

FY 2027 Budget Performance Review 345 Oklahoma Department of Transportation			
Version	Original	Date submitted	10/1/2025
Lead Administrator: Dawn Sullivan		Lead Financial Officer: Demetrice Carter	

Agency Mission	

Division and Program Descriptions	
<i>Note: Please define any acronyms used in program descriptions.</i>	
21 22 23 Multi-Modal	
Multi-Modal consists of the Office of Mobility and Public Transit (OMPT), Rail Programs, and Waterways.	
OMPT administers financial assistance to local, primarily rural, public transportation operators. 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. 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 126 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 III Railroads, the FHWA grade crossing safety program, and coordinates with railroads on ODOT and Oklahoma Turnpike Authority (OTA) Construction projects. The Multi-Modal Division coordinates the Heartland Flyer contract with AMTRAK.	
The Waterways branch promotes the use of barge transportation traffic on the McClellan-Kerr Arkansas River Navigation System (MKARS), also designated as Marine Highway 40. The focus of the waterways program is to educate the public on the benefits of the MKARS 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.	
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 ONES master service agreement is also included.	
94 Highway Design & Construction Capital Outlays	
Design and construction of ODOT's capital assets. Constructing, rehabilitation 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.	
96 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 are designed to assist with transportation planning; enhance access for the elderly and disabled; and assist populations in nonurbanized areas to gaining 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-freight 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 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 26 Budgeted Department Funding By Source						
Dept. #	Department Name	Appropriations	Federal	Revolving	Local ¹	Other ²
21 22 23	Multi-Modal	\$143,206	\$1,689,058	\$1,105,145		\$2,937,409
68	Highway Operations	\$403,106,442	\$25,454,982	\$23,329,495		\$462,240,914
88	IT	\$42,237,879	\$17,937,721	\$3,055,300	\$2,400,000	\$65,631,000
94	Highway Capital Outlay	\$361,787,296	\$1,017,589,234	\$351,444,386	\$48,555,000	\$1,779,355,916
95	County Capital Projects	\$0	\$34,000,000	\$189,900,000	\$2,870,000	\$226,770,000
96 97	Multi-Modal Capital Projects	\$7,593,091	\$101,589,913	\$24,693,699	\$450,000	\$134,227,603
						\$0
						\$0
						\$0
Total		\$815,268,914	\$1,136,190,965	\$593,528,020	\$54,275,000	\$0
\$2,661,262,842						

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						
3-digit Class Fund #	Class Fund Name	GA Bill # and Section #	Fiscal Year of Original Appropriation	Original Appropriation Amount (\$)	Total Expended Amount as of 8/31/2025 (\$)	Balance as of 8/31/2025 (\$)
215	OK Ports Infrastructure	SB1125 Section 76 HB10045 Section 70	2025	\$16,200,000	\$0	\$16,200,000
245	Rural Economic Transportation Reliability and Optimization Fund	SB1125 Section 77	2024/2025	\$400,000,000	\$42,390,850	\$357,609,150
310	Highway Construction and Maintenance Revolving Fund - disbursing fund	Multi Year*	Multi Year*	\$2,345,000,000	\$1,878,015,327	\$466,984,673
						\$0
Total remaining prior year appropriation balance:						\$646,793,823
Report appropriations that have existing balances from all prior fiscal years at the 3-digit class fund number (i.e. 284, 195). Do not report carryover class funds separately. Include appropriations located in disbursing funds. Report PREP, but not APPA/SRG, appropriations.						

What changes did the agency make between FY25 and FY26?	
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 rates 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 Increase Purpose	Appropriation Increases (Additional to Agency Base Appropriation)		Total Amount Received FY 2024-2025	Total Expenditure of Increase as of 8/30/2025	If funds have not been spent, please explain why.
	FY 2024	FY 2025			
Debt Service	\$2,523,069	\$542,143	\$3,065,212	\$3,065,212	
STF Rural Trans. Match (15/85 Match w/ Feds)	\$5,000,000		\$5,000,000	\$5,000,000	
Industrial and Lake access (\$5 million Indol)	\$10,000,000		\$10,000,000	\$5,000,000	Currently scheduled to let in September 2026
Industrial Lake Access		\$16,200,000	\$16,200,000	\$3,873,117	The total amount that has been authorized for FY25 projects is \$6,878,172.84. The remainder is to be budgeted for the next FY.
Additional \$12,000,000 STF funding - replacement funds due to IFIA transfers		\$12,000,000	\$12,000,000	\$12,000,000	
OK Ports Infrastructure		\$16,200,000	\$16,200,000	\$0	
Total:	\$17,523,069	\$44,942,143	\$62,465,212	\$28,938,329	This has been re-budgeted for FY26
List appropriation increases that the agency has received in the prior two years. List amounts received in each year. Include PREP, but not APPA/SRG, appropriations.					

FY27 Requested Funding By Department and Source						
Dept. #	Department Name	Appropriations	Federal	Revolving	Local & Other ¹	% Change
21 22 23	Multi-Modal	\$143,206	\$1,689,058	\$1,105,145	\$0	\$2,937,409
68	Highway Operations	\$403,106,442	\$25,454,982	\$23,329,495	\$0	\$468,240,914
88	IT	\$42,237,879	\$17,937,721	\$3,055,300	\$2,400,000	\$65,631,000
94	Highway Capital Outlay	\$371,787,296	\$1,017,589,234	\$351,444,386	\$48,555,000	\$1,789,355,916
95	County Capital Projects	\$0	\$34,000,000	\$189,900,000	\$2,870,000	\$226,770,000
96 97	Multi-Modal Capital Projects	\$12,093,091	\$101,589,913	\$24,693,699	\$450,000	\$138,827,603
						3.39%
Total		\$866,368,914	\$1,136,190,965	\$593,528,020	\$54,275,000	\$2,712,362,842
1.82%						

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

FY27 Top Five Incremental Appropriated Funding Increase Requests				
Request by Priority	Request Description	Is this a Supplemental Request? (Yes/No)	Timeframe (One-Time or Recurring)	Appropriation Request Increase Amount (\$)
Request 1:	Receive full statutory authorization of the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund	No	Recurring	\$0
Request 2:	Receive full statutory authorization of the State Transportation Fund (STF)	No	Recurring	\$0
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	\$5,900,000
Top Five Request Subtotal:				\$19,100,000
Total increase above FY26 Budget (including all requests)				\$51,100,000
Difference between Top Five requests and total requests:				\$32,000,000
¹ 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?			
Description of requested increase in order of priority	Total Project Cost (\$)	Needed State Funding for Project (\$)	Submitted to LRC/PCT (Yes/No)
Priority 1			
Priority 2			
Priority 3			
Does the agency have 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 9.5% to 10.5% coverage 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. *Include the total number of federally funded FTE in the Fund/line item 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 RDA's fund statutory appropriation 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 required? (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 (\$)	FY 25 budgeted FTE (ft)
11.3	Investments for Public Works and Economic Developer	04					
15.033	Road Maintenance - Indian Roads	04					
20.2	Highway Research & Development	04	\$6,000,000	\$1,001,914	\$1,871,345	\$277,548	
20.205	Highway Planning & Construction	68/88/94/95/97	\$1,088,600,995	\$95,169,762	\$1,063,419,140	\$829,787,593	192
20.215	Highway Training and Education	08		\$174,365	\$204,110	\$319,069	
20.219	Recreational Trails Program	04		\$23,016			
20.237	Commercial Vehicle Info Systems and Networks	04		\$1,199,840	\$2,046,173	\$301,126	
20.319	High Speed Rail Corridors & Intercity Passenger	97					
20.325	Rail Infrastructure & Safety Improvements	97			\$6,195,941		
20.5	Federal Transit - Capital Investments	96					
20.505	Metropolitan Transit Planning	96	\$3,300,279	\$1,682,178	\$893,981	\$989,996	8
20.509	Formula Grants for Rural Areas	96	\$44,276,688	\$25,270,980	\$31,950,349	\$29,537,098	
20.513	Enhanced Mobility of Seniors and Individuals with Disa	96	\$50,484,771	\$4,895,182	\$4,182,504	\$1,815,060	
20.521	New Freedom Act	94					
20.526	Bus and Bus Facilities	96	\$33,365,081	\$6,536,428	\$4,709,024	\$4,301,842	
20.528	State Sales Oversight Transit	96	\$2,198,094	\$451,188		\$35,206	
20.933	National Infrastructure Investments	04			\$7,685,992	\$15,682,165	
97.036	Disaster Grants - Public Assistance (Presidentially Dec	94					
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 these 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.							
FY 2026 Budgeted FTE							
Division #	Division Name	Supervisors	Non-Supervisors	\$0 - \$35 K	\$35 K - \$70 K	\$70 K - \$100K	\$100K+
21	Transit	2	10			11	1
22	Rail	1	9			5	1
23	Waterways	0	1			1	
68	Multi-Modal Administration & Planning	2	7		1	6	2
68	Highways	369	2003	39.75	1761.25	272	187
88	Information Technology	9	47		34	16	6
Total		383	2073	39.75	1796.25	415	177
FTE History by Fiscal Year							
Division #	Division Name	FY 2026 Budgeted	FY 2026 YTD	FY 2025	FY 2024	FY 2023	FY 2017
21	Transit	12	12	12	13	12	7
22	Rail	6	6	5	3	3	6
23	Waterways	1	1	1	1	1	2
68	Multi-Modal Administration & Planning	9	9	12	5	4	
68	Highway Operations	1658	1599	1642	1642	1609	1668
68	Highway Engineering	473	434	431	416	403	421
68	Highway Admin	186	169	172	179	188	143
68	Wash Stations		15	16	12	14	
88	Information Technology	56	54	52	47	50	
Total		2466.0	2279.5	2340.0	2317.0	2284.0	2248.0
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%	0.59%	
	Number of statewide fatalities on state highways	696	705	718	714	762	
	Miles of two-lane rural highways with deficient shoulders	5153	5162	5,249	5,273	5,249	
	Percentage of lane miles in good condition	38.46%	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	11.79%	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	280,360	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	
Revolving Funds (200 Series Funds)							
		FY23-25 Avg. Revenues	FY23-25 Avg. Expenditures	June 2025 Balance			
Fund 210 - Oklahoma Railroad Maintenance Revolving Fund							

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

*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.

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 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.	\$3,108,833	\$3,618,601	\$5,454,675
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.	\$561,487	\$630,598	\$476,037
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.	\$40,964,912	\$46,763,071	\$9,133,299
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.	\$7,099,311	\$6,686,716	\$6,395,688
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.	\$4,317,542	\$8,241,612	\$6,747,042
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.	\$683,112,501	\$63,876,391	\$281,984,658
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.	\$6,272,184	\$0	\$761,449
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.	\$143,364,456	\$140,458,891	\$181,201,802
Fund 290 : Electric Vehicle			
The purpose of this fund is for the revenue replacement fees for electric vehicle infrastructure.	\$2,069,224	\$0	\$0
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.	\$5,236,739	\$4,111,225	\$3,376,540
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.	\$1,007,789,136	\$1,838,062,083	\$678,715,148
Fund 480 : CARES Act Reimbursement			
This Fund was established by the State of Oklahoma to track CARES Act Reimbursement Funds. This is a clearing account.	\$33,120,382	\$0	\$0

FY 2026 Current Employee Telework 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 employees (headcount), not budgeted or actual FTE.						
Agency Location / Address	City	County	Onsite (5 days onsite, varies onsite)	Hybrid (2-4 days onsite weekly)	Remote (1 day or less weekly onsite)	Total Employees
Central Office						
700 NE 21st Street	Oklahoma City	Oklahoma	553	2	22	577
206 Edgar Street	Oklahoma City	Oklahoma	2			2
102 NE 18th Street	Oklahoma City	Oklahoma	1			1
2130 N Walnut Avenue	Oklahoma City	Oklahoma	2			2
2500 N Lincoln Boulevard	Oklahoma City	Oklahoma			2	2
3400 N Martin Luther King Avenue	Oklahoma City	Oklahoma	8			8
2500 N Martin Luther King Avenue	Oklahoma City	Oklahoma	1			1
6307 NE 122nd Street	Oklahoma City	Oklahoma	3			3
3315 SW Airport Industrial Road	Lawton	Comanche	5			5
2909 Edgar Street	Norman	Cleveland	148			148
7949 S 135 Service Road	Oklahoma City	Oklahoma	10			10
112 Engineering S	Stillwater	Payne	1			1
139 Engineering North	Stillwater	Payne	19			19
District 1						
107990 S 4170 Road	Cherokee	McIntosh	10			10
413197 State Highway 9	Eufaula	McIntosh	11			11
7980 S 32nd Street	Muskogee	Muskogee	89			89
1360 S West Drive	Owensage	Owensage	11			11
143 S McCre	Sallisaw	Sequoyah	15			15
2180 W Lexington Road	Sallisaw	Sequoyah	18			18
14060 604 Highway Road	Bridge	Haskell	6			6
470518 Highway 51	Stilwell	Adair	8			8
6322 S Muskogee Avenue	Tahlequah	Cherokee	9			9
1628 S Highway 69	Wagoner	Wagoner	10			10
District 2						
184288 US Highway 271	Antlers	Pushmataha	77			77
1151 Hwy 271 N	Antlers	Pushmataha	1			1
101741 Burn Road	Atoka	Atoka	11			11
3118 N 1st Avenue	Durant	Bryan	11			11
4319 US 59	Heavener	LeFlore	9			9
12248 US Highway 70 Bypass	Hugo	Cherokee	10			10
205 105 Lincoln Road	Kahala	McCurtain	11			11
100 E Francis	Madill	Marshall	13			13
104 E Francis Street	Madill	Marshall	1			1
77111 US Highway 69S	McAlester	Pittsburg	10			10
7731 US Highway 69S	McAlester	Pittsburg	10			10
2606 S McKenna	Poteau	LeFlore	11			11
485 132 First Street	Tahina	LeFlore	11			11
11025 State Highway 2 N	Wilburton	LeFlore	10			10
District 3						
13844 State Highway 3W	Ada	Pontotoc	88			88
388177 E Highway 66	Chandler	Lincoln	11			11
1402 S Highway 15	Conlogue	Greer	9			9
528 McDougal Drive	Hidleville	Hughes	0			0
1003 Banner Road	Noble	Cleveland	9			9
124 W Conlin Street	Cherokee	Oklahoma	10			10
2219 S Chickasaw Street	Pauls Valley	Garvin	9			9
23404 State Highway	Purcell	McCain	14			14
2614 W 74th	Purcell	McCain	17			17
35565 Frontage Road	Seminole	Seminole	9			9
13304 E Walnut Street	Tecumseh	Pottawatomie	16			16
9680 E US 277	Tulsa	Johnston	8			8
13630 NS 38th County Road	Wewaka	Seminole	16			16
13636 NS 38th County Road	Wewaka	Seminole	10			10
District 4						
10507 W Doolin Avenue	Blackwell	Kay	10			10
7000 W Main	Cushing	Payne	10			10
9091 NE 122nd Street Bldg. 4006	Edmond	Oklahoma	11			11
9201 NE 122nd Street Bldg. 4006	Edmond	Oklahoma	8			8
9201 NE 122nd Street Bldg. 4007	Edmond	Oklahoma	4			4
9301 NE 122nd Street Bldg. 4011	Edmond	Oklahoma	59			59
710 Kremlin Street	Enid	Garfield	9			9
626 W Walnut Avenue	Enid	Garfield	11			11
719 Camp Russell Road	Guthrie	Logan	8			8
721 Camp Russell Road	Guthrie	Logan	10			10
12407 US Highway 81	Kingsfisher	Kingsfisher	8			8
709 S 4th Street	Medford	Grant	8			8
200 NE 21st Street	Oklahoma City	Oklahoma	0			0
701 SE 82nd Street	Oklahoma City	Oklahoma	10			10
2305 Highway 77 W	Perry	Noble	2			2
2609 US Highway 77 West	Perry	Noble	69			69
309 E Fir St	Perry	Noble	1			1
9513 N Highland Street	Stillwater	Payne	11			11
18400 W South Avenue	Tulsa	Kay	10			10
11100 NW 36th Street	Tulsa	Canadian	11			11
District 5						
1385 Industrial Drive	Altus	Jackson	9			9
608 S Jackson Street	Altus	Jackson	13			13
9840 US Highway 183	Arapahoe	Custer	8			8
9850 US Highway	Cheyenne	Roger Mills	1			1
1701 S Highway 183	Clinton	Clinton	1			1
1745 S Highway 18	Clinton	Custer	63			63
1533 Highway 152	Cordell	Washita	9			9
12104 Highway 66	Law City	Beckham	10			10
17872 US Highway	Frederick	Holman	9			9
12759 US Highway	Hobart	Kiowa	10			10

1200 N 8th Street	Hellis	Hamm	8			8
2584 County Road	Hydra	Caddo	10			10
21585 State Highway	Huangum	Geor	10			10
1412 Industrial Drive	Soyne	Beckham	8			8
68848 US Highway 183	Taloga	Dewey	6			6
12329 US Highway	Wainaga	Biane	9			9
District 6						
2407 College Blvd	Alva	Woods	8			8
14041 N 103th Highway 24	Beaver	Beaver	10			10
200 US Highway 237	Beale City	Comman	8			8
18888 US Highway 64 W	Buffalo	Harper	74			74
915 N Brand	Cherokee	Atlatla	6			6
2001 N Main	Fairview	Major	10			10
204 S Crumley	Guymon	Texas	9			9
601 David Long Road	Guymon	Texas	10			10
175168 E County Road 53	Shattuck	Ellis	8			8
14512 US Highway 210	Woodward	Woodward	10			10
District 7						
28021 SR-9	Anadarko	Caddo	27			27
511 Interstate Drive	Ardmore	Carte	9			9
515 Interstate Drive	Ardmore	Carte	11			11
525 Interstate Drive	Ardmore	Carte	14			14
1125 E Choctaw Avenue	Chickasha	Graff	8			8
1118 3477 N	Clare	Hurry	9			9
1709 S Hwy 81	Duncan	Stephens	74			74
9181 SW 11th Street	Lawton	Comanche	11			11
408 S US 77	Marilla	Love	8			8
707 W Missouri Street	Winters	Cotton	9			9
8084 US Highway 70	Waurika	Jefferson	9			9
District 8						
1021 Yoman Road	Bartlesville	Washington	9			9
34389 W Highway 66	Bristow	Creek	10			10
13802 E 475 Road	Claremore	Rogers	9			9
20226 S S Highway 66	Claremore	Rogers	10			10
2410 W Highway 20 S	Day	Delaware	10			10
12650 S Highway 68	Miami	Ottawa	10			10
204 Vinto Road	Nowata	Nowata	7			7
27042 US Highway 81	Pawhuska	Osage	11			11
48701 E Hwy 64	Pawnee	Pawnee	9			9
2804 N Highway 88	Pryor	Mayes	9			9
11300 W S 7th Place	Sand Springs	Tulsa	10			10
4002 N Pingo Valley Expressway	Tulsa	Tulsa	92			92
405677 E Highway 60	Vinita	Craig	9			9
Total Agency Employees						2280