

Covid-19 Impacts to Oklahoma State Transportation Agencies

- **What needs has the pandemic created or exacerbated? Some of the challenges have been:**
 - Developing better personnel management practices and associated support including the technology necessary to support a workforce in a remote and teleworking environment.
 - \$22M impact to the motor fuel allocation to the State Transportation Fund for budget year 2021 that must be netted to the SFY 2022 budget.
 - Traffic on the Oklahoma Turnpike System declined by 11% when comparing 2019 to 2020.
 - The latest updated toll revenue projections, although showing a healthy rebound by 2022, indicate a cumulative \$44 million deficit for the years 2020 and 2021 as compared to the prior projections prepared in 2018.
 - A recent report from a mobile supply chain and plant maintenance solution provider stated that "COVID 19 is probably the biggest disruption to supply chains that we've seen since World War II."
 - Companies are having trouble acquiring materials needed to make product and then they are struggling to ship their products to stores and wholesalers.
 - This supply chain disruption has led to delays in replacing vehicles and equipment related to maintenance on the State's roads and bridges as well as delays in the receipt of project materials for road projects in the state.
 - Utility relocations are also being directly impacted due to supply chain issues.
 - Right of Way acquisition has experienced delays due to a reluctance of property owners to meet in person and due to slower than normal processing times for some transactions and proceedings.
 - Some road projects have experienced slight delays related to quarantining crews. This has been somewhat alleviated by working closely with contractors to solve these problems as they arise.
 - Maintenance crews are not immune to these delays due to quarantining affecting crew sizes; however, these have been handled through the sharing of resources between maintenance crew locations.
 - Inevitably, overall transportation buying power for highway maintenance and construction has been reduced by workforce, supply chain and greater than expected cost escalation / inflation.
- **How has Covid-19 affected the level of service ODOT provides to the public?**
 - Transportation is experiencing workforce issues, especially in entry level jobs such as Transportation Equipment Operators (TEO).

- Inability to fill TEO positions could impact the ability to perform routine maintenance activities and snow and ice management.
 - Access to technology hardware and software has been slowed due to serious supply chain issues which impacts all aspects of operations.
 - Delays in active construction projects have increased completion times and construction work zones are sometimes active for longer periods.
 - Project delivery times will increase due to reductions in buying power, workforce issues and supply chain problems, thereby delaying the public's access to critical transportation infrastructure improvements.
- **What opportunities for improvement do you see based on the changes?**
 - Technology has played a major role in our success to begin the transformation to virtual Residencies.
 - Advanced the use of paperless plans, proposals, bidding, and contracts. Addition of E-Tickets, Doc Express for materials. Roll out of AASHTO PROJECT, and virtual construction management tools.
 - Remote working allows for less overhead costs, decreases the brick and mortar footprint that was previously needed to support the workforce
 - Better morale for the employees
 - Overall supports and accentuates the modernization efforts
- **How did federal funding provide relief to your agency, other agencies and your customers during the pandemic? (Actual examples encouraged.)**

CARES Act:

- Protect Transit (\$6 Million): cleaning supplies & PPE; vehicle partitions & decontamination equipment
- DPS PS Radio System SW Expansion (\$1,457,000): Existing tower and site work; new tower installation and site work
- Welcome Center Renovation (18,621,000): labor and materials for renovation including lighting and landscaping for signs
- ODOT direct Covid-19 expenses (\$1,683,033)
 - Payroll: \$71,852
 - FMLA & additional sick leave: \$556,458
 - Cleaning/Sanitization: \$798,825
 - Portable restrooms: \$16,905
 - PPE: \$103,754
 - Remote work equipment: \$135,239

Federal Transit Authority CARES Act

Total amount to Oklahoma: \$51,392,612

- Capital (\$5,329,089)
- Project Administration (\$3,360,032)

- Operating (\$32,424,969)
- State Administration and Tech Assistance (\$2,569,631)
- Section 5311 Intercity Bus Services (\$7,708,891)

CRRSA

Total Oklahoma CRRSA Allocation **\$157,252,669**

- **Mandated Sub-Allocations: \$ 15,813,461**
 - ACOG: \$ 8,980,567
 - INCOG \$ 6,832,894

Remaining Available Allocation: \$141,439,208

- **ODOT Planned Sub-allocations Co. \$8,000,000**
 - LMAPC \$ 150,000
 - Rural Transit \$ 5,400,000
 - Aeronautics Commission \$ 3,000,000
- ODOT Infrastructure Investments
 - Asset Preservation \$40,000,000
- Industrial Lake Access \$ 6,000,000
- Eight Year Construction WP \$ 78,889,208

Efforts to manage the effects of COVID-19 are on-going throughout the Transportation Cabinet.