



# Oregon Department of Transportation 2023-25 Budget Overview

Joint Ways and Means Subcommittee on  
Transportation and Economic Development

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Kris Strickler, Director

March 13, 2023

# ROADMAP

## Day 1

- Agency Overview
- Delivery & Operations
- Capital Improvement & Capital Construction

## Day 2

- Public Transportation
- Policy, Data & Analysis
- Finance & Budget
- Debt Service

## Day 3

- Commerce & Compliance
- DMV
- ODOT Administrative Services



# AGENCY OVERVIEW



**Oregon  
Department  
of Transportation**



In 1913, the State Highway Department was formed with the charge to "Get Oregon out of the mud."



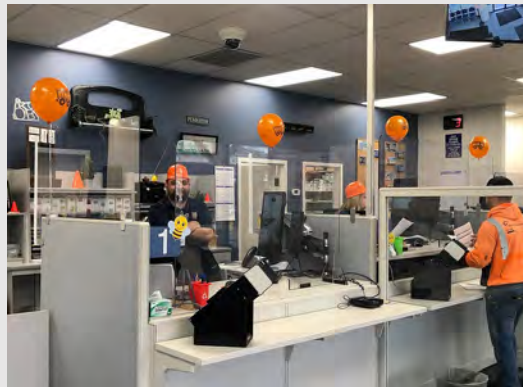


# A BROAD BUSINESS PORTFOLIO



Public & Active Transportation

Building out a network of safe, accessible and welcoming infrastructure and services for people walking, biking and taking transit.



Regulatory & Revenue

Through DMV and Commerce and Compliance, ensuring the system is safe, standardized and sustainably funded.



Roadway

Maintaining and improving the state's roadway network to ensure people and goods can move freely across the state.



Rail & Freight

Ensuring safety and improving the operations of our motor carrier and rail freight network.

# STRATEGIC ACTION PLAN



## Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



## Modern Transportation System

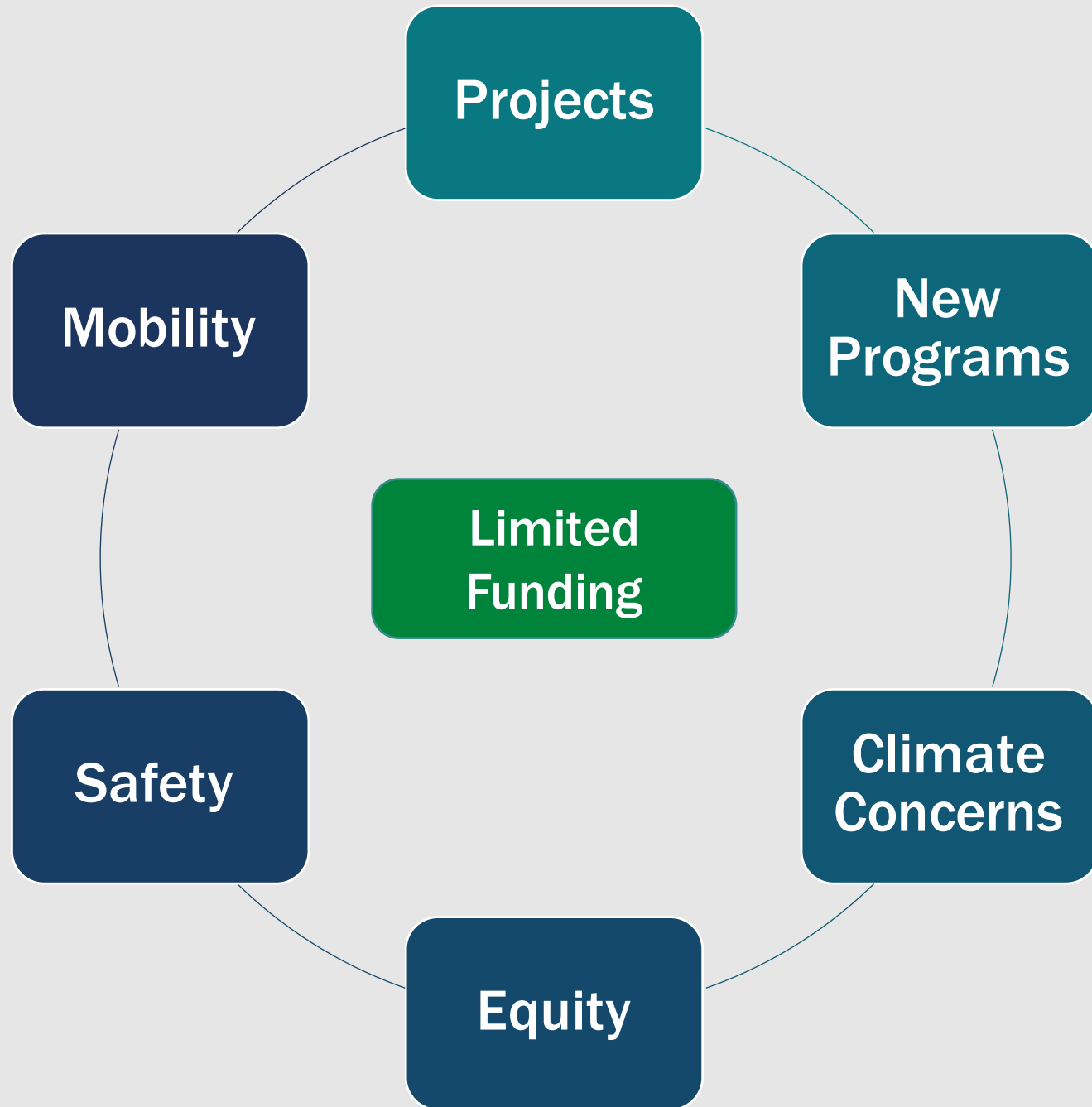
Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



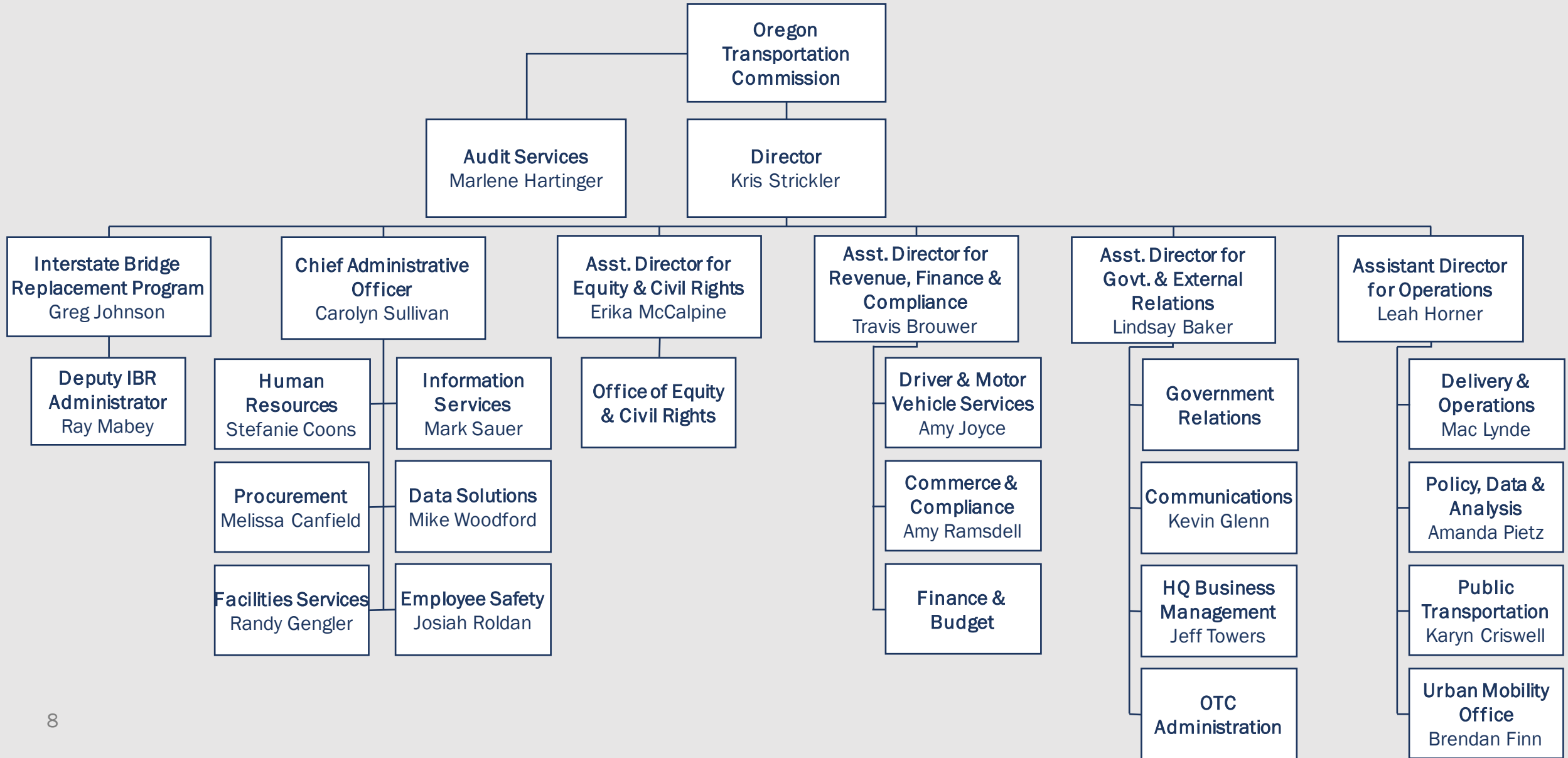
## Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.





# ODOT ORGANIZATIONAL STRUCTURE





# ODOT BUDGET AT A GLANCE

FUND TYPE	2019-21	2021-23	2023-25	Percent of GB
	Actuals	Legislatively Approved	Governor's Budget	
General	\$63,541,007	\$75,871,173	\$16,930,280	0.30%
Lottery	\$114,763,893	\$122,094,419	\$136,144,810	2.38%
Other (State)	\$2,790,419,191	\$3,117,728,834	\$2,864,089,912	50.04%
Other (Fed as Other)	\$910,049,252	\$2,190,764,665	\$2,478,282,139	43.30%
Federal	\$101,132,551	\$218,840,626	\$191,430,777	3.34%
Other (non-limited)	\$7,197,911	\$18,000,000	\$18,000,000	0.31%
Federal (non-limited)	\$20,029,515	\$20,679,380	\$18,764,647	0.33%
CATEGORY				
Personal Services	\$1,072,681,689	\$1,178,943,552	\$1,254,254,200	21.91%
Services & Supplies	\$1,934,263,405	\$3,256,449,933	\$3,224,836,656	56.34%
Capital Outlay	\$76,832,765	\$91,475,719	\$99,482,316	1.74%
Special Payments	\$409,699,806	\$675,757,210	\$591,946,523	10.34%
Debt Service	\$513,655,655	\$561,352,683	\$553,122,870	9.66%
TOTAL	\$4,007,133,320	\$5,763,979,097	\$5,723,642,565	
Positions	4,858	4,936	4,953	
FTE	4,682.05	4,755.80	4,819.66	

# A TALE OF TWO BUDGETS



## Transportation Projects & Programs

Dedicated federal & state funds for:

- Construction projects
- Grant programs



## Maintenance & Agency Operations

State Highway Fund dollars available to run the agency:

- Road maintenance
- DMV & CCD
- Administrative Services





## ODOT's O&M Problem

- Most new revenue in last two decades has gone into construction projects
- ODOT's revenues available for maintenance and agency operations (O&M) are flat
- But O&M costs continue to increase

# Strategies Implemented to Narrow the Gap

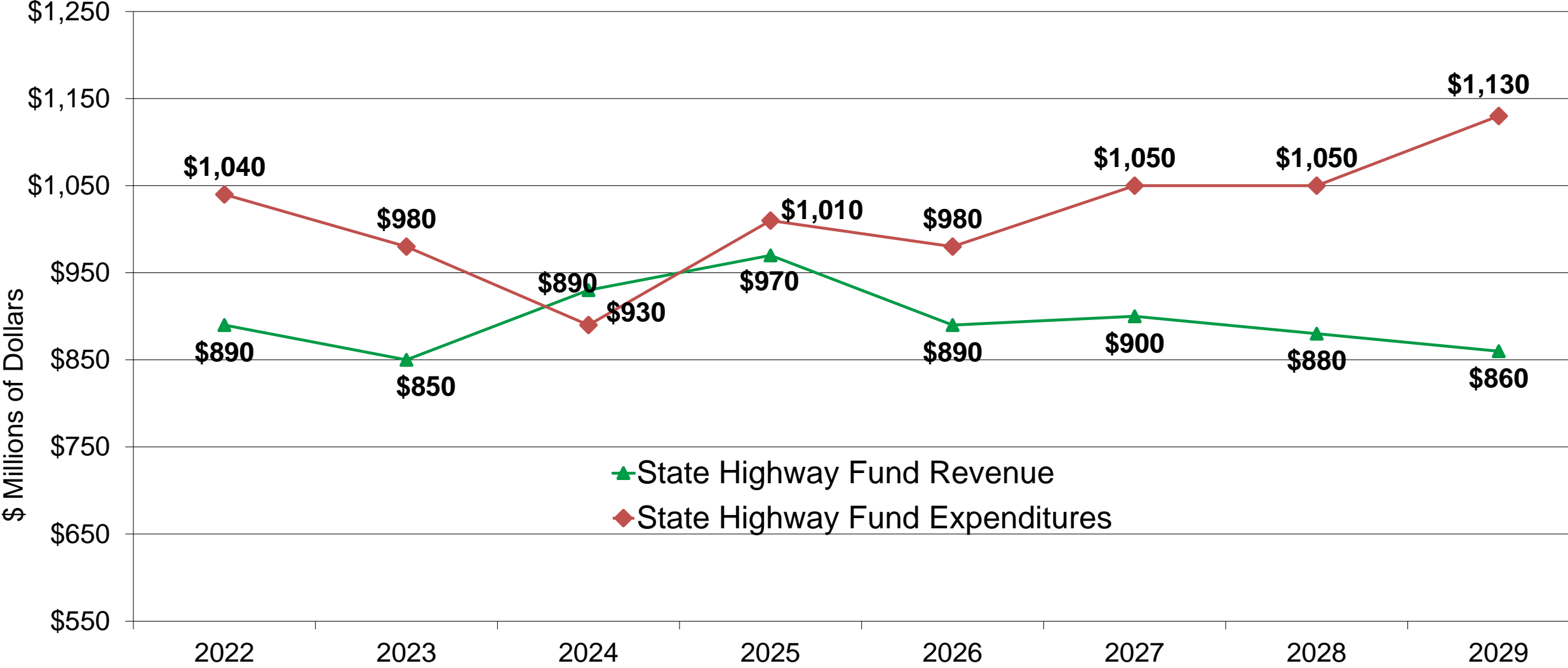
- Cut \$90 million from maintenance and agency operations in '23-'25 budget
- Cover more O&M costs from other sources, including federal funds and HB 2017

These steps have narrowed the gap and pushed out shortfalls but have not solved the problem.





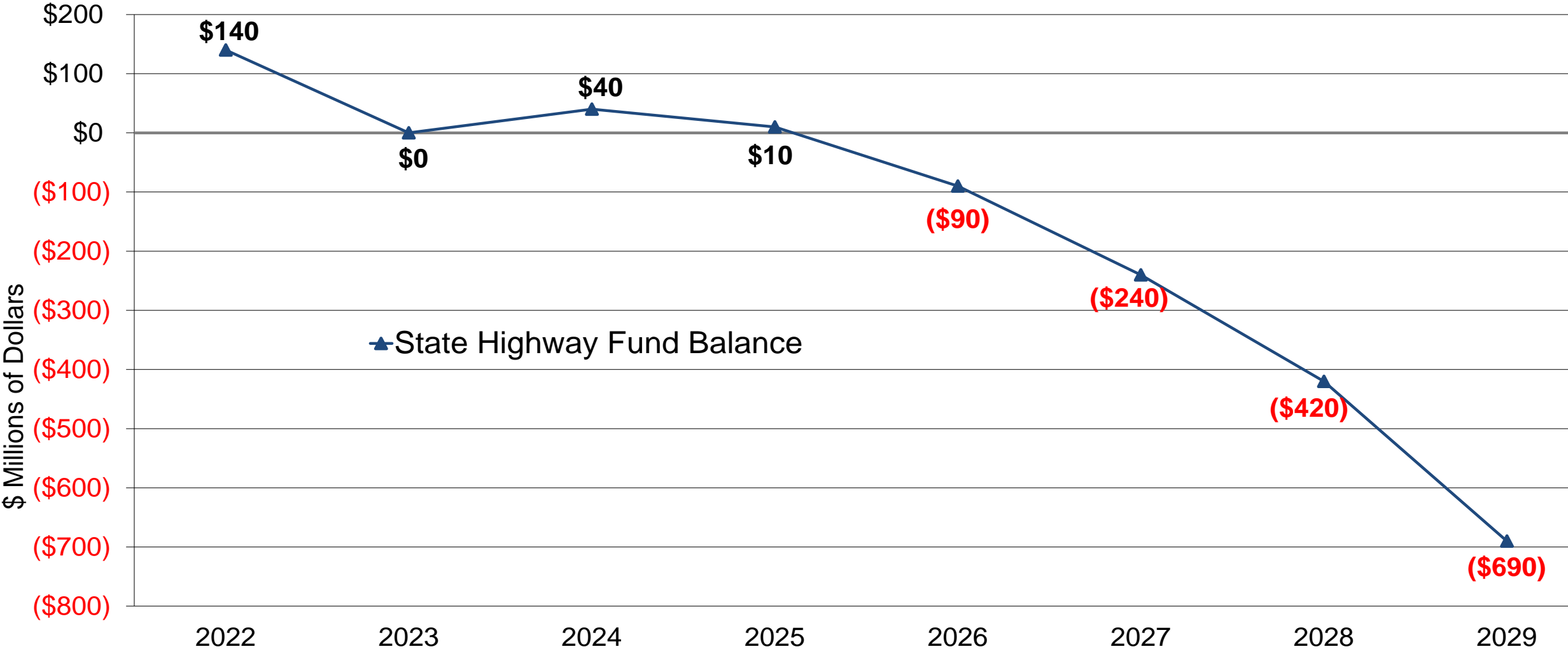
# State Highway Fund Revenue and Expenditures





# State Highway Fund Cash Balance

Prior to any additional 2023-25 reductions

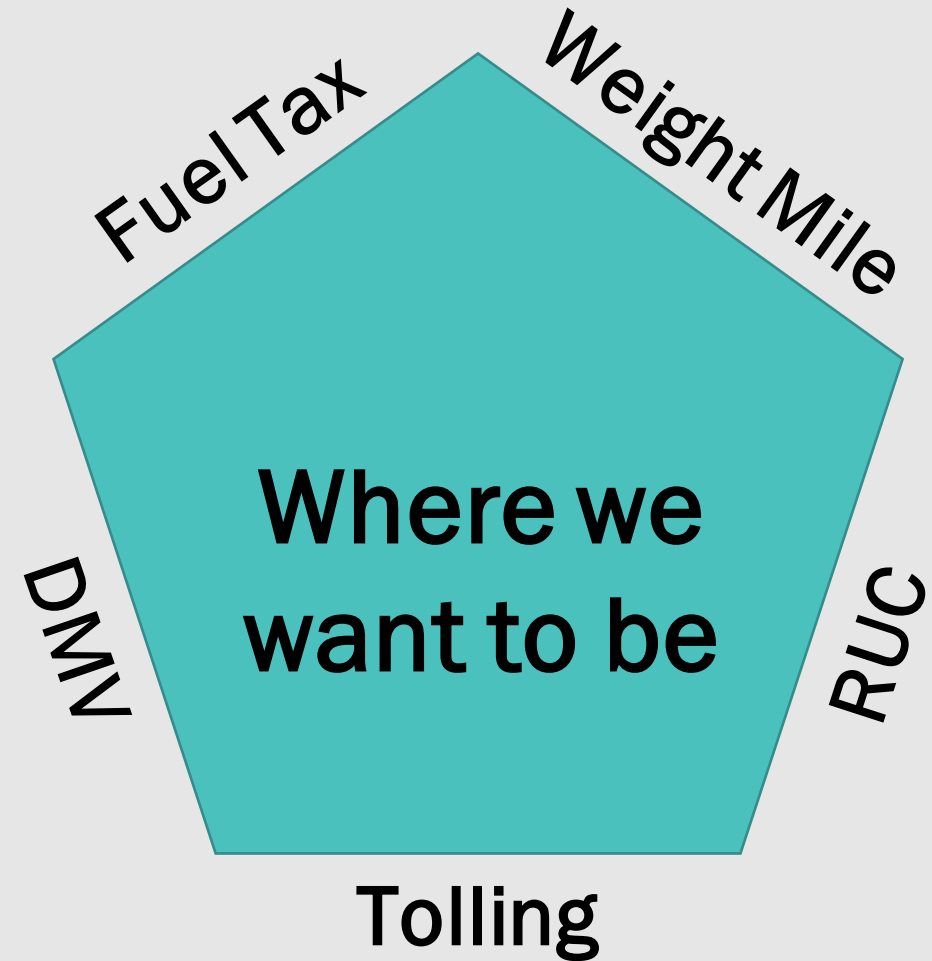
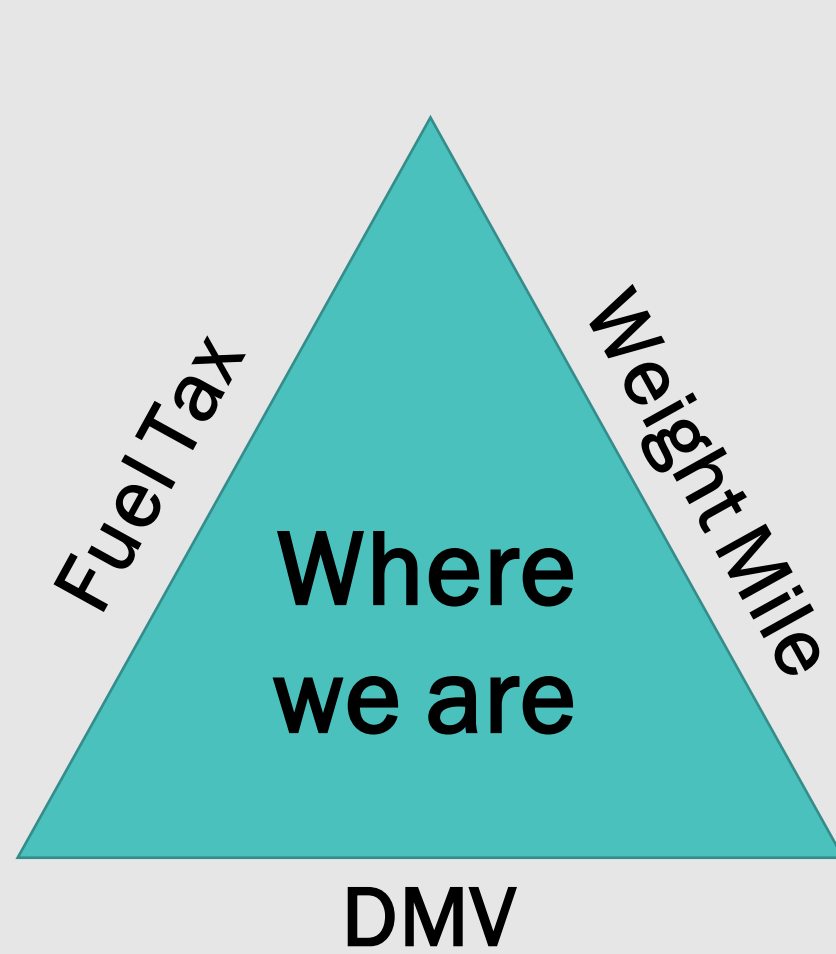


# Areas of Further Action

- Continue shifting O&M costs to dedicated state and federal resources where we can
- Develop additional reduction plan in O&M budget over the next two biennia
- Explore new revenue sources/additional revenue



# Diversifying Oregon's Transportation Funding Streams





# Oregon Transportation Funding Under IIJA



## Highways/Special Programs

\$1 billion in additional funding over 5 years – a 38% increase

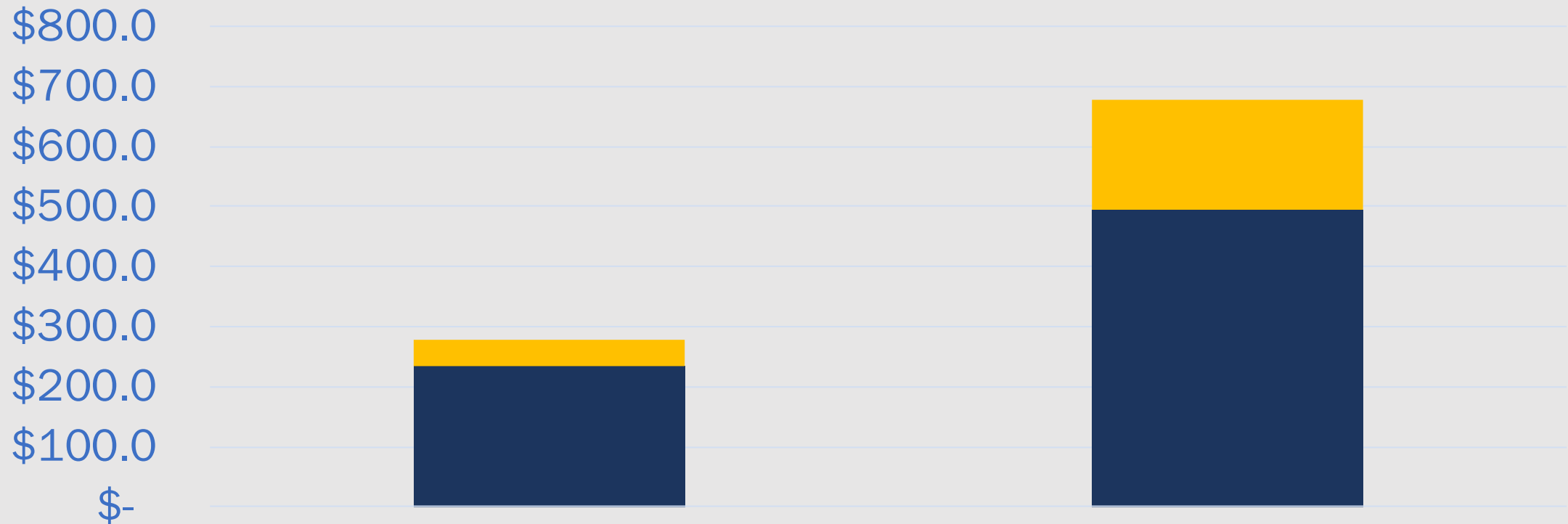


## Public Transportation

\$250 million in additional funding over 5 years – a 44% increase

# Additional Funding from IIJA and HB 2017

In millions of dollars in state and federal FY 2026



IIJA

■ Highways





■ Transit/Other

HB 2017








# Urban Mobility Strategy Map

## ODOT Projects

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

## Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study

Note: Core project names are boxed





# POP #101 – INTERSTATE BRIDGE REPLACEMENT

- Oregon and Washington are working together to replace the I-5 Interstate Bridge with a modern, seismically resilient, multimodal structure.
- This policy option package adds permanent program staff in:
  - Tribal engagement
  - Environmental permitting
  - Contracts management
  - Construction management
  - Engineering
  - Inspection
- Keeps project moving forward in the bi-state governance structure we've already established

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
IBR	6	6.00	\$1,765,737
ODOT Administrative Services	1	0.50	\$107,086
<b>Total</b>	<b>7</b>	<b>6.50</b>	<b>\$1,872,823</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$1,872,823	\$1,979,909	OF
Services & Supplies	\$149,826	\$158,393	OF
<b>Total Expenditures</b>	<b>\$2,022,649</b>	<b>\$2,138,302</b>	

# POP #102 – URBAN MOBILITY STRATEGY

- This policy option package staffs the UMS and ensures the effective delivery of major transportation projects including:
  - I-5 Rose Quarter
  - I-205 Phase 1, and
  - Development of Oregon Toll Program.

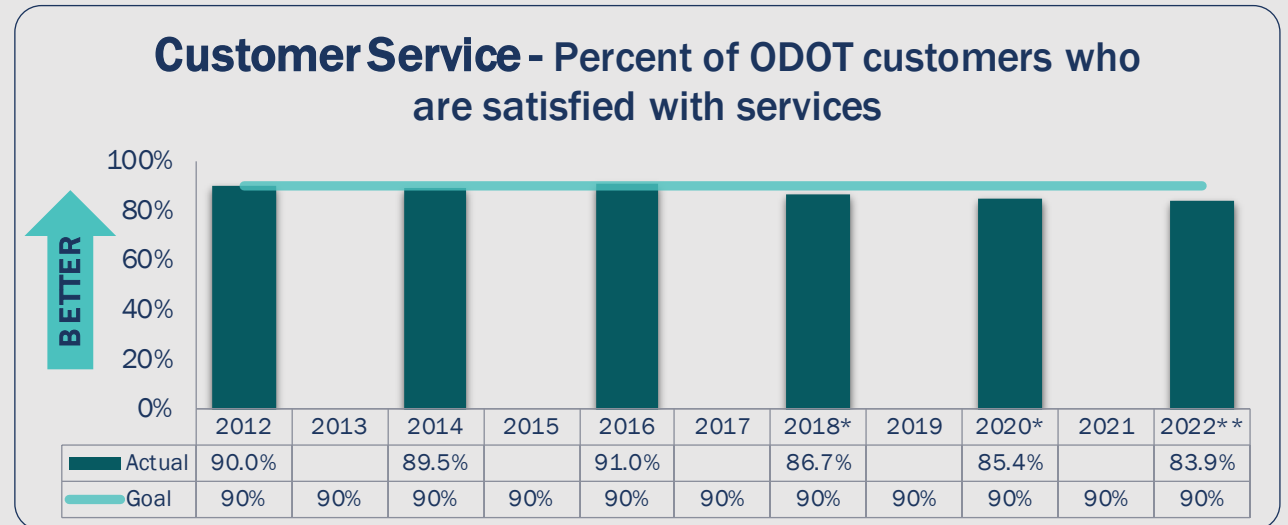
## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Urban Mobility Office	28	21.17	\$6,236,681
ODOT Administrative Services	17	13.56	\$3,744,036
Finance & Budget	2	1.25	\$337,967
Commerce & Compliance	1	0.88	\$155,233
Public Transportation	1	0.88	\$236,578
<b>Total</b>	<b>49</b>	<b>37.74</b>	<b>\$10,710,495</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$10,710,495	\$12,152,313	OF
Services & Supplies	\$856,839	\$972,185	OF
<b>Total Expenditures</b>	<b>\$11,567,334</b>	<b>\$13,124,498</b>	

# KPM: Customer Service

- Measure combines surveys for DMV, CCD, and AskODOT
- Target: 90% Good or Excellent
- Uses Statewide Customer Service Performance Measure guidelines



\* Actual percentage determine with weighted average and added AskODOT

\*\* 2022 data are preliminary and do not include CCD (survey in progress)



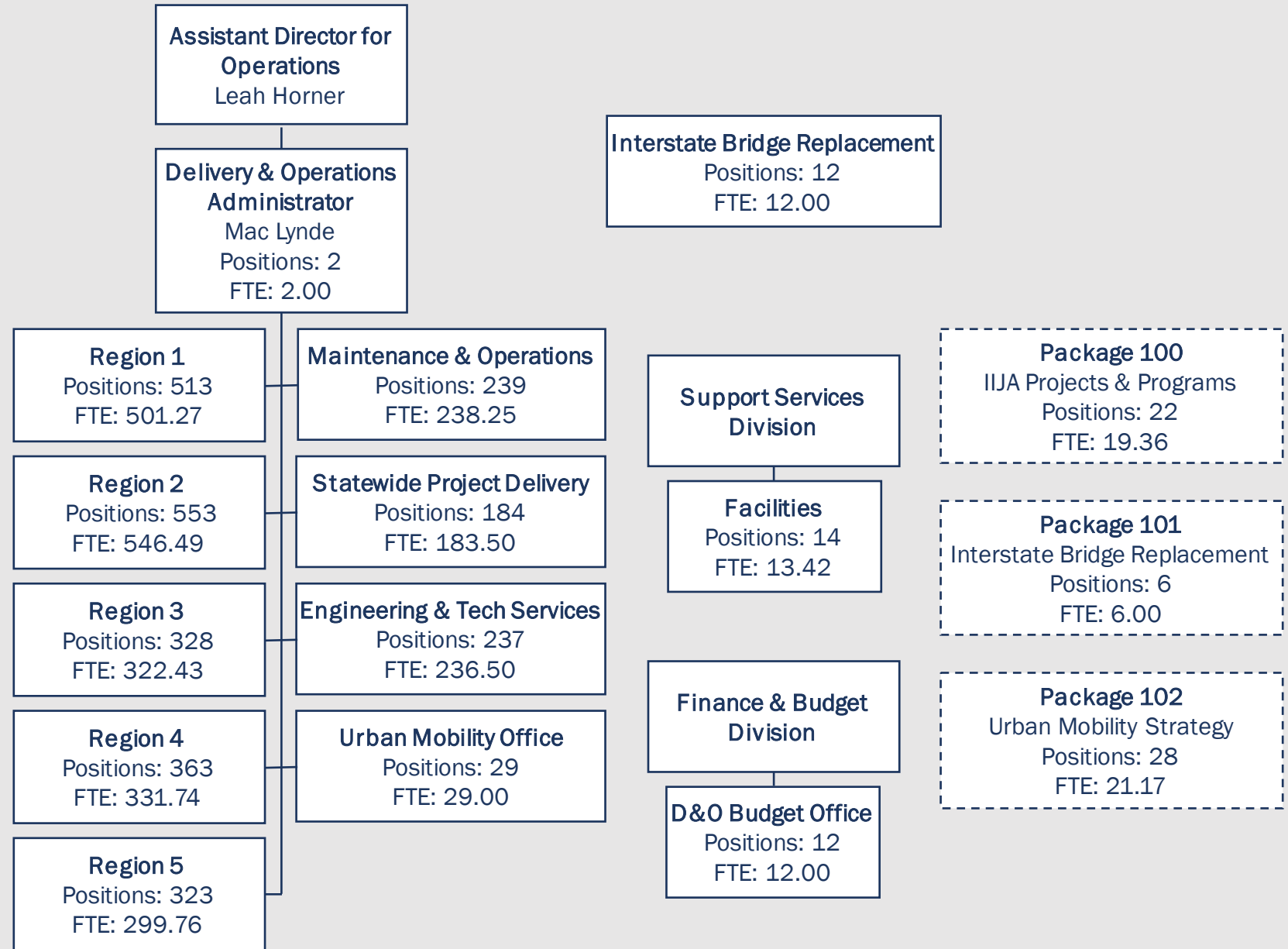


# DELIVERY & OPERATIONS

Mac Lynde, Administrator

# D&O ORGANIZATIONAL STRUCTURE

Delivery & Operations Division  
Positions: 2,865  
FTE: 2,774.89





# Program Summary



Maintenance & Ops

- Maintain, monitor and repair Oregon's multimodal transportation system to ensure safety for all users.
- Incident and emergency response and repairs.



Project Delivery

- Administer programs for effective and efficient delivery.
- Contractor oversight, quality control and payments.
- Ensure state and federal requirements are met.



Engineering

- Oversee all engineering and technical aspects of Oregon's transportation system.
- Ensures compliance with environmental and safety regulations.
- Implement design and construction standards statewide.

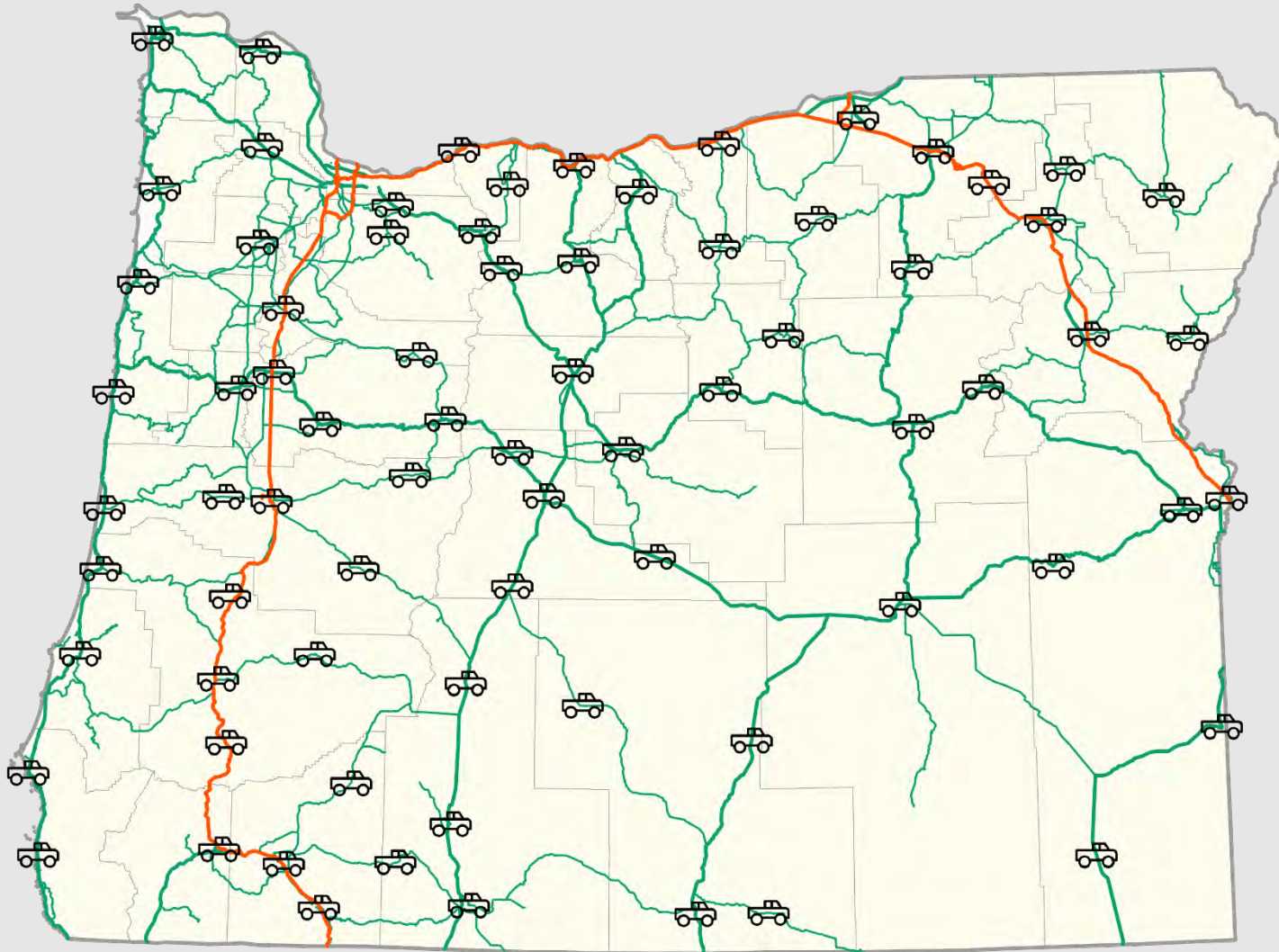


# Clients, numbers served, and key partners

Oregon has almost 74,000 miles of roads managed in partnership with federal, state, county, and city governments. Our state highways carry more than 20.7 billion vehicle miles a year.



# Maintenance: Current Level of Service



- Maintain **8,000 miles** of road and **2,771 bridges** statewide.
- Our staff are locally based in **88 communities** across the state.
- Over **1,000 maintenance employees** provide boots-on-the-road service.

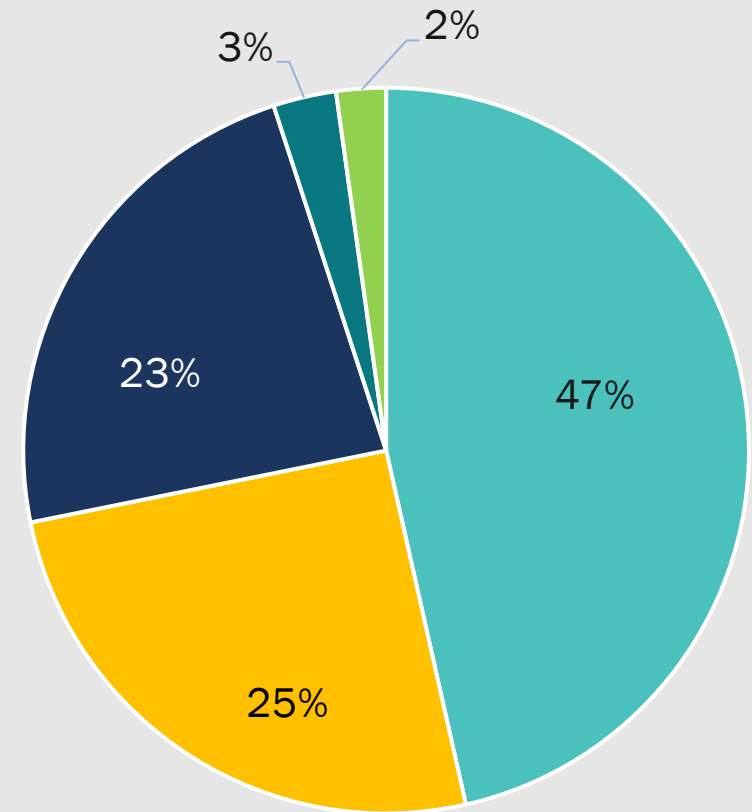


# Maintenance and Operations: Spending Overview



## Statewide Expenditures to date – 2021-23 Biennium *Excludes 2020 wildfire clean-up*

Spent to-date: \$620M (approx.)



- ~ \$288M - Responding to Incidents (Crashes, Emergency & Weather Events)
- ~ \$157M - Road, Bridge & Traffic Services
- ~ \$144M - Fleet, Fuel, Materials & Supplies
- ~ \$17M - Camp & Graffiti Cleanup
- ~ \$14M - Other: Utilities, Permits, Roadside Cameras



# Programs initiated in 2021-23



Wildfire Debris Removal



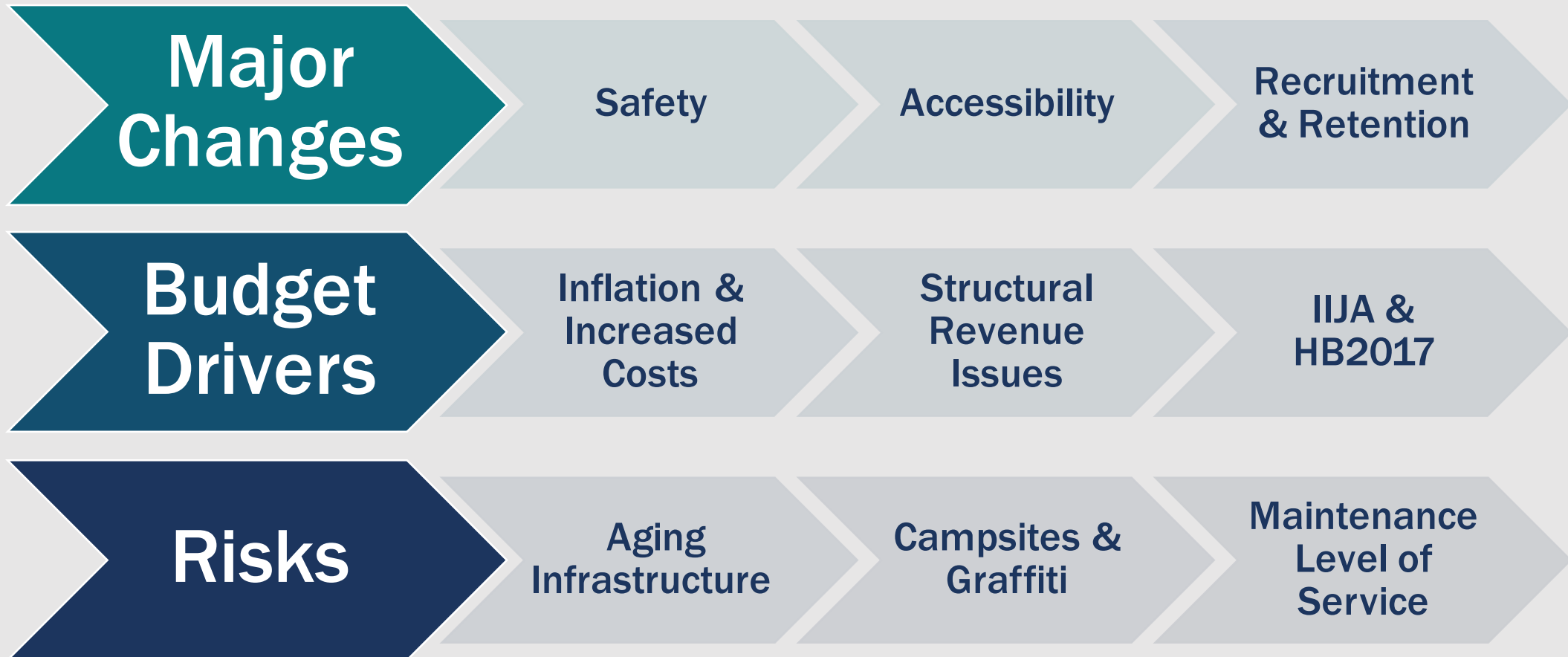
Wildlife Crossing



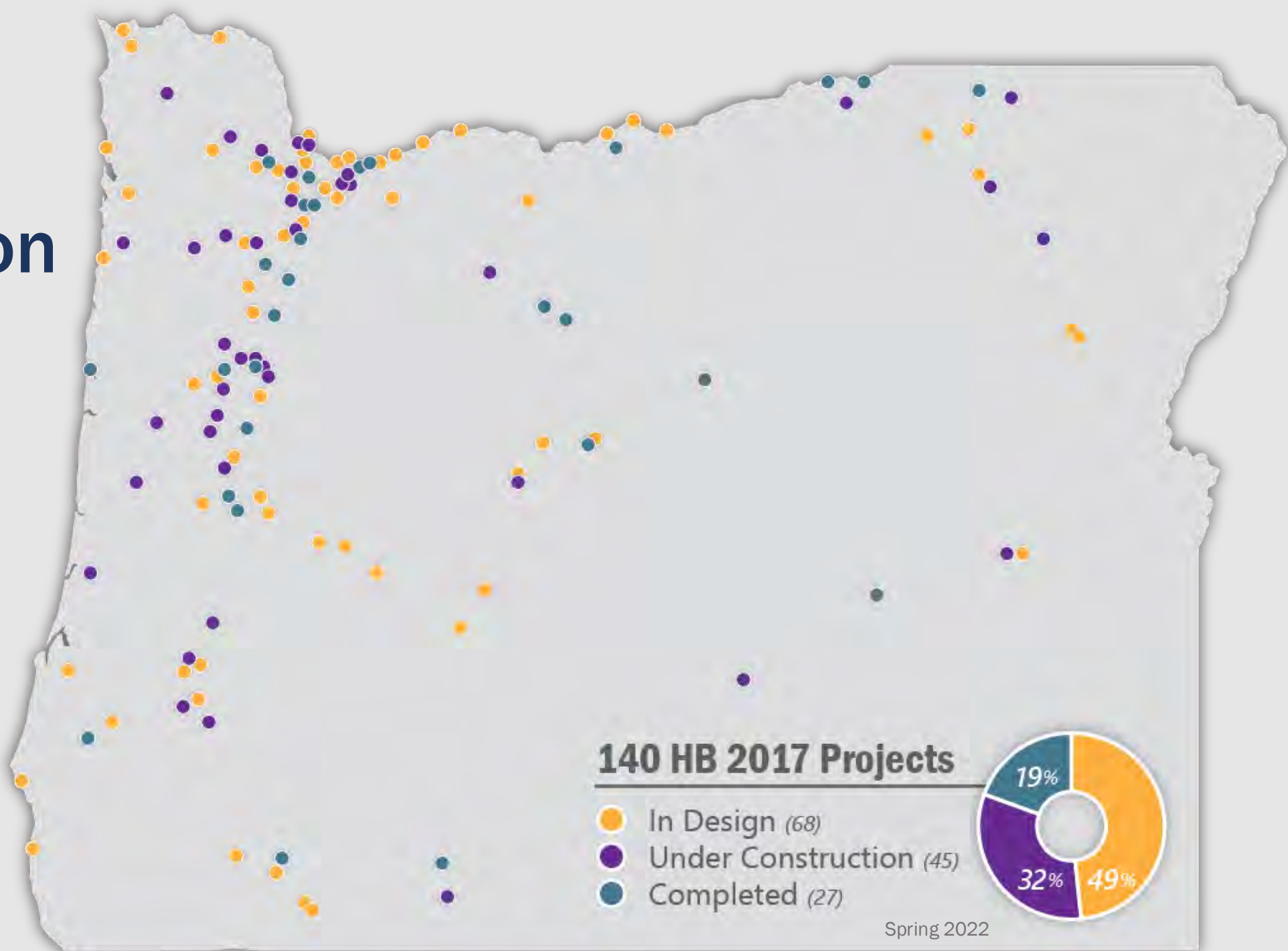
Bicycle and Pedestrian Safety Action

# MAJOR CHANGES, BUDGET DRIVERS AND RISKS

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# Progress on HB 2017





# IIJA Funding

## National numbers:

- **\$1 trillion** for infrastructure
- **\$567 billion** for transportation
- **Surface transportation includes:**
  - Reauthorization of surface transportation programs
  - Special funding for bridges and EV charging
  - New programs for resilience and climate
  - Significant increase in amount of discretionary grants
  - All over five years (2022-2026)

## Oregon numbers:

### Bridges

- \$228 million
- Repair and replace aging structures

### Safety

- \$45 million
- Improve transportation safety for all users

### Resilience

- \$94 million
- Increase resiliency to natural disasters

### Active Transportation

- \$30 million
- Invest in bicycle and pedestrian projects

### Discretionary Grants

- Federal grant program opportunities



## Budget issues related to COVID-19, wildfires, and emerging issues

- **Inflation** continues to impact the cost of materials, supplies and ODOT's workforce.
  - Expenditures are exceeding revenues due to an unstable gas tax and no new revenue sources.
- **COVID-19: Special Pandemic Recognition Pay** was an unplanned expense and impacted budgets.
- **Emergency response events** continue to increase in frequency and severity.
- **Campsite, graffiti and litter clean-up costs** continue to increase with no dedicated funding.
- **Wildfires: Continued 2020 wildfire costs** impact budget, with majority of reimbursements from FEMA still pending.



# Impacts of Potential SHF Budget Reductions

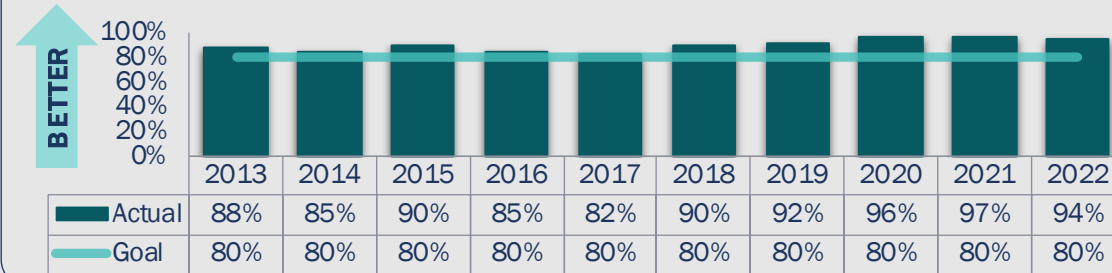
## Road Maintenance & Operations

- Fewer personnel to ensure roads are safe, functional and accessible for all users.
- Slower incident response times.
- Maintenance station closures in multiple communities.
- Extended closures following major events.
- Increased safety risks due to deferred maintenance and lack of materials.
- Significant deterioration of pavement on Oregon's highways.
- Compounds existing inflation cost increase challenges.
- Reduced ability to fund STIP projects due to costs outpacing revenues from increased project charging.



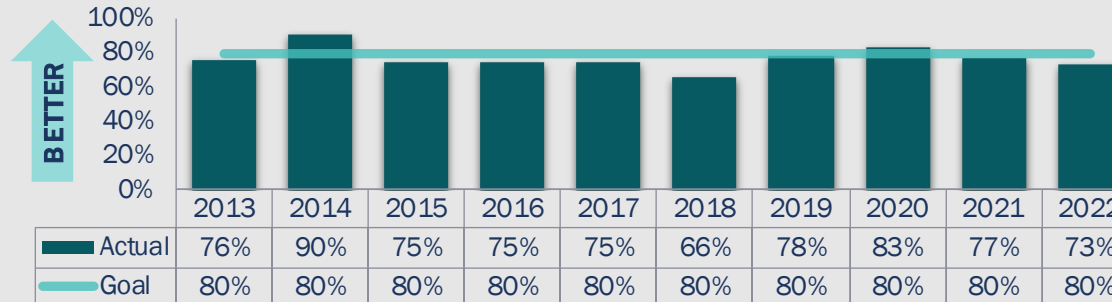
# KPM – Construction Projects on Budget

**Construction Projects on Budget - Percentage of state-administered projects for which total construction expenditures are within 10% of its baselined construction authorization**

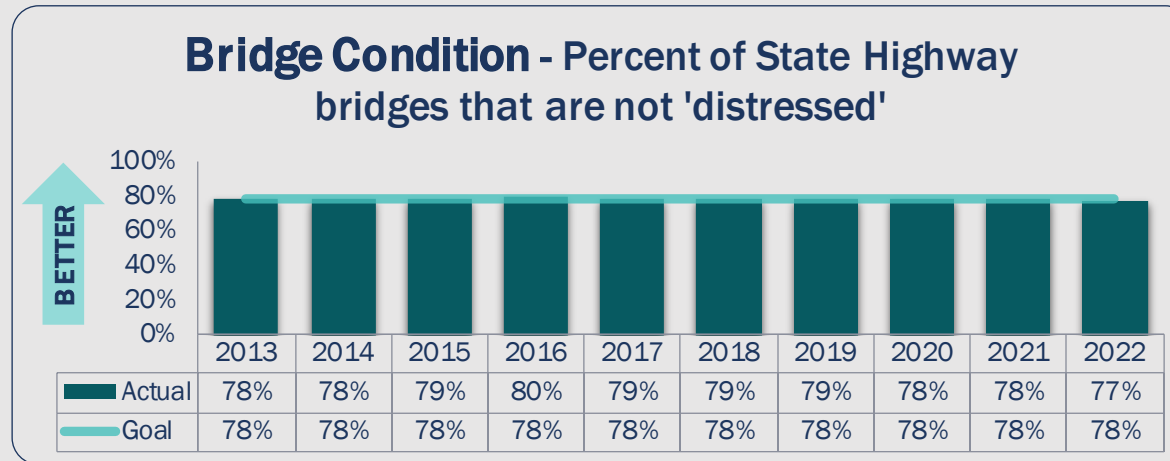


# KPM – Construction Projects On-Time

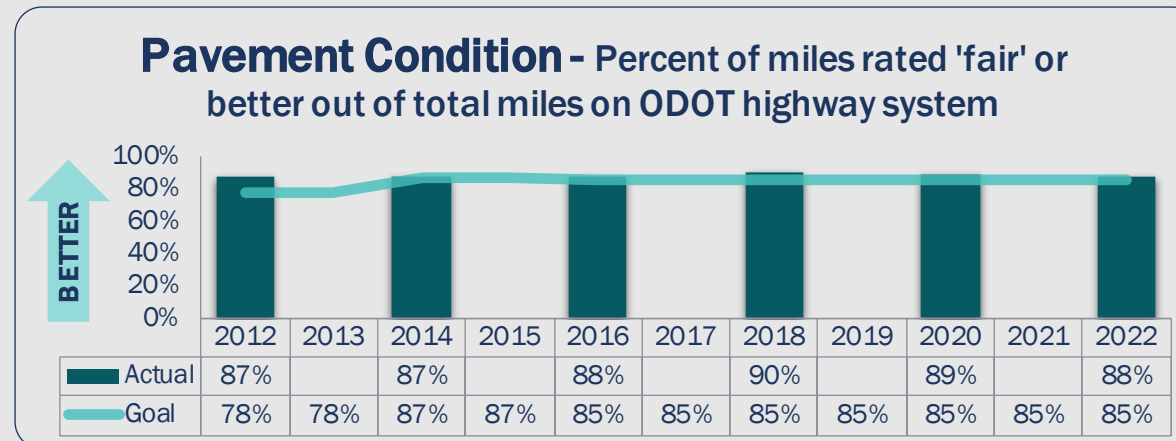
**Construction Projects On-Time – Percentage of projects that have satisfactorily completed all on-site work within 90 days of the baselined last contract completion date**



## KPM – Bridge Condition



## KPM – Pavement Condition





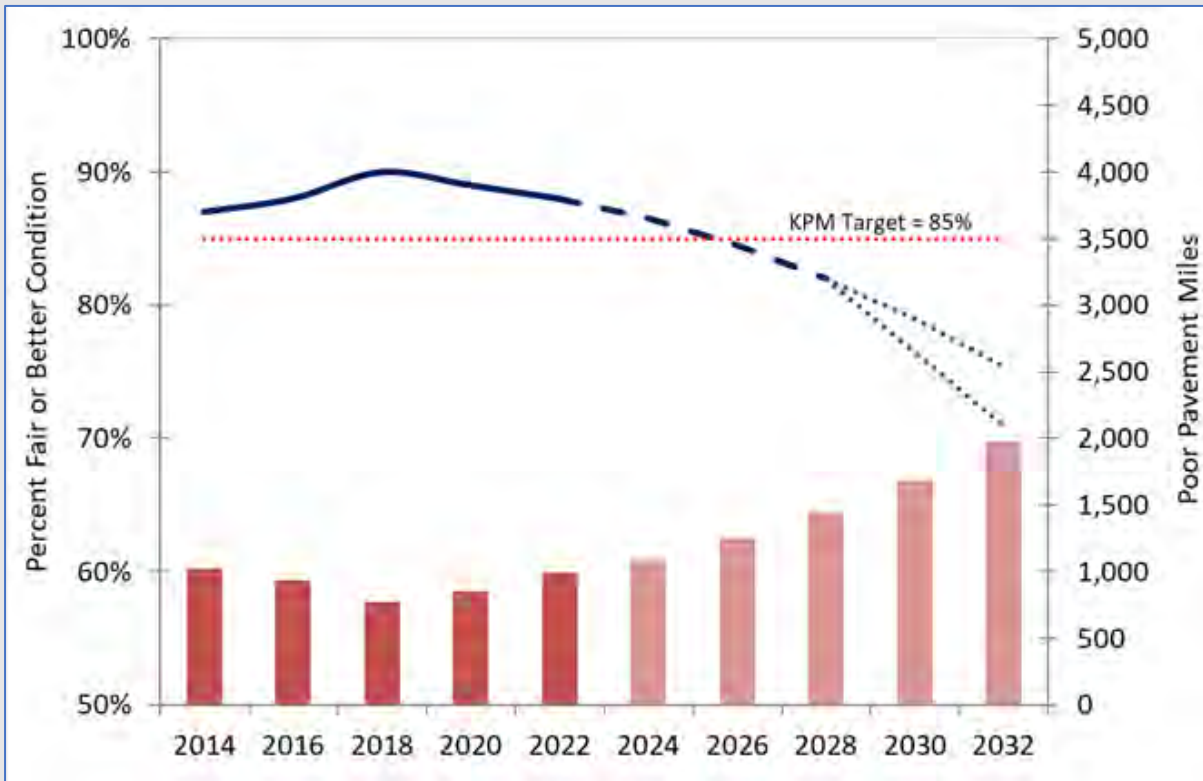
Good Pavement Conditions



Poor Pavement Conditions

# Pavement Condition Forecast

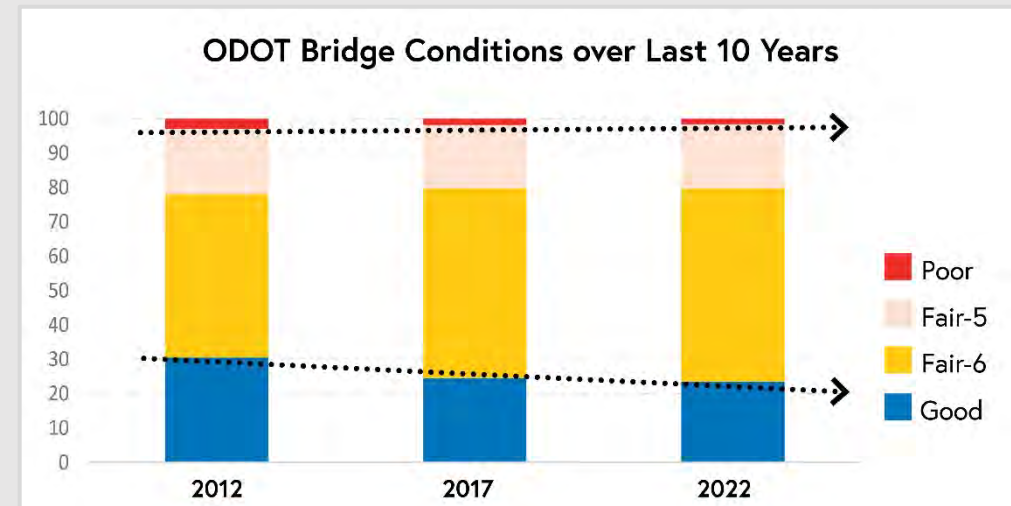
- Deferred work = Increased safety risk
- Pavements will get worse.
  - Poor mileage (and patching demand) doubles in the next 10 years.
  - Maintenance plays a vital role in ODOT's ability to react to the consequences of the decline.
- Structural budgetary issues, competing needs, inflation driving the decline.
- Busy non-interstate highways will be hardest hit.
- Only interstate paving after 2027.
  - Must prioritize interstate pavement condition to mitigate FHWA funding penalty.
  - Non-interstate conditions will decline statewide.





# Bridge Condition Forecast

- Deferred work = Increased safety risk
- Asphalt on bridges requires more frequent upkeep.
- Bridges will continue to get worse.
- Currently only replacing 3 bridges each year.
- Number of bridges in “poor” condition steadily increasing.



# D&O BUDGET AT A GLANCE

FUND TYPE	2019-21	2021-23	2023-25	Percent of GB
	Actuals	Legislatively Approved	Governor's Budget	
General	\$38,364,674	\$44,150,000	-	-
Lottery	-	-	-	-
Other (State)	\$1,518,837,635	\$1,571,877,467	\$1,337,958,315	36.33%
Other (Fed as Other)	\$837,415,066	\$2,052,663,803	\$2,345,334,244	63.67%
Federal	-	-	-	-
CATEGORY				
Personal Services	\$639,129,564	\$697,057,325	\$754,397,839	20.48%
Services & Supplies	\$1,687,109,121	\$2,848,199,630	\$2,816,912,564	76.48%
Capital Outlay	\$47,611,613	\$30,546,929	\$31,829,898	0.86%
Special Payments	\$20,767,077	\$92,887,386	\$80,152,258	2.18%
TOTAL	\$2,394,617,375	\$3,668,691,270	\$3,683,292,559	
Positions	2,738	2,790	2,865	
FTE	2,654.54	2,685.58	2,774.89	

# POP #100 – IJA: Delivery & Operations

- IJA increases project funding by \$200 million per year.
- Requires increased staffing to support workload.
- Positions will be distributed statewide to meet the need.

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Project Delivery	21	18.48	\$5,045,455
Local Government	1	0.88	\$241,234
<b>Total</b>	<b>22</b>	<b>19.36</b>	<b>\$5,286,689</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$5,286,689	\$6,041,930	OF
Services & Supplies	\$422,935	\$483,354	OF
<b>Total Expenditures</b>	<b>\$5,709,624</b>	<b>\$6,525,284</b>	



# POP #109 – ARPA Carryover for Newberg Dundee Bypass

ODOT was given a total of \$32M of American Rescue Plan Act (ARPA) funds in 2021-23 to support the Newberg Dundee Bypass project.

- Allows ODOT to carry forward \$9.6M remaining ARPA funds from the 2021-23 biennium.
- This phase of the project was established to purchase right of way and construct improvements associated with the OR219 and OR18 interchange to improve traffic flow.

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Delivery & Operations	-	-	-
<b>Total</b>	-	-	-

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	-	-	OF
Services & Supplies	\$9,600,000	-	OF
<b>Total Expenditures</b>	<b>\$9,600,000</b>	-	



Welcome to  
Tillamook  
County

SUMMIT  
COAST  
RANGE  
ELEV - 1586

# CAPITAL IMPROVEMENT & CAPITAL CONSTRUCTION



# Programs – Facilities Funding



## Major Maintenance (MM)

- Maintenance, repairs & replacements over \$5,000 and under \$1M
- Roofs, HVAC, electrical, plumbing, siding, painting, etc.

## Capital Improvement (CI)

- New buildings
- Additions to buildings
- Over \$5,000 and under \$1M

## Capital Construction (CC)

- New buildings
- Additions to buildings
- Replacement of building systems
- Over \$1M



# Issues and Trends



## Aging Infrastructure

Outdated facilities directly impact our ability to meet the current demand and respond to emergencies.

Many facilities are functionally obsolete

- 1,100+ buildings
- 26% - Over 50 years old
- 46% - Poor or very poor condition



# Impacts of Potential SHF Budget Reductions

## Capital Improvement & Capital Construction

- Most CI projects are new buildings/structures.
  - This reduction decreases the number of buildings built each biennium.
- Projects impacted will include:
  - Salt sheds
  - Storage buildings
  - Wash bays
  - Liquid de-icer containment structures
  - Crew rooms

# CAPITAL IMPROVEMENT BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$16,944,590	\$18,099,880	\$17,734,129	100.00%
Other (Fed as Other)	-	-	-	-
Federal	-	-	-	-
CATEGORY				
Personal Services	\$794,198	-	-	-
Services & Supplies	\$3,616,877	\$2,086,000	\$1,664,048	9.38%
Capital Outlay	\$12,533,515	\$16,013,880	\$16,070,081	90.62%
Special Payments	-	-	-	-
TOTAL	\$16,944,590	\$18,099,880	\$17,734,129	
Positions	0	0	0	
FTE	-	-	-	



# CAPITAL CONSTRUCTION BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$13,883,267	\$32,000,000	\$38,000,000	100.00%
Other (Fed as Other)	-	-	-	-
Federal	-	-	-	-
CATEGORY				
Personal Services	-	-	-	-
Services & Supplies	-	-	-	-
Capital Outlay	\$13,883,267	\$32,000,000	\$38,000,000	100.00%
Special Payments	-	-	-	-
TOTAL	\$13,883,267	\$32,000,000	\$38,000,000	
Positions	0	0	0	
FTE	-	-	-	

# POP #107 – SOUTH COAST REGIONAL SEISMIC READY FACILITY

Funding this POP will:

- Complete the project to provide updated, safe and seismically sound maintenance facilities to better support operations and serve as a triage facility during major emergency situations.
- Facilitate keeping west coast freight routes open and operational.
- Increase community support outcomes.
- Improve agency operations, as existing facilities are obsolete and are not able to adequately support employees or protect equipment.

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Capital Construction	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	-	-	OF
Other S&S: HB 2017	\$38,000,000	-	OF
<b>Total Expenditures</b>	<b>\$38,000,000</b>	<b>-</b>	







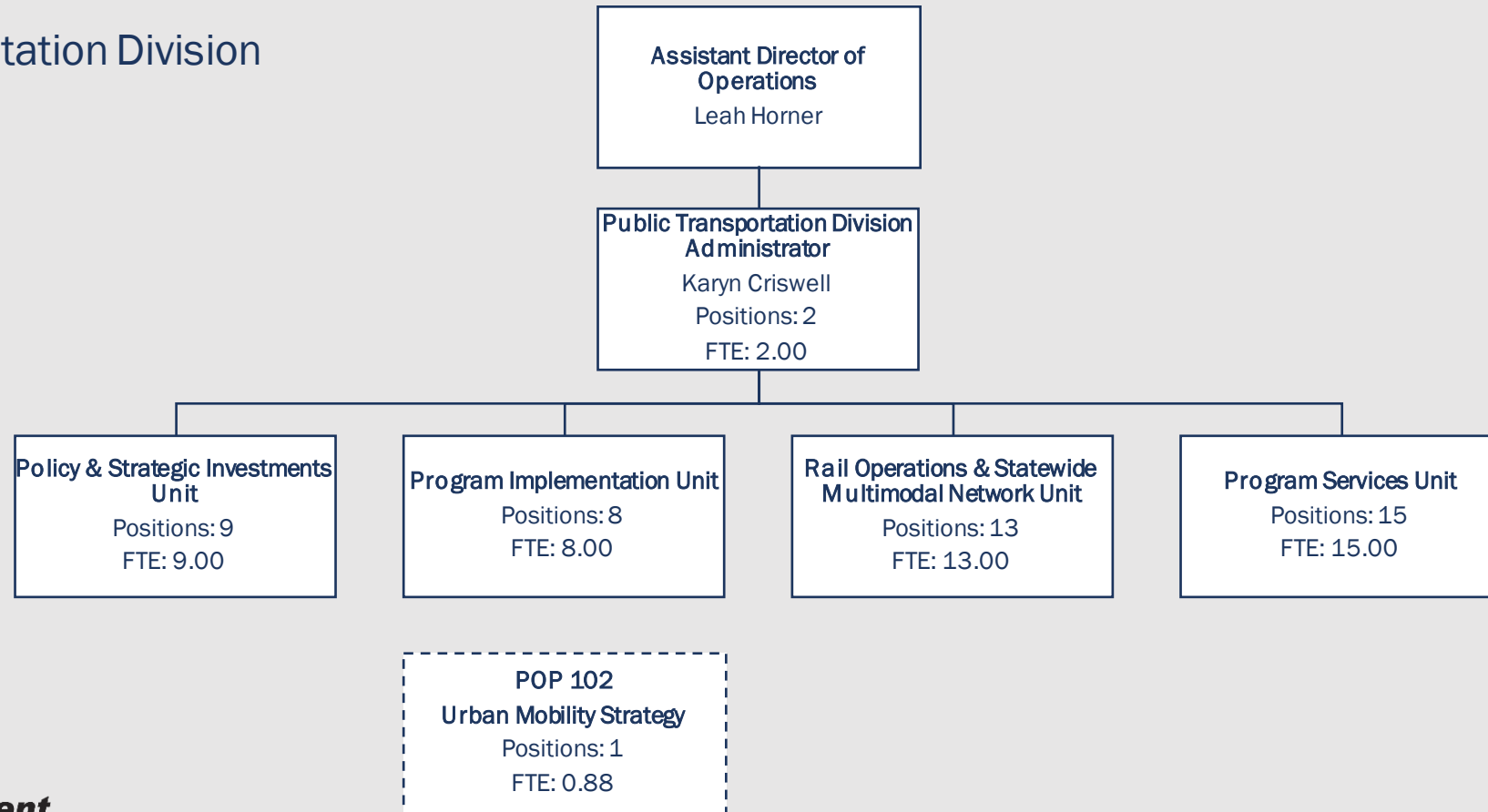
# PUBLIC TRANSPORTATION

Karyn Criswell, Administrator



# PTD ORGANIZATIONAL STRUCTURE

Public Transportation Division  
Positions: 48  
FTE: 47.88



# Program Summary



Public Transportation



Rail Operations &  
Statewide Multimodal  
Network



Pedestrian and Bicycle



# Clients, numbers served, and key partners



Nearly 1/3 of Oregonians are not licensed drivers

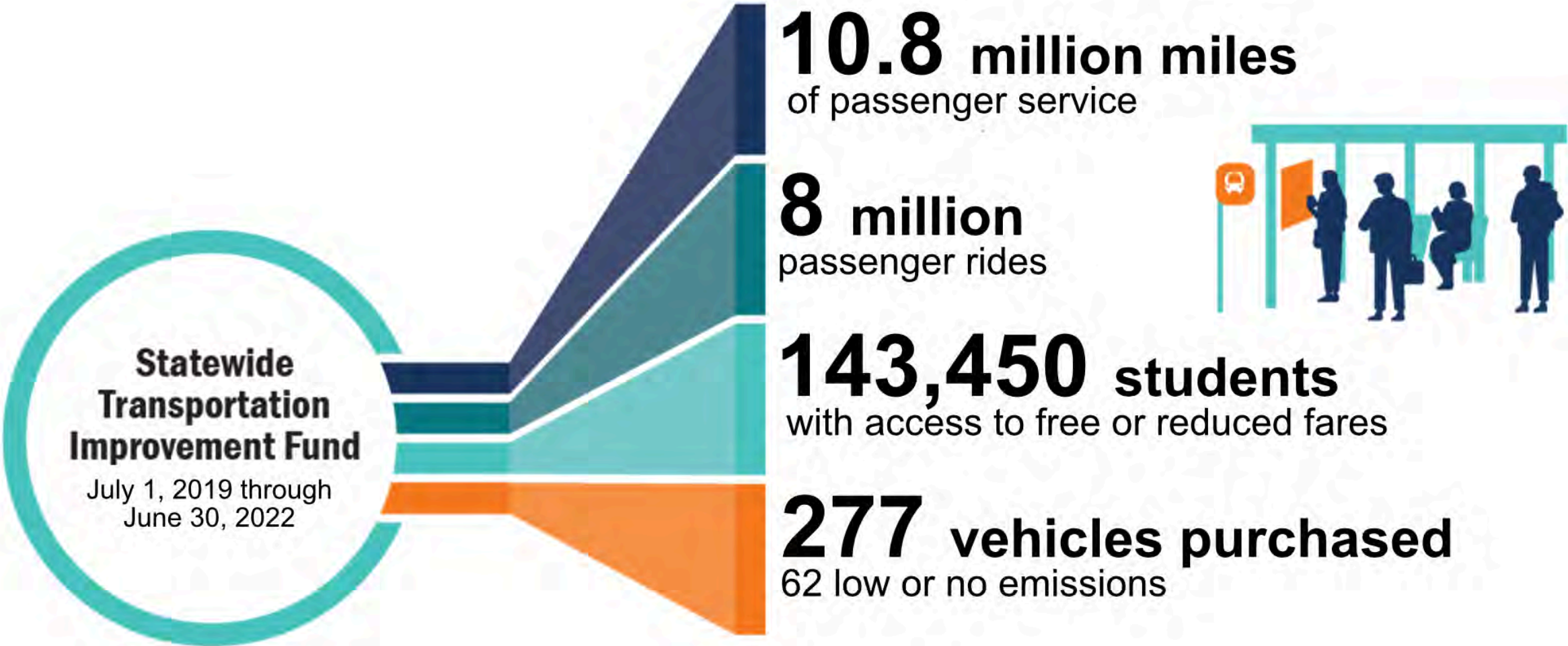


ODOT partners with over 200 local agencies to deliver transit, rail, pedestrian, and bicycle projects and services

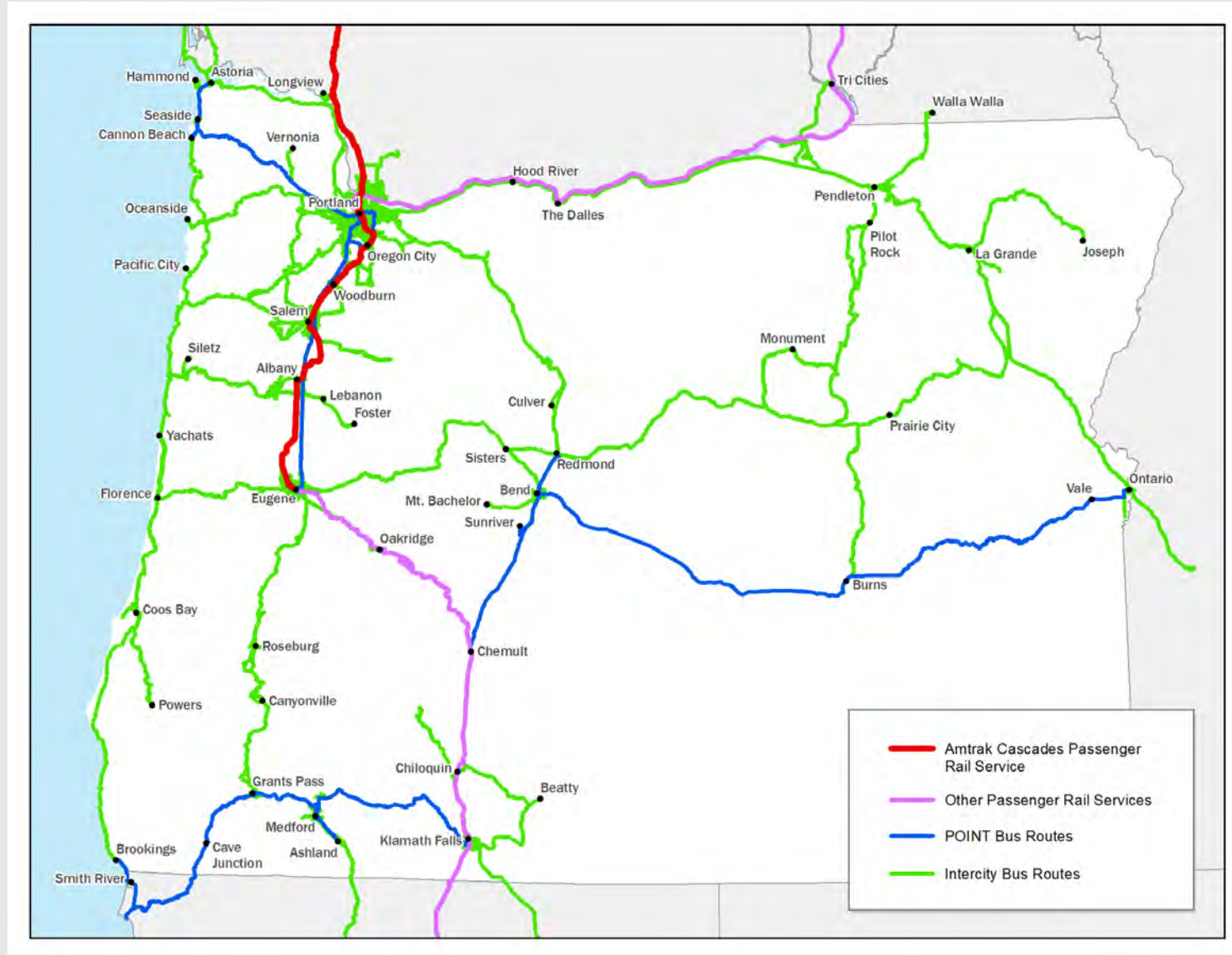


61 million transit rides reported in FY 2022

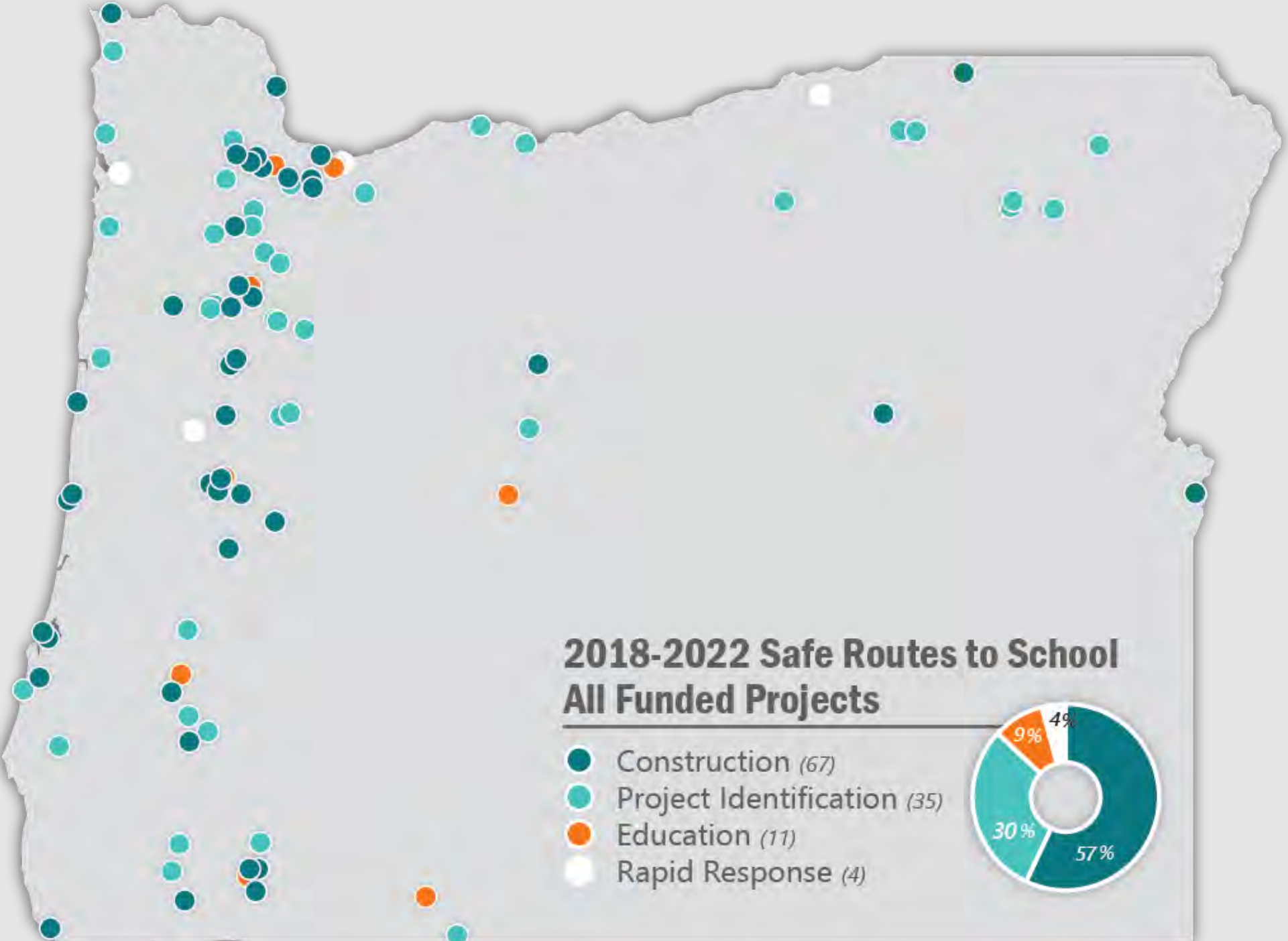
# Statewide Transportation Improvement Fund Outcomes



# Statewide Public Transportation Network







# Major changes, budget drivers, risks, and IT projects



Multimodal Needs



Inflation of Costs



Oversubscription to Current Programs



Capital Asset Condition

# Programs initiated in 2021-23

- Pedestrian/Bicycle Strategic Program
- Great Streets Program
- Innovative Mobility Program





# Budget issues related to COVID-19, wildfires, and emerging issues

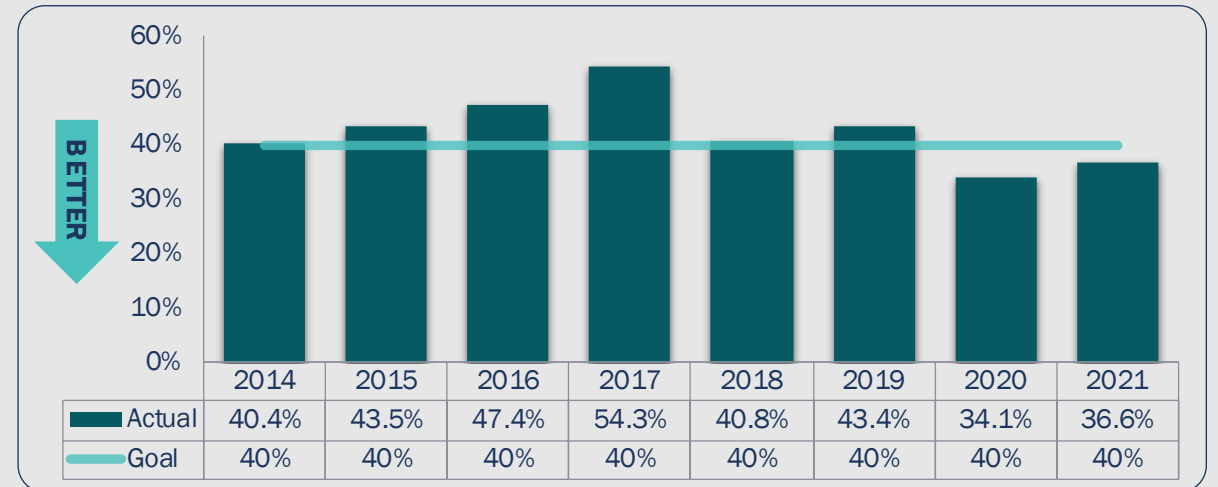
- COVID impacts on public transportation
  - Increased costs
  - Decreased ridership
  - Emergency federal funding relief and STIF flexibility lessened impacts
- Service levels and ridership are improving, but not yet to pre-pandemic levels



# KPM – Public Transit Vehicle Condition

Target: 40% or fewer buses needing replacement

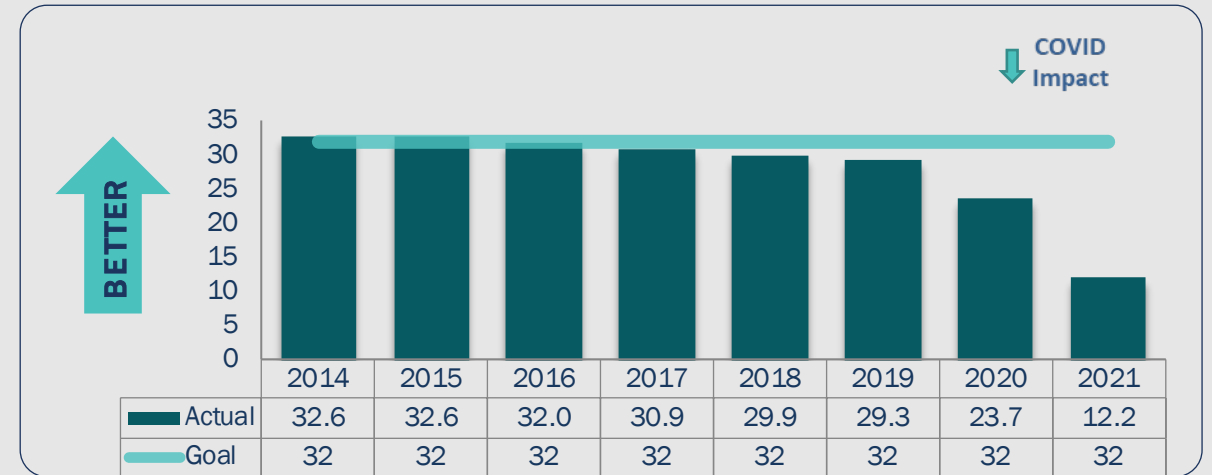
- Bus deliveries delayed due to supply chain issues
- Inflation reduces buying power
- Low and no emission buses better for air quality, but cost more
- Funding no longer keeps pace with needs by 2023-25



# KPM – Annual Number of Transit Rides per Oregonian

Target: 32 rides/Oregonian

- Just as providers were primed to expand services using HB 2017 STIF funding, COVID impacts began in 2020
- Ridership recovery blunted by workforce shortages, inflation, and hybrid work

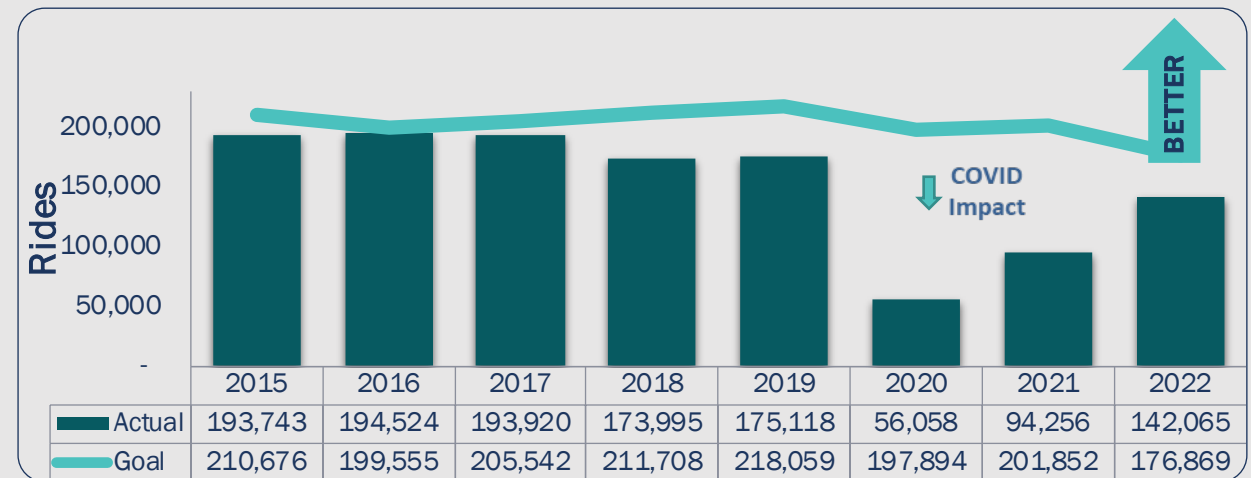




# KPM –Number of Passenger Rail and Cascades POINT Service Rides

Target: 176,869 rides

- COVID impacts began in 2020
- Service levels still returning
- Ridership approaching pre-pandemic levels



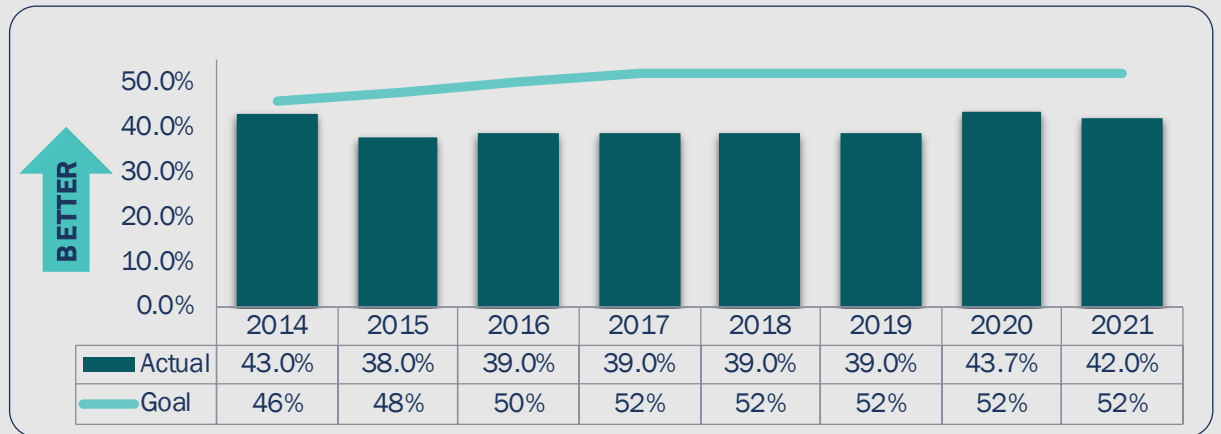
\*2022 ridership data are preliminary

# KPM – Percent of urban state highway miles with walkways and bikeways in “fair” or better condition

Target: 52%

Impacted by:

- Addition of Safe Routes to School construction funding
- Completion of statewide inventory in 2020
- Jurisdictional transfers



# PTD BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	\$3,349,960	-	-
Lottery	\$92,538	\$950,000	-	-
Other (State)	\$256,098,644	\$289,589,645	\$313,725,732	67.68%
Other (Fed as Other)	\$978	\$9,339,421	\$4,626,247	1.00%
Federal	\$80,089,445	\$182,421,166	\$145,186,435	31.32%
CATEGORY				
Personal Services	\$9,633,232	\$10,835,509	\$13,384,117	2.89%
Services & Supplies	\$12,005,806	\$46,833,565	\$45,587,168	9.83%
Capital Outlay	\$106,017	-	-	-
Special Payments	\$314,536,550	\$427,981,118	\$404,567,129	87.28%
TOTAL	\$336,281,605	\$485,650,192	\$463,538,414	
Positions	33	44	48	
FTE	33.00	38.63	47.88	



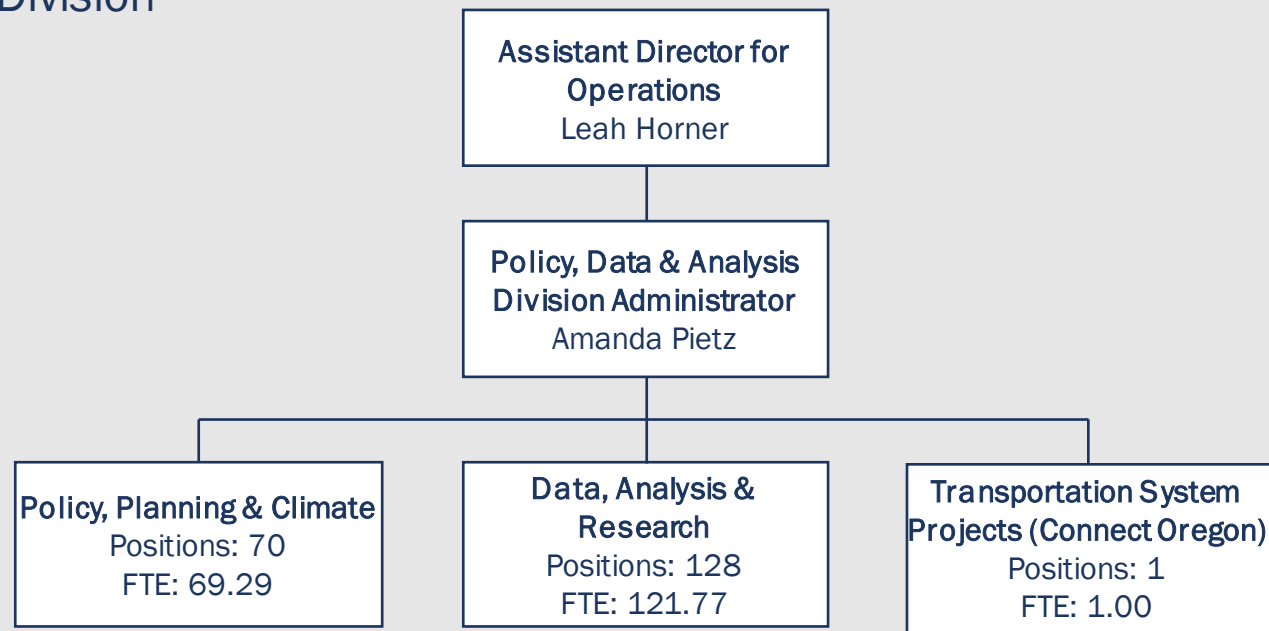


# POLICY, DATA & ANALYSIS

Amanda Pietz, Administrator

# PD&A ORGANIZATIONAL STRUCTURE

Policy, Data & Analysis Division  
Positions: 206  
FTE: 198.46



POP 100  
IIJA Projects & Programs  
Positions: 7  
FTE: 6.40

# Program Summary



## Data, Analysis & Research

- Approx. \$57.6 Million GB
- Research
- Data and Analysis
- Asset Management

## Policy, Planning & Climate

- Approx. \$87.8 Million GB
- Climate
- Multimodal Planning
- Local Planning and TGM
- STIP Scoping & Outreach

## Transportation System Projects (Connect Oregon)

- Approx. \$46.3 Million GB
- Aviation, Marine & Rail Projects



# Clients, numbers served, and key partners

Tribes, MPOs, ACTs, Cities & Counties, General Public



2,420

Public Comments on statewide policies and plans

9 12 8

Tribes ACTs MPOs

277

Cities & Counties

69,500

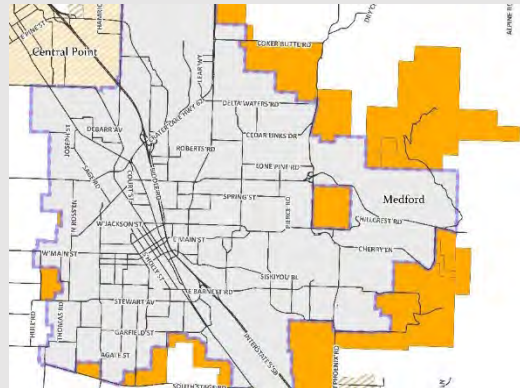
Oregon Highway Maps distributed across the state

# Major changes, budget drivers, risks, and IT projects



Major Changes

- Bridge Inspection Transferred Out
- New Funding Programs
- Amended Planning Rules



Budget Drivers

- Increased Personnel and Consultant Costs
- Major Plan Updates
- Data Collection and Management



Risks

- Antiquated Major Data Systems
- Climate Progress
- Fewer Local Grants (TGM)



IT Projects

- Crash Analysis Reporting System
- Several Million to Modernize Data Systems
- Future Grant Opportunities



# Programs initiated in 2021-23

- Implementation of LCDCs Climate Friendly & Equitable Communities Rules
- IIJA - National Electric Vehicle Infrastructure (NEVI) Program
- IIJA - Discretionary EV Grant Program
- IIJA - Carbon Reduction Program
- IIJA – PROTECT Climate Adaptation Program
- Community Charging Grant/Rebate Program





# Budget issues related to COVID-19, wildfires, and emerging issues

- Developed Climate and Extreme Weather Adaptation Roadmap
- Studied COVID-19 Impacts on Traffic Flow/Patterns



Climate  
Adaptation



Roadmap





# Impacts of Potential SHF Budget Reductions

*PD&A's budget is heavily Federally Funded. However, State cuts will still have impacts, including:*

## Increasing Federal Project Charging

- Fewer local grants (TGM) and local plans (SPR)
- Less ability to modernize antiquated data systems
- Limited funding to scope transportation projects

## Reducing Consultant & Professional Services Budget

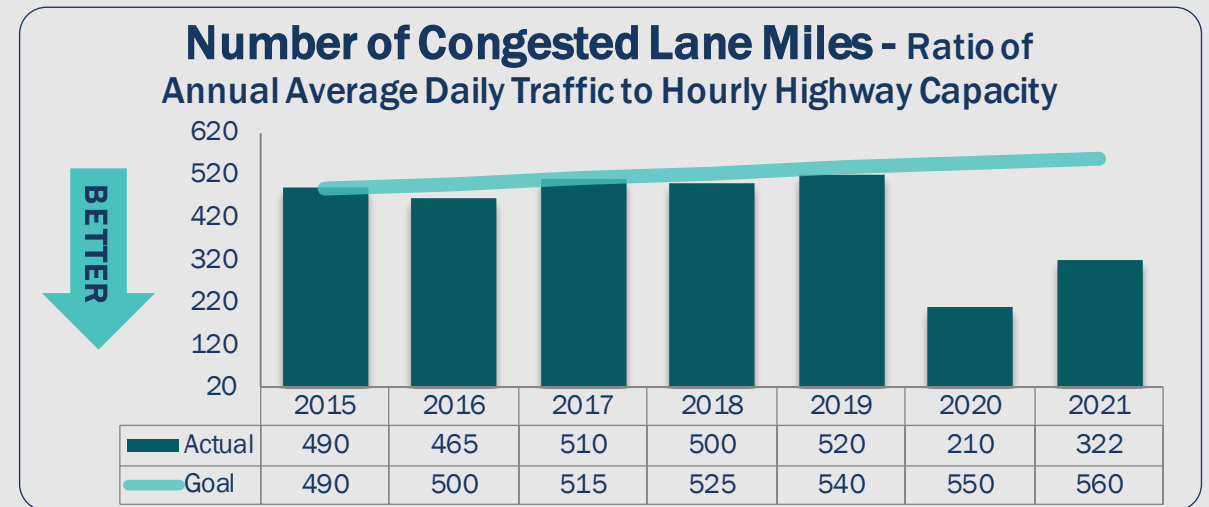
- Delaying Plan updates and reducing research projects

## Reducing Services & Supplies

- Less travel and employee training
- Challenges ability to modernize building and work environment

# KPM – Congested Lane Miles

- Congestion monitoring reveals whether the duration and intensity of congested periods are rising or falling over time.
- The data used to calculate this measure comes from the annual Highway Performance Monitoring System (HPMS) data submittal to FHWA.
- The “Number of Congested Lane Miles” represents locations where the Ratio of Annual Average Daily Traffic to Hourly Capacity (AADT/C) is a value of 9 or higher.





# PD&A BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	\$3,000,000	-	-
Lottery	-	-	-	-
Other (State)	\$68,842,000	\$111,694,055	\$77,403,961	40.35%
Other (Fed as Other)	\$65,522,133	\$103,432,054	\$114,189,926	59.53%
Federal	\$124,082	\$205,424	\$215,163	0.11%
CATEGORY				
Personal Services	\$54,097,487	\$52,588,618	\$58,874,952	30.69%
Services & Supplies	\$33,983,965	\$79,813,595	\$85,959,129	44.81%
Capital Outlay	\$272,753	\$456,655	\$475,835	0.25%
Special Payments	\$46,134,010	\$85,472,665	\$46,499,134	24.24%
TOTAL	\$134,488,215	\$218,331,533	\$191,809,050	
Positions	193	191	206	
FTE	185.98	181.81	198.46	

# POP #100 – IJA: Policy, Data & Analysis

23-25 Request is for 2 Permanent and 5 Limited Duration Positions that will:

- Administer contracts and rebates for IJA and other new transportation electrification funding programs
- Establish and execute the new IJA Carbon Reduction and climate programs
- Administer the new Climate Friendly Communities Rule
- Develop tools and perform analysis for Climate Friendly Communities Rule and IJA performance measures

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Policy, Planning & Climate	6	5.52	\$1,366,630
Data, Analysis & Research	1	0.88	\$241,234
<b>Total</b>	<b>7</b>	<b>6.40</b>	<b>\$1,607,864</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$1,607,864	\$529,473	OF
Services & Supplies	\$128,629	\$42,358	OF
<b>Total Expenditures</b>	<b>\$1,736,493</b>	<b>\$571,831</b>	



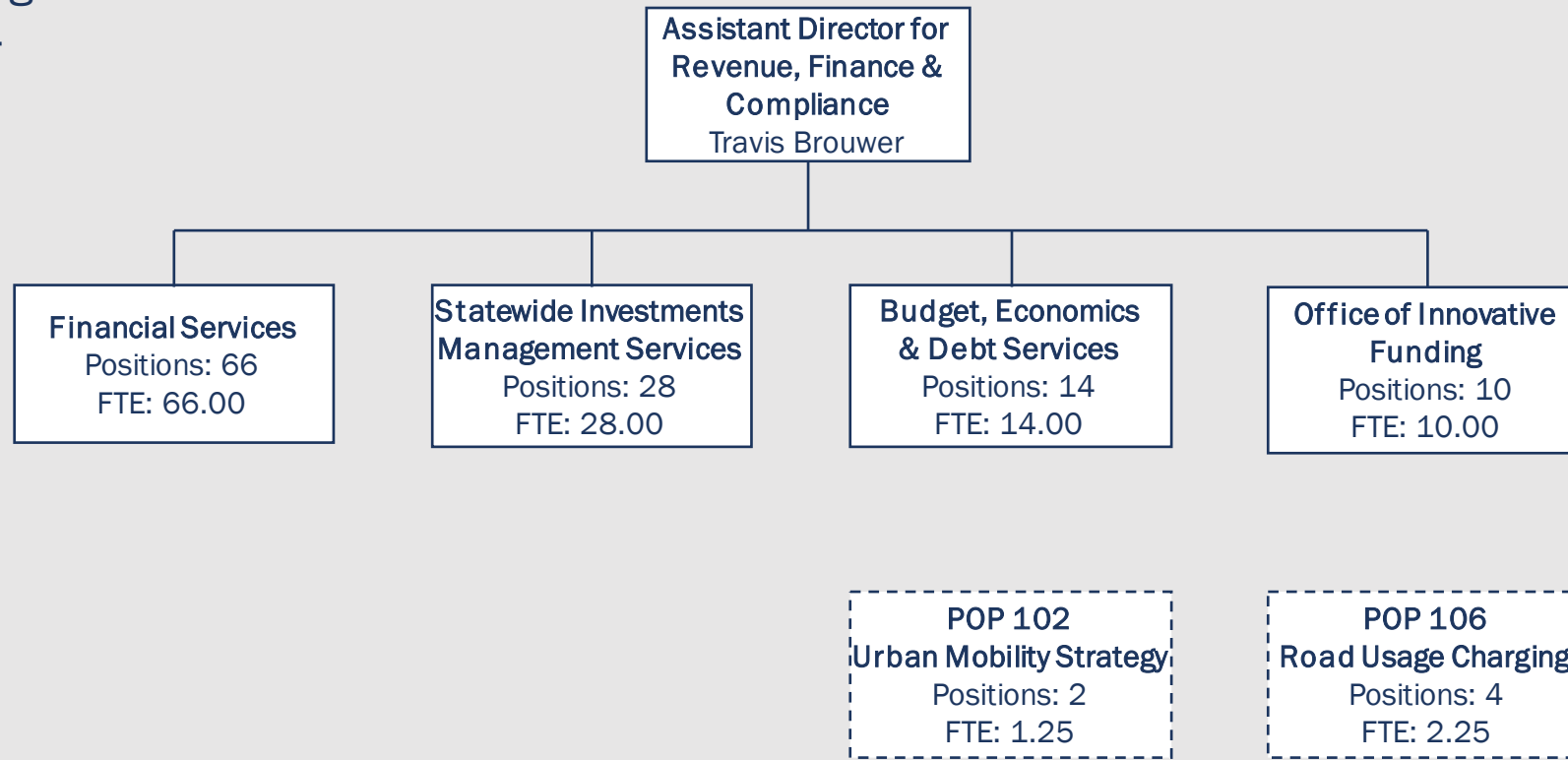
# FINANCE & BUDGET

Travis Brouwer, Assistant Director for Finance, Revenue & Compliance



# FBD ORGANIZATIONAL STRUCTURE

Finance & Budget Division  
Positions: 124  
FTE: 121.50



# Program Summary



**Revenue Collection**



**Finance & Budget**



**Capital Program & Grants**

# Clients, numbers served, and key partners

- Local Governments
  - City and county State Highway Fund apportionments
  - Grant recipients
- Contractors & vendors who receive payments from ODOT





# Major changes, budget drivers, risks, and IT projects



Major Changes

- Integrated SIMS and OIF Sections
- Added Toll Program



Budget Drivers

- ODOT Personal Services
- State Government Service Charge
- Financial Systems Costs



Risks

- IT Systems & Projects
- Fuels Tax Reliability



IT Projects

- Road Usage Charging
- Tolling Implementation

# Programs initiated in 2021-23

- **Commercial Paper:** A \$500 million program of short-term borrowing for Urban Mobility Strategy projects; \$100 million drawn to date
- **Tolling:** Implementation and operation of tolls to further the Urban Mobility Strategy





# Budget issues related to COVID-19, wildfires, and emerging issues

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- State Highway Fund lost \$157 million in fuels tax & DMV revenue during COVID-19 but has since rebounded
- 2020 Wildfire reimbursements from FEMA
  - \$360 million program
  - \$300-315 million to be reimbursed by FEMA
  - \$145 million paid by FEMA to date







# Impacts of Potential SHF Budget Reductions

- Local government grants & loans recipients could see slower processing of paperwork and payments
- Limited resources to implement a road usage charge program
- Limited resources for department and enterprise IT projects

# FBD BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$50,107,448	\$73,003,378	\$82,307,771	97.92%
Other (Fed as Other)	\$1,102,084	\$460,054	\$1,460,618	1.74%
Federal	-	\$317,204	\$287,347	0.34%
CATEGORY				
Personal Services	\$25,447,036	\$31,938,026	\$31,936,611	38.00%
Services & Supplies	\$25,745,227	\$41,842,610	\$52,119,125	62.00%
Capital Outlay	\$5,080	-	-	-
Special Payments	\$12,189	-	-	-
TOTAL	\$51,209,532	\$73,780,636	\$84,055,736	
Positions	118	130	124	
FTE	117.39	229.23	121.50	

# POP #106 – ROAD USAGE CHARGING: Finance & Budget

- This package is linked to HB 3297, which would establish a mandatory road usage charge program in 2027, starting with vehicles model year 2028 or newer that have a rating of 30+ mpg
- The positions would allow the OReGO program to scale up to handle the influx of new customers

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Office of Innovative Funding	4	2.25	\$404,211
<b>Total</b>	<b>4</b>	<b>2.25</b>	<b>\$404,211</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$404,211	\$198,601	OF
Services & Supplies	\$2,332,337	\$4,315,888	OF
<b>Total Expenditures</b>	<b>\$2,736,548</b>	<b>\$4,514,489</b>	

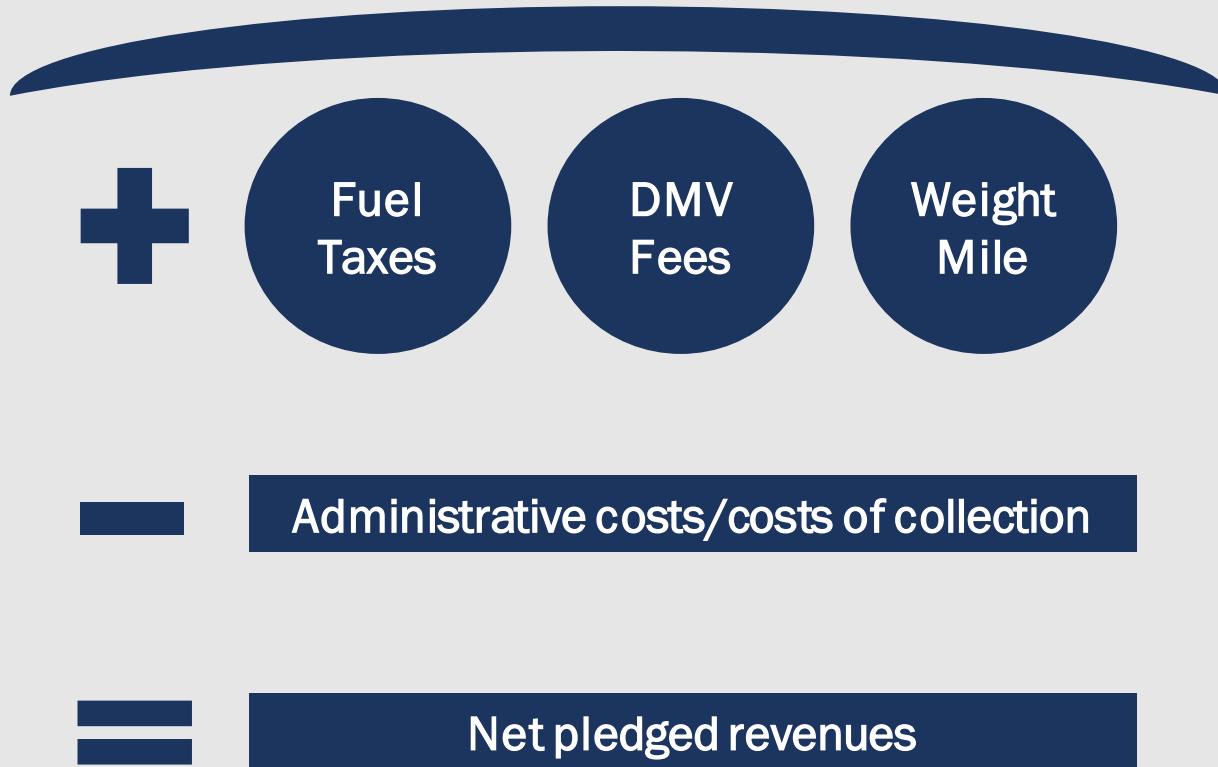


# DEBT SERVICE

# Highway User Tax Revenue Credit

ORS 367.605

Highway User Tax Revenue Credit



ODOT's Highway User Tax Revenue credit pledges highway revenue sources for the repayment of bonds. These sources primarily include fuel taxes, vehicle titling and registration, and weight mile taxes.<sup>1</sup>

Agency	Rating
S&P	AAA
Moody's	Aa1
Fitch	AA+

<sup>1</sup>Other sources may include "moneys received by the Department of Transportation from the United States Government," and "any other moneys legally available to the department." Current pledge does not include these sources.

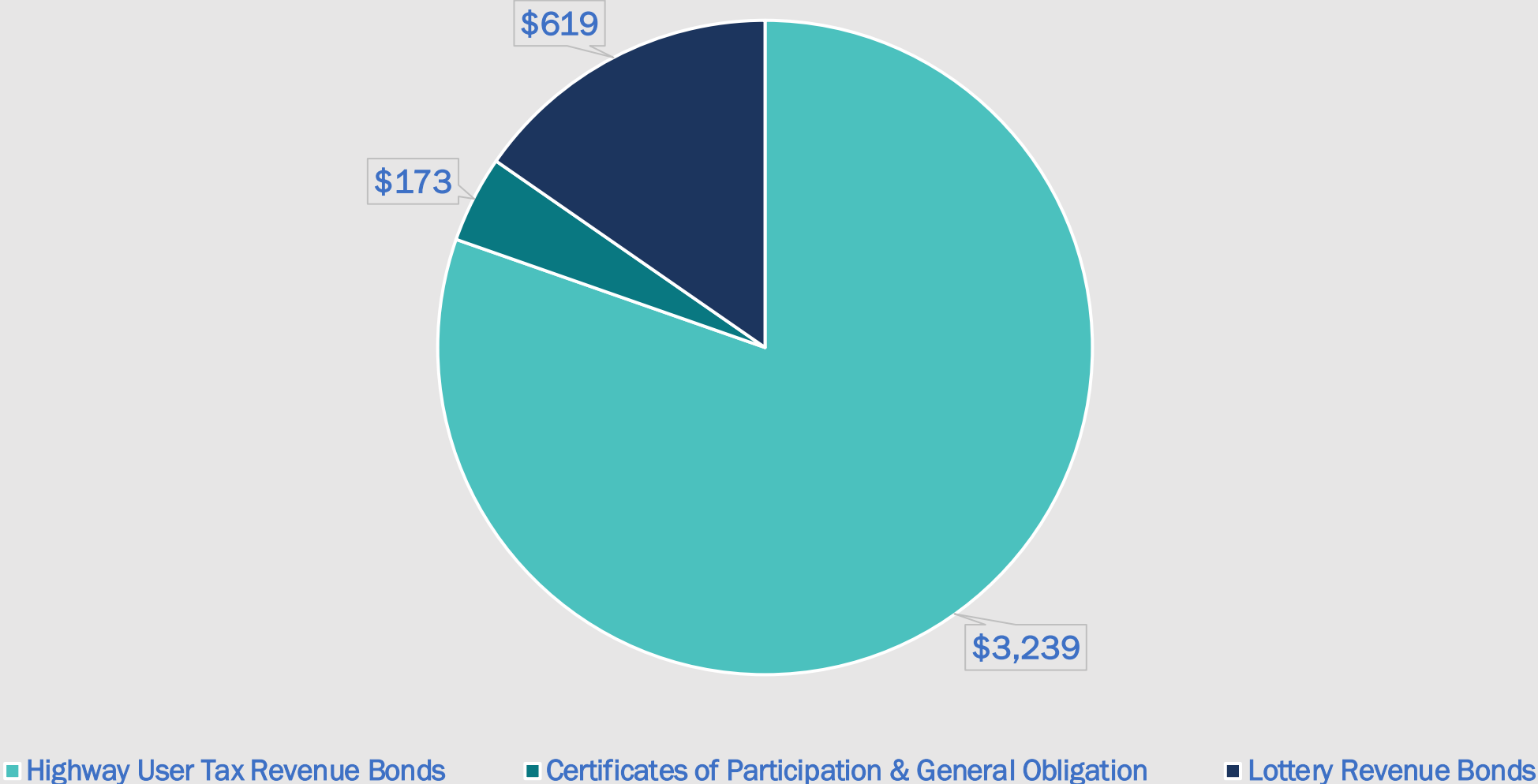
# Highway User Tax Bond Issuances

Funding Package	Bond Authorization	Total Issued To-Date	Remaining Authorization
Oregon Transportation Investment Acts I-III (2001-2003)	\$2,400 M	\$2,400 M	\$0
Jobs & Transportation Act (2009)	\$840 M	\$840 M	\$0
HB 2017 Named Projects (2017)	\$480 M	\$240 M	\$240 M*
HB 2017 UMS Projects (2017)	\$475 M (approx.)	\$244 M (approx.)	\$231 M (approx.)
<b>Total</b>	<b>~\$4,195 M (approx.)</b>	<b>\$3,724 M (approx.)</b>	<b>\$471 M (approx.)</b>

\*ODOT plans to sell the remaining \$240 million in May 2023.



# Current Outstanding Debt by Type (\$M)



<sup>1</sup>Includes outstanding principal and interest as of fiscal year end 2023.

<sup>2</sup>Lottery Bonds are issued by DAS. Lottery Funds are transferred to ODOT to cover debt service payments.

# Annual Highway User Tax Debt Service



\*As policy, ODOT does not incur additional debt without new funding to support debt service.

## SHORT-TERM BORROWING

### **SECTION 82.** ORS 367.105 is amended to read:

367.105. (1) In addition to the authority for short-term borrowing granted in ORS 286A.025 (2)(d) and 286A.045, the Department of Transportation, acting through the State Treasurer, may borrow money by entering into a credit agreement, a line of credit or a revolving line of credit, or by issuing a note, a warrant, a short-term promissory note, commercial paper or another similar obligation, for the following purposes:

(a) Providing matching funds as set forth in ORS 366.564.

(b) Providing funds with which to pay when due the principal or interest of bonded indebtedness created for highway purposes, the payment of which is necessary to preserve the financial credit of the state.

(c) Meeting emergencies.

(d) Providing funds for use by the department during times when expenditures exceed revenues, whether or not the department anticipated that expenditures would exceed revenues.

(e) Providing funds for the payment of current expenses in anticipation of revenue, grants or other moneys intended for payment of the current expenses.

(f) Providing funds for interim financing of a capital asset or project to be undertaken by the department.

(g) Refunding an outstanding obligation.

(2) Short-term borrowing under this section may be in such denominations or for such sums as the department fixes and may draw interest at a negotiated rate.

(3) The total outstanding indebtedness created by the short-term borrowing under this section may not exceed ~~[\$100]~~ **\$600** million in outstanding principal amount.

# Short-term Borrowing

- *HB 3055 increased ODOT's short-term borrowing authority to \$600 million, with a 5 year maturity limit.*
- *Used to provide project liquidity until long-term financing can be achieved.*
- *Expenditures are limited to eligible capital expenditures.*
- *Is not "new" money, rather only advances planned long-term financing.*

In November 2022, ODOT and the Oregon State Treasury closed on a \$500 million Commercial Paper program.

Short-term notes are sold to investors, with maturities between 1 and 270 days, to provide liquidity for projects.

Notes can be paid off, or "rolled" with new notes (i.e. refinanced).

ODOT's Commercial Paper balance is paid off when long-term financing can be achieved (e.g. toll revenue bonds).



# New Credit Structures & Future Borrowings

			Projected 2023-25 Borrowing
Current	Highway User Tax Revenue Credit	<ul style="list-style-type: none"> <li>Future HUTR borrowings</li> </ul>	\$230 - 250 M*
	I-205 Tolling	<ul style="list-style-type: none"> <li>Borrowings against I-205 toll revenues (toll revenue bonds, TIFIA, etc.)</li> </ul>	\$500 - \$800 M
Future	Regional Mobility Pricing Project	<ul style="list-style-type: none"> <li>Borrowings against RMPP toll revenues (toll revenue bonds, TIFIA, etc.)</li> </ul>	TBD
	IBR Tolling	<ul style="list-style-type: none"> <li>Borrowings against IBR toll revenues (toll revenue bonds, TIFIA, etc.)</li> </ul>	TBD
	Grant Anticipation Revenue Vehicle (GARVEE)	<ul style="list-style-type: none"> <li>Borrowings against federal formula funds</li> </ul>	\$300 M

\*HUTR borrowing may increase pending approval of a funding package for IBR.

# DEBT SERVICE BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	\$25,176,333	\$18,371,213	\$16,930,280	3.06%
Lottery	\$114,671,355	\$121,144,419	\$136,144,810	24.61%
Other (State)	\$353,778,452	\$401,157,671	\$381,283,133	68.93%
Other (Fed as Other)	-	-	-	
Federal	-	-	-	-
Other (non-limited)	-	-	-	-
Federal (non-limited)	\$20,029,515	\$20,679,380	\$18,764,647	3.39%
<b>CATEGORY</b>				
Personal Services	-	-	-	-
Services & Supplies	-	-	-	-
Capital Outlay	-	-	-	-
Special Payments	-	-	-	-
Debt Service	\$513,655,655	\$561,352,683	\$553,122,870	100.00%
<b>TOTAL</b>	<b>\$513,655,655</b>	<b>\$561,352,683</b>	<b>\$553,122,870</b>	
Positions	0	0	0	
FTE				



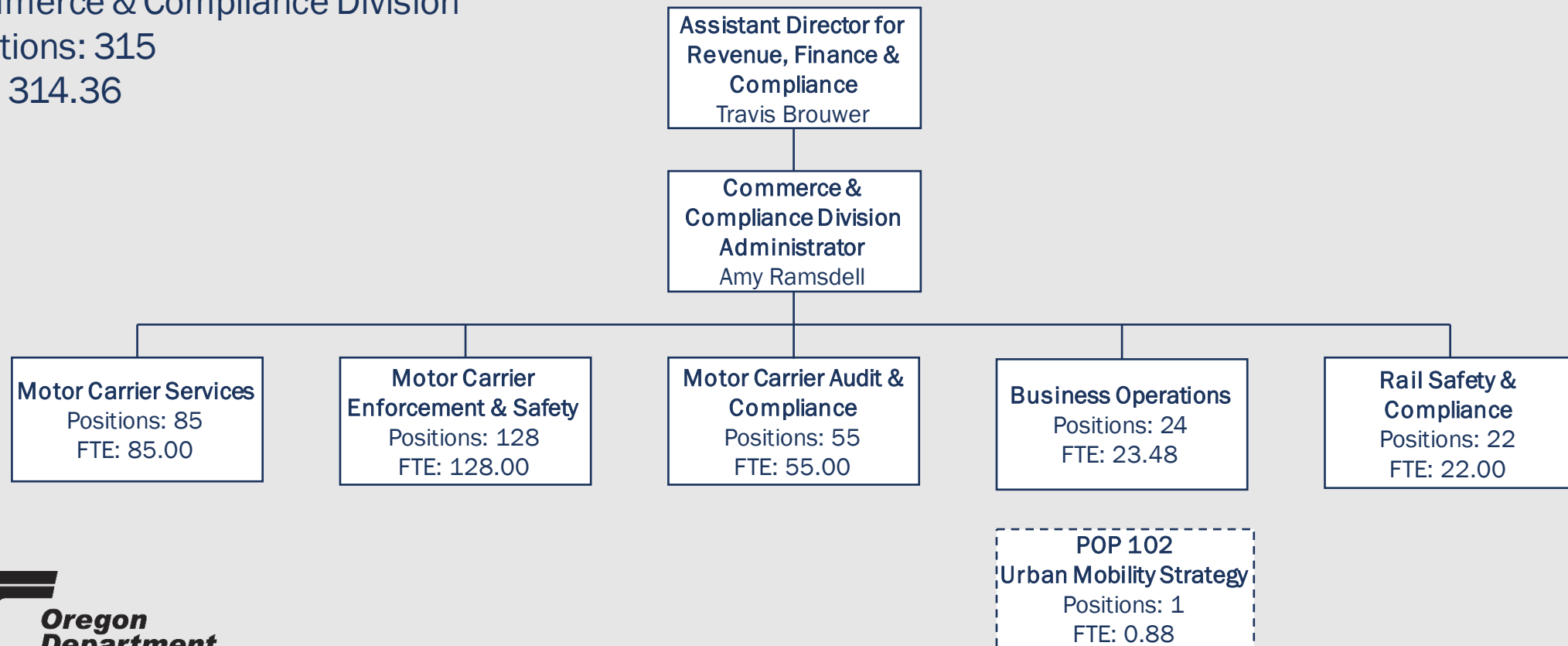
# COMMERCE & COMPLIANCE

Amy Ramsdell, Administrator



# CCD ORGANIZATIONAL STRUCTURE

Commerce & Compliance Division  
Positions: 315  
FTE: 314.36



# Program Summary



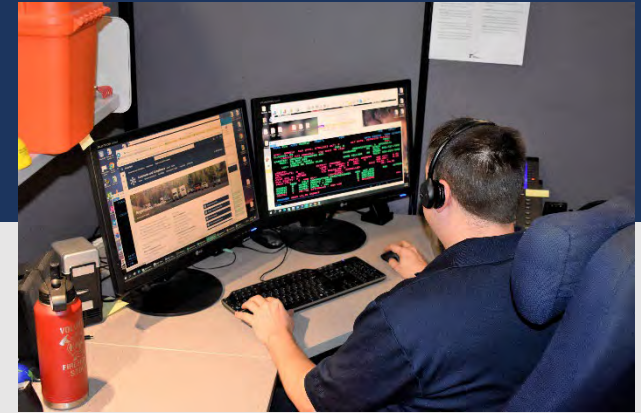
## Motor Carrier Services

- Commercial Vehicle Registration and Licensing Program
- Over-Dimension Permitting
- Commercial Vehicle Taxation Program



## Taxes and Fees Collected

- \$449M in taxes (2021)
- \$50M in registration and fees (2021)
- These make up 1/3 of the State Highway Fund



## Customers Served

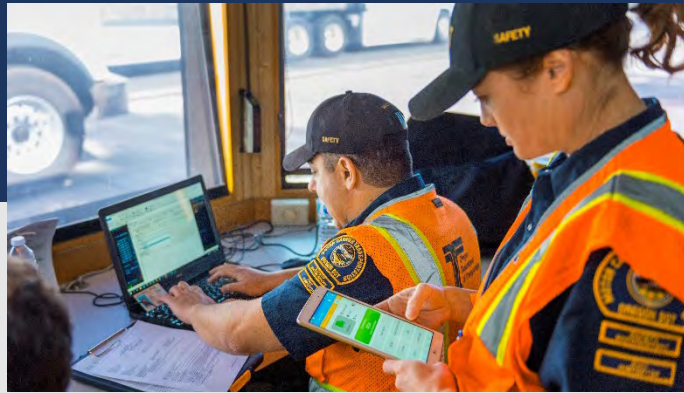
- 9,700 Oregon-based motor carriers
- 120,000 size and weight permits
- 100,000 active accounts

# Program Summary



## Motor Carrier Compliance

- Roadside Enforcement and Safety
- Audit Enforcement and Compliance



## Facilities

- 6 ports of entry
- 6 inspection bays
- 88 total facilities
- 22 weigh-in-motion locations



## Activities

- 3.4 million weighings/year (avg)
- 17,300 vehicle inspections
- Chain enforcement



# Program Summary



## Rail Safety and Compliance

- Federal Railroad Administration Program
- State Safety Oversight Program
- Rail Crossing Safety Program

## Funding Sources

- FTA, FHWA, SHF
- State Highway Funds come from the rail gross revenue fees

## Activities

- Over 1,500 rail safety inspections/year
- 2,400 rail crossings monitored for safety
- 2,308 miles of freight railway statewide

# Clients, numbers served, and key partners



OMSA



# Major changes, budget drivers, risks, and IT projects



Relocation Savings

- Relocated three facilities into ODOT owned buildings
- Annual savings approx. \$1 million



Aging Infrastructure

- Roadside facilities 50+ years old
- Weigh-in-motion (WIM) 20+ years old



OD System Replacement

- Over-Dimension Permitting System replacement
- Enterprise-wide impacts



Registration System

- Aging systems
- Manual workarounds
- MCSAP High-Priority ITD Grant Application FY2023



# Programs initiated in 2021-23

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- Relaunch of motor carrier outreach
- Human trafficking awareness
- MCSAP reentry
  - Performance Registration Information Systems Management (PRISM)
- Removed barriers to quarterly reporting to align with other tax requirements for carriers



# Budget issues related to COVID-19, wildfires, and emerging issues

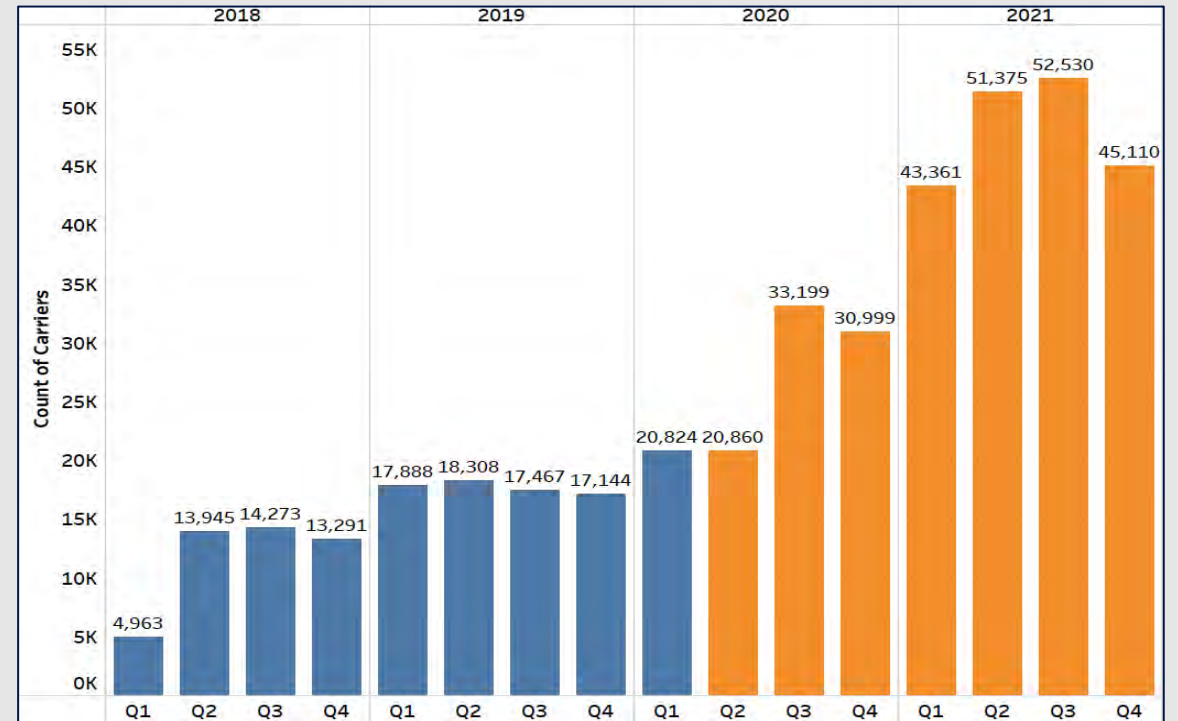
## Project delays

- Supply chain issues
- Staffing shortages
- Increased costs

## Industry growth

- Staffing flat
- Inflexible, outdated systems
- Among the top 3 states experiencing growth, per FMCSA

**New For-hire Carriers<sup>1</sup> Added to MCMIS<sup>2</sup> By Quarter  
(Between Mar 2018<sup>3</sup> – Dec 2021)**



<sup>1</sup>For-hire carriers include carriers operating as for-hire only and for-hire + private

<sup>2</sup>Data Source: Motor Carrier Management System (MCMIS) 01/28/2022 Data Snapshot

<sup>3</sup>1st Quarter of 2018 has only 1 month of data and is not comparable to other quarters



# Impacts of Potential SHF Budget Reductions

- Cuts to service hours
- Increased call wait times
- Staff reductions through attrition where possible
- Staff reallocation or reassignment
- Increased and/or other shifts in workload
- Increased tax evasion
- Enforcement and scale operations
- Commercial vehicle safety compliance concerns



# CCD BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$72,568,759	\$88,039,238	\$85,251,773	79.79%
Other (Fed as Other)	\$1,702,274	\$17,500,000	\$7,400,000	6.93%
Federal	\$2,687,046	\$12,315,697	\$14,197,291	13.29%
<b>CATEGORY</b>				
Personal Services	\$61,466,954	\$71,408,095	\$72,591,980	67.94%
Services & Supplies	\$14,489,003	\$35,714,093	\$32,013,067	29.96%
Capital Outlay	\$802,121	\$632,747	\$784,322	0.73%
Special Payments	\$200,001	\$10,100,000	\$1,459,695	1.37%
<b>TOTAL</b>	<b>\$76,958,079</b>	<b>\$117,854,935</b>	<b>\$106,849,064</b>	
Positions	316	324	315	
FTE	315.48	319.98	314.36	

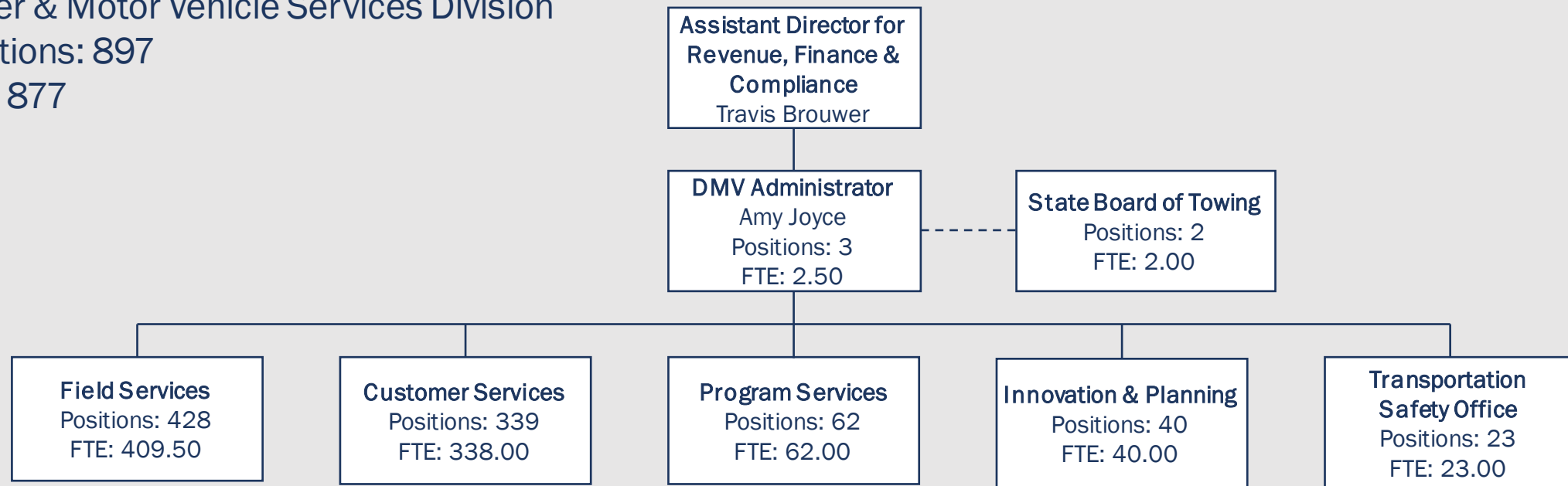


# DRIVER & MOTOR VEHICLE SERVICES

Amy Joyce, Administrator

# DMV ORGANIZATIONAL STRUCTURE

Driver & Motor Vehicle Services Division  
Positions: 897  
FTE: 877





# Program Summary



Field Services

Network of 60 offices and over 400 staff around Oregon serving customers with driver, vehicle, and ID card needs



Customer Services

Call centers, processing licenses, title, registrations  
Includes mail service and facilities management functions



Program Services

Manages driver, vehicle, and business licensing programs  
Regulates dealers and third-party testing businesses



Innovation & Planning

Coordinates changes to DMV systems, programs, and operations  
Leads strategic IT and business planning initiatives



Transportation Safety

Highway safety program: education and training  
Programs include safe speed, impaired driving, distracted driving, and more

# Clients, numbers served, and key partners

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## Oregonians & visitors traveling on the roads and highways

- **8,000** customers every day through local offices
- **1.7 million** customer phone calls per year
- **550,000** new & renewed driver licenses per year
- **1 million** vehicle titles per year
- **2 million** vehicle registrations per year
- **60 million** law enforcement connections per year

## Agency Partners

- Secretary of State
- Donate Life NW
- Department of Environmental Quality
- Department of Revenue
- Cities and Counties
- Community partners

# Major changes, budget drivers, risks, and IT projects



New Online Services

Driver license renewal and replacement, records request



Cost Increases

Personal services, postage, and merchant fees continue to rise



Revenue Constraints

Base fees stagnate for decades



Future Enhancements

Self-serve kiosk, lobby management, knowledge testing, crash reporting



# Programs initiated in 2021-23

---

- Transportation Safety Office – formerly an ODOT Division – merged with DMV
- Expanded non-commercial Third-Party Testing Program
- Customer Connect program focused on customers impacted by homelessness or natural disasters
- Dealer Services team recently formed to provide dedicated support for vehicle dealers



# Budget issues related to COVID-19, wildfires, and emerging issues

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- Difficulty recruiting and retaining staff
- Field office closures due to staff shortages
- Pandemic recognition pay – roughly \$1.5 million
- Base revenues not covering operating cost
- Postage increases
- Merchant fee increases
- Aging buildings needing repairs (emergency & beyond useful life)
- Real ID enforcement date moved to May 2025





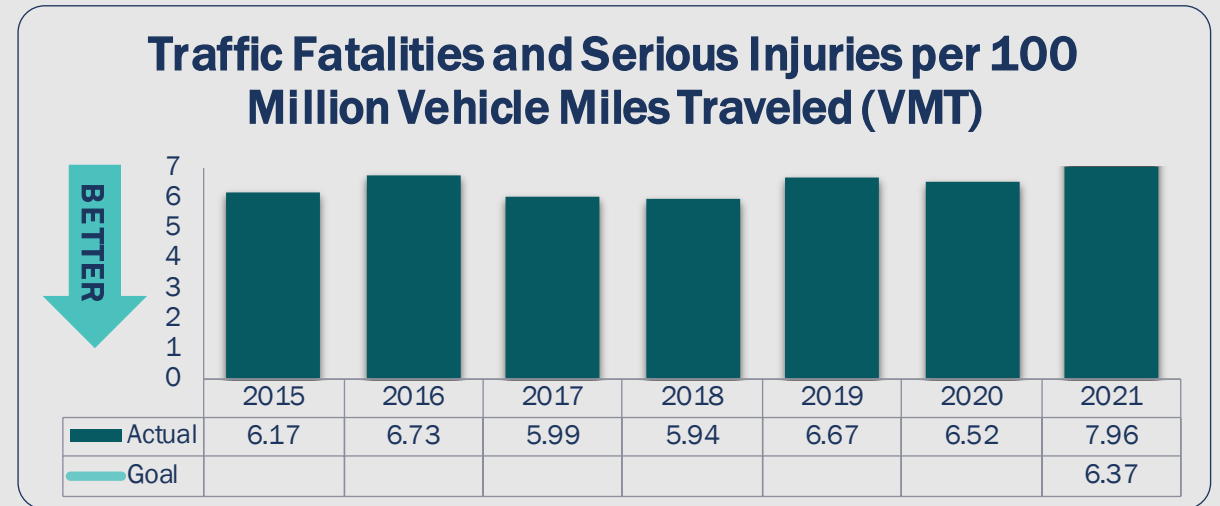
# Impacts of Potential SHF Budget Reductions

- Reduction of staff through attrition – longer wait/lead times and slower responses, in addition to the loss of LDs at the end of this biennium
- Office closures – fewer locations for service
- Missed opportunity to redeploy HQ staff to field offices
- To avoid discontinuing acceptance of credit cards in field offices, begin charging customers the merchant fees



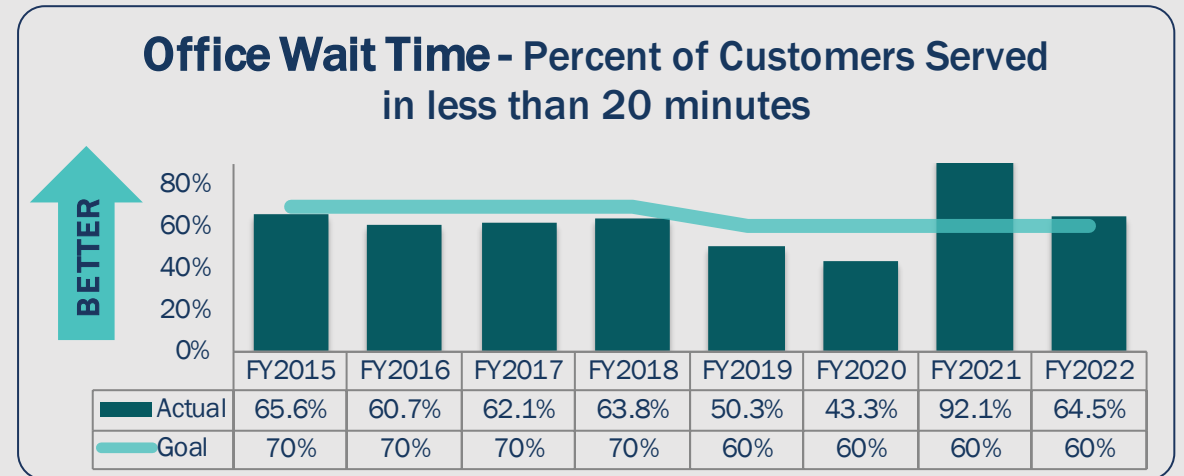
# KPM – Traffic Fatalities & Serious Injuries Rate

- Continue to implement traffic safety programs
- Goal is zero fatalities; we have set realistic targets to reduce these rates gradually over time
- ODOT and its safety partners will continue efforts to reduce fatalities



# KPM – DMV Field Office Wait Time

- Take-a-ticket system at most offices
- Measure approved by the Oregon Legislature in 2015
- Only a partial picture of DMV service



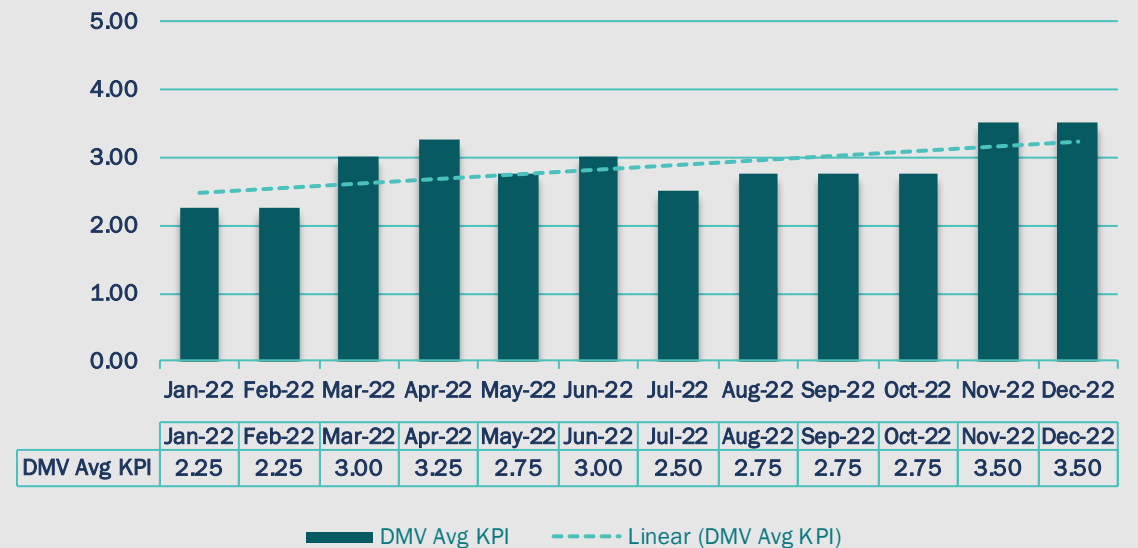
# Proposed KPM – DMV Service Index

**DMV Service Index:** *This metric looks at four points of service and rating each 1-5, with 5 being the highest and 1 being the lowest.*

- DMV Field Office Wait Time
- DMV Call Center Response Time
- DMV Title Issuance
- DMV Self-Service Options



DMV Monthly Key Performance Indicators



Rating	Description
5	10% or more above goal
4	Meets goal to 10% above goal
3	Within 10% below goal
2	10-25% below goal
1	25% or more below goal



# DMV BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$247,782,982	\$280,898,851	\$280,027,400	89.97%
Other (Fed as Other)	\$2,259,633	\$5,036,000	-	-
Federal	\$18,231,978	\$23,581,135	\$31,225,458	10.03%
CATEGORY				
Personal Services	\$161,445,098	\$181,623,893	\$175,779,948	56.48%
Services & Supplies	\$85,727,302	\$89,729,497	\$89,902,493	28.88%
Capital Outlay	\$272,047	\$10,846,555	\$11,302,110	3.63%
Special Payments	\$20,830,146	\$27,316,041	\$34,268,307	11.01%
TOTAL	\$268,274,593	\$309,515,986	\$311,252,858	
Positions	1002	992	897	
FTE	921.82	947.25	877.00	

# POP #111 – DMV Plate Manufacturing Fee (Revenue Only)

## POP details:

- ORS requires the plate manufacturing fee with every license plate purchase
- ODOT’s plate vendor requested and received a price increase, effective December 1, 2022
- Portion of fee set in rule; DAS approved increase effective February 1, 2023
- New fee must be considered by legislature this session.

## Revenue Summary

Program Area	Positions	FTE	23-25 Total
Driver & Motor Vehicle Services	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>

Revenue	23-25 Revenue	Fund Type
Plate Manufacturing Fee Increase	\$1,053,994	OF
<b>Total Revenue</b>	<b>\$1,053,994</b>	

A man and a woman are in an office setting, looking at a document together. The man is on the left, wearing a light-colored striped shirt, and the woman is on the right, wearing a red top and a white cardigan. They are both smiling and appear to be in a collaborative work environment. The background shows office desks, a computer monitor, and various office supplies.

# ODOT ADMINISTRATIVE SERVICES

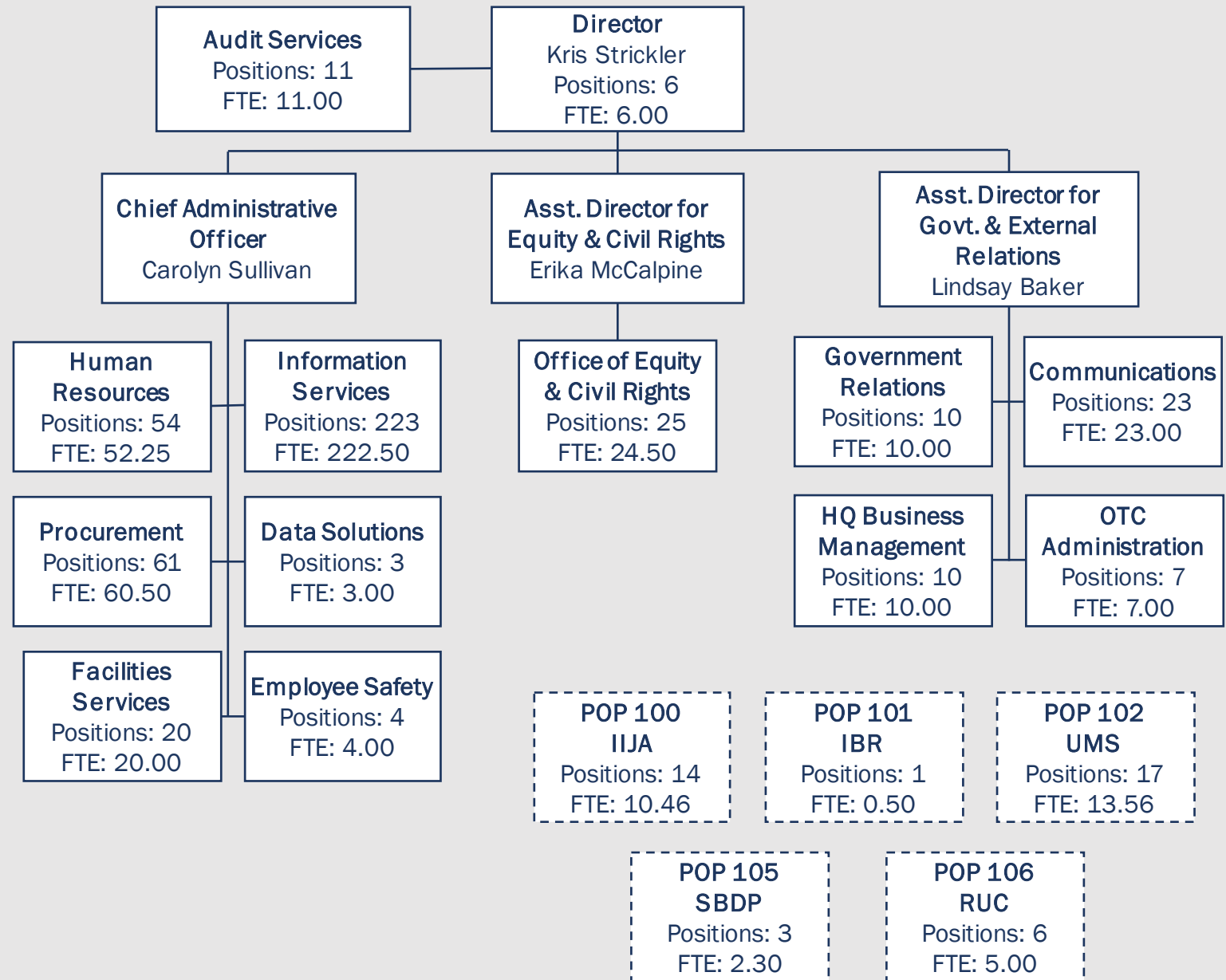
Carolyn Sullivan, Chief Administrative Officer

Erika McCalpine, Assistant Director for Equity and Civil Rights

Lindsay Baker, Assistant Director for Government & External Relations



# OAS ORGANIZATIONAL STRUCTURE



ODOT Administrative Services  
Positions: 498  
FTE: 485.57

# Government and External Relations

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- Provides strategic direction and execution of ODOT's comprehensive government + tribal affairs program
- Oversees ODOT's internal and external communications program
- Supports the Oregon Transportation Commission
- Manages ODOT's customer and constituent service program



# Office of Equity and Civil Rights

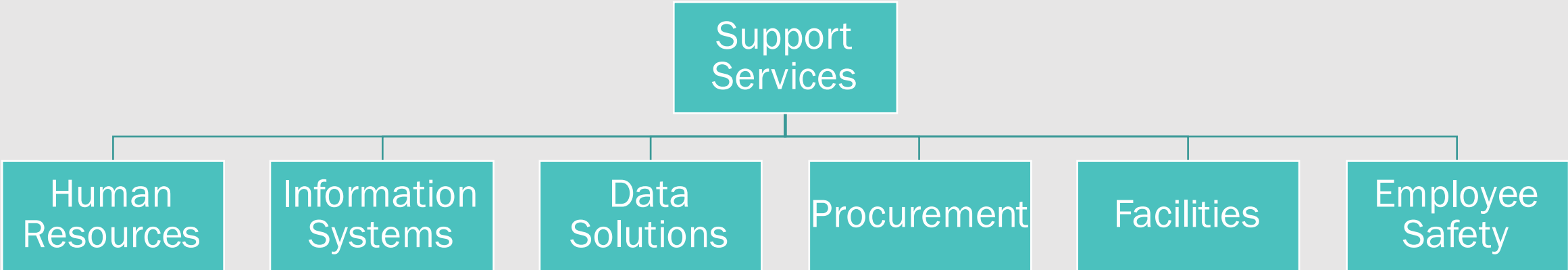


- Endeavors to ensure equity is embedded into all ODOT policies, operations and practices.
- Engages and utilizes viewpoints of all who reside in communities ODOT serves and are affected by the agency's decisions and investments.
- Promotes economic opportunity for Oregonians through transportation investments, including working with businesses owned by people who identify as Black, Indigenous, Latino/a/x, Asian, Pacific Islander, Native, Tribal, and people of color, women, or others who have been marginalized through institutional and structural oppression.



# Support Services Division

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# Major changes, budget drivers, risk, and IT projects



## Major Changes

OregonBuys,  
Workday, state-led  
modernizations  
Reorganizations to  
better support the  
agency



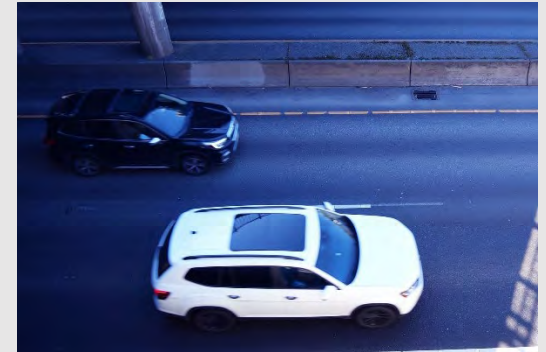
## Budget Drivers

Personal Services  
Stage  
Government  
Service Charge



## Risks

IT systems and  
projects  
Aging facilities  
Fuels Tax decline



## IT Projects

Connected Vehicle  
Ecosystem  
Tolling  
Implementation  
System  
modernizations

# Actions to Contain Costs & Improve Programs

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- Modernization of systems enables electronic routing, storage and more timely workflows.
- Inter-agency collaboration results in best-practice ideas and enhancements to core business functions.
- Intentional collaboration between branches results in shortened cycle times for business processes such as recruitment and procurement.



# Budget issues related to COVID-19, wildfires, and emerging issues

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- COVID-19 changed the way work is performed and requires creative and active engagement of managers.
- Some internal services, such as recruiting, were disrupted but have returned to normal operations.
- System modernizations are required to avoid critical system failures.
- A challenging job market, wage pressures, and an inability to attract enough candidates affect recruiting and increase the number of vacant positions.



# Impacts of Potential SHF Budget Reductions

- Significant reductions in staff and external consultants.
  - Substantial risk to aging and critical information systems.
  - Increased cycle times for key operational areas such as recruiting/retention and procurement.
  - Delays or exemptions from state-led initiatives.
- Reduced allocations to the Emerging Small Business Program.

# Summary of ODOT's long-term vacancy data

- Long-term vacancies total approximately 1% of positions and exist primarily in Delivery and Operations, DMV and CCD.
- Unemployment is low and the labor market is very challenging.
- The vacant positions generally do not offer competitive pay.

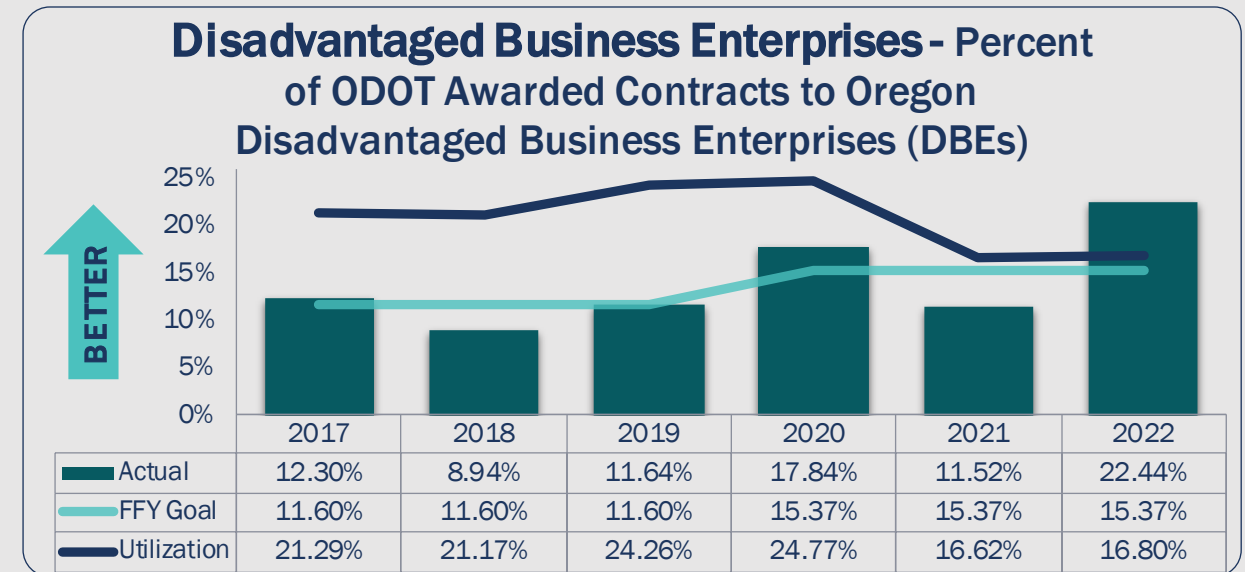
Division	Positions	FTE	Personal Services
Delivery & Operations	36	32.38	\$5,892,316
Public Transportation	1	1.00	\$233,914
Policy, Data & Analysis	1	1.00	\$165,317
Finance & Budget	3	3.00	\$649,683
Commerce & Compliance	11	11.00	\$1,819,715
Driver & Motor Vehicle Services	12	11.00	\$1,638,724
ODOT Administrative Services	9	8.50	\$2,099,897
<b>Total</b>	<b>73</b>	<b>67.88</b>	<b>\$12,499,566</b>

\*Positions vacant 12 months or more, as of 12/31/2022



# KPM – DBE Utilization

- Dollars to DBE firms have increased from \$71m in FFY 2018 to \$209m in 2022
- According to current data, ODOT has surpassed the annual DBE goal four out of the last five years
- From FFY 2018 through 2021, 53% of DBE dollars went to racial and/or ethnic minority-owned DBE firms. In FFY 2022, ODOT increased this share by 43%, spending 76% of DBE dollars with racial and/or ethnic minority-owned DBE firms



# Senate Bill 1048: Small Business Development Program

- Establishes Small Business Development Program
- Enables targeted, competitive prime contracting opportunities
- Provides technical assistance and support to small businesses



# OAS BUDGET AT A GLANCE

FUND TYPE	2019-21 Actuals	2021-23 Legislatively Approved	2023-25 Governor's Budget	Percent of GB
General	-	-	-	-
Lottery	-	-	-	-
Other (State)	\$191,575,414	\$244,368,649	\$243,397,698	97.75%
Other (Fed as Other)	\$2,047,084	\$2,333,333	\$5,271,104	2.12%
Federal	-	-	\$319,083	0.13%
CATEGORY				
Personal Services	\$120,668,120	\$133,492,086	\$147,288,753	59.15%
Services & Supplies	\$71,584,883	\$112,230,943	\$100,679,062	40.44%
Capital Outlay	\$1,346,352	\$978,953	\$1,020,070	0.41%
Special Payments	\$23,143	-	-	-
TOTAL	\$193,622,498	\$246,701,982	\$248,987,885	
Positions	458	465	498	
FTE	453.84	455.21	485.57	



# POP #100 – IIJA: ODOT Administrative Services

- Significant additional workload is associated with administration of the IIJA programs
- The current demands on the Administrative Services group already exceed available capacity

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Information Systems	4	3	\$871,164
Data Solutions Office	1	0.75	\$234,797
Human Resources	1	0.50	\$119,633
ODOT Procurement Office	3	2	\$522,427
Office of Equity & Civil Rights	4	3.46	\$806,657
Employee Safety	1	0.75	\$165,480
<b>Total</b>	<b>14</b>	<b>10.46</b>	<b>\$2,720,158</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$2,720,158	\$3,147,501	OF
Services & Supplies	\$217,613	\$251,800	OF
<b>Total Expenditures</b>	<b>\$2,937,771</b>	<b>\$3,399,301</b>	

# POP #105 – SMALL BUSINESS DEVELOPMENT

- A goal of ODOT’s Strategic Action Plan is to invest equitably by increasing opportunities for minority and women owned businesses
- The goals of the program are to:
  - Increase capacity
  - Increase opportunities
  - Increase experience
  - Increase the number of small businesses with ODOT
- To properly track, report and support administration of Executive Order 22-15, ODOT is also requesting additional procurement and equity-based personnel

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Office of Civil Rights	2	1.55	
ODOT Procurement Office	1	0.75	
<b>Total</b>	<b>3</b>	<b>2.30</b>	<b>\$622,263</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$622,263		OF
Services & Supplies	\$49,781		OF
<b>Total Expenditures</b>	<b>\$672,044</b>		

# POP #106 – ROAD USAGE CHARGING: ODOT Administrative Services

- RUC is a future revenue source for the agency
- Broader implementation will require substantial modification of systems and integration into a complex network infrastructure
- Current IS staffing levels are not sufficient for this need

## Position & Expenditure Summary

Program Area	Positions	FTE	23-25 Total
Information Services	6	5.00	\$1,302,215
<b>Total</b>	<b>6</b>	<b>5.00</b>	<b>\$1,302,215</b>

Expenditures	23-25 Costs	25-27 Costs	Fund Type
Personal Services	\$1,302,215	\$1,311,119	OF
Services & Supplies	\$104,177	\$104,890	OF
<b>Total Expenditures</b>	<b>\$1,406,392</b>	<b>\$1,416,009</b>	



Questions?



# Keep in touch!

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