

Greenbook

LBO Analysis of Enacted Transportation Budget – Part I

Department of Transportation

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Attachment:

 Appropriation Spreadsheet

LBO Greenbook

Department of Transportation

Quick look...

- H.B. 62 provides the Ohio Department of Transportation (ODOT) with funding of \$7.03 billion over the FY 2020-FY 2021 biennium. ODOT’s primary funding sources include federal highway aid, the Ohio motor fuel tax (MFT), and bonds, the proceeds of which are appropriated in the transportation budget bill.
- H.B. 62 increases the Ohio MFT rate from 28¢ per gallon for all fuels to 38.5¢ per gallon for gasoline and 47¢ per gallon for diesel beginning July 1, 2020. This change is projected to increase MFT revenue by \$865 million in each of FY 2020 and FY 2021. Of that amount, 55% (\$476 million) would go to ODOT and 45% (\$389 million) would be received by local governments.
 - ODOT’s MFT revenue is mainly deposited into the Highway Operating Fund (Fund 7002), for road and bridge maintenance and construction.
- H.B. 62 includes \$70 million in annual GRF appropriations for transit, a significant increase in state funding for this purpose compared to recent fiscal years.

Fund Group	FY 2018 Actual	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Highway Operating	\$2,787.5	\$2,885.0	\$3,315.0	\$3,305.0
Capital Projects	\$365.5	\$429.4	\$132.7	\$131.1
GRF	\$0	\$0	\$70.0	\$70.0
Dedicated Purpose	\$2.2	\$2.3	\$3.5	\$3.5
Total	\$3,155.1	\$3,316.7	\$3,521.1	\$3,509.6
% change	--	5.1%	6.2%	-0.3%
<i>Highway Operating % change</i>	--	3.5%	14.9%	-0.3%

Overview of appropriations

H.B. 62 provides ODOT with total funding of \$3.52 billion in FY 2020 and \$3.51 billion in FY 2021. Of total appropriations, 94% are made through the Highway Operating Fund (Fund 7002). This fund receives the federal highway aid passed down to the state, as well as the Ohio MFT. In addition to the funding authorized under H.B. 62, ODOT receives GRF appropriations of \$8.4 million in each fiscal year under H.B. 166, the main operating budget bill for the FY 2020-FY 2021 biennium, to supplement funding for nonhighway transportation modes: aviation, rail, and public transit. Appropriations for these purposes have ranged from around \$10 million to \$15 million annually over the last five fiscal years. H.B. 166 also includes non-GRF appropriations of \$11.0 million in FY 2020 and \$12.0 million in FY 2021 to support maritime development at Ohio port authorities. A summary of ODOT’s funding under H.B. 166 is provided in a separate LSC Greenbook analysis prepared for the main operating budget act.

Typically, about 70% of ODOT's budget is spent on capital improvements, principally roads and bridge maintenance and construction across the state. Among remaining areas, personnel costs account for approximately 10% to 15% annually; around 5% to 10% goes for supplies, maintenance, and equipment; and another 5% to 10% is for debt service and other expenses.

H.B. 62 appropriations by category

Table 1 below shows the appropriations for the FY 2020-FY 2021 biennium by category, as defined in this Greenbook analysis. The vast majority of ODOT's budget is devoted to highway construction and maintenance, comprising about \$6.07 billion (86.8%) of appropriations over the biennium. The amount appropriated for debt service is \$407.5 million (5.8%). Funding for administration, planning and research, public transit, rail, and aviation combined make up the remaining \$557.6 million (7.9%) of appropriations.

Greenbook Category	FY 2020	FY 2021	Biennial Total	% of Total
Highway Construction and Maintenance	\$3,035.6	\$3,029.8	\$6,065.4	86.8%
Debt Service	\$209.1	\$198.4	\$407.5	5.8%
Administration	\$107.8	\$112.1	\$219.9	3.1%
Transit	\$70.0	\$70.0	\$140.0	2.0%
Planning and Research	\$69.3	\$69.8	\$139.2	2.0%
Rail	\$19.1	\$19.1	\$38.2	0.5%
Aviation	\$10.1	\$10.3	\$20.5	0.3%
Total	\$3,521.1	\$3,509.6	\$7,030.5	

Note: Figures may not add to totals due to rounding.

Summary of permanent and temporary law changes

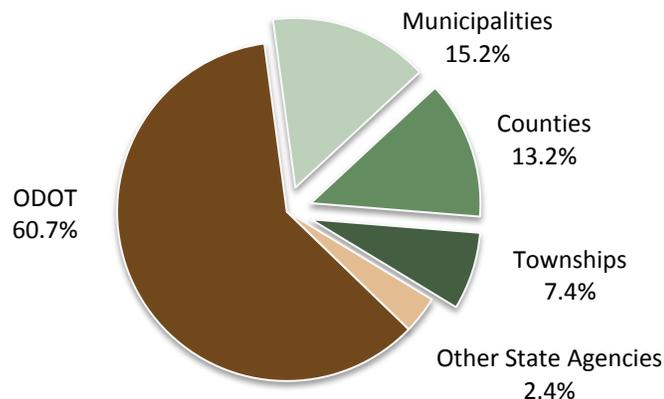
Ohio motor fuel tax changes

Increase to the motor fuel tax

H.B. 62 increased the tax rate for unleaded gasoline from 28¢ per gallon to 38.5¢ per gallon effective July 1, 2019.¹ The tax rate for other motor fuels, which includes diesel fuel, is increased from 28¢ per gallon to 47¢ per gallon. All motor fuel tax (MFT) revenue collected by the state is to be used for road and bridge maintenance and construction, and other related costs, as prescribed in the Ohio Constitution. The revenue is shared between ODOT, local governments, and other state agencies, each type of entity using it for these purposes under differing transportation-related duties and jurisdictions.

Approximately \$1.91 billion in MFT revenue was collected by the Ohio Department of Taxation during FY 2018, after refunds. H.B. 62's tax increase is expected to generate an additional \$865 million per fiscal year during the upcoming biennium. Of this additional funding, 55% (\$476 million) is to be allocated to the Highway Operating Fund (Fund 7002, used by ODOT) for the purpose of funding state highway projects and 45% (\$389 million) is to be allocated to Ohio's political subdivisions for local road and bridge projects.² Accounting for other changes to MFT funding distributions contained in H.B. 62, municipal governments are expected to receive increased funding in FY 2020 of approximately \$164 million, county governments are to receive increased funding of approximately \$142 million, and townships are to receive increased funding of approximately \$77 million.

Estimated Ohio Motor Fuel Tax Distribution, FY 2020 (\$2.82 billion)



¹ Unleaded gasoline includes ethanol fuel types E15 and E85.

² These percentages apply after accounting for a separate uncodified provision of the bill that allocates the first 2% of revenue from the motor fuel tax to the Highway Operating Fund. Of the 45% of new MFT revenue starting in FY 2020, 42.86% is allocated to municipalities, 37.14% is allocated to counties, and 20% is allocated to townships, though a separate provision of the bill increases the allocation to a handful of townships at the expense of the Highway Operating Fund, municipalities, and counties.

The chart above shows LSC's estimated Ohio MFT distributions for FY 2020. Approximately \$1.71 billion is estimated to be distributed to Fund 7002. Approximately \$429 million is estimated to be distributed to municipal governments, while \$372 million is estimated to flow to counties, with townships to receive an estimated \$209 million.

The remaining amount, roughly \$90.0 million is distributed to other state agencies. Principally, this funding distributed to the Public Works Commission (PWC) to operate the Local Transportation Improvement Program (\$63 million per fiscal year) and to the Development Services Agency (DSA) for the Roadwork Development Grant Program (\$15 million per fiscal year). Part III of the Greenbook for H.B. 62 contains analysis of the PWC and DSA programs that are funded from MFT revenue. The other \$12 million per fiscal year will be divvied up between the Department of Natural Resources, the Public Utilities Commission of Ohio, the Department of Taxation, the Ohio Turnpike and Infrastructure Commission, and the Inspector General.

Compressed natural gas taxable under motor fuel tax

H.B. 62 adds compressed natural gas (CNG) to the motor fuel tax base, subjecting CNG to the tax rate for other motor fuels. For purposes of applying the 47¢ tax rate, CNG is measured in "gallon equivalents," meaning 139.3 cubic feet or 6.38 pounds. The tax for CNG will be phased in over a period of five years as follows: 10¢ per gallon starting July 1, 2019, 20¢ per gallon starting July 1, 2020, 30¢ per gallon starting July 1, 2021, 40¢ per gallon starting July 1, 2022, and 47¢ per gallon starting July 1, 2023.

Currently, CNG is used as a motor fuel predominantly in government and private fleets, especially transit authorities. Under continuing law, transit authorities receive a refund of nearly all of the tax paid on motor fuel purchased by the authority (see next section). After such refunds are paid, net motor fuel tax revenue is expected to increase by approximately \$30,000 per fiscal year in the upcoming biennium as a result of this provision.

Reimbursement rate for school districts and others

H.B. 62 increases the motor fuel tax reimbursement rate for motor fuel purchases by school districts, transit authorities, and county developmental disabilities boards. These entities received partial refunds of taxes paid on motor fuel that they purchase under prior law. School districts received refunds of 6¢ per gallon while transit authorities received refunds of 27¢ per gallon. Under H.B. 62, the motor fuel tax reimbursement rate for school districts, transit authorities, and county developmental disabilities boards increases by an amount to offset the increase in the motor fuel tax rate, rendering those political entities tax-neutral as a result. In addition, the bill extends the reimbursement rates to private contractors operating on behalf of these entities. Under this provision, a contractor receives the same reimbursement rate as the entity with which it is contracting. This offsetting provision will result in a transfer of funds amounting to \$5.1 million in FY 2020 which would have been distributed according to the percentages in the chart above, and will now be refunded to the above political entities.

Motor fuel evaporation tax credit

The motor fuel evaporation tax credit allows for distributors and retailers of motor fuel to be credited for motor fuel which evaporates or is otherwise lost in the series of transfers occurring between the distributor and consumer. H.B. 62 continues a temporary reduction in

MFT credits, which allows a total evaporation allowance of 1% (0.5% for distributors and 0.5% for retail dealers). Codified law allows for a total credit of 3%, however the reduced 1% allowance has been an ongoing uncodified provision contained in several recent transportation budgets. Based on the increased motor fuel tax rate, the difference between MFT revenue at the 1% and 3% allowances is approximately \$56 million. The smaller tax credit allowance represents additional MFT revenue that will be shared between the state and political subdivisions.

Sales and income tax provisions

The bill exempts from the sales tax motor fuel purchased used to power a refrigeration unit on any vehicle other than a unit used for the comfort of vehicle occupants. The bill also enhances the Ohio earned income tax credit under the personal income tax. For a complete discussion of these provisions, see the H.B. 166 Greenbook for the Department of Taxation.

Other H.B. 62 provisions affecting ODOT operations

GRF funding for public transportation

The bill provides GRF appropriations of \$70 million in each of FY 2020 and FY 2021 for transit systems across Ohio. This is a significant increase in state funding for public transportation when compared to recent transportation budgets. GRF appropriations are typically contained in the main operating budget bill. From FY 2012 to FY 2019, annual appropriations for transit were between \$6.5 million and \$7.3 million under GRF line item 775451.³ H.B. 62 provides the \$70 million per fiscal year under new line item 775470.

In prior years, in addition to GRF funding, ODOT used “flex funding” to assist transit agencies, designating a portion of ODOT’s Federal Highway Administration (FHWA) dollars for transit projects. ODOT has designated around \$20 million to \$33 million per year in flex funding for transit projects in recent years for transit purposes. Because of the increased GRF funding under H.B. 62, ODOT does not intend to utilize flex funding in the FY 2020-FY 2021 biennium. Even still, the GRF appropriations in H.B. 62 represent an annual increase of over \$30 million per fiscal year in state-designated funding for transit when compared to recent years. See “**Category 3: Public Transportation**” within this Greenbook for a more in-depth analysis of the usage of transit funding in FY 2020 and FY 2021.

Variable speed limit authority

The previous transportation budget act gave ODOT the authority to establish speed limits that differ from the statutory speed limits on three interstate routes in three portions of the state: (1) all or portions of I-670, which is in the Columbus metropolitan area, (2) all or portions of I-275 surrounding Cincinnati, and (3) the portion of I-90 between I-71 and the Pennsylvania border, in the Cleveland and Greater Northeast Ohio region. ODOT could use this authority if it determines that the variable speed limits will facilitate the safe and orderly movement of traffic. Criteria for determining the use of variable speed limits include such

³ H.B. 166, the main operating budget bill for the FY 2020-FY 2021 biennium, does not include additional GRF appropriations for transit.

factors as the time of day, weather conditions, and traffic incidents, among other factors that could affect the safe speed on a street or highway. The first variable speed limit established was the stretch of I-90 in Lake County. Variable speed limits will be deployed along the designated part of I-670 in Columbus by the end of October 2019, according to the Department.

H.B. 62 expands ODOT's authority to establish variable speed limits to two additional highways. ODOT stated that they are studying different potential locations, and will likely select the highways in 2020. This provision will result in additional costs to the Highway Operating Fund (Fund 7002) to pay for planning, analysis, and the installation of the new signs. There will also be an increase in costs to the Department of Public Safety for State Highway Patrol to enforce the variable speed limits.

H.B. 62 also amends current law to specify that any changes to speed limits established in statute (i.e., not variable speed limits) must occur based on criteria established by an engineering study as defined by ODOT. It is unclear if there is a direct fiscal effect to ODOT or local governments as a result of this change.

Special regional heavy hauling permits

The bill removes the 150-mile restriction on the special regional hauling permit, and retains current law that makes it mandatory for ODOT and local authorities to issue the permit, provided that the applicant pays the permit fee and the applicant complies with weight limit restrictions on roads. This will result in decreased revenue to the Highway Operating Fund (Fund 7002). However, heavy hauling permit fees are set under rule, and each of the permit fees were increased by \$10 in October 2018. Consequently, in consideration of total permit fee revenue, ODOT does not expect a change in revenue to Fund 7002 in comparison to prior years. ODOT received approximately \$48 million in registrations, permits, and license fee revenues in FY 2018, including heavy hauling permit fees among other payments.

Vehicle size and weight restrictions for towing vehicles

Temporary law in place for the FY 2018-FY 2019 biennium imposed an exemption of vehicle size and weight restrictions for towing vehicles heading to or departing from accidents. H.B. 62 makes this exemption permanent under the Ohio Revised Code. This provision will result in a loss in fines collected by the state and local governments that may have enforced the weight limits on towing vehicles in their jurisdictions. Presumably the revenue loss is minimal.

Temporary law provisions in H.B. 62

Website updates on the status of projects funded under H.B. 62

The bill requires ODOT to post website updates on how funding appropriated in H.B. 62 was spent for projects on an annual basis. The Department is in the process of developing a new website that will handle this responsibility. In addition to ODOT, other state agencies and political subdivisions must provide MFT-funded project updates on their websites. This applies to entities that either (1) receive over \$500,000 in MFT funding, or (2) expend MFT funds on a project that takes over seven days to complete.

Rest stops and parking lot availability

The bill allows ODOT to close rest stops in the FY 2020-FY 2021 biennium, but only if the rest area's parking lot remains available for commercial motor vehicles. According to ODOT, it has not yet been decided whether rest stops will be closed in the next two years. Currently there are 84 rest stops across the state, plus two parking-only facilities.

Legislative study committee and other required studies and reports

The bill creates the Ohio's Road to Our Future Joint Legislative Study Committee, to consist of five members of the Senate and five members of the House of Representatives. The committee is to review six subjects relating to ODOT: (1) alternative sources of revenue, (2) expense mitigation, (3) evolving technology, (4) innovative finance techniques, (5) asset leverage and conditions, and (6) employee demographics. The committee is also to review various other transportation-related issues as set out in Section 755.20 of H.B. 62. ODOT is required to provide administrative assistance to the committee as requested. A report is due December 1, 2020, to be presented to the Speaker of the House and Senate President.

Three other temporary law provisions require ODOT to study transportation-related issues and submit reports of the studies' findings to the Governor and the legislature. First, the bill requires a study of the Ohio River's economic impact on Ohio, including determining the amount of steel, fertilizer, and coal, including the megawatt capacity generated by that coal, delivered by barges that travel on the river. ODOT has contracted with Martin and Associates to complete the study in FY 2020. The contract price is \$323,380. Second, ODOT is to study the fees associated with overweight vehicle permits and the general impact of overweight vehicles on Ohio's infrastructure. ODOT has contracted with HTNB Ohio Inc. to complete the study by the March 1, 2020 deadline. The contract price is \$307,717. Third, ODOT is to submit a report by December 31, 2019, pertaining to the Eastern Bypass of southwest Ohio and Greater Cincinnati. The report is to contain a commentary on ODOT's work with the Kentucky Transportation Cabinet and review next steps ODOT will take to construct the Eastern Bypass.

Catastrophic Snowfall Program

H.B. 62 requires ODOT to create the Catastrophic Snowfall Program for the FY 2020-FY 2021 biennium to provide aid to counties that receive 18 or more inches of snow in a 24-hour period. ODOT will award funding under this program on an as-needed basis.

Authority for state highway bond issuances, transfers of appropriations, and reappropriations

H.B. 62 authorizes the issuance of \$57 million in state highway bonds. This revenue would be deposited into the Highway Capital Improvement Fund (Fund 7042) to supplement Highway Operating Fund (Fund 7002) revenues for road and bridge construction. The bill also includes several provisions of temporary law that provide for the transfer of appropriations and cash in the Highway Operating Fund (Fund 7002) and other funds, including the reappropriation of unspent amounts. In prior years, almost all of these allowances were subject to approval by the Office of Budget and Management (OBM). For the FY 2020-FY 2021 biennium, H.B. 62 requires the Controlling Board to approve these transfers.

Specifically, the bill allows the Controlling Board to approve requests of ODOT to (1) transfer appropriations between various line items within Fund 7002 to cover unforeseen costs and optimize the use of federal funds, (2) transfer appropriations and cash between various State Infrastructure Bank funds and line items, (3) transfer appropriations and cash from the Highway Operating Fund to the State Infrastructure Bank funds subject to certain requirements, (4) transfer appropriations and cash from the Ohio Toll Fund and any subaccounts created within the Ohio Toll Fund, and (5) increase appropriations out of the Highway Operating Fund in the event that there is an emergency or federal highway revenue exceeds estimates. Finally, the bill specifies that appropriations from certain funds – Fund 7002, the Highway Capital Improvement Fund (Fund 7042), and the State Infrastructure Bank funds – that remain unencumbered at the end of FY 2018 and FY 2019 be reappropriated for the same purposes in FY 2020 and FY 2021, respectively, subject to Controlling Board approval.

Analysis of FY 2020-FY 2021 budget

Introduction

This section provides an analysis of H.B. 62 funding for each appropriation line item (ALI) in ODOT's budget. For organizational purposes, these ALIs are grouped into seven major categories based on their funding purposes. The analysis for an ALI with a lower category or subcategory designation will appear before that for an ALI with a higher category or subcategory designation. That is, the analysis for an ALI with a category designation of C1:8 will appear before the analysis for an ALI with a category designation of C2:1 and the analysis for an ALI with a category designation of C1:3 will appear before the analysis for an ALI with a category designation of C1:8.

To aid the reader in locating each ALI in the analysis, the following table shows the category in which each ALI has been placed, listing the ALIs in order within their respective fund groups and funds. This is the same order the ALIs appear in the DOT section of the budget bill.

In the analysis each appropriation item's actual expenditures for FY 2019 and appropriations for FY 2020 and FY 2021 are listed in a table. The exception to this is in Category 1, Highway Construction and Maintenance, where appropriations are analyzed on a program basis, since funding for the seven particular programs is dispersed among six line items. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation. If the appropriation is earmarked, the earmarks are listed and described.

Categorization of ODOT's Appropriation Line Items for Analysis of FY 2020-FY 2021 Enacted Budget (H.B. 62 Appropriations Only)

Fund	ALI	ALI Name		Category
Highway Operating Fund Group				
GRF	775470	Public Transportation – State	3	Public Transportation
2120	772426	Highway Infrastructure Bank – Federal	1	Highway Construction & Maintenance
2120	772427	Highway Infrastructure Bank – State	1	Highway Construction & Maintenance
2120	772430	Infrastructure Debt Reserve Title 23-49	6	Debt Service
2130	772431	Roadway Infrastructure Bank – State	1	Highway Construction & Maintenance
2130	772433	Infrastructure Debt Reserve – State	6	Debt Service
2130	777477	Aviation Infrastructure Bank – State	5	Aviation
7002	770003	Transportation Facilities Lease Rental Bond Payments	6	Debt Service
7002	771411	Planning and Research – State	2	Planning & Research
7002	771412	Planning and Research – Federal	2	Planning & Research
7002	772421	Highway Construction – State	1	Highway Construction & Maintenance
			4	Rail

Categorization of ODOT's Appropriation Line Items for Analysis of FY 2020-FY 2021 Enacted Budget (H.B. 62 Appropriations Only)

7002	772422	Highway Construction – Federal	1	Highway Construction & Maintenance
			4	Rail
7002	772424	Highway Construction – Other	1	Highway Construction & Maintenance
7002	772437	Major New State Infrastructure Bond Debt Service – State	6	Debt Service
7002	772438	Major New State Infrastructure Bond Debt Service – Federal	6	Debt Service
7002	773431	Highway Maintenance – State	1	Highway Construction & Maintenance
7002	775452	Public Transportation – Federal	3	Public Transportation
7002	775454	Public Transportation – Other	3	Public Transportation
7002	776462	Grade Crossings – Federal	4	Rail
7002	777472	Airport Improvements – Federal	5	Aviation
7002	777475	Aviation Administration	5	Aviation
7002	779491	Administration – State	7	Administration
Dedicated Purpose Fund Group				
4N40	776664	Rail Transportation – Other	4	Rail
5W90	777615	County Airport Maintenance	5	Aviation
Capital Projects Fund Group				
7042	772723	Highway Construction – Bonds	1	Highway Construction & Maintenance
7045	772429	Highway Infrastructure Bank – Bonds	1	Highway Construction & Maintenance

Category 1: Highway Construction and Maintenance

This category of appropriations includes the major sources of state and federal funding for the design, purchase of right-of-way, building, and rehabilitation of the highway system.

Summary of funding sources

A group of six line items funds ODOT's highway construction and maintenance programs using a combination of federal, state, and local participation funds. Table 2 below displays the H.B. 62 appropriations from these line items by funding source.

This collection of appropriations comprises the largest component of ODOT's budget, totaling approximately \$5.95 billion in the FY 2020-FY 2021 biennium, making up approximately 84.6% of total appropriations to ODOT in H.B. 62.

Table 2 shows that the vast majority of the H.B. 62 funding for highway construction and maintenance in FY 2020 and FY 2021 (95.6% overall) comes from the Highway Operating Fund (Fund 7002). In contrast, in H.B. 26 of the 132nd General Assembly, the prior transportation budget bill, 17.0% of total highway funding to ODOT was sourced from bond proceeds. As discussed in the "Overview" section, LSC estimates ODOT will receive \$476 million in each of

FY 2020 and FY 2021 from the increased motor fuel tax. Consequently, bond revenue will not be relied on at the level it has been in prior years.

Funding Source	Line Item(s)	Total Biennial Appropriations	% of Total Appropriations
State motor fuel tax	772421 773431	\$3,057.4	51.4%
Federal highway aid	772422	\$2,466.9	41.5%
Local participation	772424	\$160.0	2.7%
Total Highway Operating Fund (Fund 7002)		\$5,684.3	95.6%
Federal GARVEE bonds	772428	\$133.8	2.2%
State highway bonds	772723	\$130.0	2.2%
Total Bond Funding (Fund 7042 and Fund 7045)		\$263.8	4.4%
Total All Funding Sources		\$5,948.1	

Note that only the amounts used for highways are included in Table 2. While used predominantly for highway construction, portions of funding under line item 772421 and 772422 are to be used for rail, discussed in “**Category 4: Rail**” within this Greenbook. Additionally, the table does not include appropriations for the State Infrastructure Bank (SIB), which provides funding for construction but is funded through a separate revolving loan program. SIB appropriations are analyzed within this category under C1:8 below.

Summary of program allocations

Table 3 below summarizes ODOT’s highway construction and maintenance allocations by program. When comparing appropriations for highway purposes shown in Table 2 with allocations by particular use for the FY 2020-FY 2021 biennium, please be aware that the programmatic funding allocations in Table 3 include reappropriations carried over from FY 2019 to FY 2020. Also note that the allocations listed in Table 3 are subject to change due to circumstances that arise throughout each fiscal year, such as weather events and availability of federal funds.

The three most apparent increases that can be identified in the table when comparing actual FY 2019 spending to FY 2020 funding are: (1) an approximate \$169.6 million increase slotted for Preservation of Pavement and Bridges, (2) an \$80 million increase in funding for local government-related programs, and (3) a \$54.7 million rise in Safety Program funding. The increases are primarily due to the motor fuel tax increase in H.B. 62. As for decreases in funding when compared to FY 2019 spending, namely in the Major New Construction and Other Construction Programs categories, these are a result of FY 2019 spending including significant carryover spending of encumbrances to line items in prior years. Highway projects may take years to complete after the initial approval of funding.

Program	FY 2019 Actual Spending	FY 2020 Allocation	FY 2021 Allocation	% of Total FY 2020-FY 2021
Preservation of Pavement and Bridges	\$1,096.0	\$1,265.6	\$1,342.4	43.3%
Operations	\$784.8	\$732.0	\$733.3	24.3%
Local Government Programs	\$333.3	\$413.3	\$413.3	5.3%
Safety Programs	\$103.8	\$158.5	\$158.5	13.7%
Other Construction Programs	\$299.5	\$168.4	\$169.1	5.6%
Major New Highway Construction	\$283.3	\$182.7	\$179.7	6.0%
Highway Maintenance Contracts	\$58.4	\$54.8	\$51.8	1.8%
Total All Programs	\$2,959.1	\$2,975.3	\$3,048.1	100.0%

The following analysis discusses funding for these seven individual programs, all of which are funded through a mix of funding provided by six line items. Consequently, the clearest way to discuss ODOT's highway construction and maintenance funding is on a program-by-program basis.

C1:1: Preservation of Pavement and Bridges

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Preservation of Pavement and Bridges (\$ millions)	\$1,096.0	\$1,265.6	\$1,342.4
% change	--	15.5%	6.1%

The largest area of spending in the ODOT budget, this program provides funds to the 12 ODOT districts in order to maintain the existing programs on two-lane state routes (the General System); interstate routes, freeways, and multi-lane roads (the Priority System); and U.S. and state routes within municipal boundaries (the Urban System). In addition, the program remedies deficiencies in bridge paint condition, wearing surfaces, and deck condition. The funding covers costs for capital expenditures, such as engineering and design services, right-of-way acquisition, utility relocation, construction, and construction inspection. Generally, two-thirds of the program's funding is budgeted for pavement projects while the remaining one-third is allocated to bridge preservation projects. Pavement and bridge preservation needs are usually fully funded prior to addressing new capacity or congestion reduction projects. Increases in labor costs and fluctuations in the price of fuel, asphalt, concrete, and steel products all factor into what can be accomplished with the given funding.

C1:2: Operations

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Operations (\$ millions)	\$784.8	\$732.0	\$733.3
% change	--	-6.7%	0.2%

This program funds the vast majority of operating costs of ODOT, supporting over 4,200 full-time equivalent (FTE) employees whose work relates to highway construction and maintenance. The operating costs include payroll, supplies, and equipment for all of ODOT's highway construction programs. The funding also provides for facilities and equipment management, aerial and geotechnical engineering, real estate management, snow and ice control, special hauling permits, coordination with federal authorities, traffic policies and procedures, legal counsel and contract administration, and construction project administration. ODOT's facilities include the central office in Columbus, 12 district headquarters, 90 full-service highway service facilities, 130 outposts or yard locations, and 90 rest areas. The Department maintains a fleet of around 160 trucks to manage snow and ice control. Spending in FY 2019 was higher than projected primarily due to weather-related events, including the tornadoes in the Dayton area and flooding in various parts of the state.

H.B. 62 provision – excess road salt for local governments

H.B. 62 allows ODOT to provide road salt to a political subdivision if the following three requirements are met: (1) the Department has excess road salt, (2) the political subdivision is otherwise unable to acquire road salt, and (3) the political subdivision is in an emergency situation. The local government is to subsequently reimburse ODOT for the price the Department paid for the salt. This is an ongoing practice, giving political subdivisions flexibility to buy salt in the most convenient and cost-effective manner. Any reimbursed moneys would be deposited into the Highway Operating Fund (Fund 7002).

C1:3: Local Government Programs

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Local Government Programs (\$ millions)	\$333.3	\$413.3	\$413.3
% change	--	24.0%	0.0%

Table 4 below provides a listing of each local subprogram and the amount budgeted for each program in the next two years. Many of the subprograms under the Local Government Programs area entail highway funding distributed under FHWA formula requirements. However, ODOT has discretionary authority to administer a portion of money designated for this program. The seven various subprograms that make up the Local Government Programs are described in more detail below.

Table 4. Local Government Subprogram Allocations (in millions)			
Program	FY 2019 Actual Spending	FY 2020 Allocation	FY 2021 Allocation
Metropolitan Planning Organizations	\$175.0	\$211.3	\$211.3
Local Participation (match)	\$58.8	\$80.0	\$80.0
Local Bridge Programs			
County Local Bridge	\$30.1	\$34.4	\$34.4
Local Major Bridge	\$3.8	\$20.0	\$20.0
Municipal Bridge	\$7.1	\$11.0	\$11.0
Bridge Partnership	\$6.7	\$0.0	\$0.0
Subtotal – Local Bridge Programs	\$47.7	\$65.4	\$65.4
County Surface Transportation	\$27.2	\$28.6	\$28.6
Small City	\$12.6	\$10.6	\$10.6
Safe Routes to Schools	\$2.7	\$4.0	\$4.0
Enhancements/Other Discretionary	\$9.2	\$13.5	\$13.5
Total All Programs	\$333.3	\$413.3	\$413.3

Metropolitan Planning Organizations

This program provides funds to each of the 17 Metropolitan Planning Organizations (MPOs) and five large cities outside MPOs for multi-modal transportation system improvement projects and programs in Ohio's urban areas. The MPOs are located in urban regions with populations of more than 50,000 people, while the five large cities have populations between 25,000 and 50,000.

Typically a significant portion of MPO funding is under the federal Surface Transportation Block Grant Program, which provides funds to preserve local roads, bridges, pedestrian and bicycle infrastructure, and transit projects. ODOT supplies this funding for the local organizations by population. Additionally, the federal Congestion Mitigation and Air Quality Program awards funding to MPOs and the large cities to meet federal Clean Air Act requirements. Finally, the Transportation Alternatives Program provides funding for various surface transportation projects, such as the conversion of unused railroad corridors to bike trails and the building of safe routes for nondrivers.

Local Participation

Local Participation funding represents the local share of construction projects to be awarded and administered by ODOT. Funding could be supplied entirely by the local government or funded 80% by the federal government with the local government supplying the 20% match.

Local Bridge Programs

Federal funding for local bridge projects falls under four ODOT programs: (1) the County Local Bridge Program, (2) the Local Major Bridge Program, and (3) the Municipal Bridge Program. Generally, each program requires an 80% federal, 20% local match. The programs differ by the type of local government eligible and the administrative agency. The Local Major Bridge Program is available to both counties and municipalities. The County Local Bridge (CLB) Program is managed by the County Engineers Association of Ohio (CEAO), which is responsible for project selection, funding criteria, and program priorities. The CLB Program provides counties with ongoing federal money for bridge replacement or rehabilitation. Each county has a \$7.5 million federal funding limit for projects within any four-year program period, subject to a six-year statewide programming limit. The Bridge Partnership Program has been funded in prior years, but is zeroed out for the FY 2020-FY 2021 biennium.

County Surface Transportation Program

The County Surface Transportation Program, like the CLB Program, is managed by CEAO, and aims to provide regular construction funding for roadway improvements. With the standard federal share of 80%, each county is permitted to program-eligible construction projects up to a \$2 million limit per project.

Small City Program

This federally funded program provides assistance to cities with populations between 5,000 and 25,000 and not within an MPO in Ohio. This program may be used for construction only to support any road, safety, or signal project on the federal-aid highway system.

Safe Routes to Schools

This program provides funds to local communities to make walking and bicycling to school a safe and routine activity. Funding is available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

C1:4: Safety Programs

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Safety Programs (\$ millions)	\$103.8	\$158.5	\$158.5
% change	--	52.7%	0.0%

Typically consisting mostly of federal funding, spending in this area provides funding for safety projects that contribute to improving safety and reducing the severity, frequency, and rate of crashes on the state highway system and local roads. Using the federal safety funding, eligible projects include signing, striping, clearing brush, traffic signal coordination, two-way left turn lanes, additional lanes, and other roadway modifications. The increased safety funding is due to the MFT rate increase in the bill.

The program's goals are to reduce the state's crash fatality rate by 1% annually. In calendar year (CY) 2017, 1,094 people were killed on Ohio roadways according to data collected by the National Highway Traffic Safety Administration. This 2017 figure is 9.2% above the average of just under 1,002 fatalities per year over the five-year period from CY 2013 to CY 2017.

C1:5: Other Construction Programs

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Other Construction Programs (\$ millions)	\$299.5	\$168.4	\$169.1
% change	--	-43.8%	0.4%

This category covers a wide array of highway construction activities. This category appears to see a significant drop in allocations; however, FY 2019 actual spending included a considerable amount of carryover spending from prior year encumbrances. The allocations for the FY 2020-FY 2021 biennium are not actual decreases from prior years. The programs in this category include the following construction activities, among others: (1) the allocation of federally earmarked funds to the appropriate local government entity, (2) oversight of ODOT's funding of the new federal National Highway Freight Program that was created by the FAST Act, (3) the construction of the Appalachian corridor highways in Ohio, (4) assistance for geological site management projects, including slopes and slides, rockfalls, underground mines, and erosion, (5) emergency funds for the repair or reconstruction of federal-aid highways and roads on federal lands that have suffered serious damage by natural disasters or catastrophic failures from an external cause, (6) grant assistance to businesses through the Jobs and Commerce Unrestricted Program in removing transportation barriers in order to create jobs, (7) administration of the disadvantaged business enterprises and on-the-job training programs to ensure businesses owned by women and minorities can fairly compete for transportation contracts, (8) the exploration and development of public-private partnership (P3) projects, (9) funding for the replacement and rehabilitation for the rest areas on the state and national highway system, (10) the construction, reconstruction, and maintenance of public access roads to and within facilities owned or operated by the Department of Natural Resources, the Ohio Expositions Commission, the Ohio History Connection, and within the boundaries of metropolitan parks, (11) retrofitting of roadways with noise barriers statewide, and (12) transportation improvement projects that improve safety for motorists and horse drawn vehicles in areas with substantial Amish populations.

P3 Project – Portsmouth Bypass

In December 2014, ODOT entered into a public-private partnership (P3) agreement to design, build, operate, and maintain the Portsmouth Bypass in southern Ohio. Four years later, in December 2018, the roadway is open to traffic. This was not only the largest single construction project that the Department has been involved with, but also the first highway P3 agreement in ODOT's history of operations. The bypass, named the Southern Ohio Veterans Memorial Highway, is a 16-mile, four-lane highway from U.S. Route 23 north of Lucasville to U.S. Route 52 near Sciotoville. The P3 agreement was agreed to with the Portsmouth Gateway

Group, the developer for the project responsible for project delivery. Now that the bypass is open, private entities are in charge of maintaining the roadway while under ODOT oversight until the year 2054.

Altogether, it cost the Portsmouth Gateway Group approximately \$557 million to complete (including costs for preconstruction activities, design, preliminary engineering, financing, and construction). To pay for these expenses, the private group used a variety of funding sources, including (1) private activity bonds, (2) a Transportation Infrastructure Financing and Innovation Act (TIFIA) loan approved by the federal government, (3) other private investment, and (4) ODOT payments. ODOT's share for the design and construction phase of the project included \$110 million paid for upfront costs, as well as around \$44 million in milestone payments.

In projecting the full amount of ODOT payments under the P3, the total cost to the state is expected to be around \$1.23 billion for construction and maintenance of the bypass. This number includes \$110 million in upfront costs already incurred by ODOT, as well as \$1.12 billion in "availability" and milestone payments to the Group. These subsequent payments cover the cost to complete construction of the road, plus the expenditures needed to service and maintain the bypass for 35 years. To make these payments in the upcoming biennium, H.B. 62 includes appropriations of \$51.7 million for the FY 2020-FY 2021 biennium through line items 772421 and 772422.

H.B. 62 provisions affecting other construction programs

Construction at metropolitan parks and sites for other state agencies

H.B. 62 provides uncodified law carried over from previous biennia specifying that portions of appropriation item 772421, Highway Construction – State, are to be used for the construction, reconstruction, or maintenance of certain roads that support local governments and other state agencies. Specifically, the language requires that the line item pay for work on public access roads, including support features, to and within state facilities owned or operated by the Department of Natural Resources. Additionally, the bill earmarks approximately \$2.6 million in each fiscal year from the line item to be used by the maintenance of roads within the boundaries of metropolitan parks. Finally, the bill allows the line item be used to perform road reconstruction or maintenance work on behalf of the Ohio Expositions Commission at the state fairgrounds and for the Ohio History Connection, at state historic sites. These provisions affecting line item 772421 have also been included in recent transportation budget acts.

Earmark for transportation improvement districts

The transportation budget bill earmarks \$4.5 million in each fiscal year for distribution to transportation improvement districts (TIDs) from line item 772421, Highway Construction – State. TIDs are intergovernmental or public-private entities that designate a transportation project or program of projects to be facilitated within a defined region. There are currently 40 TIDs located around the state. The earmarked funds are to be distributed to TIDs to assist with eligible transportation improvement projects, up to \$250,000 per project. Funds may be used for preliminary engineering, detailed design, right-of-way acquisition, and construction costs, but may not be used for administrative or staffing expenses. A similar provision was in place for the current FY 2018-FY 2019 biennium.

C1:6: Major New Highway Construction

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Major New Highway Construction (\$ millions)	\$283.3	\$182.7	\$179.7
% change	--	-35.5%	-1.6%

This program provides funding for projects that increase mobility, provide connectivity, ease accessibility of a region for economic development, grow the capacity of a transportation facility, and reduce congestion throughout the state. These projects must have costs of \$12 million or more and be approved by the Transportation Review Advisory Council (TRAC). The Council typically approves each project annually through a series of phases before completion. These phases include planning and engineering, design, right-of-way acquisition, and construction. Since the Major New Program is funded last on ODOT's list of funding priorities, the program usually absorbs the brunt of the impact if state and federal revenues decrease or if other program costs escalate. Without the MFT increase in the bill, ODOT would have nearly zeroed out funding for new Major New projects in the FY 2020-FY 2021 biennium.

Actual FY 2019 spending includes carryover spending from prior fiscal years, including highway projects funded by bonds issued by the Ohio Turnpike and Infrastructure Commission. Another potential source of funding for Major New construction is financing through P3 agreements, such as the private financing used to construct the Portsmouth Bypass, estimated to cost \$1.23 billion. This financing arrangement allows for ODOT to undertake large-scale projects, paying for them over time.

C1:7: Highway Maintenance Contracts

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Highway Maintenance Contracts (\$ millions)	\$58.4	\$54.8	\$51.8
% change	--	-6.2%	-5.5%

These contracts provide for the maintenance of the state highway system, including keeping the system in a safe and attractive condition, collecting traffic management information, providing tourist material and clean rest areas for the motoring public, and maintaining ODOT facilities and equipment. Other activities supported by the funding include rest area maintenance and cleaning, and roadway maintenance, such as pothole patching, guardrail repair, and vegetation control.

H.B. 62 provision – indefinite delivery indefinite quantity contracting

H.B. 62 continues a temporary law authorization for ODOT to enter into up to two indefinite delivery indefinite quantity (IDIQ) contracts per year. The bill defines an IDIQ contract as a contract for an indefinite quantity, within stated limits, of supplies or services that will be delivered by the awarded bidder over a defined contract period. Subject to the terms and conditions that ODOT develops in setting the conditions of these IDIQ contracts, this additional flexibility could also lead to potential savings on the selected projects where the IDIQ contract format is used, depending on the supplies or services to be provided, and the circumstances involved with the projects. On the other hand, the IDIQ contracts might result in higher costs than could have been agreed to under ODOT's standard operating procedure, if other variables transpired. In FY 2020, the Department plans to pursue two IDIQ contracts: (1) a guardrail repair and replacement contract in ODOT District 4, and (2) a bridge patching contract in District 8. FY 2021 contracts are still being evaluated, but may include another guardrail repair and replacement contract and an electrical maintenance contract.

C1:8: State Infrastructure Bank Assistance

Program	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
2120 ALI 772426, Highway Infrastructure Bank – Federal	\$6,344,422	\$5,000,000	\$5,000,000
% change	--	-21.1%	0.0%
2120 ALI 772427, Highway Infrastructure Bank – State	\$18,200,343	\$15,250,000	\$15,250,000
% change	--	-16.2%	0.0%
2130 ALI 772431, Roadway Infrastructure Bank – State	\$3,485,204	\$3,500,000	\$3,500,000
% change	--	0.4%	0.0%

Aside from federal and MFT funding available for roadway infrastructure, ODOT oversees the State Infrastructure Bank (SIB) Program, a revolving loan program that can be tapped by local governments to finance construction. Under the program, ODOT provides direct loans and bond financing assistance to public entities for local highway projects in order to accelerate projects and spur economic development. Funds can be used for right-of-way and construction costs. Local governments may pledge their MFT revenues as loan repayments.

Funding for the SIB Program is divided among these three line items because of particular restrictions that apply: item 772426 must meet federal highway funding requirements, and item 772427 is also partially limited by federal regulations, whereas item 772431 is fully state funded. Program utilization fluctuates depending on needs and the availability of funding from loan repayments. There is no set limit and 100% financing is available. Loans have ranged in size from \$72,000 up to \$20 million and require the borrower to pay closing costs. Loans are offered to projects that typically do not qualify for federal or state funds. SIB may also issue bonds on behalf of the borrower.

The SIB Program was originally capitalized in 1997 with \$142 million in funding: \$87 million from the federal government, \$40 million from the GRF, and \$15 million from the

Ohio MFT. Since the program’s inception, there has been approximately \$597.8 million in road and bridge funding allocated through the initiative under 199 separate projects, accounting for 83.6% of all SIB award funding, though SIB has also funded rail, transit, airport, and bikeway projects. As of the end of FY 2018, over the course of the entire SIB Program, there have been 227 loans issued totaling \$574.6 million, as well as ten bonds amounting to \$73.9 million. The average loan size is just under \$2.8 million, and the average bond amount is \$7.4 million. Airport projects have been the second most funded mode of transportation funded under the State Infrastructure Bank. H.B. 62 includes \$2 million in each fiscal year for aviation SIB projects, which is discussed in greater detail in “**Category 5: Aviation**” within this Greenbook.

There are two line items under the ODOT budget that also relate to the SIB Program. Line items 772430 and 772433 are used to pay debt service on bonds issued to further capitalize the SIB Program in the mid-2000s. These line items are discussed in more detail below in “**Category 6: Debt Service**” within this Greenbook.

Category 2: Planning and Research

This category of appropriations is used to support the Division of Planning within ODOT, comprised of various offices. Three offices within the Division together coordinate the management of statewide planning efforts: (1) Statewide Planning and Research, (2) Systems Planning and Program Management, and (3) Asset Inventory and Systems Integration. These three offices’ duties include long-range transportation planning, collaboration with other agencies and district offices, the production of traffic forecasts, and the conducting of research to address transportation issues. The Office of Environmental Services reviews and monitors compliance with state and federal environmental regulations. ODOT collects data on Ohio’s roadways and traffic systems through the Office of Technical Services. Finally, the Office of Local Programs coordinates construction projects with local governments.

C2:1: Planning and Research (ALIs 771411 and 771412)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 771412, Planning and Research – Federal	\$37,642,567	\$41,742,250	\$41,742,251
% change	--	10.9%	0.0%
7002 ALI 771411, Planning and Research – State	\$25,288,495	\$27,591,086	\$28,089,039
% change	--	9.1%	1.8%
Total Planning and Research	\$62,931,063	\$69,333,336	\$69,831,290
% change		10.2%	0.7%

Current federal law requires that states set aside 2% of their federal-aid highway program apportionments for statewide planning and research. This money is appropriated under line item 771412 in the ODOT budget. Within this set-aside, states must use at least 25% for research purposes, including research, development, and technology transfer activities necessary for planning, constructing, and maintaining highway, public transit, transportation alternatives, and intermodal systems. Most research and development requires a 20% state

match, the funding for which is provided in line item 771411. ODOT is also required by the federal government to support urban transportation planning programs in each of Ohio's 17 MPOs, which cover 30 urban counties. Those programs are 80% federally funded with 10% matches each from the state and local governments.

Planning and research funds can be used for transportation planning for highways, transit (intercity passenger rail, urban passenger rail, and other transit services), and rail freight. Planning operations include traffic and roadway monitoring, roadway inventory, local road mileage certification, computer mapping and database development, air quality monitoring, special planning projects, updates to the Department's long-range plan, coordination with MPOs, and review of traffic congestion and travel demand. Research projects are conducted through contracts with research institutions. The Department also participates in pooled fund studies led by other states or the Federal Highway Administration, which generates substantial research with minimal financial investment.

Most of the appropriations to this category are slated for contracts, which are used for many purposes, including (1) to collect, edit, monitor, and review statewide traffic data, (2) to maintain a Geographic Information System (GIS) to support transportation facilities, engineering, and other highway activities, and (3) to conduct studies, fund management systems, and purchase data collection equipment. Of the remaining planning funds over the biennium, some are budgeted for payroll, and the rest will pay for equipment, supplies, and maintenance. This helps the Division of Planning staff for their planning and research operations.

H.B. 62 provision – variable speed limits

H.B. 62 expands ODOT's authority to establish variable speed limits to two additional highways. This provision will result in additional costs to the Highway Operating Fund (Fund 7002) to pay for planning, analysis, and the installation of the new signs.

Category 3: Public Transportation

This category of appropriations provides funding to transit systems across Ohio, administered under the Office of Transit. The Office oversees various programs to award capital, operating, technical, and planning assistance to the 61 transit systems in the state. Of the total, 27 transit systems are in urban areas and 34 are in rural areas. Data gathered by ODOT show that over 117 million passenger trips were provided by the state's transit systems in 2016. Transit services are used heavily by senior citizens and the disabled, with their 14.6 million trips accounting for 12.4% of all transit ridership.

In total, H.B. 62 appropriates \$106.6 million in each fiscal year of the FY 2020-FY 2021 biennium for transit. The funding for transit is derived from three revenue sources: (1) state funding through the GRF, comprising \$70 million (65.7% of total transit funding) per fiscal year, (2) Federal Transit Administration (FTA) funding received by ODOT and passed through to transit systems, making up \$35 million (32.9%) per fiscal year, and (3) local government funding received by ODOT as local match on projects, which is \$1.5 million (1.4%) per fiscal year.

C3:1: State-designated transit funding (ALIs 775470 and 772422)

Typically all GRF appropriations are contained in the main operating budget bill enacted every two years. H.B. 62 bucks this trend, appropriating \$70 million in each of FY 2020 and FY 2021 under GRF line item 775470. In contrast, H.B. 166, the main operating budget act for the FY 2020-FY 2021 biennium, does not include appropriations for transit. The table below summarizes state-designated funding over the period from FY 2019 to FY 2021.

In prior years, in addition to GRF funding, ODOT used “flex funding” to assist transit agencies, designating a portion of ODOT’s Federal Highway Administration (FHWA) dollars for transit projects. ODOT has designated around \$20 million to \$34 million per year in flex funding for transit projects in recent years. Because of the increased GRF funding under H.B. 62, ODOT does not intend to utilize flex funding in the FY 2020-FY 2021 biennium.

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
GRF ALI 775470, Public Transportation – State	\$0	\$70,000,000	\$70,000,000
% change	--	N/A	0.0%
GRF ALI 775451, Public Transportation – State*	\$6,505,199	\$0	\$0
% change	--	N/A	0.0%
Total GRF funding for transit	\$6,505,199	\$70,000,000	\$70,000,000
% change	--	1,076.1%	0.0%
FHWA Flex Funding (Fund 7002 ALI 772422, Highway Construction – Federal)	\$23,920,000	\$0	\$0
% change	--	N/A	0.0%
Total – All state-designated funding for transit	\$30,425,199	\$70,000,000	\$70,000,000
% change	--	130.1%	0.0%

*Funding under GRF ALI 775451 is typically appropriated in the main operating budget bill each biennium, but this is not the case for the FY 2020-FY 2021 biennium, when the GRF funding was appropriated under the transportation budget act.

Table 5 below summarizes the allocations for transit programs funded by state-designated revenue sources. In prior years, this funding was allocated using primarily the flex funding, with GRF appropriations to line item 775451 providing supplemental amounts. For the FY 2020-FY 2021 biennium, all program funding comes from GRF line item 775470. Table 5 indicates that, for the FY 2020-FY 2021 biennium, ODOT is devoting two-thirds of available GRF transit funding toward competitive grant programs. The largest increase is to the Ohio Transit Preservation Partnership Program, receiving \$26.1 million more in FY 2020 compared to actual FY 2019 spending on the program. The remaining one-third of GRF transit funding will come in the form of formula aid to transit systems, plus leftover amounts for operating costs of the Office of Transit and other discretionary funds.

Table 5. State-Designated Transit Allocations (in millions), FY 2020-FY 2021

Program	FY 2018 Actual	FY 2019 Actual	FY 2020 Allocation	FY 2021 Allocation	% of Total FY 2020-FY 2021
Ohio Transit Preservation Partnership	\$27.9	\$18.3	\$44.4	\$44.4	63.4%
Specialized Transportation	\$0.4	\$1.4	\$2.5	\$2.5	3.6%
Total – Competitive Grant Programs	\$28.3	\$19.7	\$46.9	\$46.9	67.0%
Urban Transit	\$7.1	\$5.4	\$16.6	\$16.6	23.7%
Rural Transit	\$2.6	\$1.8	\$2.0	\$2.0	2.9%
Elderly and Disabled Fare Assistance	\$2.0	\$1.9	\$2.0	\$2.0	2.9%
Total – Formula Aid Programs	\$11.7	\$9.1	\$20.6	\$20.6	29.5%
Administration	\$0.4	\$0.6	\$0.4	\$0.4	0.6%
Unallocated/Discretionary	\$0.0	\$0.0	\$2.1	\$2.1	3.0%
Total – All Transit Programs	\$40.4	\$29.4	\$70.0	\$70.0	

Ohio Transit Preservation Partnership Program

This competitive grant program is receiving a sizable increase in funding in FY 2020. In prior years, ODOT selected projects with an emphasis on preservation, to replace transit vehicles and assist with facilities. With the increased funding for the program beginning in FY 2020, ODOT will expand the eligible purposes to include (1) matching federal grants, (2) preservation, (3) coordination, (4) technology, (5) workforce initiatives, and (6) healthcare initiatives, among other possible categories.

In prior years, the program was mainly used by the eight largest transit agencies in the state, taking advantage of the flexible FHWA funding. The federal funding required a 20% local match, with the larger transit agencies most often able to provide this match. For the FY 2020-FY 2021 biennium, because the funding source is the GRF, smaller transits may be more likely to receive grants.

Specialized Transportation Program

This is an FTA program that ODOT supplements with state-designated funding. In prior years, this was sourced from flex funding. The program offers competitive grants to enhance mobility for seniors and persons with disabilities, funding projects that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services.

Urban Transit Program

The Urban Transit Program is a formula funding for the 27 transit systems in urbanized areas (areas with populations of 50,000 or greater). The formula follows the FTA Section 5307 funding formula allocations, such that the amount that each transit received totaled 15% of their FTA formula funding. The funding may be used for a broad array of transit projects, used for capital or operating expenditures, and to match federal FTA funding for projects.

Rural Transit Program

The Rural Transit Program is also a formula funding program for the 34 transit systems in rural areas. Like the Urban Transit Program, the funds may be used for capital or operating expenditures at the transit systems.

Elderly and Disabled Fare Assistance Program

The GRF funding for this program provides state assistance to public transit agencies that offer half fares or lower to qualifying riders. According to ODOT, this program supported over 1.5 million trips on public transit vehicles in FY 2017. For rural areas, the elderly and disabled populations accounted for around 33% of all rural transit trips in FY 2017.

While this program is funded by formula, only 44 public transit systems offer half fares and receive assistance under this program. For financial reasons, the remaining systems have chosen not to offer reduced fares. The eight large urban systems are not eligible for GRF assistance. If they were eligible, ODOT estimates that it would cost another \$11.1 million annually to reimburse those systems under the program.

Administration

Around \$400,000 in each of FY 2020 and FY 2021 will be used to cover the operating costs for ODOT's Office of Transit, including payroll, supplies, and equipment. The Office's administration and oversight duties include program development, grant application review and project selection, contract preparation, invoice payment, quality assurance, site visits, data collection reviews, drug and alcohol audits, financial audits, training, and technical assistance. To reduce GRF expenses, the Office of Transit has in recent years moved eligible payroll to federal sources of reimbursement, among other cost-saving measures.

C3:2: FTA funding (ALI 775452)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 775452, Public Transportation – Federal	\$35,602,016	\$35,143,571	\$35,846,442
% change	--	-1.3%	2.0%

This funding is passed through from the FTA to transit systems. Much of the funding is formula funding distributed using criteria set by the FTA. Criteria include such statistics as (1) the percentage of general public ridership, (2) passenger trips per hour, (3) cost per vehicle mile, and (4) cost per passenger trip, among others. The uses of the funds are most often

limited to capital projects, such as bus purchases, rail improvements, or other facility expenditures. Generally, federal funding requires an 80% federal, 20% local or state match.

Federal funds are also used for Office of Transit costs for technical assistance given to Ohio transits. This includes the coordination of transit service, or for purposes like contract rate analysis, the establishment of an operating service plan, and the development of transit materials for employees of systems and citizens. ODOT serves as a consultant to public transit systems, offering guidance on ODOT grant programs, and conducting program reviews and quality assurance reviews, site visits, and training workshops. This includes oversight of the rail fixed guideway systems.

Other FTA program funding includes a federal elderly and disabled competitive grant program (which is separate from the GRF-funded elderly and disabled formula program described above), the Specialized Transportation Program, and the Ohio Mobility Management Program. Local match and other requirements are set on a program-by-program basis.

C3:3: Public Transportation – Other (ALI 775452)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 775452, Public Transportation – Other	\$593,436	\$1,500,000	\$1,500,000
% change	--	152.8%	0.0%

This line item is used to help pay for vehicles purchased through the federal Specialized Transportation Program described above in line item 775452, Public Transportation – Federal. The Federal Transit Administration requires a 20% local match to federal funding. ODOT requires the local portion of funding to be paid to the Department up front, and then purchases vehicles on behalf of the recipient agencies.

H.B. 62 provisions affecting transit systems

County transit system funding

The bill specifies that funds expended for social services in a county may be used as the local match needed to obtain state or federal funds for the county transit system. The provision could result in potentially more state or federal funding being available to county transit systems. On the other hand, the provision may not change current practice at counties.

More specifically, the provision defines “social services” as services for (1) senior citizens, (2) persons with developmental disabilities, (3) programs funded under the Community Development Block Grant program, and (4) individuals, families, and communities that assist the overall social well-being. Funds raised by a county tax levy may be used as local transit matching money only to the extent that such use is both consistent with the purpose of the tax levy, and does not jeopardize the state’s or county’s eligibility for federal funding for one or more purposes. Before it can use social services money for transit matching purposes, the county transit system must enter into an agreement with the local government, department, agency, board, or commission responsible for administering those funds.

Use of local tax levy for infrastructure projects in Hamilton County

H.B. 62 authorizes a transit authority to levy a tax specifically for infrastructure projects involving building and maintaining county, municipal, or township roads related to the provision of service by the authority, provided that funding such projects is not the sole purpose of the tax. The bill limits this application to a tax levied by a regional transit authority in a county with a population between 750,000 and 900,000, which means that only the tax for the Southwest Ohio Regional Transit Authority (SORTA) within Hamilton County is affected by the provision. The bill sets out various other requirements that go with the tax levy process and use of tax revenue. The fiscal effect is minimal, since the provision merely broadens the use of the tax revenue.

Category 4: Rail

This category of appropriations is administered by the Ohio Rail Development Commission (ORDC), an independent commission within ODOT. ORDC's programs support economic development and rail-highway safety, including equipment upgrades and removal of hazardous rail crossings. ORDC also has historically received GRF funding in the main operating budget bill, used for administrative expenses as well as financial assistance to railroads, businesses, and communities for rail-related infrastructure.

These appropriations are typically supplemented with GRF funding appropriated in the main operating budget bill. In addition to the funding in H.B. 62 designated for rail transportation, H.B. 166 provides appropriations of \$2.0 million in each of FY 2020 and FY 2021 under GRF line item 776465, to be used for grants under the Rail Development Grant and Loan Program

Table 6. H.B. 62 Rail Category Appropriations (in millions), FY 2020-FY 2021

Program	Line Item	FY 2020 Appropriation	FY 2021 Appropriation	% of Total FY 2020-FY 2021
Grade Crossing	776462	\$14.2	\$14.2	73.9%
	772421	\$1.1	\$1.1	5.9%
	772422	\$1.0	\$1.0	5.2%
	Total	\$16.3	\$16.3	85.0%
Rail Development Grant and Loan	776664	\$2.9	\$2.9	15.0%
Total All Programs		\$19.2	\$19.2	

C4:1: Grade Crossing Program (ALIs 776462, 772421, and 772422)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 776462, Grade Crossings – Federal	\$13,139,053	\$14,172,000	\$14,172,000
% change	--	7.9%	0.0%
7002 ALI 772421, Highway Construction – State	\$1,131,000	\$1,131,000	\$1,131,000
% change	--	0.0%	0.0%
7002 ALI 772422, Highway Construction – Federal	\$100,000	\$1,000,000	\$1,000,000
% change	--	1,000.0%	0.0%

Line item 776462 provides federal funds for a federally mandated program for eliminating hazards at highway-railroad grade crossings by installing flashing lights and gates, closing and consolidating crossings, constructing grade separations, and resurfacing grade crossings. Implementing these safety measures helps to eliminate collisions between vehicles and trains. Additionally, H.B. 62 supplements the federal funding for grade crossing safety with about \$2.1 million per fiscal year in state MFT and federal highway funds appropriated under line item 772421 and line item 772422, respectively.

ORDC uses their funds to operate four grade crossing safety programs: (1) a formula-based program, allocated by statewide hazard rankings, (2) a corridor-based program, under which stretches of track with multiple grade crossings receive upgrades and improvements, including closures of redundant crossings, (3) a constituent-identified program, based on referrals from county task forces, railroads, local governments, county engineers, and ODOT districts to identify hazards and locations where warning device upgrades may be necessary, and finally, (4) a preemptive program to interconnect grade crossings and nearby highway traffic signals so that the normal sequence of a traffic signal is interrupted to clear the grade crossing area of vehicular traffic before a train arrives. According to the Railroad Information System, in Ohio there are around 5,800 public, at-grade crossings open to traffic. Of this amount, approximately 3,360 (58%) have lights and gates, 580 (10%) have lights only, and the remaining 1,860 (32%) have neither lights nor gates.

The Public Utilities Commission of Ohio (PUCO) also receives appropriations for grade crossing improvements. ORDC and PUCO collaborate to direct the rail safety funding. PUCO's appropriations are included in the main operating budget bill. H.B. 166 included appropriations of \$1.2 million for each of FY 2020 and FY 2021 for PUCO's portion of rail safety funding. PUCO receives its rail funding via transfers from the Highway Operating Fund.

C4:2: Rail Development Grant and Loan Program (ALI 776664)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
4N40 ALI 776664, Rail Transportation – Other	\$1,885,946	\$2,875,800	\$2,875,800
% change	--	52.5%	0.0%

ORDC awards subsidies to railroads, businesses, and communities for projects under the Rail Development Grant and Loan Program. This line item provides loans to support the rehabilitation of rail lines, the construction of rail interchanges or connections, maintenance of rail properties purchased by the state, as well as the acquisition of rail transportation or rail property. Additionally, a portion of this line item has been used to fund ORDC's operating expenses so that all GRF funds may be used for grant projects.

Grants for these same purposes are provided through GRF line item 776465, Rail Development, appropriated in the main operating budget bill. H.B. 166 includes appropriations of \$2.0 million in each of FY 2020 and FY 2021 for grants under the program.

Category 5: Aviation

This category of appropriations supports the operations of the Office of Aviation and the Ohio/Indiana Unmanned Aircraft Systems (UAS) Center. These appropriations are supplemented with GRF funding appropriated in the main operating budget bill. In addition to funding included in the transportation budget, H.B. 166 provides appropriations of approximately \$6.4 million in each of FY 2020 and FY 2021 under GRF line item 777471, to be used mainly for awards under the Ohio Airport Grant Program.

Program	Line Item	FY 2020 Appropriation	FY 2021 Appropriation	% of Total FY 2020-FY 2021
Aviation Administration	777475	\$7.1	\$7.3	70.4%
Aviation Infrastructure Bank	777477	\$2.0	\$2.0	19.5%
Ohio Airport Grant	777615	\$0.6	\$0.6	6.1%
	777472	\$0.4	\$0.4	4.0%
	Total	\$1.0	\$1.0	10.0%
Total All Programs		\$10.1	\$10.3	

C5:1: Aviation Administration (ALI 777475)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 777475, Aviation Administration	\$4,983,059	\$7,110,974	\$7,304,945
% change	--	42.7%	2.7%

This line item, along with a portion of a GRF allocation funded in the main operating budget bill, funds the activities of both the Office of Aviation and the UAS Center. Most of the funding supports the Office of Aviation, which is responsible for (1) maintaining the state's aircraft fleet, (2) working with airports to meet national safety standards and coordinating with the Federal Aviation Administration (FAA), (3) allocating funding to local airports to make infrastructure improvements under the Ohio Airport Grant Program, and (4) registering aircraft.

ODOT aircraft are used to transport state officials, including the Governor, legislators, and state personnel on official business, and to perform ODOT missions such as aerial photography, emergency management, forestry missions, homeland security, prisoner transfers, Department of Natural Resources (DNR) missions, wild animal inoculations, and assisting in marijuana eradication. ODOT maintains a fleet of 25 state aircraft, which includes 17 owned by the Ohio State Highway Patrol, three by DNR, and five by ODOT itself. Any costs arising from nonhighway use of the aircraft, such as special mission flights for DNR, the Department of Public Safety, or other state agencies, are reimbursed to ODOT. The line item also funds the oversight of about 8,000 FAA-registered general aviation aircraft based in Ohio.

A portion of the appropriations will pay the operating costs of the UAS Center, which was established in 2013 under ODOT, operating out of Springfield. The UAS Center developed partnerships and agreements with several other entities, including local and state government agencies, academia, and industry organizations. The Center performs unmanned aircraft operations for ODOT and other state agencies, exploring ways drones may be of use to state activities. For ODOT, the UAS devices assist in such purposes as right-of-way studies, bridge inspections, and traffic monitoring.

C5:2: Ohio Airport Grant Program (ALIs 777615 and 777472)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
5W90 ALI 777615, County Airport Maintenance	\$394,077	\$620,000	\$620,000
% change	--	57.3%	0.0%
7002 ALI 777472, Airport Improvements – Federal	\$0	\$405,000	\$405,000
% change	--	--	0.0%

These line items fund the non-GRF component of the Ohio Airport Grant Program, providing funds to publicly owned airports for pavement maintenance and obstruction removal. The GRF program funding is contained in the main operating budget bill. Grants under the program cover 90% of the cost of obstruction removal or pavement resurfacing or reconstruction, not including project design expenses. There are currently 96 publicly owned airports eligible for these grants. For FY 2019, the program awarded 19 grants totaling approximately \$5.1 million.

The non-GRF state funding, appropriated through line item 777615, derives from a general aviation license tax of \$15 per aircraft seat and an annual flat rate of \$15 for gliders and balloons that is deposited into the Airport Assistance Fund (Fund 5W90). Fund 5W90 receives around \$450,000 in revenues annually. The federal funding contained in line item 777472 is used any time the FAA awards funding to ODOT to support this purpose. There has been no actual spending under line item 777472 since FY 2016.

C5:3: Aviation Infrastructure Bank (ALI 777477)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
2130 ALI 777477, Aviation Infrastructure Bank – State	\$1,779,584	\$2,000,000	\$2,000,000
% change	--	12.4%	0.0%

This line item supports the Aviation Infrastructure Bank Loan Program, which is an additional resource that publicly owned airports may use to fund aviation projects. The Aviation Infrastructure Bank Loan Program is a part of the SIB Program. Moneys from an initial capitalization of GRF, federal, and MFT funds allow the program to operate on a revolving loan basis. The line items are used to provide low-interest loans to local governments to fund either aviation capital improvement projects at 100% or to match available federal funding. Since the program's inception, \$47.6 million in loans has been authorized for 19 airport projects.

Category 6: Debt Service

This category of appropriations provides funding for debt service on bonds issued to pay for highway construction and maintenance, as well as other infrastructure projects under the State Infrastructure Bank.

When taking into account all types of debt service involved with ODOT, please note that the appropriations in this category do not pay debt service on (1) the state highway bonds, (2) the availability payments that ODOT must pay off from FY 2019 to FY 2054 for the construction of the Portsmouth Bypass, or (3) ODOT construction projects financed with bonds issued by the Ohio Turnpike and Infrastructure Commission. These three types of payments account for another \$451 million in costs to pay off ODOT projects over the FY 2020-FY 2021 biennium.

For the state highway bonds, the debt service is paid for in the main operating budget bill under appropriations to the Commissioners of the Sinking Fund. H.B. 166 includes appropriations for this purpose of \$152.8 million in FY 2020 and \$164.7 million in FY 2021 under line item 155902, for a total of \$317.5 million over the biennium. To pay this debt service, Ohio MFT revenue is transferred out of the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Bond Retirement Fund (Fund 7072).

The Portsmouth Bypass was constructed under a public-private partnership (P3) agreement, with ODOT paying the private entity for construction and maintenance costs, as is discussed in C1:5 of this analysis. Those payments will total about \$52 million over the biennium from the Highway Operating Fund. Finally, the Turnpike bonds are not paid off using appropriations through the state budget. Instead, the debt service is paid by the Ohio Turnpike and Infrastructure Commission. The Commission plans to pay approximately \$84 million over the next two years to cover debt service on bonds used to finance ODOT projects.

Table 8. H.B. 62 Debt Service Category Appropriations (in millions), FY 2020-FY 2021

Debt Service Type	Line Item	FY 2020 Appropriation	FY 2021 Appropriation	% of Total FY 2020-FY 2021
Federal GARVEE bonds	772438	\$162.7	\$151.4	77.1%
	772437	\$27.5	\$25.0	12.9%
	Total	\$190.2	\$176.4	89.9%
Transportation facilities bonds	770003	\$17.7	\$20.8	9.4%
State Infrastructure Bank	772433	\$0.7	\$0.7	0.3%
	772430	\$0.6	\$0.6	0.3%
	Total	\$1.3	\$1.3	0.6%
Total All Types		\$209.2	\$198.5	

C6:1: Federal GARVEE Debt (ALIs 772437 and 772438)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 772438, Major New State Infrastructure Bond Debt Service – Federal	\$157,571,253	\$162,741,000	\$151,352,500
% change	--	3.3%	-7.0%
7002 ALI 772437, Major New State Infrastructure Bond Debt Service – State	\$26,960,129	\$27,462,900	\$24,972,600
% change	--	1.9%	-9.1%

Appropriation items 772438 and 772437 provide the annual debt service for the federal GARVEE bond principal and outstanding interest. GARVEE bonds allow the state to issue debt to finance qualified construction projects using the expected federal MFT revenues appropriated from the federal Highway Trust Fund. While over three-quarters of the debt service is paid off using federal highway aid received, the state share of debt service, supported by MFT and other state-sourced revenues, is paid through line item 772437.

C6:2: Transportation Facilities Payments (ALI 770003)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 770003, Transportation Facilities Lease Rental Bond Payments	\$16,524,848	\$17,658,600	\$20,798,000
% change	--	6.9%	17.8%

This represents the amount required to cover debt service payments on bonds issued for the rehabilitation and construction of ODOT facilities. Approximately \$84.3 million in bonds were issued in 2015 for this purpose, and another \$86.5 million was issued in 2018. H.B. 529 of the 132nd General Assembly, the capital budget bill for the FY 2019-FY 2020 biennium, provided capital appropriations of \$60 million to use the bond funding to construct or improve ODOT's full-service maintenance facilities, outposts, and supply storage facilities statewide.

C6:3: State Infrastructure Bank (ALIs 772433 and 772430)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
2120 ALI 772430, Infrastructure Debt Reserve Title 23-49	\$550,670	\$600,000	\$600,000
% change	--	9.0%	0.0%
2130 ALI 772433, Infrastructure Debt Reserve – State	\$481,669	\$650,000	\$650,000
% change	--	34.9%	0.0%

Appropriation items 772433 and 772430 both pay debt service on bonds that were issued in the mid-2000s by the state to infuse capital into the SIB Program. A total of \$10 million in bonds were issued, the proceeds of which were used to make loans to political subdivisions for transportation infrastructure projects under SIB. Revenue from the loan repayments is used to make the debt service payments.

Category 7: Administration

This category of appropriations provides for the management support of all the Department's programs, including the management support needed to operate the Director's executive leadership staff, quality and human resources, financing and forecasting, information technology, and local programs.

C7:1: Administration – State (ALI 779491)

Fund/ALI	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
7002 ALI 779491, Administration – State	\$104,108,846	\$107,815,669	\$112,116,608
% change	--	3.6%	4.0%

This line item supports approximately 430 FTE positions out of a total of over 5,100 FTE positions employed by ODOT. The Administration operating program contains about \$219.9 million over the FY 2020-FY 2021 biennium. The appropriations are allotted to fund \$111.9 million (50.9%) in personal services expenditures, \$45.5 million (20.7%) for purchased personal services, \$48.5 million (22.1%) for supplies and maintenance, and \$14.1 million (6.4%) for equipment.

Ohio transportation system statistics

Table 9. Ohio Transportation Statistics			
Measurement	Ohio Statistic	Ohio Ranking	50-State Average
Infrastructure			
Total area of state (square miles)	44,826	34 th	75,934
Area of state that is water (%)	8.8%	15 th	8.3%
Bridges	27,345	2 nd	12,248
Centerline road miles	122,974	7 th	82,772
Freight railroad miles	5,288	5 th	2,770
Inland waterway miles	440	21 st	759
Public transit vehicles (urban and rural)	3,024	12 th	2,664
Annual Usage			
Motor vehicle registrations	10,686,057	6 th	5,369,240
Licensed drivers per 1,000 in driving age population	856	39 th	929
Vehicle miles traveled (VMT) (millions)	118,608	6 th	63,416
VMT per capita	10,212	30 th	10,491
Public transit passenger trips (urban and rural)	115,093,894	14 th	202,181,348
Airport enplanements	9,641,985	24 th	15,254,782
Commercial Activity – Freight Originating in the State (in 1,000 tons)			
Truck freight	454,525	5 th	232,267
Rail freight	45,152	12 th	36,704
Waterborne freight	4,376	18 th	18,039
Air freight	147	13 th	106

Sources: U.S. Geological Survey, Federal Highway Administration, Association of American Railroads and Federal Railroad Administration, U.S. Army Corps of Engineers, American Public Transportation Association and Federal Transit Administration, Federal Aviation Administration, FHWA, and Bureau of Transportation Statistics – Freight Analysis Framework

Roadway Type	ODOT Maintained	Locally Maintained	Total
Interstate Routes**	1,333	--	1,333
U.S. Routes	3,022	896	3,918
State Routes	11,667	2,317	13,984
Local Public Roadways	--	102,346	102,346
Total	16,022	105,559	121,581

Source: Ohio Department of Transportation

*Centerline miles are used to measure the total linear mileage of a roadway, regardless of the number of lanes. For example, a one-mile road with a lane in each direction and one mile of a divided freeway with four lanes in each direction are equal in centerline mile distance.

**The Ohio Turnpike is not included in this figure. The Ohio Turnpike and Infrastructure Commission operates this 241-mile stretch of highway across northern Ohio.

Roadway Type	VMT Urban System	VMT Rural System	VMT Total	% of Total
Interstate Routes	24,871	8,762	33,633	28.4%
Other Roads	58,897	26,078	84,975	71.6%
Total	83,768	34,840	118,608	
% of Total	70.6%	29.4%		

Source: Federal Highway Administration

FY 2020 - FY 2021 Final Appropriations

All Fund Groups

Line Item Detail by Agency			Appropriations			FY 2019 to FY 2020	Appropriations	FY 2020 to FY 2021
			FY 2018	FY 2019	FY 2020	% Change	FY 2021	% Change
Report For: Transportation Budget			Version: As Enacted					
DOT Department of Transportation								
GRF	775470	Public Transportation-State	\$0	\$0	\$ 70,000,000	N/A	\$ 70,000,000	0.00%
General Revenue Fund Total			\$0	\$0	\$ 70,000,000	N/A	\$ 70,000,000	0.00%
2120	772426	Highway Infrastructure Bank - Federal	\$ 4,519,878	\$ 6,344,422	\$ 5,000,000	-21.19%	\$ 5,000,000	0.00%
2120	772427	Highway Infrastructure Bank - State	\$ 18,869,636	\$ 18,200,343	\$ 15,250,000	-16.21%	\$ 15,250,000	0.00%
2120	772430	Infrastructure Debt Reserve Title 23-49	\$ 525,000	\$ 550,670	\$ 600,000	8.96%	\$ 600,000	0.00%
2130	772431	Roadway Infrastructure Bank - State	\$ 3,089,114	\$ 3,485,204	\$ 3,500,000	0.42%	\$ 3,500,000	0.00%
2130	772433	Infrastructure Debt Reserve - State	\$ 525,474	\$ 481,669	\$ 650,000	34.95%	\$ 650,000	0.00%
2130	777477	Aviation Infrastructure Bank - State	\$ 105,699	\$ 1,779,584	\$ 2,000,000	12.39%	\$ 2,000,000	0.00%
7002	770003	Transportation Facilities Lease Rental Bond Payments	\$ 8,154,967	\$ 16,524,848	\$ 17,658,600	6.86%	\$ 20,798,000	17.78%
7002	771411	Planning and Research - State	\$ 24,011,256	\$ 25,288,495	\$ 27,591,086	9.11%	\$ 28,089,039	1.80%
7002	771412	Planning and Research - Federal	\$ 32,353,524	\$ 37,642,567	\$ 41,742,250	10.89%	\$ 41,742,251	0.00%
7002	772421	Highway Construction - State	\$ 544,236,153	\$ 510,951,198	\$ 932,734,023	82.55%	\$ 925,604,799	-0.76%
7002	772422	Highway Construction - Federal	\$ 1,175,107,315	\$ 1,205,967,481	\$ 1,228,078,291	1.83%	\$ 1,238,839,103	0.88%
7002	772424	Highway Construction - Other	\$ 62,891,273	\$ 58,833,343	\$ 80,000,000	35.98%	\$ 80,000,000	0.00%
7002	772425	Highway Construction - Turnpike	\$ 81,245,440	\$ 69,409,604	\$ 0	-100.00%	\$ 0	N/A
7002	772437	Major New State Infrastructure Bond Debt Service - State	\$ 23,409,313	\$ 26,960,129	\$ 27,462,900	1.86%	\$ 24,972,600	-9.07%
7002	772438	Major New State Infrastructure Bond Debt Service - Federal	\$ 125,277,779	\$ 157,571,253	\$ 162,741,000	3.28%	\$ 151,352,500	-7.00%
7002	773431	Highway Maintenance - State	\$ 524,287,140	\$ 586,541,430	\$ 603,832,334	2.95%	\$ 595,209,104	-1.43%
7002	775452	Public Transportation - Federal	\$ 34,144,344	\$ 35,602,016	\$ 35,143,571	-1.29%	\$ 35,846,442	2.00%
7002	775454	Public Transportation - Other	\$ 998,462	\$ 593,436	\$ 1,500,000	152.77%	\$ 1,500,000	0.00%
7002	776462	Grade Crossings - Federal	\$ 10,646,394	\$ 13,139,053	\$ 14,172,000	7.86%	\$ 14,172,000	0.00%
7002	777472	Airport Improvements-Federal	\$0	\$0	\$ 405,000	N/A	\$ 405,000	0.00%
7002	777475	Aviation Administration	\$ 4,798,788	\$ 4,983,059	\$ 7,110,974	42.70%	\$ 7,304,945	2.73%
7002	779491	Administration - State	\$ 108,252,597	\$ 104,108,846	\$ 107,815,669	3.56%	\$ 112,116,608	3.99%
Highway Operating Fund Group Total			\$ 2,787,449,546	\$ 2,884,958,650	\$ 3,314,987,698	14.91%	\$ 3,304,952,391	-0.30%
4N40	776664	Rail Transportation - Other	\$ 1,750,223	\$ 1,885,946	\$ 2,875,800	52.49%	\$ 2,875,800	0.00%
5W90	777615	County Airport Maintenance	\$ 454,969	\$ 394,077	\$ 620,000	57.33%	\$ 620,000	0.00%

FY 2020 - FY 2021 Final Appropriations

All Fund Groups

Line Item Detail by Agency			Appropriations	FY 2019 to FY 2020	Appropriations	FY 2020 to FY 2021		
			FY 2018	FY 2019	FY 2020	% Change		
						FY 2021		
						% Change		
DOT Department of Transportation								
Dedicated Purpose Fund Group Total			\$ 2,205,191	\$ 2,280,023	\$ 3,495,800	53.32%	\$ 3,495,800	0.00%
7042	772723	Highway Construction - Bonds	\$ 191,305,942	\$ 193,216,089	\$ 65,000,000	-66.36%	\$ 65,000,000	0.00%
7045	772428	Highway Infrastructure Bank - Bonds	\$ 174,161,487	\$ 236,222,801	\$ 67,652,556	-71.36%	\$ 66,101,265	-2.29%
Capital Projects Fund Group Total			\$ 365,467,430	\$ 429,438,890	\$ 132,652,556	-69.11%	\$ 131,101,265	-1.17%
Department of Transportation Total			\$ 3,155,122,167	\$ 3,316,677,562	\$ 3,521,136,054	6.16%	\$ 3,509,549,456	-0.33%