo | Choctaw | 10 | | 10 | | |
| 505 SW Lincoln Road | Iceland | McCurtain | 11 | | 11 | | |
| 1000 NE 14th Street | Idabel | McCurtain | 1 | | 1 | | |
| 1000 NE 14th Street | Idabel | McCurtain | 1 | | 1 | | |
| 104 NE 2nd Street | Idabel | McCurtain | 1 | | 1 | | |
| 7101 US Highway 69B | McAlester | Pittsburg | 10 | | 10 | | |
| 7101 US Highway 69B | McAlester | Pittsburg | 10 | | 10 | | |
| 2506 S Mclester | Poteau | Le Flore | 11 | | 11 | | |
| 403 SW 1st Street | Tallihue | Le Flore | 11 | | 11 | | |
| 1105 State Highway 21N | Wilburton | Pushmataha | 10 | | 10 | | |
| 12848 State Highway 3W | Ada | Pontotoc | 88 | | 88 | | |
| 340177 S Highway 66 | Chandler | Lincoln | 11 | | 11 | | |
| 1402 S Highway 75 | Cogert | Coal | 9 | | 9 | | |
| 100 NE 14th Street | Hedgesite | Oklahoma | 0 | | 0 | | |
| 2602 Boner Road | Nebley | Cleveland | 9 | | 9 | | |
| 104 W Captain Street | Oklahoma City | Oklahoma | 10 | | 10 | | |
| 2216 S Chickasaw Street | Pauls Valley | Garvin | 9 | | 9 | | |
| 23440 State Highway | Purcell | McCurtain | 14 | | 14 | | |
| 2410 NE 14th Street | Purcell | McCurtain | 5 | | 5 | | |
| 45545 Forestgate Road | Reed | McCurtain | 2 | | 2 | | |
| 2204 E Walnut Street | Tecumseh | Pottawatomie | 16 | | 16 | | |
| 9680 S US 377 | Tishomingo | Johnston | 8 | | 8 | | |
| 12630 NS 3605 County Road | Wewoka | Seminole | 16 | | 16 | | |
| 12630 NS 3605 County Road | Wewoka | Seminole | 10 | | 10 | | |
| 10509 W Doolin Avenue | Blackwell | Kay | 10 | | 10 | | |
| 7900 W Main | Cushing | Payne | 10 | | 10 | | |
| 5201 NE 125th Street Bldg. 4005 | Edmond | Oklahoma | 11 | | 11 | | |
| 5201 NE 125th Street Bldg. 4005 | Edmond | Oklahoma | 8 | | 8 | | |
| 5201 NE 125th Street Bldg. 4007 | Edmond | Oklahoma | 4 | | 4 | | |
| 5201 NE 125th Street Bldg. 4011 | Edmond | Oklahoma | 59 | | 59 | | |
| 4101 Kremmen Street | Enid | Garfield | 9 | | 9 | | |
| 620 W Walnut Avenue | Enid | Garfield | 11 | | 11 | | |
| 719 Camp Russell Road | Guthrie | Logan | 8 | | 8 | | |
| 17470 US Highway 70 | Guthrie | Logan | 10 | | 10 | | |
| 17470 US Highway 81 | Kingsfisher | Kingsfisher | 6 | | 6 | | |
| 7005 S 4th Street | Medford | Grant | 8 | | 8 | | |
| 200 NE 21st Street | Oklahoma City | Oklahoma | 0 | | 0 | | |
| 7013 SE 2nd Street | Oklahoma City | Oklahoma | 10 | | 10 | | |
| 2305 Highway 77 | Perry | 2 | | 2 | | | |
| 2305 Highway 77 West | Perry | 2 | | 2 | | | |
| 2000 S Fir St. | Perry | Nobles | 69 | | 69 | | |
| 5813 N Husband Street | Stillwater | Payne | 11 | | 11 | | |
| 18400 W South Avenue | Tonkawa | Kay | 10 | | 10 | | |
| 13100 NW 36th Street | Yukon | Canadian | 11 | | 11 | | |
| 1905 Industrial Drive | Altus | Jackson | 9 | | 9 | | |
| 6008 S Jackson Street | Altus | Jackson | 13 | | 13 | | |
| 9846 US Highway 183 | Arapaho | Custer | 8 | | 8 | | |
| 9565 US Highway | Chouteau | Roger Mills | 10 | | 10 | | |
| 1701 S Hwy 149 | Clinton | Clinton | 1 | | 1 | | |
| 1701 S Hwy 149 | Clinton | Clinton | 62 | | 62 | | |
| 1323 Highway 152 | Cordell | Washita | 9 | | 9 | | |
| 1210 E Highway 68 | Elk City | Beckham | 10 | | 10 | | |
| 1787 US Highway | Frederick | Feltman | 9 | | 9 | | |
| 13789 US Highway | Hobart | Kiowa | 10 | | 10 | | |

| | | | | | |
|--------------------------------|--------------|------------------------|----|--|------|
| 1200 N 8th Street | Hollis | Harmon | 8 | | 8 |
| 3198 County Road | Hydro | Cadde | 10 | | 10 |
| 21365 State Highway | | Mangum | 10 | | 10 |
| 1200 N 8th Street | | Greer | 8 | | 8 |
| 68648 US Highway 183 | Sayre | Beckham | 8 | | 8 |
| 123248 US Highway | Malaga | Blaine | 6 | | 6 |
| | Watonga | Blaine | 9 | | 9 |
| | | District 6 | | | |
| 2497 College Blvd | Alex | Woods | 8 | | 8 |
| 11001 N State Highway 23 | Beaver | Beaver | 10 | | 10 |
| 1200 N 8th Street | Bell City | Bellbrook | 8 | | 8 |
| 18893 US Highway 64 W | Buffalo | Harper | 74 | | 74 |
| 915 N Grand | Cherokee | Altalfa | 6 | | 6 |
| 2001 N Main | Fairview | Major | 10 | | 10 |
| 504 S Crumley | Guymon | Texas | 9 | | 9 |
| 1200 N 8th Street | Guymon | Texas | 10 | | 10 |
| 175160 E County Road 53 | Debba | Blair | 8 | | 8 |
| 14232 US Highway 270 | Woodward | Woodward | 10 | | 10 |
| | | District 7 | | | |
| 24001 SH-9 | Anadarko | Cadde | 27 | | 27 |
| 1215 Interstate Drive | Ardmore | Carter | 8 | | 8 |
| 1215 Interstate Drive | Adairton | Carter | 11 | | 11 |
| 1225 Interstate Drive | Ardmore | Carter | 14 | | 14 |
| 1125 E Choctaw Avenue | Chickasha | Grady | 8 | | 8 |
| 1136 SH 77 N | Davis | Murray | 9 | | 9 |
| 1795 S Hwy 8 | Duncan | Stephens | 74 | | 74 |
| 1200 N 8th Street | Lawton | Comanche | 11 | | 11 |
| 4603 1st 77 | Moore | Garza | 8 | | 8 |
| 707 W Missouri Street | Walters | Cotton | 9 | | 9 |
| 6594 US Highway 70 | Waurika | Jefferson | 9 | | 9 |
| | | District 8 | | | |
| 1321 Woman Road | Bartlesville | Washington | 8 | | 8 |
| 24280 W Highway 66 | Brown | Wagoner | 10 | | 10 |
| 12802 E 470 Road | Claremore | Rogers | 9 | | 9 |
| 25825 E 8 Hwy 66 | Claremore | Rogers | 16 | | 16 |
| 2410 W Highway 20 S | Jay | Delaware | 10 | | 10 |
| 2424 N Hwy 66 | Miami | Ottawa | 10 | | 10 |
| 1244 N Hwy 66 | Moore | Oklahoma | 7 | | 7 |
| 27048 US Highway 81 | Pawhuska | Osage | 11 | | 11 |
| 48703 E Hwy 64 | Pawnee | Pawnee | 9 | | 9 |
| 2404 N Highway 69 | Pryor | Mayes | 9 | | 9 |
| 11305 N 67th Place | Sand Springs | Tulsa | 16 | | 16 |
| 48027 N High Valley Expressway | Tulsa | Tulsa | 92 | | 92 |
| 23077 E Highway 60 | Vinita | Craig | 9 | | 9 |
| | | Total Agency Employees | | | 2280 |