

Legislative Budget Office of the Legislative Service Commission

Transportation Budget in Brief

H.B. 23 – As Enacted

| Agency/Fund Group | FY 2022 (Actual) | FY 2023 (Actual) | FY 2024 (Appropriation) | FY 2025 (Appropriation) |
|--|------------------------|------------------------|----------------------------|----------------------------|
| Ohio Department of Transportation (ODOT) | | | | |
| Highway Operating Fund | \$2,929,814,335 | \$3,368,913,336 | \$7,128,009,918 | \$3,898,613,921 |
| Capital Projects Fund | \$114,405,325 | \$144,905,052 | \$178,400,000 | \$178,400,000 |
| General Revenue Fund | \$47,561,414 | \$36,735,679 | \$37,014,636 | \$37,014,636 |
| Dedicated Purpose Fund | \$2,128,326 | \$2,222,247 | \$13,531,491 | \$3,531,491 |
| DOT Total | \$3,093,909,400 | \$3,552,776,314 | \$7,356,956,045 | \$4,117,560,048 |
| % Change | | 14.8% | 107.1% | -44.0% |
| Revenue Distribution Fund (RDF) Gasoline Excise Tax Distribution to Local Governments | | | | |
| Revenue Distribution Fund Total | \$917,752,705 | \$900,739,553 | \$929,200,000 | \$938,492,000 |
| % Change | — | -1.9% | 3.2% | 1.0% |
| Ohio Public Works Commission (OPWC) Local Transportation Improvement Program | | | | |
| Dedicated Purpose Fund/OPWC Total | \$60,663,157 | \$59,338,143 | \$60,328,705 | \$64,323,792 |
| % Change | — | -2.2% | 1.7% | 6.6% |
| Department of Development (DEV) Roadwork Development Grant Program | | | | |
| Dedicated Purpose Fund/DEV Total | \$6,421,501 | \$11,128,363 | \$15,200,000 | \$15,200,000 |
| % Change | — | 73.3% | 36.6% | 0.0% |
| Transportation Budget (H.B. 23) | | | | |
| Grand Total | \$4,078,746,764 | \$4,523,982,373 | \$8,361,684,750 | \$5,135,575,840 |
| % Change | — | 10.9% | 84.8% | -38.6% |

H.B. 23 as enacted:

- Appropriations total \$8.36 billion in FY 2024, including about \$2.90 billion in one-time funding for the Brent Spence Bridge Corridor, and \$5.14 billion in FY 2025.
- The Ohio Department of Transportation (ODOT) comprises most of the budget (85.0%). Also included are appropriations distributing gasoline excise tax revenues to local governments and appropriations for transportation-related programs administered by the Ohio Public Works Commission (OPWC) and the Department of Development (DEV).
- Most H.B. 23 appropriations are from the Highway Operating Fund Group (81.7%), with smaller amounts from the Revenue Distribution Fund Group (13.8%), the Capital Projects Fund Group (2.6%), the Dedicated Purpose Fund Group (1.3%), and the General Revenue Fund (0.5%).

Transportation Budget in Brief

H.B. 23 – As Enacted

- H.B. 23 does not provide funding for the Ohio Department of Public Safety (ODPS), which will be funded in the main operating budget only. Traditionally, ODPS has been funded in both the transportation budget and the main operating budget.

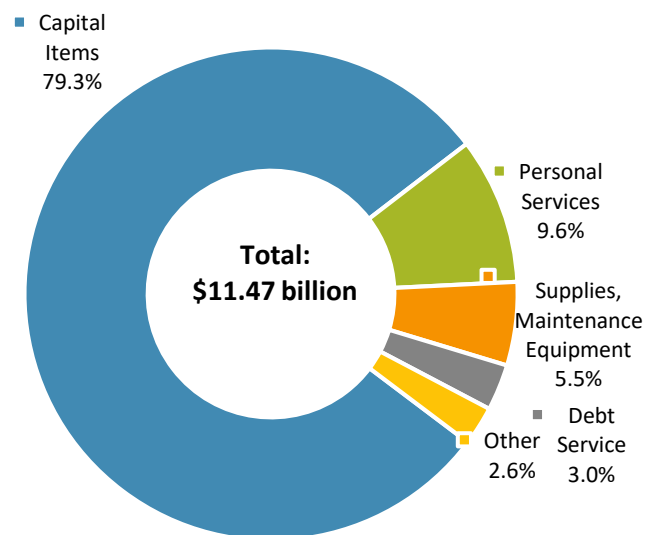
Brent Spence Bridge Corridor:

- The bill includes \$2.90 billion in FY 2024 for the Brent Spence Bridge Corridor project, which will build a new bridge over the Ohio River for interstate 71 and 75 traffic, as well as other infrastructure improvements along the corridor.
- The bill's appropriations for these projects include \$1.91 billion in federal funding, \$809.0 million in funding for cost sharing with Kentucky, and \$182.8 million in state funding.

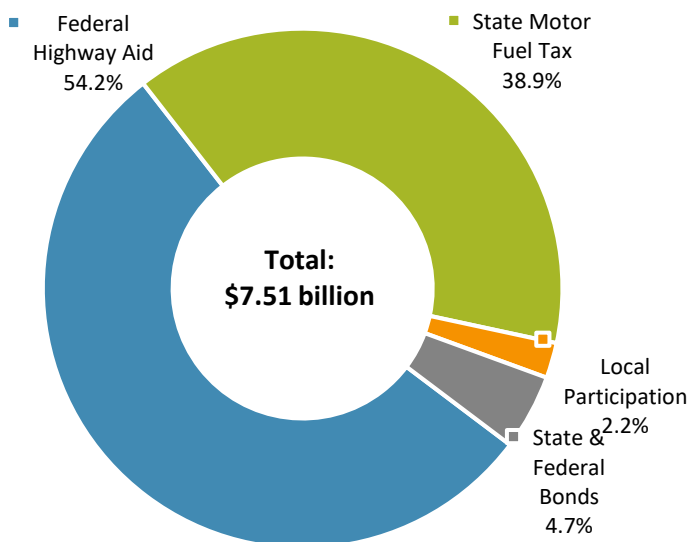
Department of Transportation:

- ODOT is primarily funded in the transportation budget (H.B. 23). For the biennium, ODOT's H.B. 23 budget totals \$11.47 billion.
- The largest spending area in ODOT's H.B. 23 budget is capital items at 79.3%.
- Personal services is the next largest area at 9.6%. ODOT is the second largest state employer. Its employee headcount in March 2023 was about 5,200, almost 10.5% of the total state employee headcount in that month.

ODOT H.B. 23 Appropriations



H.B. 23 Highway Funding Sources



- In addition to the Brent Spence Bridge Corridor project, \$7.51 billion of ODOT's H.B. 23 appropriations are for highway construction and maintenance. These appropriations are funded by federal highway aid (54.2%), state motor fuel tax (38.9%), local participation (2.2%), state highway bonds (2.5%), and federal GARVEE bonds (2.2%).

- H.B. 23's ODOT appropriations also include about \$414.9 million for administration, planning, and research; \$348.0 million for debt service; \$123.6 million for public transit; \$49.2 million for the state infrastructure bank revolving loan program; \$36.3 million for rail; and \$19.3 million for aviation.