

State of Oklahoma



Department of Central Services



Fleet Management Division Report to the Task Force

December 1, 2005

Table of Contents

I.	Background and Methodology	1
A.	Background.....	1
B.	Methodology	1
II.	Data Summary.....	1
III.	Summarized Analysis of Fleet Management Data	2
A.	Vehicle Inventory Status.....	2
B.	Maintenance Plans and Records for State Vehicles	2
C.	Vehicle Usage Data.....	3
D.	Vehicles Used for Residence-to-Work Transportation	4
E.	Status of Vehicle Markings	4
F.	Fuel Purchasing Practices.....	4
G.	Rotation of Vehicles Based on Mileage.....	5
H.	Consideration of Agency Exemptions	5
IV.	Recommendations to the Task Force.	6
V.	Report on the Status of Web-Based Statewide FMIS	8
	Appendix: Detailed Fleet Data	9
	APPENDIX A-1. Detailed count of vehicles by class	9
	APPENDIX A-2: Annual mileage by agency.....	13
	APPENDIX A-3: Status and authority of markings	14
	APPENDIX A-4: Average odometer and age of State vehicles.....	15
	APPENDIX A-5. Vehicle life cycle - summarized surplus data in FY2006	16
	APPENDIX A-6. Vehicle life cycle – DCS-FMD summarized surplus data in FY2006.....	19
	APPENDIX A-7. State agency number, acronym and name list	20

I. Background and Methodology

A. Background

The State Auditor and Inspector published the Oklahoma Fleet Management Audit in November, 2004. Broadly, the audit criticized the State of Oklahoma's fleet management practices and made several recommendations regarding ownership of vehicles by State agencies, as well as management practices of the State regarding vehicle acquisition, use, maintenance and disposal. The 2005 Legislative session considered several options to improve fleet operations in the State. After thorough discussion and consideration, the legislature passed an act requiring further study and enumeration of the issues so that a more thorough assessment could be effected.

B. Methodology

This report provides the specific information required by Section 2 of House Bill 1927, as indicated below. The Fleet Manager elected to collect this information directly as opposed to relying on agency input. From June through October of 2005, Fleet Management Division (FMD) personnel conducted a 100% inventory of all State agency vehicles (Appendix A-7). Vehicles belonging to Higher Education were not included in the inventory.

II. Data Summary

- The State of Oklahoma owns 7,905 vehicles (not including Higher Education)
- 61.00% of State vehicles are vans/trucks/utility vehicles (4,822);
- 32.74% of State vehicles are passenger vehicles (2,588);
- 5.06% of State vehicles are Sport Utility Vehicles (400);
- 23.40% of State vehicles are driven from work to home (1,850);
- 85.11% of State vehicles are marked (6,728);
- 14.89% of State vehicles are not marked (1,177);
- 23.4% of State vehicles are driven less than 9,000 miles per year;
- 10.9% of State vehicles are driven between 9,000 and 12,000 miles per year;
- 24.6% of State vehicles are driven between 12,000 and 18,000 miles per year;
- 41.0% of State vehicles are driven more than 18,000 miles per year;
- The average age of State vehicles is 6.8 years;
- The average odometer of State vehicles is 87,041 miles.

III. Summarized Analysis of Fleet Management Data

A. Vehicle Inventory Status

There are 76 agencies that own and/or lease vehicles from FMD (Table 1, detailed data at Appendix A-1). Currently, The State of Oklahoma (excluding Higher Education), owns 7,905 vehicles. Of these, 36 agencies own 6,996 vehicles, and DCS-FMD owns 909 vehicles.

Oklahoma Statutes do not restrict State agencies from owning non-passenger vehicles, which include cargo vans, utility trucks and vehicles that do not carry passengers. However, there are only 23 agencies authorized to own passenger vehicles, and 20 of these agencies physically own passenger vehicles. Fifty-three (53) agencies are not authorized to own passenger vehicles, but 4 non-authorized agencies physically own at least one passenger vehicle. The number of vehicles owned by agencies that are not authorized by law has reduced significantly in the last year, as agencies have disposed of owned vehicles and replaced them with FMD lease vehicles.

Table 1. Count of vehicles by class

Ownership \ Class	Passenger	SUV	T.U.V.*	Other	Total	Number of Agencies
Total Owned	2,146	364	4,461	93	7,064	36
Total Leased	442	36	361	2	841	40
Total Sum	2,588	400	4,822	95	7,905	76

*T.U.V. – truck, utility, van

The Department of Central Services Fleet Management Division has 841 vehicles leased to State agencies and maintains 68 vehicles in the daily leasing fleet (Table 2).

Table 2. Count of vehicles owned by Department of Central Services

Department of Central Services (Agency 580) Analysis	Count
All leased vehicles are owned by Agency 580	841
Vehicles leased by divisions of Agency 580	33
Vehicles included in the Motor Pool Daily Leasing Programs	68
Total number of active vehicles owned by Agency 580	909

B. Maintenance Plans and Records for State Vehicles

The FMD inventory team queried every agency that owned vehicles regarding maintenance records. Of 7,905 vehicles, 5,063 have maintenance records. Because of this, maintenance costs in agencies that own vehicles are unreliable for overall assessment of maintenance programs. DCS-FMD, ODOT, DPS and CLEET all have good maintenance records. We note that maintenance costs in the DCS-Lease Fleet average \$461 per vehicle per year. The higher maintenance costs shown in Table 3 for ODOT, CLEET and DPS reflect their mission-related maintenance costs for law enforcement vehicles and ODOT heavy equipment. The remaining Agency-owned vehicles for which there were adequate maintenance records reflect an average cost of \$561 per year.

Table 3. Maintenance Records and Calculated Costs – analysis of DCS fleet, Agency-owned vehicles including ODOT-non-Heavy (non-heavy trucks vehicles), ODOT-Heavy (heavy trucks only), DPS and CLEET law enforcement vehicles.

Category	Total Vehicles	Vehicles w/ Records	Vehicles w/ No Records	Maintenance Cost	Cost / Vehicle
DCS	909	909	0	\$419,437	\$461
DPS	1,207	1,207	0	\$1,450,688	\$1,202
CLEET	16	16	0	\$38,577	\$2,411
ODOT-Heavy	707	707	0	\$2,031,878	\$2,874
Other Agency Vehicles	5,066	3,840	1,226	\$2,842,622	\$561

There is no standard maintenance policy in place for all State vehicles. The current system for reporting vehicle status to DCS-FMD is inadequate to report and track maintenance-related costs in State agencies. DCS shall promulgate standardized maintenance policies and track implementation of those policies in the new web-based Fleet Management Information System. Standardized maintenance policies for all State vehicles will reduce maintenance costs and increase the value of vehicles on disposal. Emphasis will be placed on preventative maintenance activities to ensure the most effective use of vehicles.

C. Vehicle Usage Data

On average, State agencies are driving State vehicles 17,951 miles per year (detailed data at Appendix A-2). Agency-owned vehicles average 17,705 miles per year, while vehicles leased from the FMD fleet average 19,476 miles per year. We consider this to be adequate usage of the fleet overall. Annual mileage was calculated from actual odometer readings and vehicle age to ensure accurate assessment.

We consider that normal vehicles should be driven at least 12,000 miles per year to ensure cost effectiveness. The data reflects that over 34% of the State fleet is underutilized (less than 12,000 miles per year), while 41% of the fleet averages over 18,000 miles per year (Table 4). Certain types of vehicles or vehicles with certain uses may be expected to average fewer miles, e.g. grounds maintenance vehicles or vehicles used within certain bounds, such as State parks or prison perimeters. General purpose passenger vehicles do not normally fit into these categories, yet nearly 24% of these vehicles are underutilized.

Table 4. Annual mileage by vehicle class

Mileage Range	Passenger	%	SUV	%	T.U.V.	%	Other	%	Total	Total%
less than 9,000	362	14.0%	46	11.5%	1,386	28.7%	59	62.1%	1,853	23.4%
9,001 - 12,000	253	9.8%	36	9.0%	566	11.7%	8	8.4%	863	10.9%
12,001 - 18,000	666	25.7%	114	28.5%	1,154	23.9%	13	13.7%	1,947	24.6%
more than 18,000	1,307	50.5%	204	51.0%	1,716	35.6%	15	15.8%	3,242	41.0%
Total	2,588	100.0%	400	100.0%	4,822	100.0%	95	100.0%	7,905	100.0%

Future policies on vehicle acquisition and use should address the issue of low usage through greater implementation of shared-use vehicles within and between agencies. The sharing of vehicles between agencies can be handled via the DCS-FMD daily rental fleet; however for this to work, the rental fleet must be maintained in diverse locations and controlled in such a fashion that allows cost effective use by State agencies.

D. Vehicles Used for Residence-to-Work Transportation

There are a total of 1,850 vehicles used for transportation between work and home. 1,184 of these are authorized by statute. Either agency directors or subordinate leaders in the agencies authorize the remaining 666 vehicles to be used for residence-to-work transportation.

Title 47 O.S. Section 156.1 permits State employees who receive emergency calls regularly after hours to use State-owned vehicles to drive between the employee's residence and assigned place of employment. The statute specifically authorizes the use of State vehicles for residence-to-work transportation for DPS, OSBI, ABLE, Horse Racing Commission, State Fire Marshall, Office of the Inspector General within DHS, Law Enforcement Officers employed by the District Attorney, and Wildlife Conservation.

There appears to be no consistent methodology for agency decisions regarding residence to work authorization. Most of these decisions are based on the operational needs of the agencies, and includes such considerations as employees working from home and emergency response personnel. Agency directors should be able to make this determination within statutory guidelines, and we address this in our recommendations for legislative action.

E. Status of Vehicle Markings

Currently 85% of all State-owned vehicles are marked, and 15% are unmarked (see Appendix A-3). No uniformity exists among State agencies regarding how vehicles are marked or where the markings are placed on the vehicles. Title 47 O.S., Section 151 only states "a State agency that owns vehicles shall affix the words *State of Oklahoma* and the name of the department or institution that owns or leases the vehicle in conspicuous letters".

There are valid considerations for not marking specific vehicles. These include certain law enforcement vehicles and vehicles that are used for transporting passengers where privacy is a valid consideration, such as DHS and Mental Health.

DCS-FMD has been marking leased vehicles on the rear bumper. FMD is in the process of remarking all leased fleet vehicles on the driver and passenger front doors in three-inch letters. We recommend that the Legislature provides guidance for appropriately marking all State-owned vehicles.

F. Fuel Purchasing Practices

All fuel for State of Oklahoma agencies' leased and purchased vehicles is purchased through an FMD Statewide fuel contract with FUELMAN. DCS-FMD contracts with an experienced IRS approved ultimate vendor to provide a fully automated point-of-sale fleet management fueling system. This system controls and dispenses all grades of fuel and alternative fuel through retail and privately held fueling locations nationwide at a wholesale price plus a fixed margin. Fuel is exempt from federal excise taxes. All State agencies utilize the contract. The contract also provides for the purchase of bulk and consignment fuels for those agencies that maintain their own storage tanks.

State agencies are assigned an account with the vendor and are issued individual encoded and embossed fleet cards along with PINs (Personal Identification Numbers) that are used to purchase fuel. Agencies are billed weekly by the vendor and are provided with detailed reports indicating the vehicle description, date, time and location of the purchase, name of the employee, odometer reading, product type, quantity, fuel type, price per gallon and transaction totals. Agencies have the ability to set restrictions for each fleet card to include weekly gallons, daily gallons, transactions per day, tank limits and fuel product grade.

This system has proven to be a cost-efficient way to procure fuel for the State vehicle fleet. However, the FUELMAN contract provides a limited number of fueling stations within the State and also allows the use of one FUELMAN card to service multiple vehicles. The former limitation makes the system less practical in remote regions of the State, and the latter makes specific vehicle cost accounting more difficult. DCS is in the process of bidding out an automated fuel management contract that increases the number of available stations to use the card and will require assignment of a fuel card to every State-owned vehicle. The card will also be utilized for the purchase of maintenance and parts, providing more accurate vehicle cost accounting in one system.

G. Rotation of Vehicles Based on Mileage

The average odometer and age of the State fleet is 87,041 miles and 6.8 years respectively (Appendix A-4). To assess actual rotation data, that is the average odometer/age of State vehicles as they are reported surplus and sold, DCS used the most recent property disposal records regarding surplus State vehicles sold at auction. The average age of DCS-FMD vehicles upon disposal is 5.1 years at 92,000 miles. The average age of agency vehicles upon disposal is 7.2 years at 127,000 miles (data at Appendices A-5 & A-6)

This data coupled with vehicle use and maintenance data is germane to the issue of determining the most cost effective policies for acquisition, use and disposal of vehicles. Using the maintenance and vehicle disposal data available, DCS-FMD has begun to analyze the fiscal impact of our rotation decisions in the current fleet. Preliminary data indicates that the earlier disposal policy used by FMD should be more cost beneficial to the State. Calculations for determining cost effectiveness of rotation policy include consideration of purchase price, auction price, and (average) cost of maintenance over the life of the vehicle.

DCS-FMD leased vehicles sold at around 90,000 miles cost an average of \$163 per 1,000 miles to operate. Agency vehicles sold at around 127,000 miles have cost the State an average of \$190 per 1,000 miles to operate. We note that the maintenance data used to calculate these costs is incomplete, as addressed in II.B above. DCS-FMD will collect improved maintenance data with the implementation of the web-based Fleet Management Information System (FMIS), as discussed in section IV.

H. Consideration of Agency Exemptions

There are several factors that must be considered in determining whether agencies should be allowed exemptions to statutory requirements.

1. Funding sources

Several State agencies purchase and/or lease vehicles with federal funds, which require audits. DCS has not encountered difficulties in meeting federal audit requirements. This must be considered on a case-by-case basis.

2. Vehicle acquisition

Law enforcement agencies have expressed concern regarding control over the acquisition of the proper type of vehicle for its mission capabilities and control over vehicle utilization. Additionally, due to the special nature of the DPS mission and its vehicle requirements, DPS may experience operational difficulties in dealing with an external agency (i.e. DCS-FMD) in the daily management of its vehicle fleet.

3. Other exemption issues:

- Certain agencies have identified a need to have exemptions from vehicle marking requirements for reasons of law enforcement security and privacy. These exemptions are addressed in II.E.
- Certain agencies have asserted that they should have exemptions to purchase rather than lease vehicles because it is more cost-effective. However, data indicates that leasing vehicles from DCS-FMD is more cost-effective. As stated in II.B, maintenance data used to calculate these costs is currently incomplete; and decisions regarding agency ownership of vehicles should be based upon a more complete analysis, as data becomes available.
- Leasing vehicles from the FMD fleet provides State agencies a more comprehensive data analysis of fleet usage than if agencies own their vehicles. Financial data is accounted for in a single budget line item for lease payments, and agencies can easily assess the cost efficiency of vehicle usage. Data regarding vehicle usage and costs will be captured in the DCS-FMD web-based FMIS.
- Supporting the use of DCS-FMD Fleet vehicles is the fact that FMD-leased vehicles are centrally maintained under an expert maintenance management program. This mission is best accomplished by a central agency, thereby saving State agencies the administrative costs and the burden of managing their own maintenance programs.

IV. Recommendations to the Task Force.

DCS-FMD recommends the following legislative and administrative initiatives this year to address Fleet Management concerns:

- A. DCS-FMD shall establish mandatory maintenance contracts throughout the State for all agencies to access for vehicle repairs and service at discounted rates and parts.
- B. DCS-FMD will develop and adopt uniform rules, laws and regulations for acquisition, operation, maintenance, repairs, and disposal of State-owned motor vehicles.
- C. Establish a State Motor Vehicle Advisory Council, composed of members from DCS-FMD and representative State agencies, to develop statewide policy recommendations for the effective and efficient utilization of all State-owned motor vehicles.
- D. Require agencies that own vehicles to have a written preventative maintenance policy that meets or exceeds the manufacturer's recommended maintenance schedule for each vehicle class.
- E. State-owned motor vehicles shall not be used for commuting purposes between personal residence and work, unless one of the following applies:
 1. Vehicle is assigned to an employee who works from his/her home and must travel to multiple locations in his/her work;
 2. Employee needs to operate a special-use vehicle to perform official State business and is subject to 24-hour call;

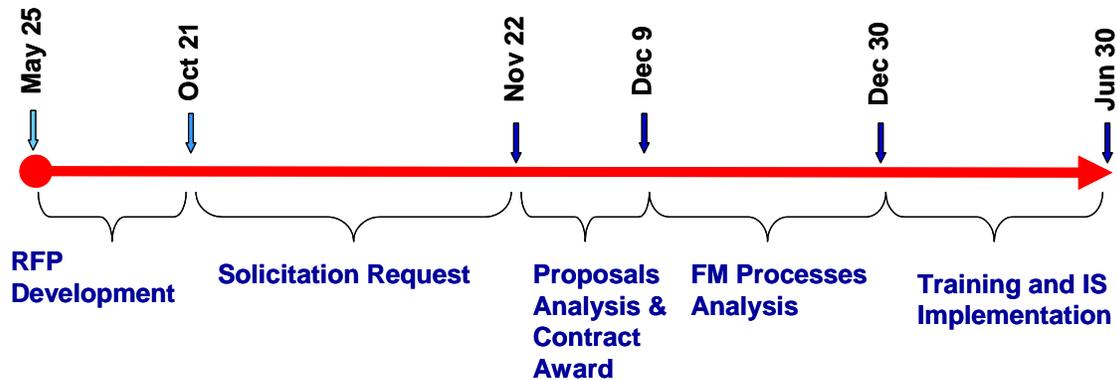
3. Employee is subject to 24-hour call and responds to after-hour calls on an average of six or more times per month; or,
 4. Agency head determines there is a compelling benefit to the State and documents in writing that he/she supports and approves the assignment. Notice shall be provided to DCS-FMD with memorandum.
- F. Permanently assigned vehicles are dedicated to a single job function or an individual, based on travel needs. State vehicles shall not be permanently assigned to an employee unless one of the following applies:
1. Individual travels more than 12,000 miles per year in the conduct of State business;
 2. Job/function/employee requires special-use vehicles;
 3. Job function requires frequent transportation in the performance of specific duties; e.g. mail, delivery, facility support vehicles, etc.; or,
 4. Agency head determines there is compelling benefit to the State and documents in writing that he/she supports and approves the assignment.
- G. DCS-FMD shall offer guidelines to agencies to assist in determining the most cost effective and reasonable modes of travel for single trips from the following options: 1) State vehicle; 2) Private rental; or 3) Mileage reimbursement.
- H. Improve utilization of vehicles by requiring agencies to justify any vehicle that travels fewer than 12,000 miles annually. This information shall be reported by agencies to DCS-FMD no later than October 1 each year. A summary report shall be provided to the Governor, President Pro Temp of the Senate and Speaker of the House no later than December 1 each year.
- I. DCS-FMD shall explore opportunities to share resources between State agencies such as State Maintenance Facilities, Fueling Facilities and Agency Pool Vehicles.
- J. The Legislature shall authorize DCS-FMD to develop and adopt rules regarding the use of cellular telephones while driving a State-owned vehicle.
- K. All State-owned motor vehicles shall be titled with the Oklahoma Tax Commission. Titles shall be in the name of "State of Oklahoma", the agency acronym (e.g. OSBI, DOC, DPS) and the agency three-digit number.
- L. Establish statute requiring all State-owned motor vehicles to be marked in a uniform highly visible manner, except for certain vehicles driven by law enforcement agencies and/or other agencies requiring confidentiality.
- M. Require all agencies with in-house repair and service facilities to assign a value to the preventative maintenance services and to track those services with a dollar value.
- N. The Legislature shall authorize DCS-FMD to develop and adopt rules regarding the leasing of vehicles from commercial institutions.

V. Report on the Status of Web-Based Statewide FMIS

The Department of Central Services contracted with a private business system consultant for the sole purpose of preparing a Fleet Management Information System RFP. The system will be designed to do the following:

- Significantly reduce maintenance expenditures and inventory carrying cost
- Streamline operations and improve vehicle utilization
- Materially reduce asset ownership costs
- Improve warranty recovery
- Enhance productivity, efficiency, and customer satisfaction
- Dramatically improve operations and maintenance practices

Figure 1. Implementation schedule



The FMIS proposal was completed and sent out for bid on October 21, 2005, and was closed for responses on November 22, 2005. The proposals are currently in the evaluation stage, with an anticipated date of award being on or before December 30, 2005.

The Department of Central Services estimates that FMIS will be fully operational prior to the close of the fiscal year 2006. This system will be designed to manage the entire State-owned fleet. Purchase and implementation costs are estimated to be \$750,000.

Appendix: Detailed Fleet Data

APPENDIX A-1. Detailed count of vehicles by class

Agency	Ownership	Passenger	Authorized	SUV	T.U.V.	Other	Total	
025	OMD	Owned	3	Yes	1	29	3	36
		Leased	12	-	2	7	1	22
030	ABLE	Owned	25	Yes	-	11	-	36
		Leased	-	-	-	-	-	-
039	OBWEO	Owned	-	No	-	-	-	-
		Leased	-	-	1	40	-	41
040	ODA	Owned	41	Yes	4	234	-	279
		Leased	-	-	-	-	-	-
047	IDS	Owned	-	No	-	-	-	-
		Leased	7	-	-	1	-	8
049	OAG	Owned	-	No	-	-	-	-
		Leased	17	-	2	4	-	23
060	OAC	Owned	-	No	-	-	-	-
		Leased	1	-	-	2	-	3
065	OSBD	Owned	-	No	-	-	-	-
		Leased	2	-	-	-	-	2
090	OSF	Owned	-	No	-	-	-	-
		Leased	2	-	-	4	-	6
125	Mines	Owned	-	Yes	3	7	-	10
		Leased	2	-	-	6	-	8
127	OCCY	Owned	-	No	-	-	-	-
		Leased	3	-	-	-	-	3
131	DOC	Owned	371	Yes	37	672	28	1,108
		Leased	-	-	-	-	-	-
160	ODOC	Owned	-	No	-	-	-	-
		Leased	8	-	-	3	-	11
185	OCC	Owned	-	No	-	-	-	-
		Leased	49	-	1	98	-	148
204	Davis	Owned	-	No	-	2	-	2
		Leased	-	-	-	-	-	-
215	Dentistry	Owned	-	No	-	-	-	-
		Leased	2	-	-	-	-	2
220	DAC	Owned	61	No	20	40	-	121
		Leased	27	-	9	10	-	46
265	SDE	Owned	-	No	-	4	-	4
		Leased	1	-	-	-	-	1
266	OETA	Owned	-	No	-	1	-	1
		Leased	2	-	1	7	-	10
270	OSEB	Owned	-	No	-	-	-	-
		Leased	-	-	-	1	-	1
290	OESC	Owned	-	No	-	-	-	-
		Leased	2	-	1	3	-	6

Agency	Ownership	Passenger	Authorized	SUV	T.U.V.	Other	Total	
292	DEQ	Owned	-	No	-	1	-	1
		Leased	13	-	3	16	-	32
306	PPB	Owned	-	No	-	-	-	-
		Leased	-	-	-	1	-	1
308	OSBI	Owned	98	Yes	9	91	-	198
		Leased	-	-	-	-	-	-
309	OEM	Owned	-	No	-	-	-	-
		Leased	3	-	-	-	-	3
310	OSFA	Owned	-	No	-	-	-	-
		Leased	5	-	-	19	-	24
320	ODWC	Owned	3	Yes	13	278	-	294
		Leased	-	-	-	-	-	-
340	OSDH	Owned	2	Yes	-	2	-	4
		Leased	67	-	1	20	-	88
342	OCME	Owned	-	No	-	-	-	-
		Leased	6	-	4	1	-	11
345	ODOT	Owned	144	Yes	43	1,527	4	1,718
		Leased	-	-	-	-	-	-
350	OHS	Owned	-	No	-	9	-	9
		Leased	6	-	-	6	-	12
353	OHRC	Owned	-	No	-	-	-	-
		Leased	-	-	1	1	-	2
369	OWCC	Owned	-	No	-	-	-	-
		Leased	1	-	-	-	-	1
385	OID	Owned	-	No	-	-	-	-
		Leased	6	-	-	1	-	7
390	CSO	Owned	-	No	-	4	-	4
		Leased	2	-	-	-	-	2
400	OJA	Owned	44	Yes	2	69	-	115
		Leased	7	-	-	-	-	7
405	OKDOL	Owned	-	No	-	-	-	-
		Leased	30	-	-	2	-	32
410	CLO	Owned	-	No	-	-	-	-
		Leased	-	-	2	1	-	3
415	CLEET	Owned	16	Yes	-	-	-	16
		Leased	8	-	-	1	-	9
421	Senate	Owned	-	No	-	-	-	-
		Leased	1	-	-	1	-	2
422	House	Owned	-	No	-	-	-	-
		Leased	1	-	-	1	1	3
430	ODL	Owned	-	No	-	-	-	-
		Leased	2	-	-	4	-	6
435	Lottery	Owned	-	No	-	-	-	-
		Leased	1	-	-	-	-	1
445	LPGB	Owned	-	No	-	-	-	-
		Leased	2	-	1	2	-	5
446	OMWC	Owned	-	No	-	-	-	-

Agency	Ownership	Passenger	Authorized	SUV	T.U.V.	Other	Total
	Leased	-	-	1	-	-	1
450	OSBMLS	Owned	No	-	-	-	-
	Leased	8	-	1	-	-	9
452	ODMHSAS	Owned	Yes	14	155	3	263
	Leased	17	-	1	2	-	20
477	OBN	Owned	Yes	17	41	1	78
	Leased	-	-	1	-	-	1
515	OPERS	Owned	No	-	-	-	-
	Leased	-	-	-	1	-	1
516	SIB	Owned	No	-	-	-	-
	Leased	-	-	-	1	-	1
525	BOE	Owned	No	-	-	-	-
	Leased	2	-	-	-	-	2
548	OPM	Owned	No	-	-	-	-
	Leased	3	-	-	-	-	3
560	OSBP	Owned	No	-	-	-	-
	Leased	4	-	-	-	-	4
566	OTRD	Owned	Yes	9	338	1	387
	Leased	7	-	-	8	-	15
568	OSRC	Owned	No	-	9	-	9
	Leased	-	-	1	4	-	5
580	DCS	Owned	Yes	2	34	-	68
	Leased	4	-	1	28	-	33
585	DPS	Owned	Yes	166	87	22	1,207
	Leased	-	-	-	-	-	-
620	Quartz	Owned	Yes	-	10	-	12
	Leased	-	-	-	-	-	-
629	OSSM	Owned	No	-	-	-	-
	Leased	1	-	-	5	-	6
645	OKCC	Owned	Yes	4	13	-	17
	Leased	4	-	-	20	-	24
650	ODVA	Owned	Yes	-	60	7	73
	Leased	-	-	-	-	-	-
660	SOSU	Owned	No	-	-	-	-
	Leased	-	-	-	1	-	1
670	McCarty	Owned	Yes	-	7	2	9
	Leased	-	-	-	1	-	1
677	OSCN	Owned	No	-	-	-	-
	Leased	-	-	-	2	-	2
695	OTC	Owned	No	-	6	-	6
	Leased	3	-	-	-	-	3
740	OST	Owned	No	-	-	-	-
	Leased	1	-	-	1	-	2
790	OBVME	Owned	No	-	-	-	-
	Leased	1	-	-	-	-	1
800	ODCTE	Owned	No	-	8	-	8
	Leased	4	-	-	6	-	10

Agency		Ownership	Passenger	Authorized	SUV	T.U.V.	Other	Total
805	DRS	Owned	5	Yes	-	23	12	40
		Leased	41	-	1	8	-	50
807	OHCA	Owned	-	No	-	-	-	-
		Leased	3	-	-	5	-	8
830	DHS	Owned	180	Yes	-	199	10	389
		Leased	41	-	-	5	-	46
835	OWRB	Owned	4	Yes	3	24	-	31
		Leased	-	-	-	-	-	-
880	Rogers	Owned	-	No	-	5	-	5
		Leased	-	-	-	-	-	-
978	OTA	Owned	10	No	5	300	-	315
		Leased	-	-	-	-	-	-
980	GRDA	Owned	16	No	11	158	-	185
		Leased	-	-	-	-	-	-
981	OMPA	Owned	2	No	-	4	-	6
		Leased	-	-	-	-	-	-
Total-Owned			2,146	23	364	4,461	93	7,064
Total-Leased			442	-	36	361	2	841
Total-Sum-			2,588	76	400	4,822	95	7,905

APPENDIX A-2: Annual mileage by agency

Agency		Owned	Leased	Other Leasing Agencies		
025	OMD	11,246	15,581	039	OBWEO	15,914
030	ABLE	20,019	-	047	OIDS	27,750
040	ODA	17,206	-	049	OAG	15,242
125	Mines	24,361	28,451	060	OAC	23,666
131	DOC	14,595	13,987	065	OSBD	20,105
204	Davis	10,949	-	090	OSF	6,386
220	DAC	14,333	18,939	127	Mines	21,195
265	SDE	3,276	21,871	160	ODOC	29,605
266	OETA	2,703	13,764	185	OCC	23,585
292	DEQ	8,078	24,363	215	OBDB	17,822
308	OSBI	15,462	-	270	OSEB	17,197
320	ODWC	20,694	-	290	OESC	12,413
340	OSDH	10,230	19,039	306	PPB	12,440
345	ODOT	17,908	16,081	309	OEM	20,026
350	OHS	7,201	14,617	310	OSFA	19,414
390	CS	7,862	7,568	342	OCME	24,230
400	OJA	26,981	21,497	353	OHRC	11,480
415	CLEET	8,794	21,980	369	OWCC	65,221
452	ODMHSAS	11,462	18,522	385	OID	19,715
477	OBN	18,863	14,042	405	ODOL	24,097
566	OTRD	11,352	19,627	410	CLO	22,468
568	OSRC	12,646	19,691	421	Senate	11,138
580	DCS	18,228	10,571	422	House	6,675
585	DPS	25,196	8418	423	LSB	15,209
620	Quartz	9,841	-	430	DOL	23,231
645	OKCC	14,919	-	435	Lottery	2,420
650	ODVA	12,772	-	445	LPGB	29,782
670	JDMC	6,832	-	446	OMWC	17,553
695	OTC	11,394	17287	450	OSBMLS	20,879
800	ODCTE	8,430	-	515	OPERS	7,546
805	DRS	15,534	18304	516	SIB	14,797
830	DHS	17,582	17637	525	BOE	21,776
835	OWRB	18,963	-	548	OPM	20,149
880	Rogers	21,793	-	560	OSBP	30,304
978	OTA	13,228	-	628	OCAST	12,196
980	GRDA	18,158	-	629	OSSM	7,833
981	OMPA	31,724	-	635	ODCC	19,185
				660	SOSU	12,626
				670	McCarthy	12,560
				677	OSCN	26,935
				740	OST	11,361
				790	OBVME	28,568
				800	ODCTE	19,464
				807	OHCA	30,745
Owned Average: 17,705						
All Leased Average: 19,476				Overall Average: 17,951		

APPENDIX A-3: Status and authority of markings

	Agency	Total	Marked	Un-Marked	Un-Marked %	Authorized ¹
025	OMD	36	28	8	22%	No
030	ABLE	36	0	36	100%	Yes
040	ODA	279	272	7	3%	No
125	Mines	10	4	6	60%	No
131	DOC	1,108	861	247	22%	No
204	Davis	2	2	0	0%	No
220	DAC	121	3	118	98%	No
265	SDE	4	4	0	0%	No
266	OETA	1	1	0	0%	No
292	DEQ	1	1	0	0%	No
308	OSBI	198	1	197	99%	Yes
320	ODWC	294	293	1	0%	No
340	OSDH	4	2	2	50%	No
345	ODOT	1,718	1,718	0	0%	No
350	OHS	9	9	0	0%	No
390	CS	4	4	0	0%	No
400	OJA	115	115	0	0%	No
415	CLEET	16	12	4	25%	No
452	ODMHSAS	263	255	8	3%	Yes
477	OBN	78	3	75	96%	Yes
566	OTRD	387	385	2	1%	No
568	OSRC	9	6	3	33%	No
580	DCS	909	706	203	22%	Yes
585	DPS	1,207	1,006	201	17%	Yes
620	Quartz	12	9	3	25%	No
645	OKCC	17	13	4	24%	No
650	ODVA	73	72	1	1%	No
670	JDMC	9	7	2	22%	No
695	OTC	6	6	0	0%	No
800	ODCTE	8	8	0	0%	No
805	DRS	40	40	0	0%	No
830	DHS	389	377	12	3%	No
835	OWRB	31	31	0	0%	No
880	Rogers	5	5	0	0%	No
978	OTA	315	281	34	11%	No
980	GRDA	185	182	3	2%	No
981	OMPA	6	6	0	0%	No
	Total	7,905	6,728	1,177	15%	-

¹ Authorized not to mark vehicles

APPENDIX A-4: Average odometer and age of State vehicles

Agency	Owned		Leased		Leased - Other Agencies				
	Odometer	Age	Odometer	Age	Agency	Odometer	Age		
025	OMD	77,079	8.0	58,748	4.2	039	OBWEO	118,367	8.1
030	ABLE	56,568	2.8	-	-	047	OIDS	54,884	2.2
040	ODA	91,059	6.7	-	-	049	OAG	43,332	3.4
125	Mines	95,702	4.6	59,556	2.0	060	OAC	96,982	5.7
131	DOC	113,582	10.0	27,973	2.0	065	OSBD	40,210	2.0
204	Davis	27,596	7.2	-	-	090	OSF	61,423	9.7
220	DAC	85,869	8.2	53,910	2.9	127	OCCY	14,430	0.6
265	SDE	45,391	13.8	36,679	1.5	160	ODOC	38,939	1.8
266	OETA	62,175	23.0	74,606	5.0	185	OCC	49,896	2.2
292	DEQ	137,319	17.0	55,892	2.7	215	Dentistry	29,080	2.2
308	OSBI	62,552	4.8	62,200	5.0	270	OSEB	66,927	4.7
320	ODWC	76,439	4.2	-	-	290	OESC	60,209	5.6
340	OSDH	63,627	6.8	47,959	3.0	309	OEM	126,349	7.3
345	ODOT	117,553	7.8	96,483	6.0	310	OSFA	45,641	2.4
350	OHS	65,740	10.7	65,508	4.9	342	OCME	44,479	2.3
390	CS	34,896	4.8	18,536	3.0	353	OHRC	26,102	2.5
400	OJA	90,115	4.7	58,512	3.0	369	OWCC	27,197	0.4
415	CLEET	82,084	9.5	31,594	2.3	385	OID	54,288	2.9
452	ODMHSAS	68,019	9.8	59,279	3.3	405	OKDOL	52,162	2.6
477	OBN	81,789	5.9	28,084	2.0	410	CLO	78,257	3.7
566	OTRD	93,370	11.1	56,196	2.9	421	Senate	52,981	5.0
568	OSRC	112,662	13.1	80,756	4.0	422	House	23,462	4.7
580	DCS	57,863	6.8	-	-	423	LSB	54,729	4.0
585	DPS	63,845	3.3	52,859	6.3	430	DOL	64,807	4.1
620	Quartz	124,118	14.9	-	-	435	Lottery	1,009	0.4
645	OKCC	99,941	8.4	-	-	445	LPGB	57,485	2.3
650	ODVA	55,943	7.7	-	-	446	OMWC	70,211	4.0
670	JDMC	70,238	11.5	50,240	4.0	450	OSBMLS	54,926	3.0
695	OTC	80,721	8.1	29,683	1.5	515	OPERS	22,639	3.0
800	ODCTE	95,796	12.4	117,329	7.6	516	SIB	28,133	3.0
805	DRS	75,110	6.8	50,529	3.1	525	BOE	65,267	3.5
830	DHS	70,485	5.2	43,922	2.8	548	OPM	47,505	3.0
835	OWRB	75,529	4.6	-	-	560	OSBP	47,601	1.6
880	Rogers	66,559	12.6	-	-	628	OCAST	60,979	5.0
978	OTA	68,219	8.7	-	-	629	OSSM	31,331	4.0
980	GRDA	95,376	8.5	-	-	635	ODCC	57,667	3.6
981	OMPA	49,182	2.0	-	-	660	SOSU	88,379	7.0
						677	OSCN	11,232	0.4
						740	OST	58,397	6.0
						790	OBVME	85,703	3.0
						807	OHCA	43,904	1.9
Average Odometer: 87,041 miles					Average Age: 6.8 years				

APPENDIX A-5. Vehicle life cycle - summarized surplus data in FY2006²

Agency	Age	Odometer	Purchase	Disposal	Maint. Cost	Total Cost	Efficiency	Cost/1kMiles	
320	ODWC	8	209,630	\$31,662	\$11,000	\$4,489	\$25,151	\$6,511	\$120
320	ODWC	8	182,515	\$19,685	\$4,000	\$4,489	\$20,174	\$(489)	\$111
320	ODWC	17	238,623	\$26,137	\$7,100	\$9,539	\$28,576	\$(2,439)	\$120
320	ODWC	11	133,230	\$17,268	\$7,200	\$6,172	\$16,240	\$1,028	\$122
345	ODOT	9	242,589	\$14,005	\$1,000	\$15,789	\$28,794	\$(14,789)	\$119
345	ODOT	7	235,297	\$14,821	\$1,200	\$12,280	\$25,901	\$(11,080)	\$110
345	ODOT	11	187,480	\$11,689	\$750	\$19,298	\$30,237	\$(18,548)	\$161
345	ODOT	17	224,689	\$25,601	\$2,000	\$29,824	\$53,425	\$(27,824)	\$238
345	ODOT	9	258,018	\$20,149	\$1,200	\$15,789	\$34,738	\$(14,589)	\$135
345	ODOT	9	193,454	\$20,149	\$750	\$15,789	\$35,188	\$(15,039)	\$182
345	ODOT	11	207,392	\$15,746	\$1,000	\$19,298	\$34,044	\$(18,298)	\$164
345	ODOT	11	196,480	\$11,689	\$750	\$19,298	\$30,237	\$(18,548)	\$154
345	ODOT	9	220,191	\$14,005	\$1,000	\$15,789	\$28,794	\$(14,789)	\$131
345	ODOT	7	185,367	\$14,821	\$1,200	\$12,280	\$25,901	\$(11,080)	\$140
345	ODOT	10	188,623	\$13,270	\$1,200	\$17,543	\$29,613	\$(16,343)	\$157
345	ODOT	11	238,403	\$15,779	\$1,500	\$19,298	\$33,577	\$(17,798)	\$141
477	OBN	15	173,242	\$14,386	\$2,700	\$8,417	\$20,103	\$(5,717)	\$116
477	OBN	8	106,690	\$14,181	\$1,900	\$4,489	\$16,770	\$(2,589)	\$157
477	OBN	6	118,523	\$15,380	\$5,100	\$3,367	\$13,647	\$1,733	\$115
477	OBN	6	130,178	\$18,266	\$3,600	\$3,367	\$18,033	\$233	\$139
477	OBN	9	118,662	\$18,336	\$650	\$5,050	\$22,736	\$(4,400)	\$192
477	OBN	9	138,259	\$16,380	\$1,100	\$5,050	\$20,330	\$(3,950)	\$147
477	OBN	8	94,029	\$17,754	\$1,150	\$4,489	\$21,093	\$(3,339)	\$224
585	DPS	5	91,335	\$22,382	\$300	\$6,009	\$28,091	\$(5,709)	\$308
585	DPS	4	112,570	\$26,981	\$7,600	\$4,808	\$24,189	\$2,792	\$215
585	DPS	4	103,665	\$20,108	\$7,000	\$4,808	\$17,916	\$2,192	\$173
585	DPS	10	109,941	\$17,817	\$2,100	\$12,019	\$27,736	\$(9,919)	\$252
585	DPS	4	80,208	\$19,620	\$5,389	\$4,808	\$19,039	\$581	\$237
585	DPS	4	97,540	\$21,108	\$6,600	\$4,808	\$19,316	\$1,792	\$198
585	DPS	5	78,590	\$21,910	\$2,000	\$6,009	\$25,919	\$(4,009)	\$330
585	DPS	3	96,319	\$21,570	\$1,500	\$3,606	\$23,676	\$(2,106)	\$246
585	DPS	10	129,966	\$17,817	\$1,800	\$12,019	\$28,036	\$(10,219)	\$216
585	DPS	3	87,877	\$21,570	\$1,750	\$3,606	\$23,426	\$(1,856)	\$267
585	DPS	8	67,610	\$29,555	\$2,600	\$9,615	\$36,570	\$(7,015)	\$541
585	DPS	3	103,272	\$22,178	\$6,700	\$3,606	\$19,084	\$3,094	\$185
585	DPS	6	115,100	\$21,350	\$1,550	\$7,211	\$27,011	\$(5,661)	\$235
585	DPS	4	99,900	\$20,922	\$2,400	\$4,808	\$23,330	\$(2,408)	\$234
585	DPS	1	45,375	\$21,575	\$-	\$1,202	\$22,777	\$(1,202)	\$502
585	DPS	4	100,700	\$20,922	\$2,450	\$4,808	\$23,280	\$(2,358)	\$231
585	DPS	4	93,881	\$20,922	\$2,100	\$4,808	\$23,630	\$(2,708)	\$252
585	DPS	4	99,530	\$21,108	\$7,300	\$4,808	\$18,616	\$2,492	\$187
585	DPS	3	85,307	\$21,910	\$3,200	\$3,606	\$22,316	\$(406)	\$262
585	DPS	3	112,580	\$21,910	\$7,900	\$3,606	\$17,616	\$4,294	\$156

² Yearly maintenance cost was used from Table 3.

Agency	Age	Odometer	Purchase	Disposal	Maint. Cost	Total Cost	Efficiency	Cost/1kMiles	
585	DPS	4	87,280	\$20,922	\$1,950	\$4,808	\$23,780	\$(2,858)	\$272
585	DPS	4	99,920	\$20,922	\$2,350	\$4,808	\$23,380	\$(2,458)	\$234
585	DPS	3	52,364	\$21,570	\$2,550	\$3,606	\$22,626	\$(1,056)	\$432
585	DPS	3	99,789	\$21,910	\$6,100	\$3,606	\$19,416	\$2,494	\$195
585	DPS	4	98,790	\$20,922	\$2,500	\$4,808	\$23,230	\$(2,308)	\$235
585	DPS	7	80,886	\$20,674	\$2,200	\$8,413	\$26,887	\$(6,213)	\$332
585	DPS	4	92,970	\$21,108	\$7,600	\$4,808	\$18,316	\$2,792	\$197
585	DPS	3	105,062	\$21,910	\$8,500	\$3,606	\$17,016	\$4,894	\$162
585	DPS	4	101,980	\$21,108	\$6,700	\$4,808	\$19,216	\$1,892	\$188
585	DPS	4	88,563	\$20,922	\$2,800	\$4,808	\$22,930	\$(2,008)	\$259
585	DPS	5	60,455	\$20,007	\$2,700	\$6,009	\$23,316	\$(3,309)	\$386
585	DPS	9	197,397	\$14,100	\$1,100	\$10,817	\$23,817	\$(9,717)	\$121
585	DPS	2	74,716	\$21,451	\$-	\$2,404	\$23,855	\$(2,404)	\$319
585	DPS	4	86,608	\$21,108	\$7,100	\$4,808	\$18,816	\$2,292	\$217
585	DPS	4	89,190	\$21,108	\$7,200	\$4,808	\$18,716	\$2,392	\$210
665	SWOSU	18	93,761	\$14,908	\$290	\$10,100	\$24,718	\$(9,810)	\$264
665	SWOSU	27	78,603	\$8,116	\$165	\$15,150	\$23,101	\$(14,985)	\$294
760	OU	16	71,226	\$8,942	\$1,736	\$8,978	\$16,184	\$(7,242)	\$227
760	OU	10	53,355	\$12,570	\$3,526	\$5,611	\$14,655	\$(2,085)	\$275
760	OU	21	43,052	\$41,605	\$3,850	\$11,783	\$49,538	\$(7,933)	\$1,151
760	OU	23	92,543	\$12,888	\$2,600	\$12,906	\$23,194	\$(10,306)	\$251
830	DHS	3	79,780	\$15,348	\$2,600	\$1,683	\$14,431	\$917	\$181
830	DHS	3	84,390	\$15,348	\$4,500	\$1,683	\$12,531	\$2,817	\$148
830	DHS	5	186,230	\$15,362	\$3,250	\$2,806	\$14,918	\$444	\$80
830	DHS	7	76,940	\$23,266	\$4,150	\$3,928	\$23,044	\$222	\$300
830	DHS	5	157,850	\$16,823	\$3,650	\$2,806	\$15,979	\$844	\$101
830	DHS	5	98,938	\$15,362	\$2,500	\$2,806	\$15,668	\$(306)	\$158
830	DHS	9	87,498	\$17,288	\$3,600	\$5,050	\$18,738	\$(1,450)	\$214
830	DHS	3	99,993	\$15,348	\$3,350	\$1,683	\$13,681	\$1,667	\$137
830	DHS	3	71,975	\$15,348	\$2,500	\$1,683	\$14,531	\$817	\$202
830	DHS	5	128,666	\$15,362	\$2,900	\$2,806	\$15,268	\$94	\$119
830	DHS	3	91,720	\$15,348	\$3,900	\$1,683	\$13,131	\$2,217	\$143
830	DHS	6	127,721	\$14,357	\$2,300	\$3,367	\$15,424	\$(1,067)	\$121
830	DHS	7	111,086	\$14,871	\$1,900	\$3,928	\$16,899	\$(2,028)	\$152
830	DHS	3	96,250	\$15,348	\$3,600	\$1,683	\$13,431	\$1,917	\$140
830	DHS	5	136,801	\$15,362	\$2,650	\$2,806	\$15,518	\$(156)	\$113
830	DHS	3	84,928	\$15,348	\$3,900	\$1,683	\$13,131	\$2,217	\$155
830	DHS	3	64,898	\$15,348	\$6,912	\$1,683	\$10,119	\$5,229	\$156
830	DHS	9	112,496	\$13,269	\$1,000	\$5,050	\$17,319	\$(4,050)	\$154
830	DHS	3	88,829	\$15,348	\$4,250	\$1,683	\$12,781	\$2,567	\$144
830	DHS	6	173,977	\$16,837	\$1,250	\$3,367	\$18,954	\$(2,117)	\$109
830	DHS	5	116,953	\$15,362	\$2,950	\$2,806	\$15,218	\$144	\$130
830	DHS	5	97,487	\$15,362	\$2,500	\$2,806	\$15,668	\$(306)	\$161
830	DHS	3	69,717	\$15,348	\$3,200	\$1,683	\$13,831	\$1,517	\$198
830	DHS	3	102,749	\$15,348	\$3,900	\$1,683	\$13,131	\$2,217	\$128
830	DHS	5	90,316	\$15,362	\$3,550	\$2,806	\$14,618	\$744	\$162
830	DHS	3	98,602	\$15,348	\$4,000	\$1,683	\$13,031	\$2,317	\$132

Agency	Age	Odometer	Purchase	Disposal	Maint. Cost	Total Cost	Efficiency	Cost/1kMiles	
830	DHS	3	68,730	\$15,348	\$2,950	\$1,683	\$14,081	\$1,267	\$205
830	DHS	5	78,011	\$15,362	\$3,350	\$2,806	\$14,818	\$544	\$190
830	DHS	5	105,318	\$15,362	\$3,250	\$2,806	\$14,918	\$444	\$142
830	DHS	3	84,240	\$15,348	\$2,700	\$1,683	\$14,331	\$1,017	\$170
830	DHS	3	90,099	\$15,348	\$2,350	\$1,683	\$14,681	\$667	\$163
830	DHS	3	99,174	\$15,348	\$3,900	\$1,683	\$13,131	\$2,217	\$132
830	DHS	5	148,100	\$15,362	\$2,700	\$2,806	\$15,468	\$(106)	\$104
830	DHS	3	86,564	\$15,348	\$3,900	\$1,683	\$13,131	\$2,217	\$152
830	DHS	5	97,983	\$15,362	\$2,500	\$2,806	\$15,668	\$(306)	\$160
830	DHS	3	84,900	\$15,348	\$4,400	\$1,683	\$12,631	\$2,717	\$149
830	DHS	3	83,988	\$15,348	\$2,950	\$1,683	\$14,081	\$1,267	\$168
830	DHS	5	117,430	\$15,362	\$2,850	\$2,806	\$15,318	\$44	\$130
830	DHS	7	82,582	\$18,734	\$1,700	\$3,928	\$20,962	\$(2,228)	\$254
830	DHS	5	145,949	\$15,362	\$2,100	\$2,806	\$16,068	\$(706)	\$110
830	DHS	5	111,156	\$16,823	\$3,700	\$2,806	\$15,929	\$894	\$143
830	DHS	4	114,924	\$16,340	\$3,050	\$2,244	\$15,534	\$806	\$135
980	GRDA	5	115,544	\$18,317	\$1,150	\$2,806	\$19,973	\$(1,656)	\$173
980	GRDA	17	287,697	\$13,087	\$1,400	\$9,539	\$21,226	\$(8,139)	\$74
980	GRDA	7	188,618	\$18,040	\$2,300	\$3,928	\$19,668	\$(1,628)	\$104
980	GRDA	17	195,953	\$9,111	\$1,700	\$9,539	\$16,950	\$(7,839)	\$87
980	GRDA	7	151,668	\$13,765	\$1,400	\$3,928	\$16,293	\$(2,528)	\$107
980	GRDA	11	188,593	\$12,651	\$1,100	\$6,172	\$17,723	\$(5,072)	\$94
980	GRDA	19	242,900	\$10,003	\$300	\$10,661	\$20,364	\$(10,361)	\$84
980	GRDA	17	202,885	\$15,180	\$450	\$9,539	\$24,269	\$(9,089)	\$120
980	GRDA	20	200,258	\$7,886	\$400	\$11,222	\$18,708	\$(10,822)	\$93
980	GRDA	14	250,882	\$15,299	\$1,000	\$7,856	\$22,155	\$(6,856)	\$88
980	GRDA	14	242,620	\$14,677	\$1,100	\$7,856	\$21,433	\$(6,756)	\$88
980	GRDA	8	284,918	\$22,588	\$1,900	\$4,489	\$25,177	\$(2,589)	\$88
980	GRDA	14	225,649	\$17,498	\$1,350	\$7,856	\$24,004	\$(6,506)	\$106
Total		7.2	126,853	\$17,573	\$2,970	\$6,080	\$20,683	\$(3,110)	\$190

APPENDIX A-6. Vehicle life cycle – DCS-FMD summarized surplus data in FY2006³.

Age	Odometer	Purchase	Disposal	Maint. Cost	Total Cost	Efficiency	Cost/1kMiles
6	91,079	\$20,578	\$7,000	\$2,766	\$16,344	\$4,234	\$179
6	69,427	\$18,119	\$4,975	\$2,766	\$15,910	\$2,209	\$229
5	99,692	\$14,890	\$6,900	\$2,305	\$10,295	\$4,595	\$103
8	110,669	\$17,325	\$5,760	\$3,688	\$15,253	\$2,072	\$138
2	76,442	\$21,265	\$12,500	\$922	\$9,687	\$11,578	\$127
4	104,304	\$21,983	\$9,275	\$1,844	\$14,552	\$7,431	\$140
7	83,315	\$20,080	\$6,200	\$3,227	\$17,107	\$2,973	\$205
4	91,603	\$21,983	\$9,875	\$1,844	\$13,952	\$8,031	\$152
3	97,081	\$14,996	\$9,750	\$1,383	\$6,629	\$8,367	\$68
6	111,124	\$15,325	\$5,650	\$2,766	\$12,441	\$2,884	\$112
4	85,523	\$20,835	\$6,588	\$1,844	\$16,092	\$4,744	\$188
3	76,904	\$21,879	\$8,300	\$1,383	\$14,962	\$6,917	\$195
3	88,505	\$14,996	\$6,538	\$1,383	\$9,842	\$5,155	\$111
5	83,955	\$14,890	\$4,000	\$2,305	\$13,195	\$1,695	\$157
4	100,576	\$15,498	\$4,050	\$1,844	\$13,292	\$2,206	\$132
7	63,431	\$14,446	\$3,250	\$3,227	\$14,423	\$23	\$227
4	86,976	\$16,340	\$4,800	\$1,844	\$13,384	\$2,956	\$154
7	125,371	\$15,342	\$3,600	\$3,227	\$14,969	\$373	\$119
7	86,472	\$14,446	\$3,050	\$3,227	\$14,623	\$(177)	\$169
3	133,908	\$18,309	\$7,200	\$1,383	\$12,492	\$5,817	\$93
5	36,286	\$16,033	\$4,150	\$2,305	\$14,188	\$1,845	\$391
5	98,504	\$14,890	\$3,200	\$2,305	\$13,995	\$895	\$142
5	95,423	\$14,890	\$3,150	\$2,305	\$14,045	\$845	\$147
5	87,178	\$18,292	\$6,050	\$2,305	\$14,547	\$3,745	\$167
5	85,601	\$15,595	\$3,350	\$2,305	\$14,550	\$1,045	\$170
5	100,181	\$14,890	\$3,700	\$2,305	\$13,495	\$1,395	\$135
5	112,560	\$21,803	\$4,350	\$2,305	\$19,758	\$2,045	\$176
6	102,278	\$24,152	\$5,500	\$2,766	\$21,418	\$2,734	\$209
6	85,830	\$15,147	\$3,200	\$2,766	\$14,713	\$434	\$171
3	96,629	\$15,490	\$5,500	\$1,383	\$11,373	\$4,117	\$118
5	83,783	\$14,890	\$3,700	\$2,305	\$13,495	\$1,395	\$161
6	90,200	\$19,399	\$5,100	\$2,766	\$17,065	\$2,334	\$189
5	89,600	\$14,890	\$3,650	\$2,305	\$13,545	\$1,345	\$151
9	84,342	\$13,269	\$1,300	\$4,149	\$16,118	\$(2,849)	\$191
4	94,229	\$20,956	\$4,500	\$1,844	\$18,300	\$2,656	\$194
5	90,517	\$18,292	\$7,700	\$2,305	\$12,897	\$5,395	\$142
5	91,350	\$14,890	\$3,900	\$2,305	\$13,295	\$1,595	\$146
4	95,107	\$21,531	\$4,850	\$1,844	\$18,525	\$3,006	\$195
6	107,840	\$21,047	\$4,600	\$2,766	\$19,213	\$1,834	\$178
6	83,908	\$14,539	\$3,600	\$2,766	\$13,705	\$834	\$163
5.1	92,328	\$17,460	\$5,358	\$2,340	\$14,442	\$3,018	\$163

³ Yearly maintenance cost was used from Table 3.

APPENDIX A-7. State agency number, acronym and name list

Number	Acronym	Name
025	OMD	Oklahoma Military Department
030	ABLE	Alcoholic Beverage Laws Enforcement
039	OBWEO	Oklahoma Boll Weevil Eradication Organization
040	ODA	Department of Agriculture Food & Forestry
047	OIDS	Oklahoma Indigent Defense System
049	OAG	Oklahoma Attorney General
060	OAC	Oklahoma Aeronautics Commission
065	OSBD	Oklahoma State Banking Department
090	OSF	Office of State Finance
125	Mines	Department of Mines
127	OCCY	Oklahoma Commission on Children and Youth
131	DOC	Department of Corrections
160	ODOC	Oklahoma Department of Commerce
185	OCC	Oklahoma Corporation Commission
204	Davis	J.M. Davis Memorial Commission
215	Dentistry	Oklahoma Board of Dentistry
220	DAC	District Attorneys Council
265	SDE	Department of Education
266	OETA	Oklahoma Educational Television Authority
270	OSEB	Oklahoma State Election Board
290	OESC	Oklahoma Employment Security Commission
292	DEQ	Department of Environmental Quality
306	PPB	Pardon and Parole Board
308	OSBI	Oklahoma State Bureau of Investigation
309	OEM	Oklahoma Dept. of Emergency Management
320	ODWC	Wildlife Conservation
340	OSDH	Department of Health
342	OCME	Office of the Chief Medical Examiner
345	ODOT	Department of Transportation
350	OHS	Oklahoma Historical Society
353	OHRC	Oklahoma Horse Racing Commission
369	OWCC	Oklahoma Workers' Compensation Court
385	OID	Oklahoma Insurance Department
390	CS	CompSource Oklahoma
400	OJA	Office of Juvenile Affairs
405	ODOL	Oklahoma Department of Labor
410	CLO	Commissioners of The Land Office
415	CLEET	Council on Law Enforcement Education and Training
421	Senate	Oklahoma State Senate
422	House	Oklahoma House of Representatives
423	LSB	Oklahoma Legislature
430	ODL	Oklahoma Department of Libraries
435	Lottery	Oklahoma Lottery Commission
445	LPGB	Liquefied Petroleum Gas Board
446	OMWC	Marginally Producing Oil and Gas Wells Commission
450	OSBMLS	Oklahoma State Board of Medical Licensure and Supervision

Number	Acronym	Name
452	ODMHSAS	Department of Mental Health & Substance Abuse
477	OBN	Bureau of Narcotics and Dangerous Drugs Control
515	OPERS	Oklahoma Public Employees Retirement System
516	SIB	Oklahoma State and Education Employees Group Insurance Board
525	BOE	Oklahoma Board of Osteopathic Examiners
548	OPM	Office of Personnel Management
560	OSBP	Oklahoma State Board of Pharmacy
566	OTRD	Oklahoma Tourism & Recreation Department
568	OSRC	Scenic Rivers Commission
580	DCS	Department of Central Services
585	DPS	Department of Public Safety
620	Quartz	Quartz Mountain Arts/Conference Center
645	OKCC	Oklahoma Conservation Commission
650	ODVA	Department of Veterans Affairs
660	SOSU	Southeastern Oklahoma State University
670	JDMC	J.D. McCarty Center
677	OSCN	Oklahoma State Courts Network
695	OTC	Oklahoma Tax Commission
740	OST	Oklahoma State Treasurer
790	OBVME	Oklahoma Board of Veterinary Medical Examiners
800	ODCTE	Department of Career and Technology Education
805	DRS	Department of Rehabilitation Services
807	OHCA	Oklahoma Health Care Authority
830	DHS	Department of Human Services
835	OWRB	Water Resources Board
880	Rogers	Will Rogers Memorial Commission
978	OTA	Oklahoma Transportation Authority
980	GRDA	Grand River Dam Authority
981	OMPA	Oklahoma Municipal Power Authority