

# DIVISION OF FINANCE FINANCIAL & STATISTICAL REPORT



Fiscal Year 2019

Mike DeWine, Ohio Governor  
Jack Marchbanks, Ph.D., ODOT Director



OHIO DEPARTMENT OF  
TRANSPORTATION





OHIO DEPARTMENT OF TRANSPORTATION  
Mike DeWine, *Governor* Jack Marchbanks, Ph.D., *Director*

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December 20, 2019

To the Honorable Mike DeWine, Governor  
Members of the Ohio General Assembly  
Citizens of the state of Ohio

I am pleased to submit the Ohio Department of Transportation's (ODOT) financial report for fiscal year 2019.

Governor DeWine's signing Ohio House Bill 62 (ODOT's budget bill) into law in the spring marked an unprecedented increase in the resources available to improve infrastructure conditions throughout Ohio.

The increase in the motor fuels user fee ensures ODOT receives an additional \$450 million annually to invest in safety projects and perform necessary maintenance on Ohio's roads and bridges.

It also helps to boost economic development opportunities in all regions across the state as local governments receive a collective increase of more than \$370 million each year.

Ohio's ongoing investment on smart mobility through the Drive Ohio program continues to build upon prior successful innovation and implementation of autonomous and connected vehicle technologies. This investment also moves forward ODOT's commitment in the development of "smart corridors."

Jack Marchbanks, Ph.D.

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ODOT Director

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## Transportation Funding Sources and Appropriation Uses

ODOT has three primary funding sources: State, Federal and Bond Revenue. These sources are used by ODOT to preserve the existing state infrastructure, provide funding for local infrastructure, complete major/new projects, provide funding for public transit, aviation and rail projects and cover the department's operating costs. Additionally, funds are provided through the SIB and local government participation.

<b>OHIO DEPARTMENT OF TRANSPORTATION</b>					
State Fiscal Years 2015 through 2019					
(With Regard to Fund Year) <sup>(1)</sup>					
(Includes Public Transit, Aviation, and Rail Commission Programs)					
	2015	2016	2017	2018	2019
<b>FUNDING SOURCES (Amounts in Millions)</b>					
<b>STATE FUNDING SOURCES</b>					
Total State Motor Fuel Tax Revenue	\$ 1,854	\$ 1,874	\$ 1,901	\$ 1,934	\$ 1,937
Refunds & Transfers	\$ (62)	\$ (73)	\$ (65)	\$ (73)	\$ (\$82)
Local Share	\$ (626)	\$ (625)	\$ (632)	\$ (649)	\$ (\$647)
State Agency Draws	\$ (43)	\$ (43)	\$ (44)	\$ (44)	\$ (\$45)
State Bond Debt Retirement	\$ (140)	\$ (120)	\$ (127)	\$ (111)	\$ (\$133)
<b>Total Deductions</b>	<b>\$ (872)</b>	<b>\$ (861)</b>	<b>\$ (869)</b>	<b>\$ (877)</b>	<b>\$ (908)</b>
Other ODOT Income	\$ 169	\$ 135	\$ 119	\$ 124	\$ 151
Ohio Turnpike Bond Appropriations	\$ 300	\$ 280	\$ 170	\$ -	\$ -
GRF (Aviation, Transit, Rail)	\$ 10	\$ 15	\$ 15	\$ 14	\$ 13
SSR (Aviation, Transit, Rail)	\$ 3	\$ 1	\$ 3	\$ 2	\$ 10
Public Private Partnership Debt - State	\$ -	\$ -	\$ -	\$ -	\$ (5)
Federal GARVEE Bond Debt - State Match	\$ (25)	\$ (26)	\$ (25)	\$ (23)	\$ (23)
<b>TOTAL FROM STATE FUNDING SOURCES</b>	<b>\$ 1,440</b>	<b>\$ 1,418</b>	<b>\$ 1,315</b>	<b>\$ 1,174</b>	<b>\$ 1,176</b>
<b>FEDERAL FUNDING SOURCES</b>					
Dedicated Federal (HP, APD, Demo, Disc., ER)	\$ 37	\$ 17	\$ 75	\$ 19	\$ 116
Federal Highway Core Program	\$ 1,316	\$ 1,407	\$ 1,387	\$ 1,516	\$ 1,515
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 35	\$ 36	\$ 42	\$ 40	\$ 49
Public Private Partnership Debt - Federal	\$ -	\$ -	\$ -	\$ -	\$ (9)
Federal GARVEE Bond Debt	\$ (144)	\$ (151)	\$ (126)	\$ (125)	\$ (158)
<b>TOTAL FROM FEDERAL FUNDING SOURCES</b>	<b>\$ 1,244</b>	<b>\$ 1,309</b>	<b>\$ 1,378</b>	<b>\$ 1,449</b>	<b>\$ 1,514</b>
<b>BOND FUNDING SOURCES</b>					
State Highway	\$ 135	\$ 130	\$ 177	\$ 166	\$ 205
Federal (GARVEE)	\$ 132	\$ 156	\$ 199	\$ 440	\$ 198
Facilities Bonds (Encumbered)	\$ 0	\$ 74	\$ 4	\$ 122	\$ -
<b>TOTAL FROM BOND FUNDING SOURCES</b>	<b>\$ 267</b>	<b>\$ 360</b>	<b>\$ 381</b>	<b>\$ 728</b>	<b>\$ 403</b>
State Infrastructure Bank (Net of SIB Bond Debt Reserve)	\$ 54	\$ 30	\$ 12	\$ 35	\$ 48
Funding Provided by Local Government Participation	\$ 63	\$ 78	\$ 42	\$ 82	\$ 71
Funding Carried Forward	\$ 1,770	\$ 1,727	\$ 2,078	\$ 2,033	\$ 1,834
<b>TOTAL FUNDING SOURCES FOR ODOT</b>	<b>\$ 4,839</b>	<b>\$ 4,922</b>	<b>\$ 5,205</b>	<b>\$ 5,500</b>	<b>\$ 5,046</b>

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

## Transportation Funding Sources and Appropriation Uses

### OHIO DEPARTMENT OF TRANSPORTATION

State Fiscal Years 2015 through 2019

(With Regard to Fund Year) <sup>(1)</sup>

(Includes Public Transit, Aviation, and Rail Commission Programs)

APPROPRIATION USES (Amounts in Millions)	2015	2016	2017	2018	2019
<b>HIGHWAY OPERATING</b>					
Payroll/Personal Services	\$ 423	\$ 438	\$ 467	\$ 500	\$ 529
Maintenance Contracts, etc.	\$ 21	\$ 42	\$ 38	\$ 47	\$ 41
Other Operating	\$ 355	\$ 277	\$ 266	\$ 306	\$ 317
Lands & Buildings Facilities Bonds	\$ 0	\$ 74	\$ 4	\$ 122	\$ - <sup>(2)</sup>
OBA Debt Service	\$ -	\$ 8	\$ 8	\$ 8	\$ 17
<b>NON-HIGHWAY OPERATING <sup>(3)</sup></b>					
Payroll/Personal Services	\$ 3	\$ 3	\$ 4	\$ 4	\$ 5
Maintenance & Equipment	\$ 0	\$ 0	\$ 1	\$ 0	\$ 0 <sup>(2)</sup>
<b>TOTAL OPERATING</b>	<b>\$ 803</b>	<b>\$ 843</b>	<b>\$ 787</b>	<b>\$ 988</b>	<b>\$ 909</b>
<b>CAPITAL PROGRAMS</b>					
System Preservation	\$ 1,045	\$ 1,228	\$ 1,389	\$ 1,552	\$ 1,360
Local Preservation	\$ 358	\$ 342	\$ 307	\$ 318	\$ 325
Emergency	\$ 61	\$ 36	\$ 21	\$ 47	\$ 77
Special Federal	\$ 76	\$ 23	\$ 89	\$ 90	\$ 85
Major / New	\$ 570	\$ 182	\$ 433	\$ 465	\$ 310
Planning and Research	\$ 36	\$ 34	\$ 37	\$ 38	\$ 40
SIB Highways	\$ 54	\$ 30	\$ 12	\$ 35	\$ 45
SIB Aviation, Public Transit, Rail	\$ 0	\$ -	\$ -	\$ 0	\$ 2 <sup>(2)</sup>
Local Match	\$ 63	\$ 78	\$ 42	\$ 82	\$ 71
<b>TOTAL CAPITAL</b>	<b>\$ 2,264</b>	<b>\$ 1,953</b>	<b>\$ 2,329</b>	<b>\$ 2,627</b>	<b>\$ 2,315</b>
<b>GRANT &amp; LOAN PROGRAMS</b>					
Aviation	\$ 1	\$ 6	\$ 5	\$ 6	\$ 6
Transit	\$ 40	\$ 40	\$ 47	\$ 43	\$ 52
Rail	\$ 4	\$ 2	\$ 4	\$ 2	\$ 3
<b>TOTAL GRANT / LOAN</b>	<b>\$ 45</b>	<b>\$ 48</b>	<b>\$ 56</b>	<b>\$ 51</b>	<b>\$ 61</b>
<b>TOTAL APPROPRIATION USES FOR ODOT</b>	<b>\$ 3,112</b>	<b>\$ 2,845</b>	<b>\$ 3,172</b>	<b>\$ 3,666</b>	<b>\$ 3,285</b>
Funding to be Carried Forward	\$ 1,727	\$ 2,078	\$ 2,033	\$ 1,834	\$ 1,761
<b>GRAND TOTAL APPROPRIATIONS USES FOR ODOT</b>	<b>\$ 4,839</b>	<b>\$ 4,922</b>	<b>\$ 5,205</b>	<b>\$ 5,500</b>	<b>\$ 5,046</b>

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

(2) Fiscal Years with expenditures less than \$500,000 will not show on this chart due to rounding.

(3) The Non-Highway Operating uses consist of GRF, State Special Revenue (SSR), and FTA funding sources.

## Transportation Funding Sources and Appropriation Uses

**STATEMENT OF CASH BALANCES**  
**ACTIVITY BETWEEN JULY 1st AND JUNE 30th**  
**FOR FISCAL YEARS 2018 AND 2019**  
**(Without Regard to Fund Year) <sup>(1)</sup>**  
**(Amounts Expressed in Thousands)**

	FY 2018	FY 2019	Net Change 2018 / 2019	% Changed 2018 / 2019
<b>BEGINNING CASH BALANCE</b>	\$1,126,138	\$1,402,188	\$276,050	24.5%
<b>REVENUE AND RECEIPTS</b>				
Bond Revenue (Includes Premiums/Discounts)	\$660,000	\$310,000	(\$350,000)	-53.0%
Motor Vehicle Fuel Tax (net of all draws)	\$1,033,982	\$1,033,265	(\$717)	-0.1%
Motor Vehicle Fuel Use Tax - IFTA	\$34,664	\$37,360	\$2,696	7.8%
Turnpike Bonds	\$100,143	\$64,793	(\$35,349)	-35.3%
Registrations, License fees, Permits	\$47,864	\$44,143	(\$3,721)	-7.8%
Investment Income	\$15,135	\$26,604	\$11,470	75.8%
Federal Aid (Highway Related Receipts)	\$1,422,881	\$1,500,249	\$77,368	5.4%
Federal Aid - Stimulus (Highway, Forest Highway, Transit)	\$0	\$0	\$0	100%
Federal Aid (Transit, Aviation, and Rail)	\$18,893	\$49,916	\$31,024	164.2%
Local Government Participation	\$62,784	\$67,510	\$4,726	7.5%
SIB Loan Revenue (Repayments and Fees)	\$26,809	\$21,917	(\$4,892)	-18.2%
Rail Loan Revenue (Repayments and Fees)	\$905	\$830	(\$75)	-8.3%
From General Revenue	\$15,264	\$13,645	(\$1,619)	-10.6%
Other ODOT Income	\$32,671	\$60,839	\$28,168	86.2%
<b>GRAND TOTAL REVENUE AND RECEIPTS:</b>	<b>\$3,471,995</b>	<b>\$3,231,073</b>	<b>(\$240,922)</b>	<b>-6.9%</b>
<b>TOTAL CASH AVAILABLE</b>	<b>\$4,598,133</b>	<b>\$4,633,261</b>	<b>\$35,128</b>	<b>0.8%</b>
<b>DISBURSEMENTS</b>				
<b>OPERATING</b>				
<b>PERSONAL SERVICE</b>				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$451,806	\$486,939	\$35,133	7.8%
Purchased Personal Services	\$51,319	\$41,585	(\$9,733)	-19.0%
Other (Tuition, Seminars, Awards)	\$83	\$97	\$14	16.9%
<b>Subtotal Personal Service</b>	<b>\$503,208</b>	<b>\$528,622</b>	<b>\$25,414</b>	<b>5.1%</b>
<b>SUPPLIES AND MAINTENANCE</b>				
<b>General Maintenance</b>				
Data Processing and Communication Equipment (Maintenance and Supplie	\$5,487	\$5,348	(\$140)	-2.5%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repair	\$42,716	\$44,230	\$1,514	3.5%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$22,611	\$25,411	\$2,800	12.4%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$10,801	\$10,388	(\$413)	-3.8%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$2,779	\$3,478	\$699	25.2%
All Other General Maintenance and Supplies	\$28,690	\$33,902	\$5,212	18.2%
<b>Subtotal General Maintenance</b>	<b>\$113,085</b>	<b>\$122,758</b>	<b>\$9,673</b>	<b>8.6%</b>
<b>Roadway Maintenance</b>				
Lands and Buildings (includes Rest Area Janitorial)	\$66,242	\$145,251	\$79,009	119.3%
Roadway and Traffic Control Materials	\$30,803	\$30,234	(\$569)	-1.8%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$2,929	\$4,086	\$1,158	39.5%
Snow & Ice Materials	\$32,301	\$61,262	\$28,961	89.7%
<b>Subtotal Roadway Maintenance</b>	<b>\$132,274</b>	<b>\$240,833</b>	<b>\$108,559</b>	<b>82.1%</b>
<b>EQUIPMENT</b>				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$38,520	\$39,534	\$1,014	2.6%
Data Processing and Communication	\$14,489	\$13,123	(\$1,365)	-9.4%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.	\$7,746	\$9,384	\$1,638	21.1%
Other (Not Otherwise Listed)	\$3,393	\$3,858	\$465	13.7%
<b>Subtotal Equipment</b>	<b>\$64,148</b>	<b>\$65,899</b>	<b>\$1,751</b>	<b>2.7%</b>
<b>CAPITAL</b>				
<b>HIGHWAY CONSTRUCTION</b>				
System Preservation	\$1,287,285	\$754,872	(\$532,413)	-41.4%
Local Preservation	\$290,214	\$357,530	\$67,316	23.2%
Special Federal	\$64,446	\$633,756	\$569,310	883.4%
Major / New	\$241,036	\$348	(\$240,688)	-99.9%
GARVEE Bonds	\$160,996	\$75,700	(\$85,296)	-53.0%
Rail Crossings / Transload Facilities	\$10,727	\$125,684	\$114,957	1071.7%
Statewide Programs	\$93,839	\$255,088	\$161,248	171.8%
<b>Subtotal Highway Construction</b>	<b>\$2,148,543</b>	<b>\$2,202,978</b>	<b>\$54,435</b>	<b>2.5%</b>
<b>SUBSIDIES (Grants to Local Governments)</b>				
Public Transportation	\$38,702	\$44,328	\$5,627	14.5%
Aviation	\$6,583	\$5,019	(\$1,564)	-23.8%
Rail	\$2,136	\$1,071	(\$1,065)	-49.9%
Other	\$2,045	\$60	(\$1,986)	-97.1%
<b>Subtotal Subsidies</b>	<b>\$49,465</b>	<b>\$50,478</b>	<b>\$1,013</b>	<b>2.0%</b>
<b>LOANS (Governmental/Non-Governmental Entities)</b>	\$9,385	\$10,645	\$1,260	13.4%
<b>BOND PAYMENTS (Principal and Interest)</b>	\$157,914	\$202,089	\$44,175	28.0%
<b>MISCELLANEOUS</b>	\$2,210	\$2,991	\$782	35.4%
<b>REFUNDS</b>	\$15,714	\$4,894	(\$10,821)	-68.9%
<b>GRAND TOTAL DISBURSEMENTS:</b>	<b>\$3,195,945</b>	<b>\$3,432,185</b>	<b>\$236,240</b>	<b>7.4%</b>
<b>ENDING CASH BALANCE:</b>	<b>\$1,402,188</b>	<b>\$1,201,076</b>	<b>(\$201,113)</b>	<b>-14.3%</b>

(1) All activity posted between the first day of the fiscal year (July 1) and the last day of the fiscal year (June 30) without regard to the fund year appropriated.



## **Transportation Funding Sources**

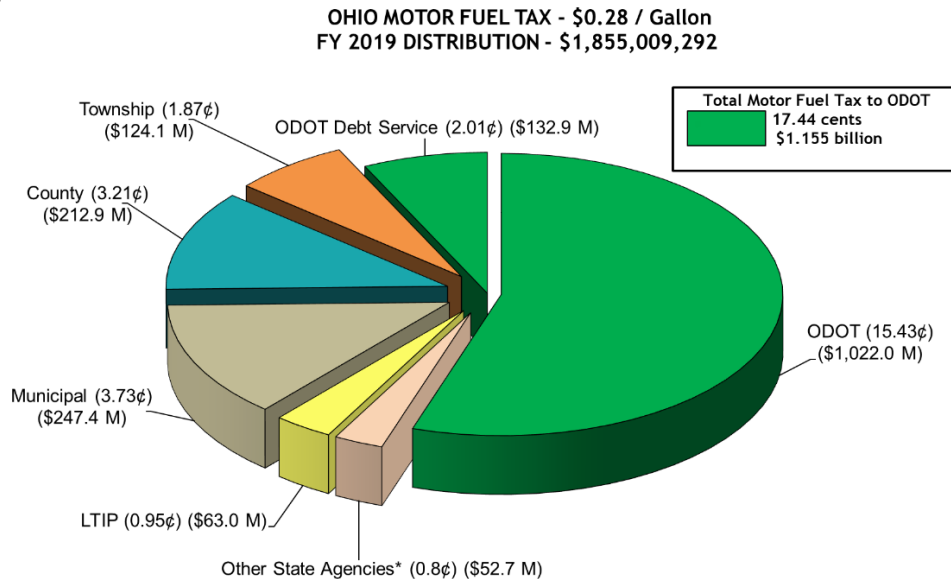
## Transportation Funding Sources: State

The State Motor Fuel tax comprises approximately 93% of the total state revenue ODOT receives. The chart below represents the distribution of the 28¢ per gallon State Motor Fuel Tax. One penny of Motor Fuel Tax equates to approximately \$66.3 million in revenue which would be distributed as shown below. The 28¢ fuel tax is comprised of one levy. After the actual amount necessary to pay motor fuel tax refunds is transferred to the Tax Refund Fund, 2% is allocated to the Highway Operating Fund, 0.875% is allocated to the Waterways Safety Fund, 0.125% to the Wildlife Boater Angler Fund, and 0.275% is allocated to the Motor Fuel Tax Administrative Fund. The balance of the proceeds is distributed as follows:

Ohio Department of Transportation Motor Fuel Tax Distribution Effective July 1, 2018 thru June 30, 2019									
Per O.R.C. 5735 (Source: Ohio Department of Taxation, Annual Report)									
\$0.28 Levy	ORC Section *	¢ per Gallon	State	Municipal	County	Township	LTIP		
	5735.051(A)	<b>Prior to distribution reduce by:</b>							
	5735.051(A)(1)	<b>(1) Monthly \$100,000 allocation to the Grade Crossing Fund</b>							
	5728.06(B)	<b>(2) Monthly amount of tax as a credit against fuel use tax (IFTA)</b>							
	5735.051(A)(2)	<b>(3) Credit subtotal less (1) and (2) above to Highway Operating Fund</b>							
		.9 ¢	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	5735.051(A)	LTIP	%	0.0%	0.0%	0.0%	0.0%	100.0%	
	5735.051(A)(2)(a)(i)	1 ¢	Amount	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	1.0 ¢	
	5735.051(A)		%	75.0%	10.7%	9.3%	5.0%	0.0%	
	5735.051(A)(2)(a)(iii)	14 ¢	Amount	10.5 ¢	1.5 ¢	1.3 ¢	0.7 ¢	0.0 ¢	
	5735.051(A)		%	0.0%	42.9%	37.1%	20.0%	0.0%	
	5735.051(A)(2)(b)	1.1 ¢	Amount	0.0 ¢	0.47 ¢	0.41 ¢	0.22 ¢	0.0 ¢	
	5735.051(B)		%	67.5%	13.9%	12.1%	6.5%	0.0%	
		2 ¢	Amount	1.35 ¢	0.28 ¢	0.24 ¢	0.13 ¢	0.00 ¢	
	5735.051(C) **		%	81.3%	8.0%	7.0%	3.8%	0.0%	
		8 ¢	Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢	0.00 ¢	
	5735.051(D)		%	100.0%	0.0%	0.0%	0.0%	0.0%	
		1 ¢	Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	
<b>Total</b>		<b>28 ¢</b>	<b>%</b>	<b>72.32%</b>	<b>10.33%</b>	<b>8.96%</b>	<b>4.82%</b>	<b>3.57%</b>	
			<b>Amount</b>	<b>20.25 ¢</b>	<b>2.89 ¢</b>	<b>2.51 ¢</b>	<b>1.35 ¢</b>	<b>1.0 ¢</b>	

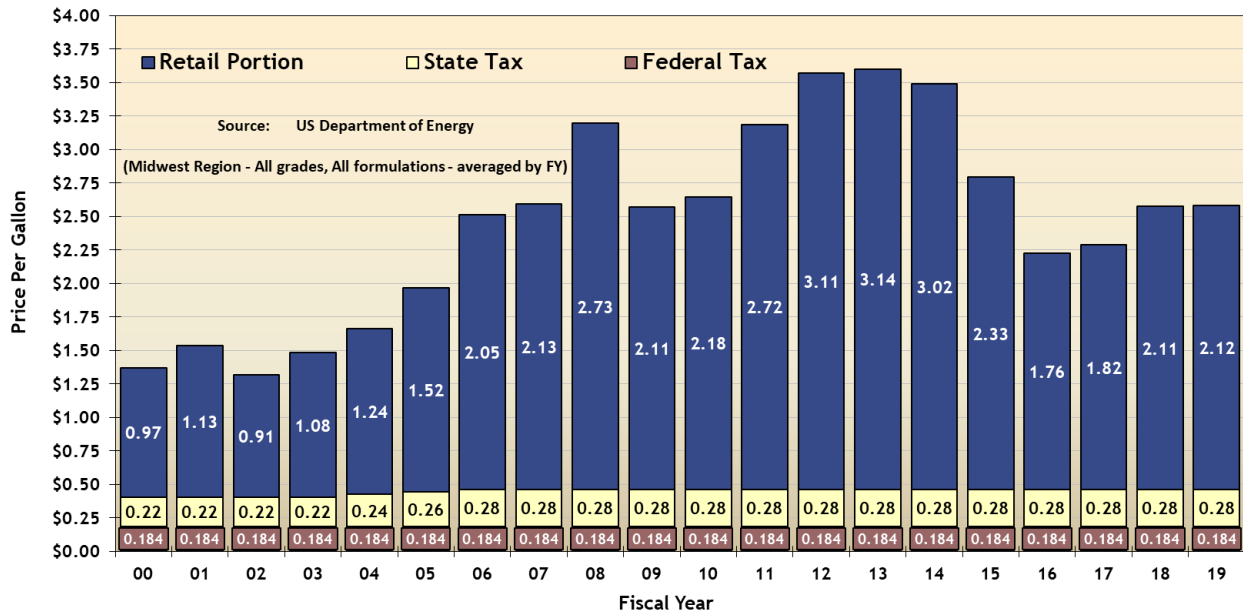
\*See Appendix (p 35) for explanation. ORC section 5735.051 levies the motor fuel excise tax and the disposition of revenue.

\*\* % share allocation shown is prior to distribution of special formula allocation for large townships, that requires equal reduction from state, municipal, and county share. For FY 2019, this was about \$6.6M total. In addition to revenue from the cents per gallon tax, \$172M from the former Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.

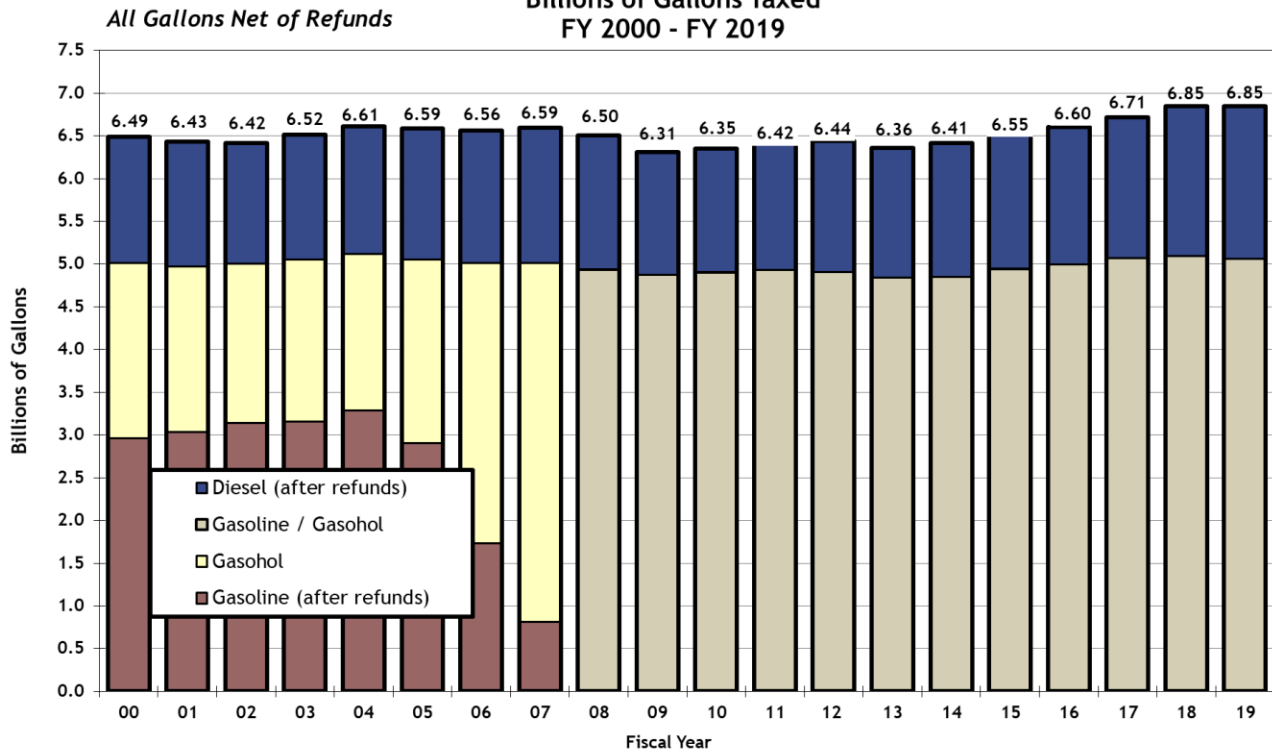


(\*) ODNr; PUCO; Dept. of Taxation; Turnpike Commission; Development Services; Inspector General

Ohio Motor Fuel Price History  
Price Components from 2000 to 2019  
(Gasoline Only)



Ohio Motor Vehicle Fuel  
Billions of Gallons Taxed  
FY 2000 - FY 2019

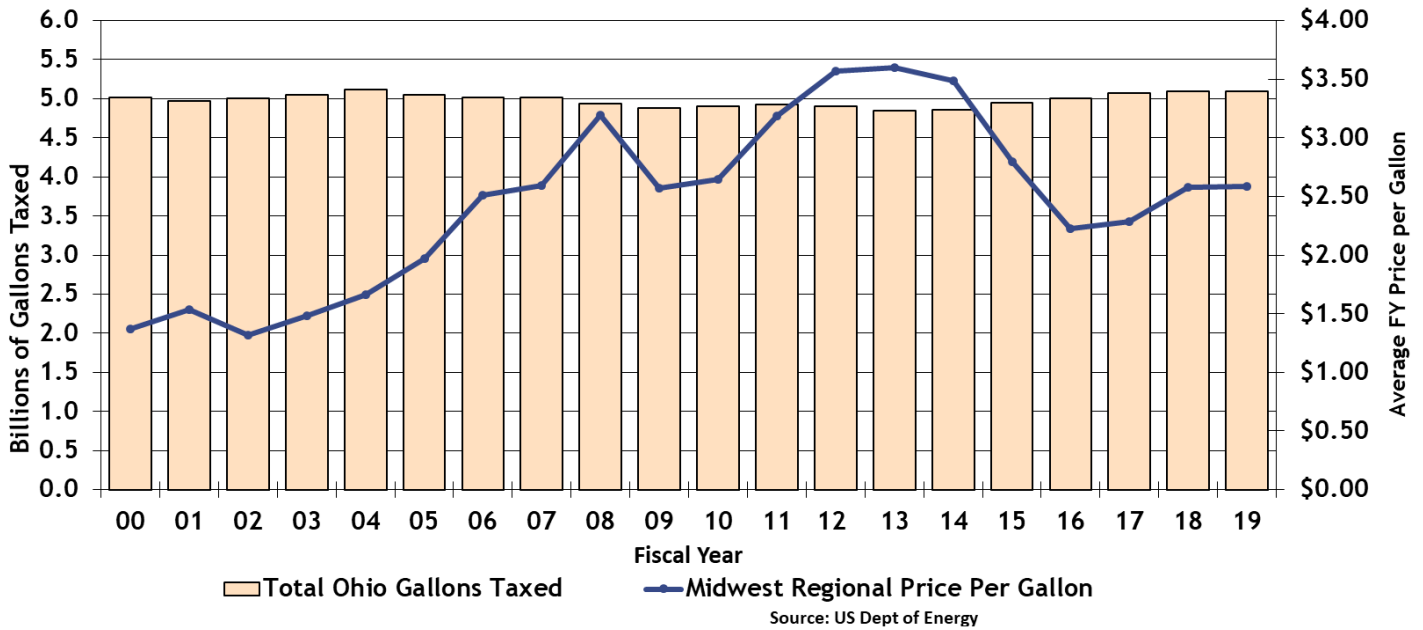


Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

The graph above illustrates the economic trends in motor fuel usage over the past 20 years:

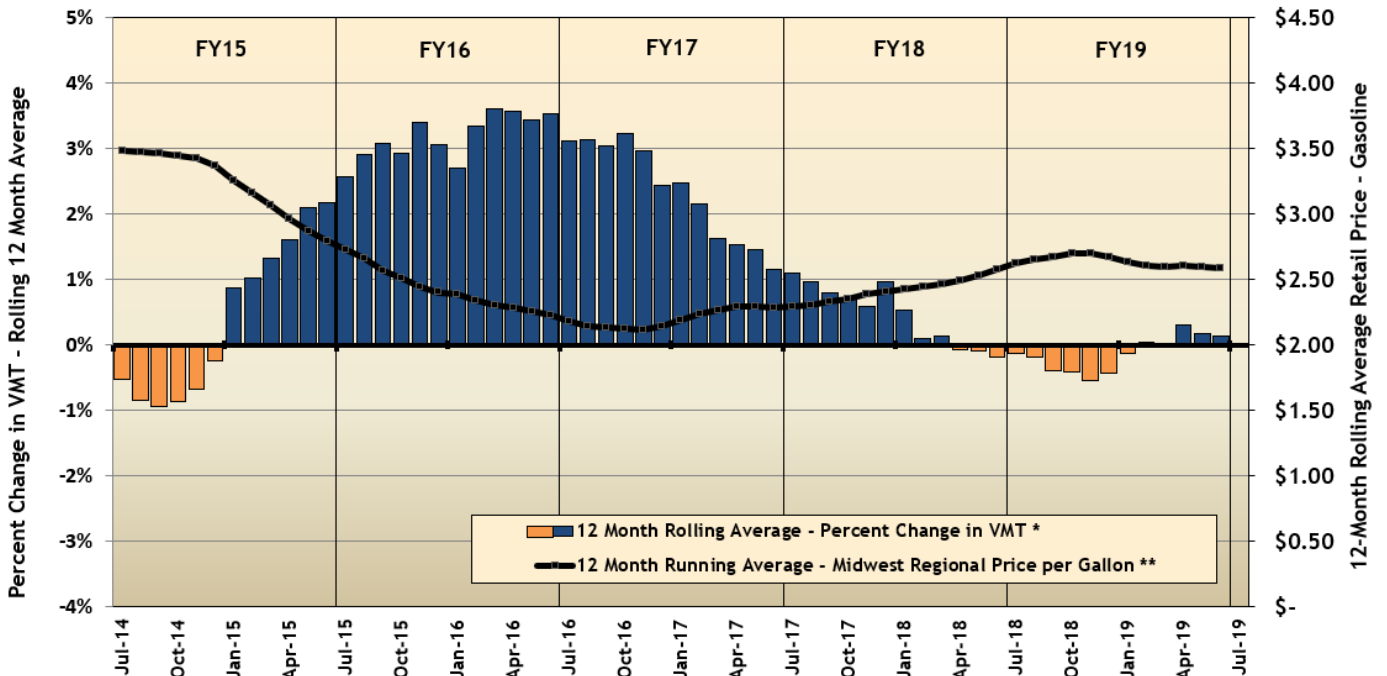
- Overall motor fuel gallons consumed were relatively flat from FY04 through FY07. From FY07 through FY09, consumption decreased by 4.2%. The trend has been increased or flat fuel consumption since FY09, except for FY13. From FY10 to FY19, consumption increased by 7.9%.

### Price per Gallon vs. Total Gallons Taxed (Gasoline Only - All Grades)



The above graph illustrates changes in gasoline consumption attributed to changes in gasoline prices and economic conditions. Gasoline prices rose to an average of \$3.60/gallon in FY13, resulting in a decrease in consumption. Gasoline prices decreased from FY13 to an average price of \$2.22/gallon in FY16, resulting in an increase in gasoline consumption from 4.8 to 5.0 billion gallons. In FY17, gasoline prices began increasing, rising to \$2.58 in FY19. If gasoline prices continue to rise, future consumption is expected to decrease.

### Average Price per Gallon vs. Percent Change in Monthly Vehicle Miles Traveled (VMT) FY 2015 to FY 2019



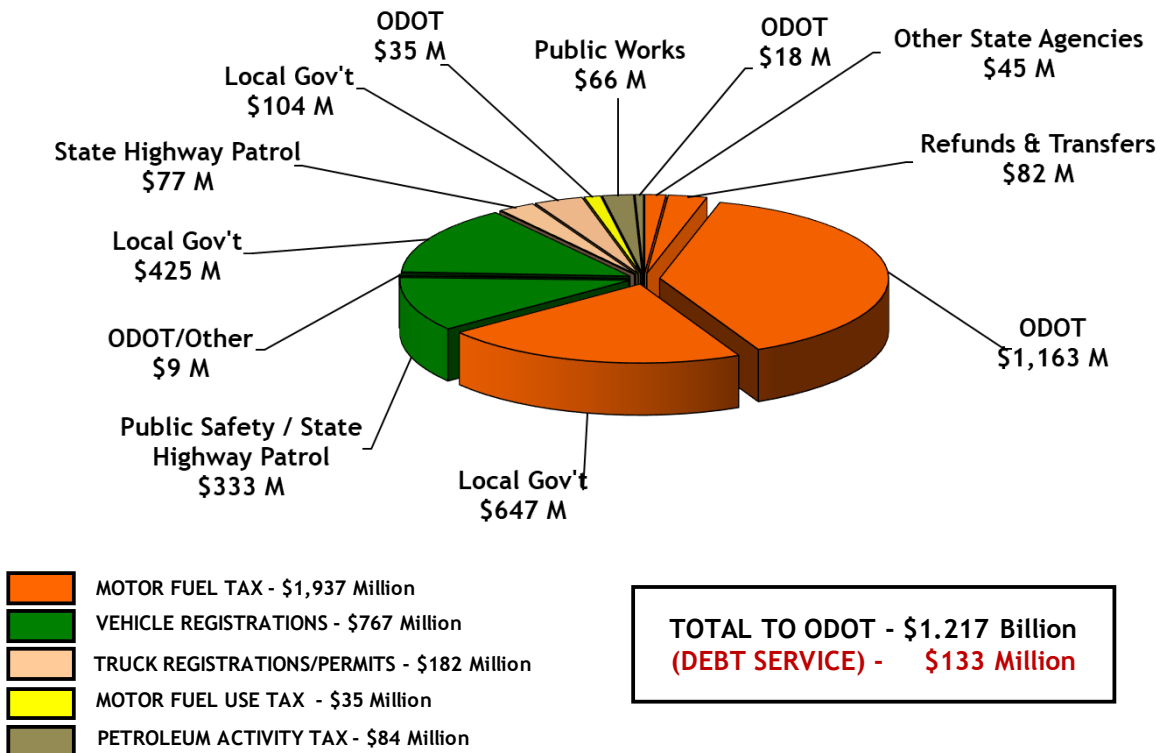
\* Source: FHWA - Traffic Volume Trends - All Ohio Roads

\*\* Source: US Dept of Energy - Gasoline Prices - Midwest Region

The graph above illustrates the effect that fuel price fluctuations have on the number of miles driven on Ohio roadways. As prices rise sharply, miles traveled decrease, and as prices fall sharply, miles traveled increase. A dramatic drop in fuel prices from the summer of FY15 through October of FY17 led to a spike in miles traveled. Vehicle miles traveled continued to increase throughout FY16 as fuel prices remained low and did not begin decreasing until FY17 when fuel prices began to increase. Fuel prices steadily increased from the third quarter of FY17 through the beginning of FY19, leading to decline in vehicle miles traveled through the beginning of FY19. As fuel prices leveled off or decreased in FY19, vehicle miles traveled began to increase.

## Transportation Funding Sources: State

**FY2019 State Highway Funding  
Sources and Allocations**  
Total Funds - \$3.01 Billion  
(Actual)



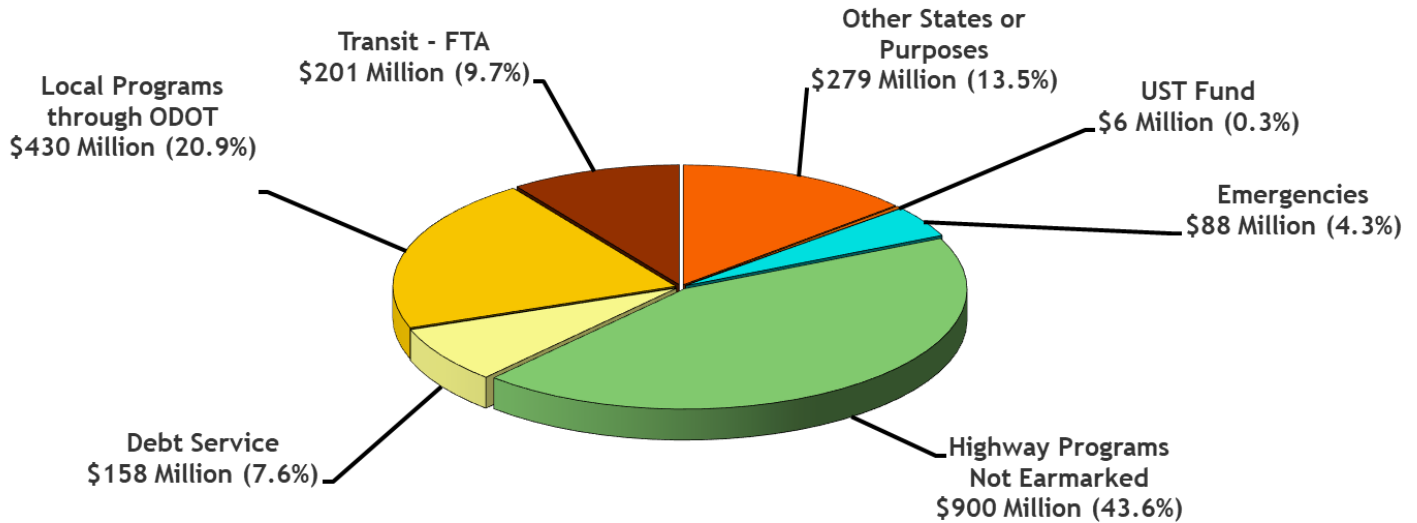
Source/Allocation	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
ODOT	\$1,123	\$1,132	\$1,160	\$1,168	\$1,163
Local Government (Includes LTIP)	\$626	\$625	\$632	\$649	\$647
Refunds & Transfers	\$62	\$73	\$65	\$73	\$82
Other State Agencies	\$43	\$43	\$44	\$44	\$45
<b>Total Motor Fuel Tax</b>	<b>\$1,854</b>	<b>\$1,874</b>	<b>\$1,901</b>	<b>\$1,934</b>	<b>\$1,937</b>
Local Government	\$404	\$412	\$413	\$410	\$425
Public Safety (includes Deputy Registrars)	\$115	\$94	\$123	\$133	\$135
State Highway Patrol	\$193	\$199	\$181	\$198	\$198
ODOT	\$1	\$1	\$1	\$1	\$1
OTHER	\$9	\$8	\$8	\$8	\$8
<b>Total Vehicle Registrations / Titles</b>	<b>\$722</b>	<b>\$715</b>	<b>\$726</b>	<b>\$750</b>	<b>\$767</b>
Local Government (57.4%)	\$90	\$94	\$85	\$99	\$104
State Highway Patrol	\$37	\$70	\$63	\$73	\$77
ODOT Truck Registrations (42.6%)*	\$30				
<b>Total Truck Registrations/Permits</b>	<b>\$157</b>	<b>\$163</b>	<b>\$148</b>	<b>\$172</b>	<b>\$182</b>
ODOT	\$35	\$36	\$39	\$35	\$35
<b>Total Motor Fuel Use Tax</b>	<b>\$35</b>	<b>\$36</b>	<b>\$39</b>	<b>\$35</b>	<b>\$35</b>
Public Works	\$69	\$53	\$57	\$66	\$66
ODOT	\$26	\$19			\$18
<b>Total Petroleum Activity Tax**</b>	<b>\$95</b>	<b>\$72</b>	<b>\$57</b>	<b>\$66</b>	<b>\$84</b>
<b>Total</b>	<b>\$2,863</b>	<b>\$2,860</b>	<b>\$2,872</b>	<b>\$2,957</b>	<b>\$3,005</b>
<b>Total Allocated to ODOT</b>	<b>\$1,214</b>	<b>\$1,189</b>	<b>\$1,200</b>	<b>\$1,204</b>	<b>\$1,217</b>
<b>Total for ODOT Debt Service</b>	<b>(\$140)</b>	<b>(\$120)</b>	<b>(\$127)</b>	<b>(\$111)</b>	<b>(\$133)</b>
<b>Net for ODOT Highway Programs</b>	<b>\$1,074</b>	<b>\$1,069</b>	<b>\$1,073</b>	<b>\$1,093</b>	<b>\$1,084</b>

\* In FY15, a portion of the 42.6% of Truck Registrations was redirected from ODOT to State Highway Patrol. Beginning in FY16, full amount to Highway Patrol.

\*\* PAT Tax on motor fuel limited to highway purposes since Dec. 2012.

Along with the State Motor Fuel Tax, there is Federal Motor Fuel Tax collected that contributes to the preservation, rebuilding, and expansion of the nation's highway system, as well as providing funding for public transit systems. Below are how both sources are distributed, based on percent share of contributions to Highway Trust Fund.

**Use of FY 2019 Federal Highway Trust Fund Contributions**  
**\$2.06 Billion**



**\$2.06 Billion Federal Funding**

Ohio's FY 2019 Federal Highway Formula funding levels are based on Fixing America's Surface Transportation Act (FAST Act). In January 2016, the Highway Account received a transfer of \$51.9 billion from the General and a transfer of \$100 million from the Leaking Underground Storage Tank Trust Fund. The Mass Transit Account received a transfer of \$18.1 billion from the General Fund.

The FAST Act authorizes a total combined amount of \$39.7 billion in FY 2016, \$40.5 billion in FY 2017, \$41.4 billion in FY 2018, \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020 in contract authority.

In FY 2019, Ohio received \$1.58 billion in funding from the Highway Account and \$201.0 million from the Mass Transit Account. Because Ohio did not receive a full 3.69% share of the available funding, \$95 million of FHWA funding and \$184 million of Federal Transit funding was provided to other states or used by FHWA for other purposes.

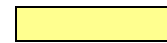
**\$900 Million for Ohio DOT Highway Programs Not Earmarked**

Funds used for ODOT's Interstate Maintenance, Major New, Safety and System Preservation Programs.



**\$158 Million for Debt Service**

This represents the Federal funding needed for the 2019 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Ohio Bridge Partnership Projects.



**\$430 Million for Local Programs**

Although ODOT was required to pass-through about \$110 million in Federal Funding to local governments, by discretion ODOT provided \$430 million to local governments, including funding for Metropolitan Planning Organizations, city and county pavements and bridges, and various enhancement projects. \$35 million is used for various paving projects on state routes within urban areas, and \$33.0 million was provided for Local Public Transit Assistance. (See page 9 for details)



**\$201 Million for Mass Transit**

About \$201 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.



**\$88 Million for Emergency Relief**

FHWA provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage due to natural disasters or catastrophic failure from an external cause.

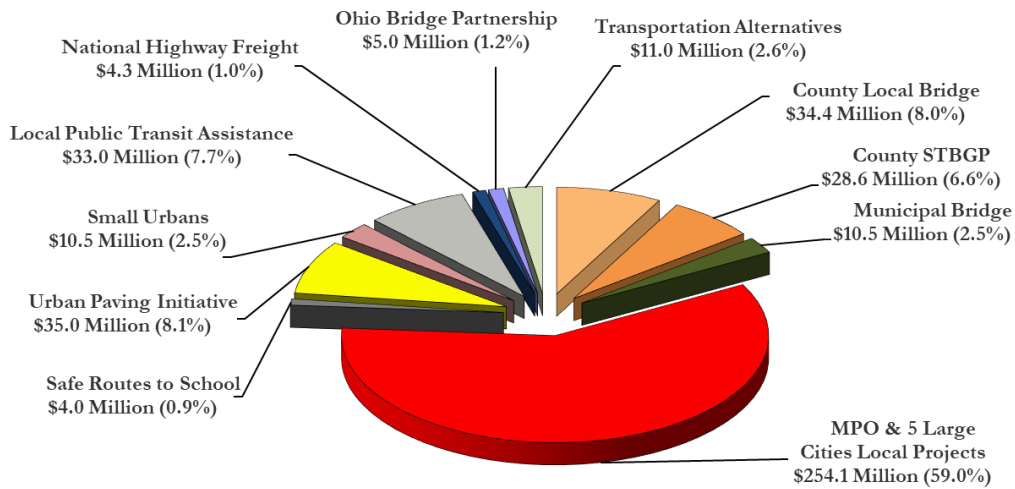


**\$279 Million Not Available to Ohio DOT**

Not all federal trust fund excise tax revenues attributed to Ohio are returned to Ohio. As a result, about \$95 million from the Highway Account and \$184 million from the Mass Transit Account were provided to other states or used by FHWA for other purposes. Not all the Federal Motor Fuel tax is distributed to the Highway Trust Fund. One tenth of one cent per gallon of all fuel sold is distributed to the Leaking Underground Storage Tank Fund. For Ohio, this means \$6 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.



**FY 2019 Traditional Federal-Aid Highway Funding  
\$430.4 Million Allocated to Local Government Programs**



**\$254.1 Million - MPO / Large Cities**



ODOT was required to pass through about \$131 million in Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives (TA) funds to Ohio's urban areas. In addition to the required suballocation, ODOT also provides additional STBGP funds, Congestion Mitigation & Air Quality funds, and Transportation Alternatives funds, which in total, amounts to almost twice the required amount.

**\$4 Million - Safe Routes to School**



The purpose of this program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

**\$35 Million - Urban Paving Initiative**



This annual allocation is provided to ODOT's districts to pay for resurfacing on state routes within municipalities. The districts prioritize projects based on pavement condition ratings.

**\$10.5 Million - Small Cities**



This program provides funds by application to Ohio's 58 small cities for road, safety and signal projects on the Federal-aid system.

**\$33 Million - Local Public Transit Assistance**



Funds provided in FY19 consist of Transit Preservation Partnership (\$27m) and Transit Urban Operational (\$6m) to maintain Ohio transit systems and to help urban transit agencies with operational costs.

**\$4.3 Million - National Highway Freight Program**



This program improves the efficiency of freight movement.

**\$5.0 Million - Ohio Bridge Partnership**



Funds are available to assist counties and cities to repair and replace county and city-owned bridges.

**\$11.0 Million - Transportation Alternatives**



Funds are available for local governments outside MPOs by an annual application process for projects that enhance surface transportation sites. Funding categories are Bicycle & Pedestrian, Historic & Archaeological, and Scenic & Environmental.

**\$34.4 Million - County Local Bridge**



ODOT provides funds to counties for reconstruction and rehabilitation of off-system bridges. This amounts to about \$34 million for FY19. These funds are administered by the County Engineer's Association of Ohio.

**\$28.6 Million - County Surface Trans Block Grant**



Funds are provided to counties for road and bridge work, and safety projects. These funds are administered by the County Engineer's Association of Ohio.

**\$10.5 Million - Municipal Bridge**

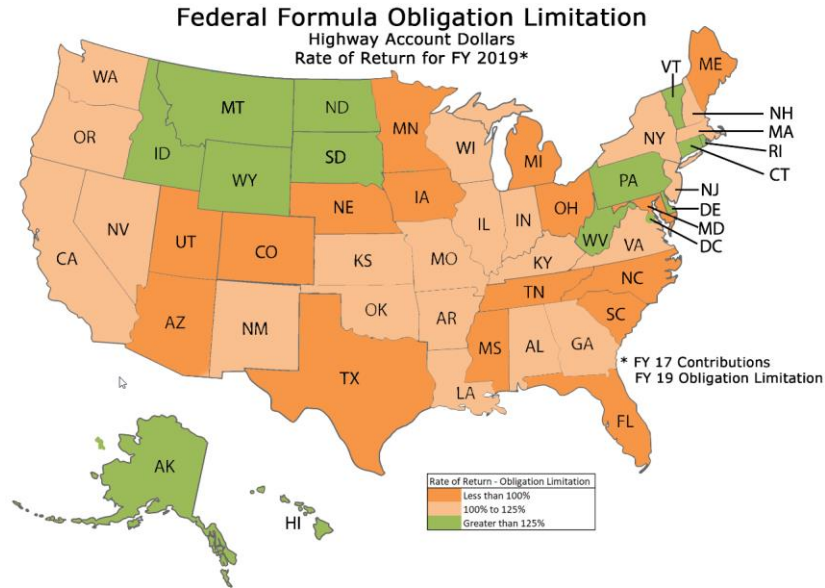


Municipal corporations may apply for federal funds for bridge replacement or bridge rehabilitation projects.

### Federal Donor/Donee States

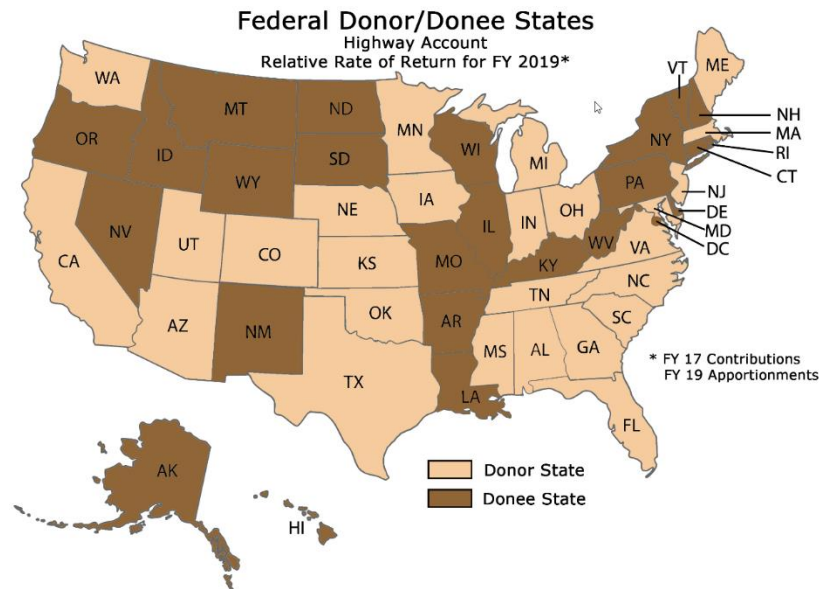
The map below shows the range of “cents-per-dollar” rates of return for each State for the formula obligation limitation provided from the highway account of the highway trust fund as compared to excise tax contributions into the highway account of the highway trust fund.

Most States have recently been receiving formula obligation limitation in excess of their excise tax contributions, requiring a transfer of a total of \$143.6 billion from both the general revenue fund and the leaking underground storage tank fund into the highway account of the highway trust fund since fiscal year 2008. Calculations compare the dollars of FY19 formula obligation limitation each State received from the highway account of the highway trust fund, to the FY17 estimated contribution into the highway account of the highway trust fund.



The map below shows the Donor/Donee states for the highway account of the highway trust fund.

Donor states receive less than 100% share relative to their share of contributions to the highway account of the highway trust fund. Donee states receive greater than 100% share relative to their share of contribution to the highway account of the highway trust fund. Calculations compare the share of the total funding each state received through the apportioned programs with the estimated share of the national total that each state contributed in the corresponding revenue year. Congress defined this method in SAFETEA-LU as the one FHWA uses for calculating rates of return for the highway account of the highway trust fund. This is not a "cents on the dollar" rate of return.



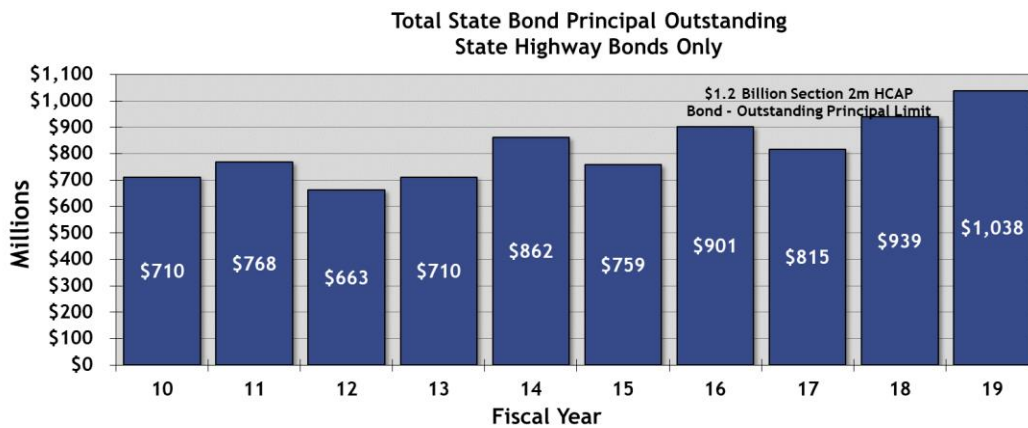


## Transportation Funding Sources: Bonds

ODOT uses two types of Highway Bonds: those that are retired with State Highway Revenue, and those that are retired with a combination of Federal Highway Revenue and State Highway Revenue. Both types of bonds are issued by the Treasurer of State's Office. Currently, ODOT State Highway bonds are issued under the authority of Section 2m, Article VIII, of the Ohio Constitution (ORC Section 5528.51 thru 5528.56), and Federal Highway bonds are issued under the authority of Section 13, Article VIII of the Ohio Constitution (ORC Section 5531.10).

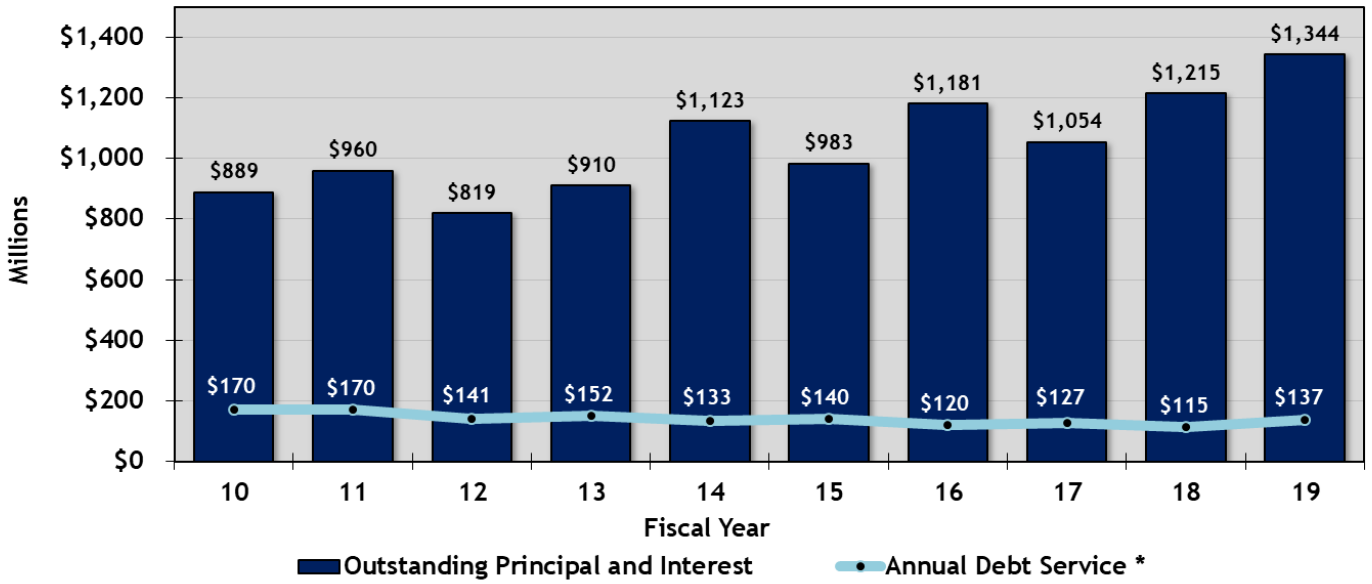
The current authority in Section 2m allows no more than \$220 million of State Highway Capital Improvement Bonds to be issued in any fiscal year, plus any unused authority from prior years, and not more than \$1.2 billion in principal amount thereof can be outstanding at any one time. Debt service draws on state motor fuel tax revenues for debt owed in any one fiscal year beginning with September of that fiscal year. Highway Capital Improvement Bonds are issued for the purpose of acquisition, construction, reconstruction, expansion, improvement, planning and equipping of highways, including those on the state highway system and urban extensions thereof, those within or leading to public parks or recreation areas, and those within or leading to municipal corporations, and for participation in such highway capital improvements with municipal corporations, counties, townships, or other governmental entities as designated by law.

The American Reinvestment & Recovery Act (ARRA) provided for provisions that allowed state and local governments to take advantage of a new federal subsidy that provided for reimbursement of up to 35% of the total annual interest costs paid. This provision is known as Build America Bonds (BABs) the intent of which was to encourage state and local investment to further advance the economic recovery. ODOT had one state bond issuance in Fiscal Year 2010 which took full advantage of the BABs subsidy. In addition, ODOT had one State and one Federal bond issuance in Fiscal Year 2011 that took partial advantage of the BABs subsidy.



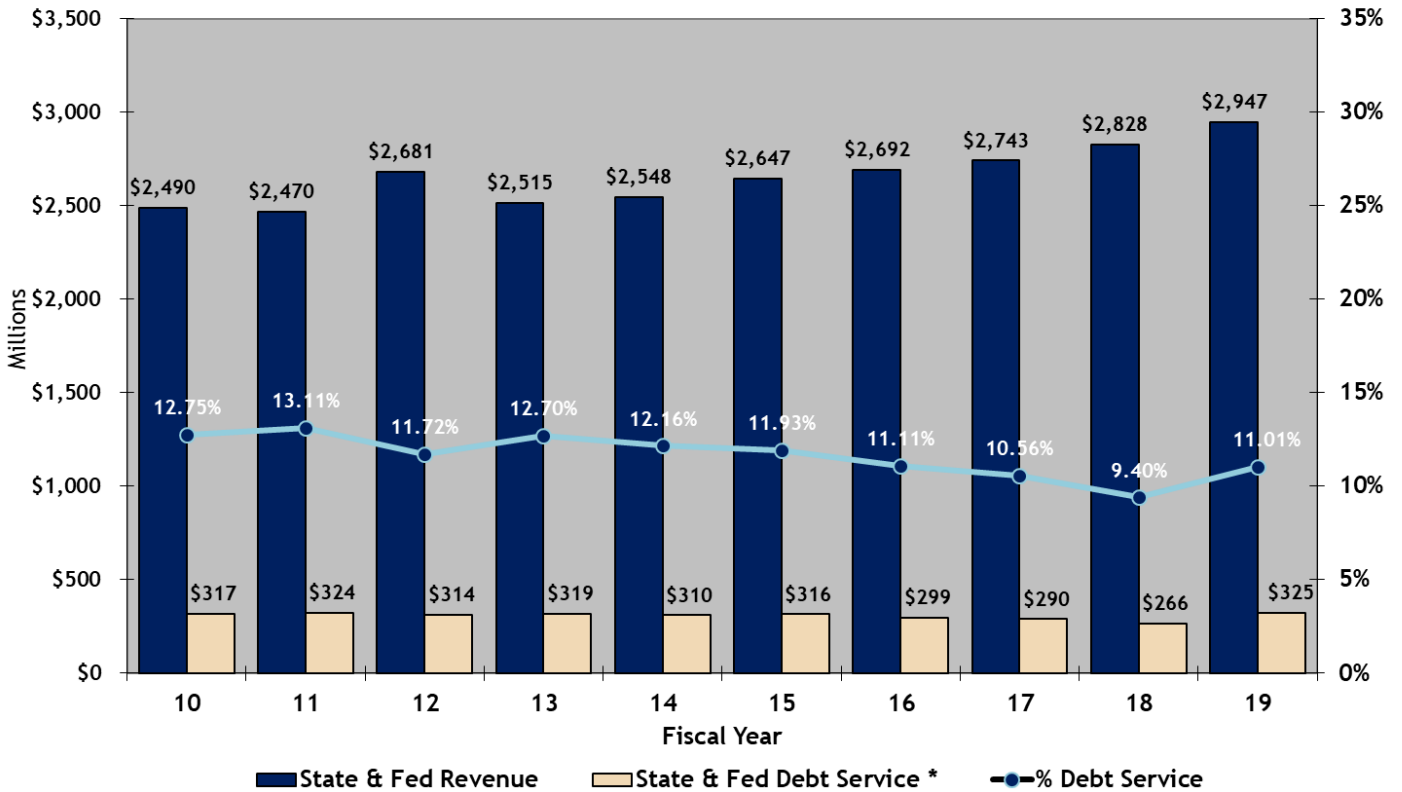
Section 2m - Highway Capital Improvements Obligations						
BONDING AUTHORITY BALANCES						
Fiscal Year	Section 2m / Article VIII Ohio Constitution Bonding Authority	General Assembly Bill No.	General Assembly Issue Authority	Section 2m Not Authorized by General Assembly	Bonds Issued	Balance of General Assembly Issue Authority
1996	\$220,000,000	SB 257	\$340,000,000		\$0	\$340,000,000
1997	\$220,000,000			\$100,000,000	\$175,000,000	\$165,000,000
1998	\$220,000,000	SB 230	\$432,500,000		\$0	\$597,500,000
1999	\$220,000,000			\$7,500,000	\$400,000,000	\$197,500,000
2000	\$220,000,000	HB 163	\$320,000,000		\$225,000,000	\$292,500,000
2001	\$220,000,000			\$120,000,000	\$200,000,000	\$92,500,000
2002	\$220,000,000	HB 73	\$257,500,000		\$0	\$350,000,000
2003	\$220,000,000			\$182,500,000	\$135,000,000	\$215,000,000
2004	\$220,000,000	HB 87	\$420,000,000		\$160,000,000	\$475,000,000
2005	\$220,000,000			\$20,000,000	\$140,000,000	\$335,000,000
2006	\$220,000,000	HB 68	\$360,000,000		\$180,000,000	\$515,000,000
2007	\$220,000,000			\$80,000,000	\$190,000,000	\$325,000,000
2008	\$220,000,000	HB 67	\$290,000,000		\$140,000,000	\$475,000,000
2009	\$220,000,000			\$150,000,000	\$0	\$475,000,000
2010	\$220,000,000	HB 2	\$352,000,000		\$170,000,000	\$657,000,000
2011	\$220,000,000			\$88,000,000	\$175,000,000	\$482,000,000
2012	\$220,000,000	HB 114	\$123,000,000		\$0	\$605,000,000
2013	\$220,000,000			\$317,000,000	\$154,405,000	\$450,595,000
2014	\$220,000,000	HB 51	\$220,000,000		\$249,005,000	\$421,590,000
2015	\$220,000,000			\$220,000,000	\$0	\$421,590,000
2016	\$220,000,000	HB 53	\$313,000,000		\$228,000,000	\$506,590,000
2017	\$220,000,000			\$127,000,000	\$0	\$506,590,000
2018	\$220,000,000	HB 26	\$255,000,000		\$204,420,000	\$557,170,000
2019	\$220,000,000			\$185,000,000	\$187,125,000	\$370,045,000
<b>TOTAL</b>	<b>\$5,280,000,000</b>	<b>TOTAL</b>	<b>\$3,683,000,000</b>	<b>\$1,597,000,000</b>	<b>\$3,312,955,000</b>	<b>\$370,045,000</b>

State Bonds Outstanding  
(Principal and Interest)



ODOT's policy regarding State bond debt is to have no more than 20% of State revenue dedicated to debt service.

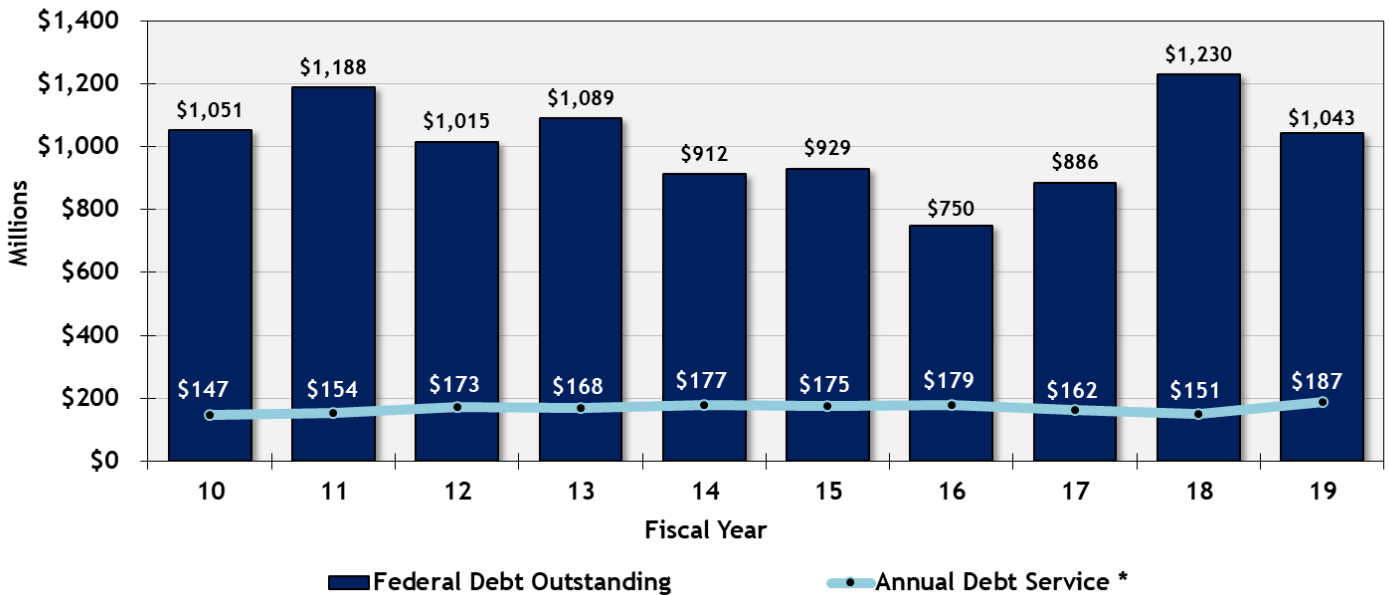
% Debt Service of Federal and State Revenue



\* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.

The second type of bonds is GARVEE Bonds, Federal Grant Anticipation Revenue Vehicles. A GARVEE bond is a debt financing instrument authorized to receive Federal reimbursement of debt service and related financing costs under Section 122 of Title 23, United States Code. GARVEEs can be issued by a state, a political subdivision of a state, or a public authority. States can receive Federal-aid reimbursements for a wide array of debt-related costs incurred in connection with an eligible debt financing instrument, such as a bond, note, certificate, mortgage, or lease. Reimbursable debt-related costs include interest payments, retirement of principal and any other cost incidental to the sale of an eligible debt instrument.

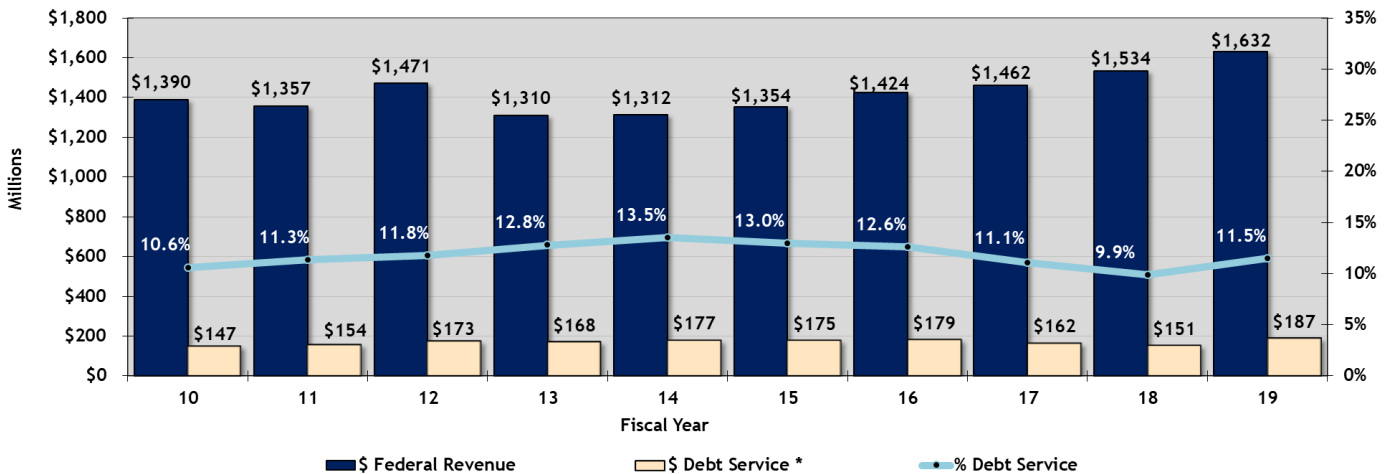
Federal Bonds Outstanding and Debt Service  
(Principal and Interest)



\* The debt service dollar amount is based on the debt service payment schedule and is not reduced by proceeds from bond premiums or investment income earned. In addition, it includes both the state portion and federal portions of the GARVEE debt service.

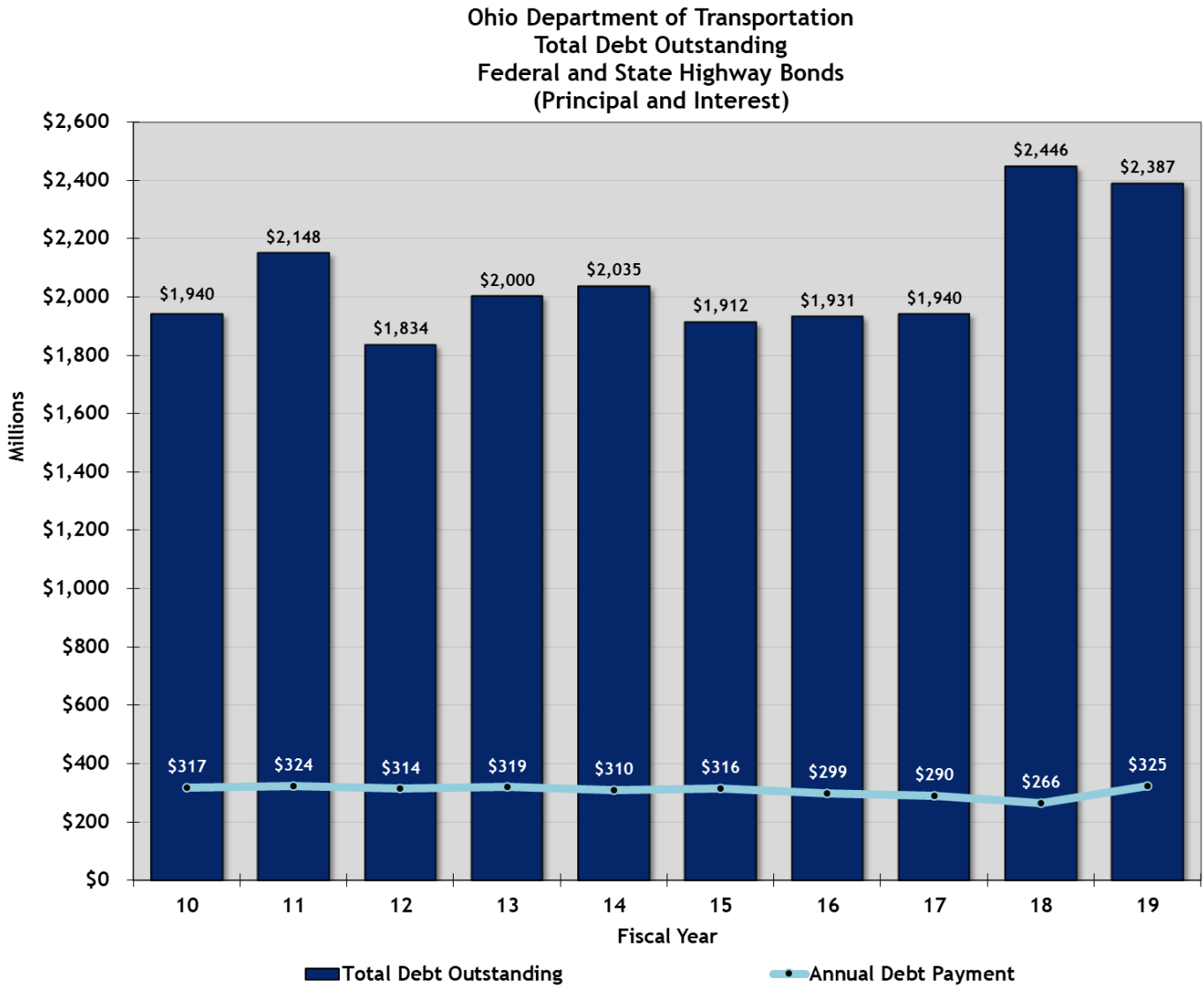
ODOT's policy regarding Federal bond debt is to have no more than 20% of Federal revenue dedicated to debt service.

% Debt Service of Federal Revenue



\*The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.

A portion of State and Federal Motor Fuel Tax revenue is used to pay down ODOT’s total bond debt (principal and interest). At the end of FY 2019, ODOT had approximately \$2.4 billion dollars in outstanding principal and interest, where 56% represents the state bond debt and 44% represents federal bond debt.



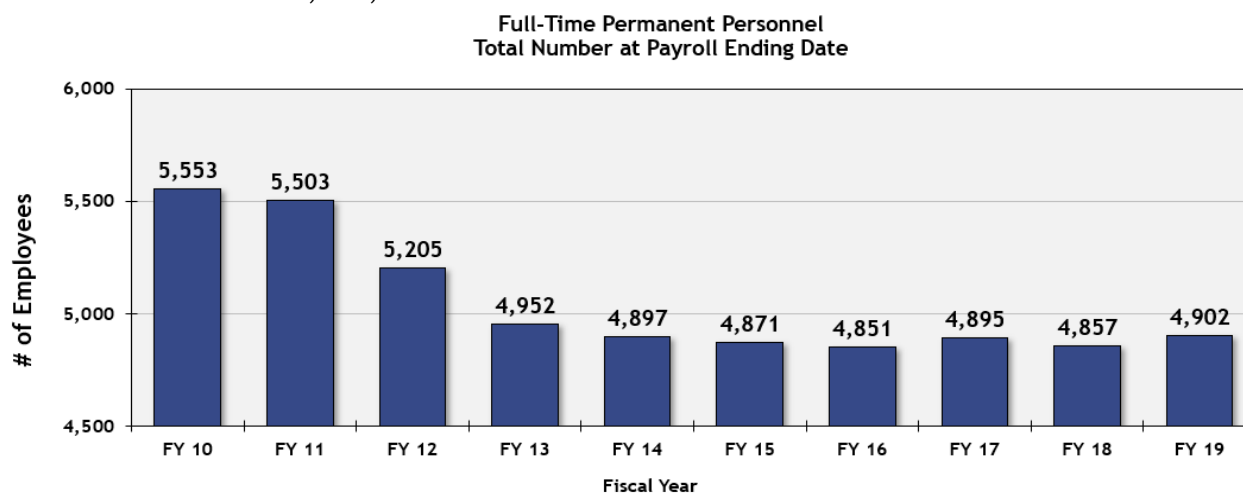
In addition to the highway bonds shown above, in January 2015 and February 2018 ODOT issued \$84.3 million and \$86.5 million in Capital Facilities Lease-Appropriations Bonds, respectively. The purpose of the Bonds is to pay for the cost of constructing various outposts and equipment storage and full-service facilities, statewide. These bonds mature in 2033, with debt service in FY 2019 totaling \$16.5 million. Total outstanding debt includes principal and interest.

## Transportation Funding Sources: Operating

Overall, operating expenses decreased in FY19 by \$79 million, or 8.0%, compared to FY18. Payroll and personal services increased by \$29.5 million, or 5.8%. This is primarily the result of a 2.75% pay increase and a 27th pay period being processed in FY19.

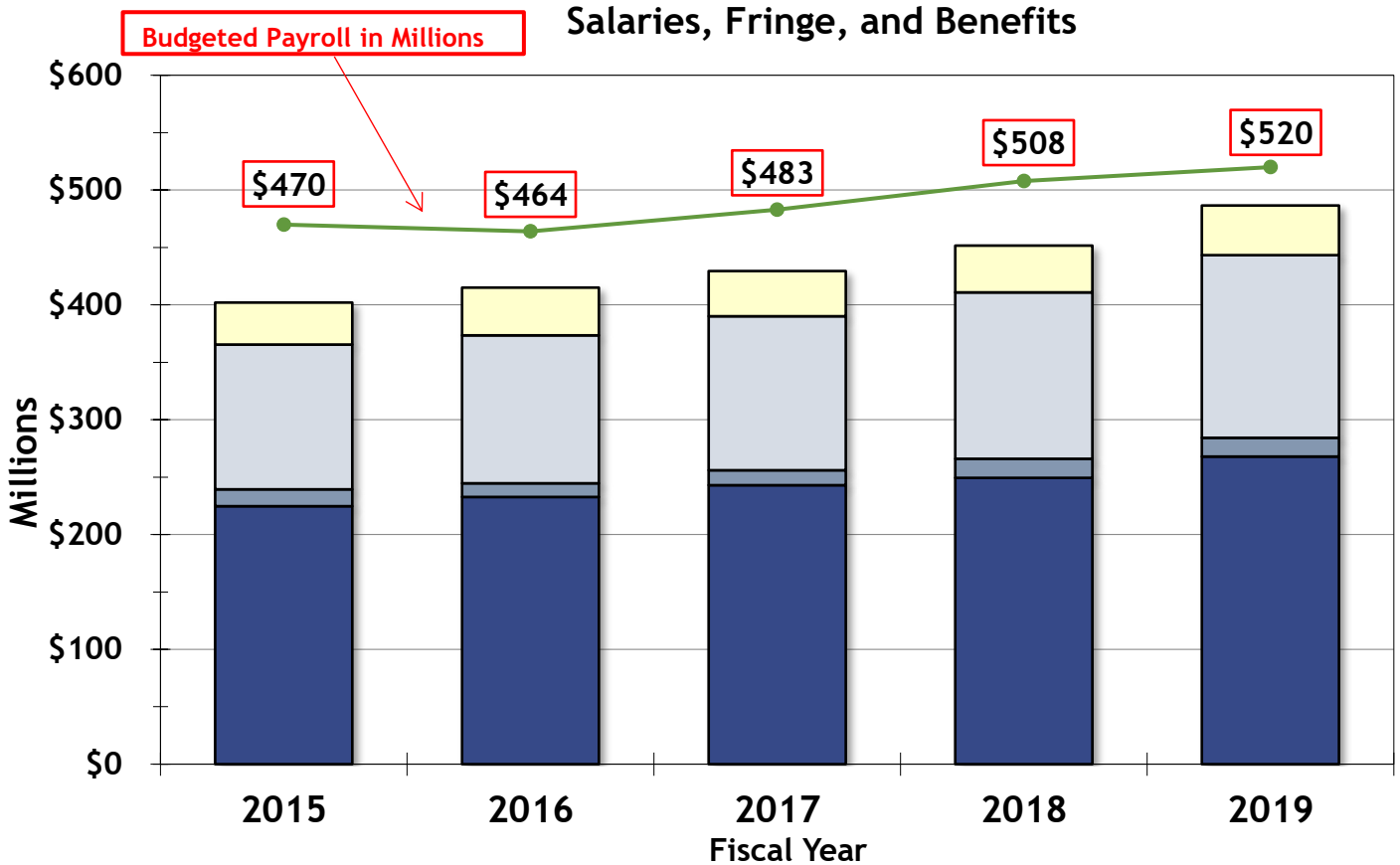
OHIO DEPARTMENT OF TRANSPORTATION Appropriation Uses - Operating (millions) (Includes ODOT, Public Transit, Aviation, and Rail Commission) (With Regard to Fund Year)					
	2015	2016	2017	2018	2019
<b>PAYROLL &amp; PERSONAL SERVICE</b>	<b>\$426.4</b>	<b>\$441.5</b>	<b>\$471.2</b>	<b>\$504.0</b>	<b>\$533.5</b>
Gross Wages (Excludes Paid Leave)	\$224.6	\$232.7	\$242.9	\$249.3	\$267.9
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$126.1	\$128.8	\$134.1	\$145.0	\$159.1
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$36.7	\$41.4	\$39.4	\$40.7	\$43.2
Overtime (Excludes Fringe)	\$14.7	\$12.0	\$13.0	\$16.5	\$16.4
Personal Service/Other	\$24.2	\$26.5	\$41.8	\$52.5	\$46.8
<b>MAINTENANCE AND MATERIALS</b>	<b>\$133.3</b>	<b>\$124.1</b>	<b>\$132.7</b>	<b>\$142.6</b>	<b>\$155.9</b>
Roadway	\$24.6	\$29.1	\$30.5	\$32.3	\$31.2
Utility, Telephone, Shipping	\$19.1	\$13.4	\$13.7	\$13.6	\$15.2
Motor Vehicle Parts & Supplies	\$28.8	\$26.3	\$25.0	\$26.5	\$30.0
Motor Vehicle Fuel	\$19.7	\$9.5	\$12.6	\$16.7	\$17.4
Buildings & Equipment	\$18.3	\$19.0	\$18.5	\$17.9	\$19.3
Office Supplies, Travel, Print	\$3.7	\$4.2	\$4.0	\$4.3	\$5.1
Interstate Transfer Vouchers	\$14.2	\$17.2	\$19.3	\$22.8	\$26.4
Other	\$5.1	\$5.4	\$9.0	\$8.5	\$11.2
<b>SNOW AND ICE</b>	<b>\$115.2</b>	<b>\$37.3</b>	<b>\$27.3</b>	<b>\$37.7</b>	<b>\$58.1</b>
<b>EQUIPMENT</b>	<b>\$21.2</b>	<b>\$13.9</b>	<b>\$38.9</b>	<b>\$37.9</b>	<b>\$37.0</b>
Data Processing / Telecommunications	\$5.8	\$8.4	\$8.8	\$2.9	\$3.9
Other	\$15.4	\$5.5	\$30.1	\$35.0	\$33.1
<b>OIH CUSTODIAL</b>	<b>\$14.7</b>	<b>\$14.8</b>	<b>\$15.5</b>	<b>\$16.9</b>	<b>\$16.7</b>
<b>TRUCKS &amp; OTHER HEAVY EQUIP</b>	<b>\$50.9</b>	<b>\$60.2</b>	<b>\$28.4</b>	<b>\$23.0</b>	<b>\$21.1</b>
<b>LANDS &amp; BUILDINGS (Includes Facilities Bonds)</b>	<b>\$16.7</b>	<b>\$99.2</b>	<b>\$25.4</b>	<b>\$168.7</b>	<b>\$26.5</b>
<b>BUILDING DEBT SERVICE (Includes Hilltop)</b>		<b>\$8.2</b>	<b>\$8.2</b>	<b>\$8.2</b>	<b>\$16.5</b>
<b>MAINTENANCE CONTRACTS</b>	<b>\$21.3</b>	<b>\$42.1</b>	<b>\$37.6</b>	<b>\$46.9</b>	<b>\$41.3</b>
<b>MISCELLANEOUS OPERATING</b>	<b>\$2.9</b>	<b>\$1.7</b>	<b>\$2.0</b>	<b>\$1.8</b>	<b>\$2.3</b>
<b>TOTAL OPERATING COSTS</b>	<b>\$802.7</b>	<b>\$843.0</b>	<b>\$787.2</b>	<b>\$987.7</b>	<b>\$908.9</b>

The Department's staff level has been reduced from 7,800 employees in FY94 to 4,902 employees in FY19. The Department has continued to scrutinize the filling of positions to hold down operating costs. The agency has the authority to hire 5,120 employees. The savings from not filling these vacancies is used to help cover the increased operating costs in other areas such as fuel, salt, and utilities.



Employee levels equal the number of permanent appointment types as of the last payroll paid out during that fiscal year (PPE mid-June). Permanent appointment types include Full-time Permanent, Part-time Permanent and Full-time Interim Internal employees. The Department has managed to maintain the largest construction program in Ohio history with personnel levels at or near a 30 year low.

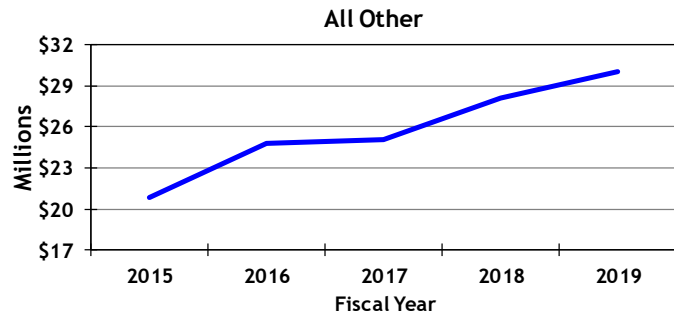
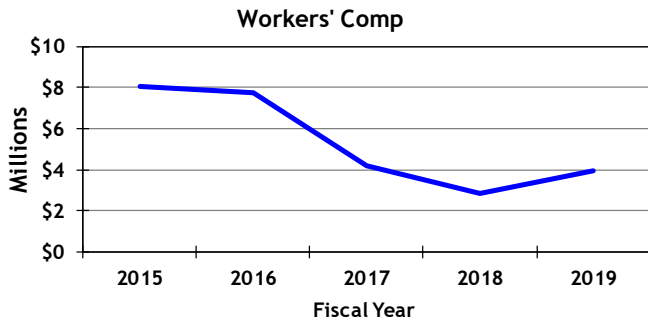
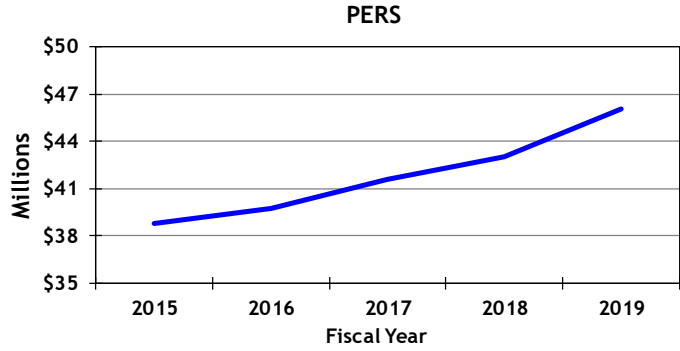
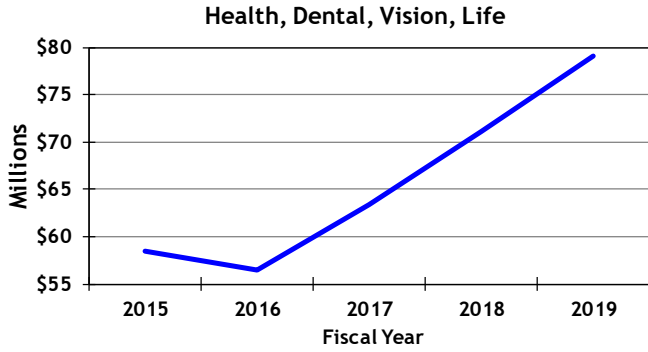
Payroll is the largest component of operating expenses. These costs also include ODOT supplemental staff. The gross wages increased significantly from FY 2015 due to a 2.5% pay raise in FY 2016 and FY 2017. Employer paid benefits have increased from FY 2017 to FY 2018 due to a rise in health care. Payroll in FY 2019 was higher due to a 27<sup>th</sup> pay period and a 2.75% wage increase.



FISCAL YEAR	2015	2016	2017	2018	2019
Employer Fringe	\$36.7	\$41.4	\$39.4	\$40.7	\$43.2
Employer Paid Benefits	\$126.1	\$128.8	\$134.1	\$145.0	\$159.1
Overtime	\$14.7	\$12.0	\$13.0	\$16.5	\$16.4
Gross Wages	\$224.6	\$232.7	\$242.9	\$249.3	\$267.9
<b>Total Payroll</b>	<b>\$402.2</b>	<b>\$415.0</b>	<b>\$429.4</b>	<b>\$451.5</b>	<b>\$486.6</b>

- 1) Payroll costs have increased over the previous five years due to the following:
  - 2016 - a one-time \$750 employee bonus payment and a 2.5% wage increase.
  - 2017 - a 2.5% wage increase.
  - 2018 - a 2.5% wage increase.
  - 2019 - a 2.75% wage increase and a posting of a 27th pay period.
- 2) Overtime was higher in FY 2018 and FY 2019 when compared to the previous years due to harsher winters and flooding events.

### Employer Paid Benefits

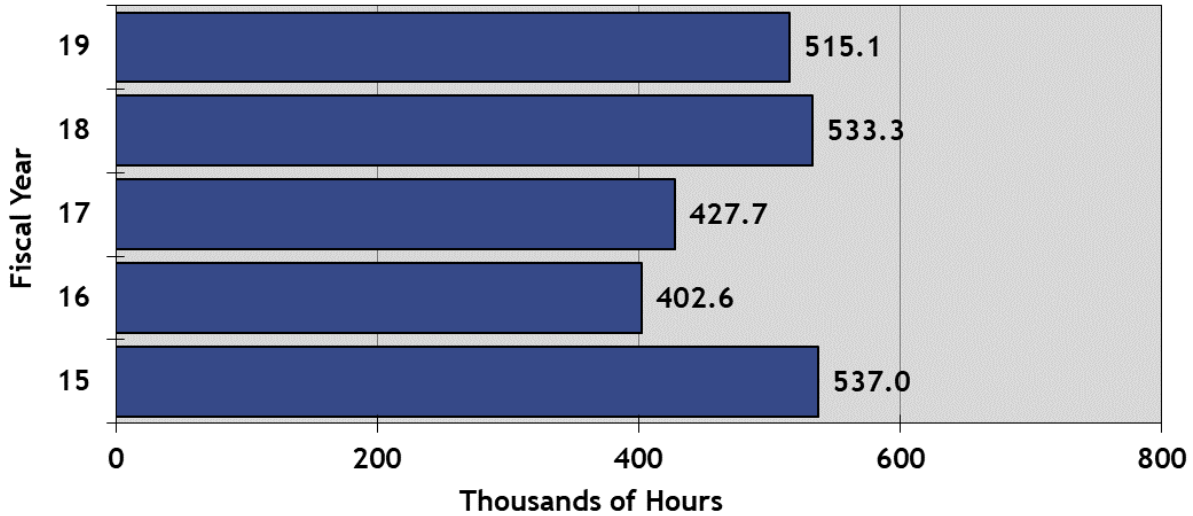


FISCAL YEAR	2015	2016	2017	2018	2019
Health Care, Dental, Vision, Life	\$58.5	\$56.5	\$63.3	\$71.1	\$79.1
PERS	\$38.8	\$39.8	\$41.6	\$43.1	\$46.0
Workers' Comp	\$8.0	\$7.7	\$4.2	\$2.8	\$4.0
All Other	\$20.8	\$24.8	\$25.1	\$27.9	\$30.0
<b>Total</b>	<b>\$126.1</b>	<b>\$128.8</b>	<b>\$134.1</b>	<b>\$145.0</b>	<b>\$159.1</b>

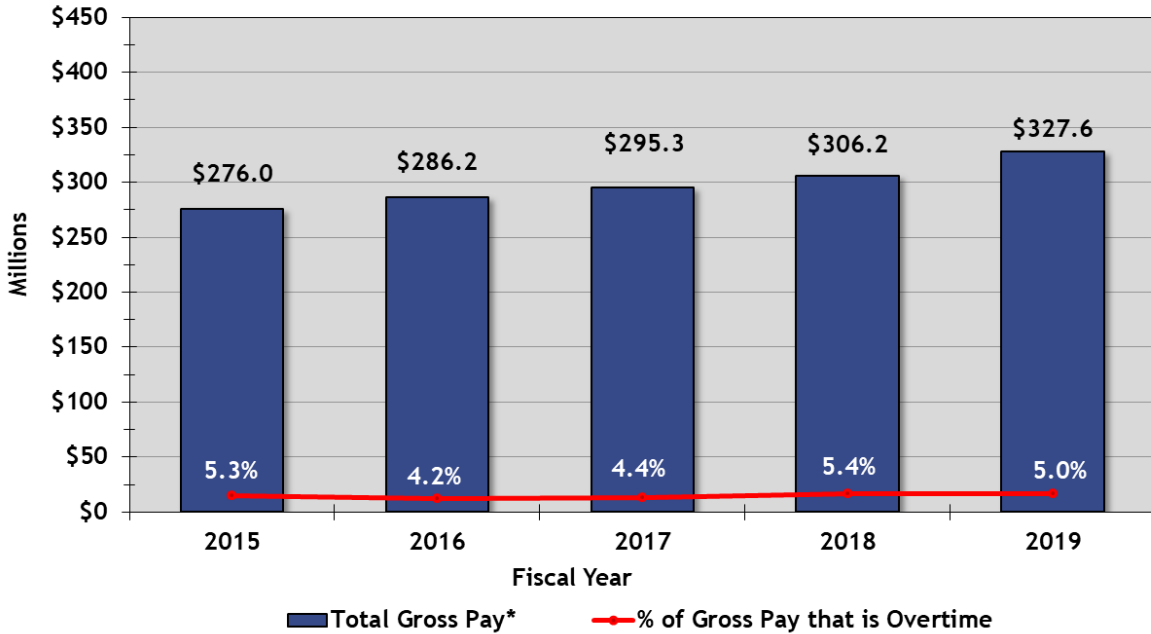
- 1) In 2016, healthcare costs decreased by roughly 3.4%. In 2017, healthcare costs increased by approximately 13%. In 2018 healthcare costs increased by approximately 12.4%. In 2019, healthcare increased by approximately 11%. There were 27 pay periods in 2019 causing healthcare to increase.
- 2) In 2016, a slight increase in PERS costs were associated with the \$750 bonus payment and a 2.5% wage increase within the fiscal year. In 2017, a slight increase to PERS costs was associated with a continued 2.5% wage increase along with ODOT hiring 44 additional employees within the fiscal year. In 2018, there was small increase to PERS due to the 2.5% wage increase. In 2019, increase is due to the 2.75% wage increase and a 27<sup>th</sup> pay period.
- 3) Annual fluctuations in ODOT's Workers' Compensation rates are the primary cause for variances from year to year. In 2016, it was 2.6094%. In 2017, Workers' Compensation rate decreased to 1.3709%, as the BWC's actuarial is working towards reducing premiums the Department pays in order to more evenly distribute claims filed for BWC payments on behalf of ODOT. In 2018, the Workers' Compensation rate decreased to 0.8945%, as the BWC's actuarial continues working toward reducing premiums the Department pays. In 2019, the Workers' Compensation Rate increased to 1.1561%. Also, in 2019 ODOT received \$1M from BWC which was provided to the Division of Human Resources for Workers Comp claim payments.
- 4) The Others benefit category includes a Premium for Disability, Accrued Leave Fund, Collective Bargaining, Medicare, EEO (Equal Employment Opportunity), HMO Communications Surcharge, Child Care Voucher Contribution, EAP (Employee Assistance Program), Workforce Development Fund, OBM Accounting, Human Resource Charge, Parental Leave Benefit Fund, Enterprise Services and Unemployment Compensation.

The fluctuation in overtime hours is largely dependent on the severity of Ohio’s winters. Fiscal year 2015, 2018 and 2019 were higher than normal due to a harsh winter with multiple snow and ice events, while fiscal year 2016 and 2017 were milder and required less overtime for the department. Fiscal Year 2019 had higher gross wages due to a 27<sup>th</sup> pay period.

Hours of Overtime Paid



Overtime as a Percentage of Gross Pay

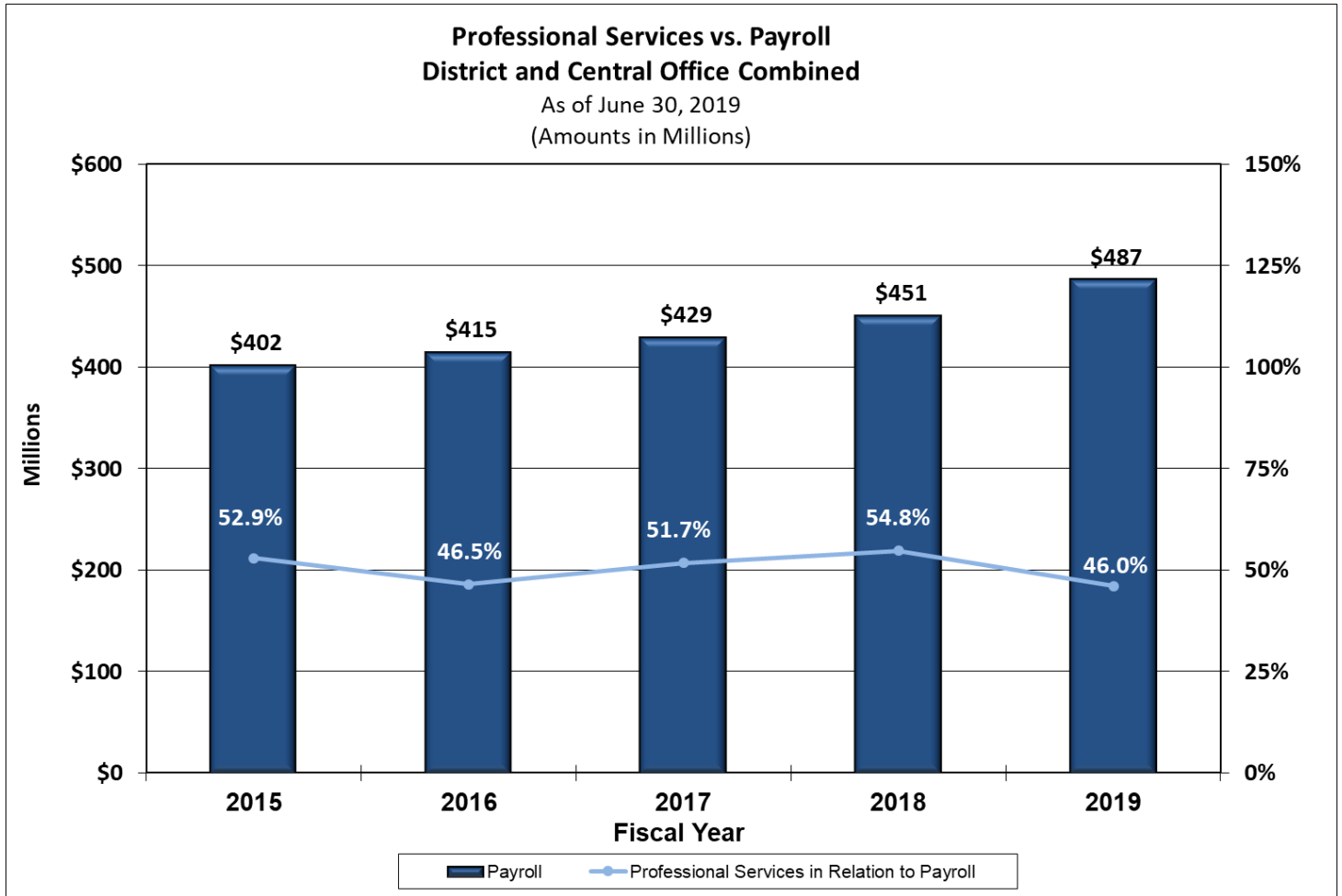


Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2015	\$14.7	\$276.0	5.3%
2016	\$12.0	\$286.2	4.2%
2017	\$13.0	\$295.3	4.4%
2018	\$16.4	\$306.2	5.4%
2019	\$16.4	\$327.6	5.0%

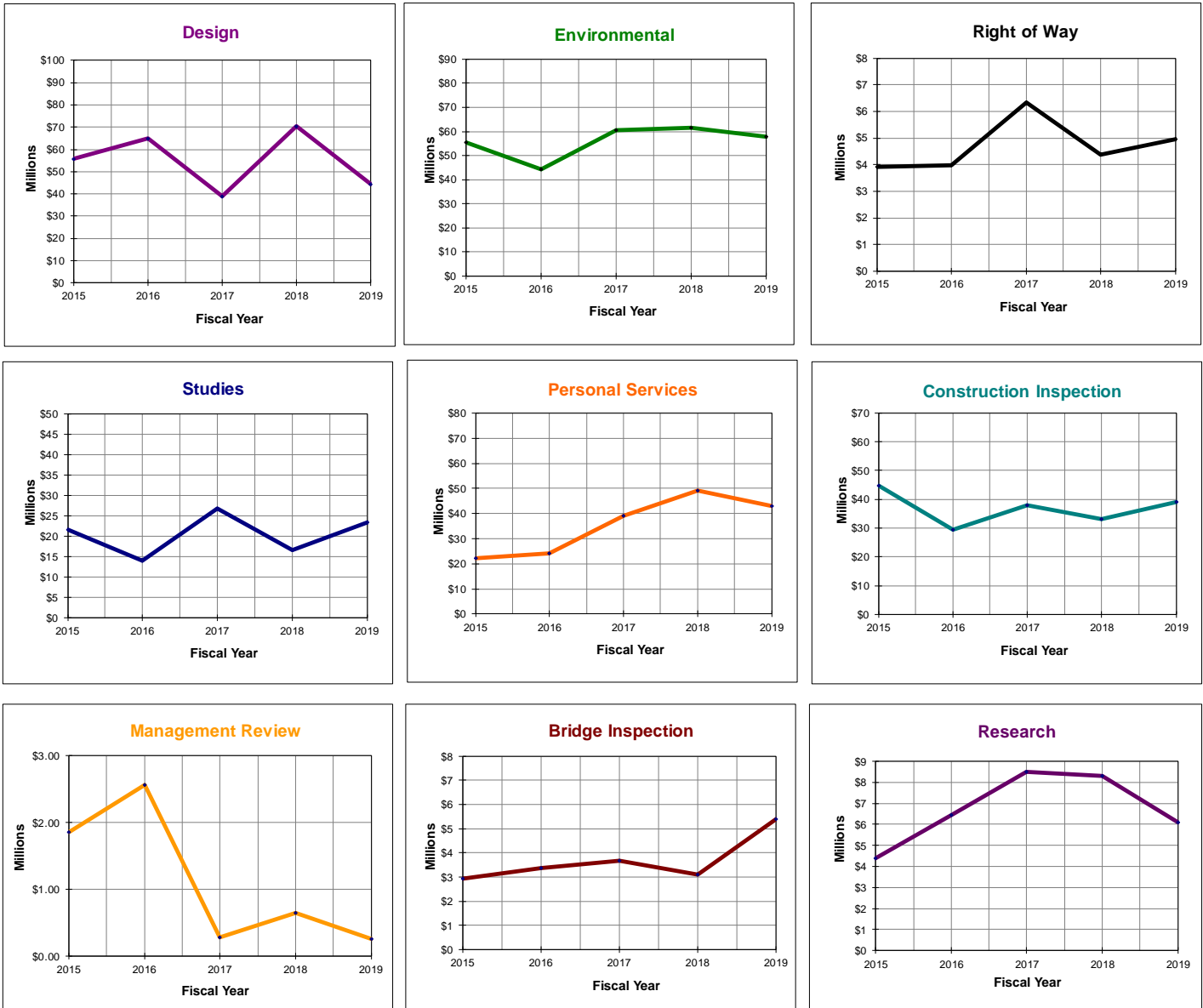
\*Total Gross Pay = Gross Wages+Overtime+Fringe Benefits



Along with its full-time employees, ODOT uses outside services to complete tasks such as design work for construction projects, construction inspections, right of way acquisition and administrative services. These costs have averaged 50.4% in relation to ODOT’s total payroll costs for the past five years.



Professional Contracts Encumbered for the Following Services

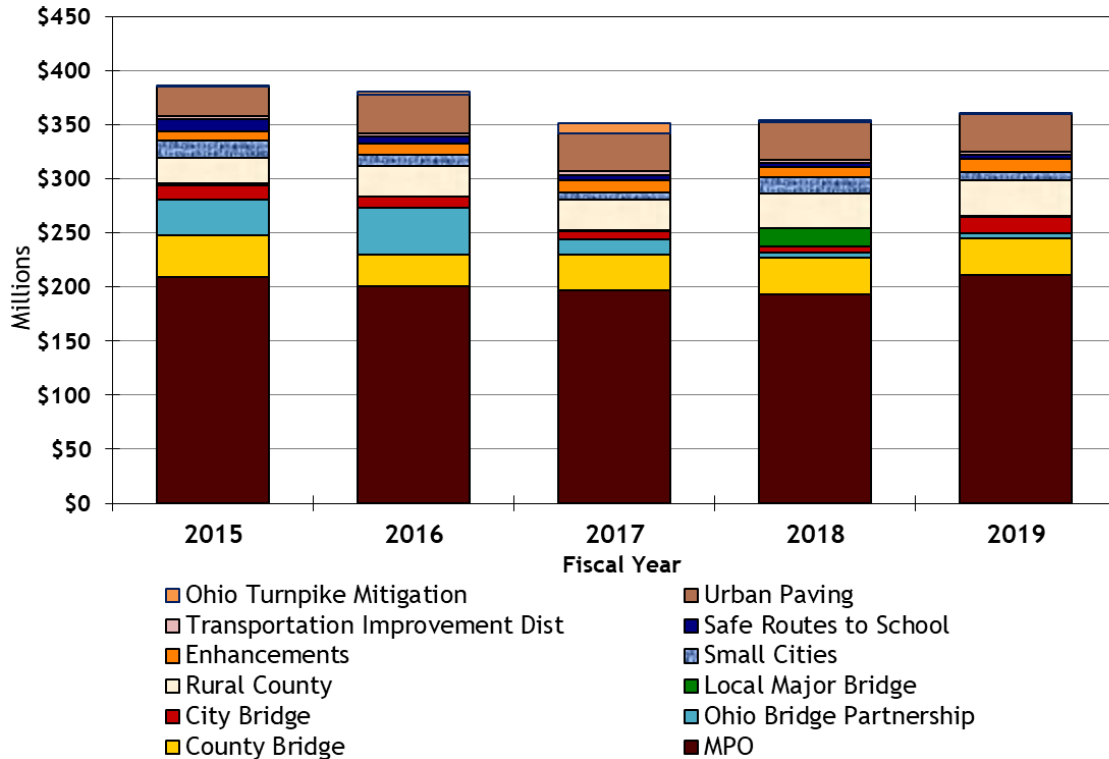


\*Note: Encumbrances are with regard to fund year and represent the encumbered balance as of the reporting date.

**Design** - The amount of funds encumbered for this category has decreased 37.5% or \$26.6M during Fiscal Year 2019 when compared to Fiscal Year 2018. The following project(s) were encumbered during Fiscal Year 2018 contributing to a majority of the decrease in encumbered amounts:

- District 12 - \$29.2M - Twin bridge deck replacements on the IR-480 bridges over the Cuyahoga River Valley.

### Local Programs Summary Appropriation Uses (With Regard to Fund Year) <sup>(1)</sup>

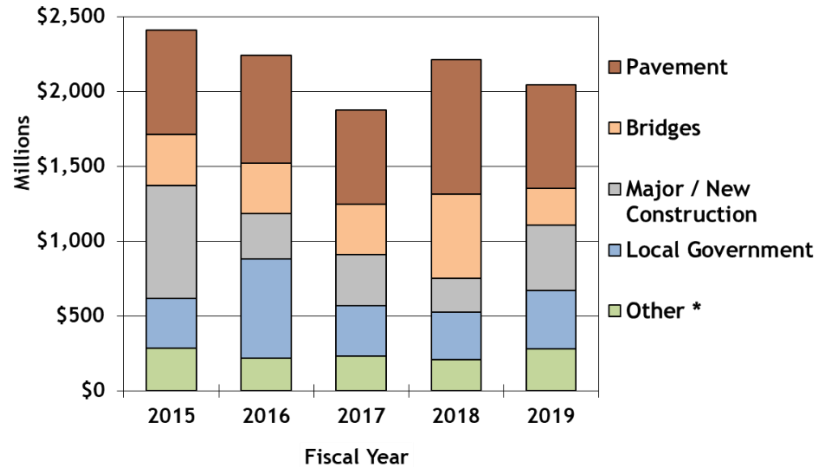


	2015	2016	2017	2018	2019
MPO	\$ 208.8	\$ 200.2	\$ 197.3	\$ 193.4	\$ 210.6
County Bridge	38.6	29.3	32.2	33.9	34.4
Ohio Turnpike Mitigation	0.8	3.4	9.0	1.0	0.4
City Bridge	13.0	10.3	6.9	5.1	15.5
Local Major Bridge	1.7	0.1	1.5	17.2	0.4
Ohio Bridge Partnership	33.3	44.1	14.6	4.8	4.5
Rural County	23.5	27.3	27.7	32.4	32.8
Small Cities	15.8	11.3	6.7	14.5	7.4
Enhancements	8.5	9.8	11.7	9.5	12.8
Safe Routes to School	11.3	6.7	4.9	3.5	3.7
Transportation Improvement Dist	3.4	3.3	3.5	3.4	2.5
Urban Paving <sup>(2)</sup>	27.4	35.0	35.0	35.0	35.0
<b>LOCAL PROGRAM TOTAL</b>	<b>\$ 386.2</b>	<b>\$ 380.7</b>	<b>\$ 351.1</b>	<b>\$ 353.7</b>	<b>\$ 360.1</b>

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

(2) ODOT Budgeted Figures attributed to Urban Paving in accordance with the Urban Paving Policy. Urban Paving is typically \$35 million.

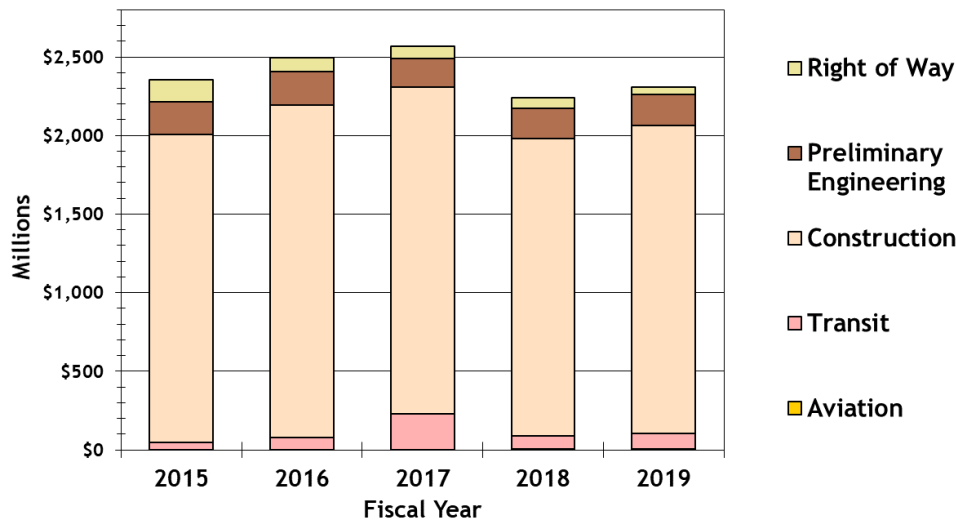
Contracts Awarded by State Fiscal Year



\* Total FY 19 contracts awarded by Transit and Aviation = \$104.2 million.

\*\*Note: The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

Capital Expenditures by State Fiscal Year  
(Without regard to fund year)

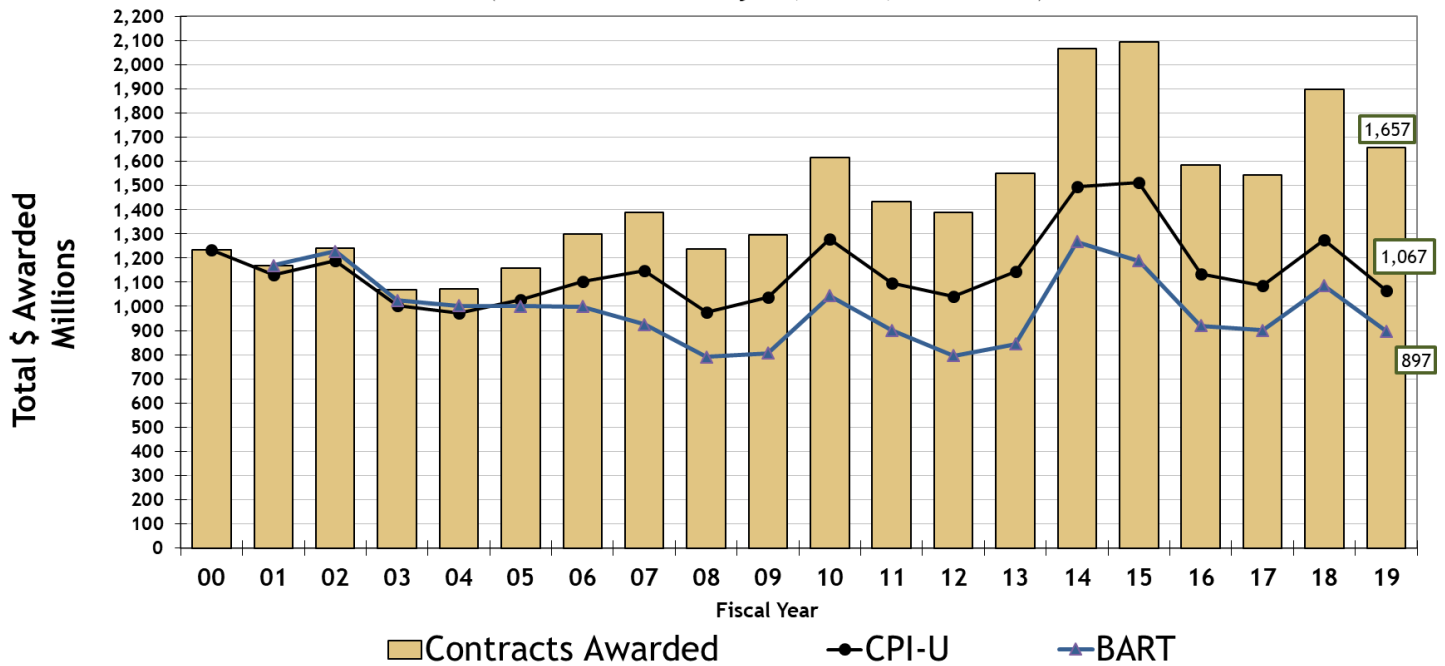


	2015	2016	2017	2018	2019
Right of Way	\$ 138	\$ 89	\$ 80	\$ 64	\$ 47
Preliminary Engineering	\$ 212	\$ 214	\$ 184	\$ 195	\$ 193
Construction	\$ 1,956	\$ 2,115	\$ 2,079	\$ 1,889	\$ 1,963
<b>Highway Related Total</b>	<b>\$ 2,306</b>	<b>\$ 2,418</b>	<b>\$ 2,343</b>	<b>\$ 2,149</b>	<b>\$ 2,203</b>
Transit	\$ 47	\$ 76	\$ 226	\$ 84	\$ 100
Aviation	\$ 1	\$ 6	\$ 3	\$ 3	\$ 4
<b>Modal Total</b>	<b>\$ 48</b>	<b>\$ 82</b>	<b>\$ 229</b>	<b>\$ 87</b>	<b>\$ 104</b>
<b>Grand Total</b>	<b>\$ 2,354</b>	<b>\$ 2,500</b>	<b>\$ 2,572</b>	<b>\$ 2,236</b>	<b>\$ 2,307</b>

With contracts awarded over the past few years reaching record breaking numbers, capital expenditures have followed suit, averaging \$2.39 billion of actual expenditures for the past five years.

ODOT’s actual capital dollar outlay for infrastructure has increased over the past 20 years; however, actual buying power (“real dollar value” due to inflation) has remained stagnant over the same time period. If adjusted for inflation using the CPI, Highway and Maintenance contracts have increased by approximately \$800.1 million since FY 2000 based on “real dollar value”. Using the ODOT internal BART (Bid Analysis Review Team) index, “real dollar value” for Highway and Maintenance contracts has decreased roughly \$271.9 million since FY 2001. The chart below shows this trend by taking the actual dollar amount of contracts sold for each fiscal year (which are shown in millions in the table below the graph) and comparing it with an amount that has been adjusted for inflation over the same period of time.

**Highway Construction / Maintenance Contracts Awarded by Fiscal Year**  
(Excludes Local Let Projects, Transit, and Aviation)



\*CPI Index Base Year 1982 - 1984 = 100%  
\*BART Index Base Year 2001 = 100%

Fiscal Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
\$ Awarded (Millions)	\$1,235	\$1,169	\$1,239	\$1,069	\$1,071	\$1,158	\$1,299	\$1,387	\$1,238	\$1,297
Fiscal Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
\$ Awarded (Millions)	\$1,615	\$1,434	\$1,388	\$1,552	\$2,068	\$2,094	\$1,584	\$1,544	\$1,897	\$1,657

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**State Infrastructure Bank**

### **Loan Program Background**

The State Infrastructure Bank (SIB) program was capitalized with two authorizations from the Ohio State Legislature totaling \$40 million in GRF funds, \$10 million in State Motor Fuel Tax funds, and \$87 million from Federal Title XXIII Highway funds. Any highway or transit project eligible under Title XXIII, as well as aviation, rail and other intermodal projects are eligible for direct loan funding under the SIB.

### **Bond Program Background**

With the assistance of the Ohio Treasurer's office, the Ohio Department of Transportation established two investment grade bond funds to leverage the SIB funds available to assist political entities. Both funds are structured with an open master indenture which allows bonds to be issued as needed, on a project-by-project basis.

With each bond fund, all repayments from the existing GRF and Title 23 loan portfolio accounts are pledged to support any borrower repayment shortfall. This pledge is followed by cash in each respective account and lastly the program reserve bond fund will be accessed in the event of a borrower defaulting or having a shortfall in their payment.

In February 2019, the State Transportation Infrastructure Bond Fund (GRF account) was upgraded from a Fitch rating of AA- to a Standard & Poor's rating of AA+. The rating of AA+ was affirmed by Standard & Poor's in February 2019 with a bond issuance to Toledo-Lucas County Port Authority. The bond program was established in September 2006. The program funds projects that do not qualify as federal eligible. The program has approximately \$28.66m in bond issuance capacity available.

The Federal Title XXIII Transportation Infrastructure Bond Fund (Title 23 account) was established in July 2008. The program carries an AA rating from Fitch. This bond was reaffirmed by Fitch Ratings in June 2017. This bond fund program is for projects that are Title XXIII federal eligible. Currently, the bond program has approximately \$98.10m in issuance capacity available.

Both programs are authorized in the Ohio Revised Code, Sections 5531.09 and 5531.10.

### **Administration**

ODOT is the primary decision maker for SIB projects. Within ODOT, the SIB Loan Committee manages the approval process. ODOT's Division of Finance promulgates the application process and is the contact source for information on the program. The Division of Finance receives applications, reviews, and makes recommendations to the SIB Loan Committee.

ODOT administers the loans using prudent financial guidelines and policies related to desirability, timing, and relative risk of the project. ODOT does not intend to undertake projects which are of limited public use or could be funded in full by private financial institutions.

### **2019 SIB Snapshot**

The portfolio of the SIB for Fiscal Year 2019 included nineteen loans for a total of \$24,200,283. Since inception, the SIB program has issued 243 loans in the amount of \$656.8 million and twelve bond issuances in the amount of \$94.4 million; totaling \$751.2 million for the SIB loan and bond programs. The bank has assisted communities with 212 highway, four railroad, two transit, twenty aviation, one bikeway and sixteen other infrastructure projects.



## SIB ACCOUNTS

### FUND 2120

#### Federal Funding

Known as First Generation, this funding originally capitalized the SIB. It is used for Title 23 eligible projects (highway or transit). Use of this funding requires that the borrower follow all federal mandates. Federal funds cover only 80% of the project costs and a 20% match of Motor Fuel Tax (MFT) SIB funds or a local match must be used.

#### Title 23 (Second generation funds or Washed funds)

This funding is known as Second Generation, or Washed funds and may be used on projects that are Title 23 eligible. All other federal requirements are removed with these funds yet all state guidelines must be followed. This funding is used for 100% of the funding for projects and has no required state match.

#### Motor Fuel Tax (MFT)

The state Motor Fuel Tax fund is used as the non-federal match to a Title 23 federally eligible project (20% share), or as 100% pure state funds for local roadway projects. Constitutionally, these funds cannot be used for any other transportation mode.

### FUND 2130

#### General Revenue Fund (GRF)

The GRF account is used to support industrial parks, service roads, railroad projects, aviation projects and local roads or for any infrastructure related project that is not Title 23 eligible.

## SIB BOND PROGRAM ACCOUNTS

The bond programs were created to generate additional financing for political subdivisions and to fund larger transportation projects. Bonds are issued on behalf of the SIB borrower by the ODOT Division of Finance in conjunction with the State Treasurer's office.

#### State Transportation Infrastructure (GRF) Bond Fund

The projects eligible for this program include local roadways, rail, water, and aviation. This bond fund is another source of funding for projects that do not qualify under Title 23 regulations.

#### Federal Title XXIII Transportation Infrastructure Bond Fund

Under this program, a bond issuance must be Title 23 federal eligible, highways and transit related project. A project may be funded 100% and has no required state match.

For additional information about funding sources for local government entities, see page 49 of the Appendix (Transportation Funding Sources).

**OHIO DEPARTMENT OF TRANSPORTATION  
STATE INFRASTRUCTURE BANK  
FUNDS 2120 AND 2130  
COMBINED STATEMENT OF REVENUES AND EXPENDITURES IN FUND BALANCES  
FOR YEAR ENDING JUNE 30, 2019**

<b><u>Beginning Cash Balance:</u></b>		<b>\$ 105,762,910</b>
<b><u>Revenues:</u></b>		
Investment Earnings	\$	2,151,715
Principal Loan Repayment (GRF)		2,594,948
Interest Payment on Loan (GRF)		826,480
Principal Loan Repayment (FHWA)		5,617,213
Interest Payment on Loan (FHWA)		289,062
Principal Loan Repayment (2nd Generation)		8,151,257
Interest Payment on Loan (2nd Generation)		2,465,953
Principal Loan Repayment (State Motor Fuel)		1,749,693
Interest Payment on Loan (State Motor Fuel)		183,909
Transfer In - Fund 7002 to SIB Fund 2120		-
Administrative Fees		38,205
<b>Total Revenues</b>	<b>\$</b>	<b>24,068,435</b>
<b><u>Expenditures:</u></b>		
Federal Highway Funds	\$	6,344,422
General Revenue Funds		5,746,456
Motor Fuel Tax Funds		3,995,539
Second Generation/Title 23 Funds		14,755,474
Administrative Fees - Court Claims / Refunds		-
<b>Total Expenditures</b>	<b>\$</b>	<b>30,841,891</b>
<b><u>Ending Cash Balance</u></b>	<b>\$</b>	<b>98,989,454</b>

**OHIO DEPARTMENT OF TRANSPORTATION  
STATE INFRASTRUCTURE BANK  
BALANCE SHEET FOR FUNDS 2120 AND 2130  
FOR YEAR ENDING JUNE 30, 2019**

Assets and Other Debits

Assets:

Uncommitted Cash	\$ 21,618,768
Cash Reserve - Current FY Debt Service - Title 23 & GRF	-
Cash Reserve for Approved Loans Already Encumbered	49,461,643
Cash Reserve for Approved Loans Not Yet Encumbered	27,909,043
<b>Total Cash on Hand</b>	<b>\$ 98,989,454</b>

Receivables:

Loans Already Disbursed:

Principal Due	\$ 135,063,246
Interest Due	27,828,948
Administrative Fees	8,163
<b>Total Receivables</b>	<b>\$ 162,900,357</b>

<b>Total Assets</b>	<b>\$ 261,889,810</b>
---------------------	-----------------------

Equity

Original Seed Money

Federal	\$ 87,000,000
GRF	40,000,000
Motor Fuel Tax	15,000,000
<b>Total</b>	<b>\$ 142,000,000</b>

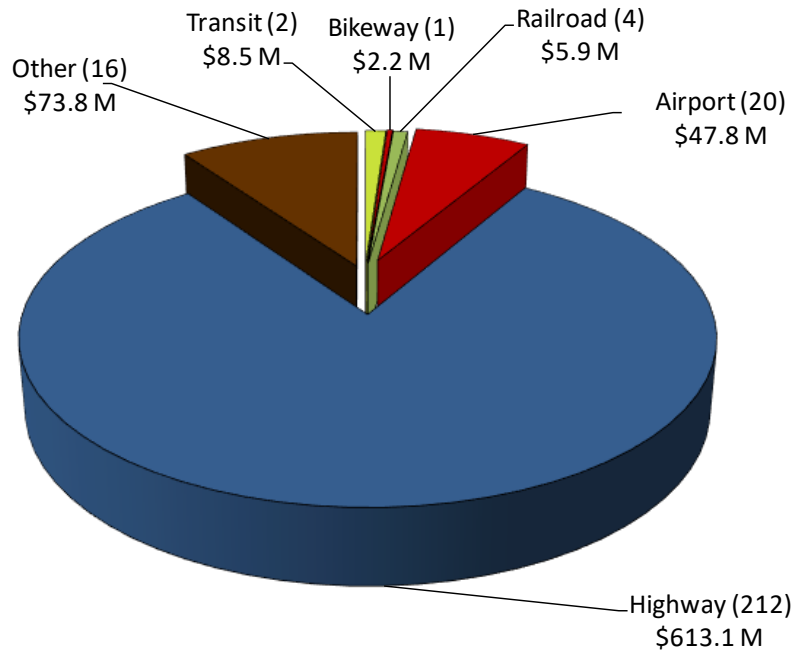
Investment Earnings	\$ 60,387,125
Interest from Loans	59,502,685
<b>Total Equity</b>	<b>\$ 261,889,810</b>

State Fiscal Year	1997-2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total *
# of Loans	121	5	7	3	11	19	14	13	13	18	19	243
\$ of Approved Loans (in millions)	\$364.51	\$6.9	\$19.8	\$5.3	\$20.8	\$72.0	\$56.8	\$15.9	\$28.6	\$42.0	\$24.2	\$656.8
# of Bonds	2			1		4		1	1	1	2	12
\$ of Approved Bonds (in millions)	\$18.5			\$9.4		\$17.7		\$7.9	\$4.7	\$15.7	\$20.5	\$94.4

Number of Loans:	243	Amount of Approved Loans:	\$656.8
Number of Bonds:	12	Amount of Approved Bonds:	\$94.4
<b>Total:</b>	<b>255</b>	<b>Total:</b>	<b>\$751.2</b>

\* Annual amounts may not equal to total due to rounding. Excludes loans that were approved but cancelled prior to closing on the loan.

Modes of SIB Loans and Bonds approved as of June 30, 2019  
Total \$751.2 m



## State Infrastructure Bank

There were a total of 19 State Infrastructure Bank loans approved in SFY 2019, for \$24.2 million. Eighteen of the loans were for roadway related projects and one was for an airport. There were two bonds approved for SFY19. This brings the final number of loans/bonds in the SIB portfolio as of SFY 2019 to 255, totaling approximately \$751.2 million, since the inception of the program. The average loan amount is \$2,702,891 and the average bond amount is \$7,867,500.

### SIB LOANS AND BONDS ISSUED SINCE PROGRAM INCEPTION APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS as of June 30, 2019

ODOT District	District Location	Loans	Bonds	Authorized Amount	% of Funds loaned/bonded	Approved * Loans	Active Loans	Paid off Loans	Approved * Bonds	Active Bonds	Paid-off Bonds
1	Lima	10		\$7,997,339	1.06%		6	4			
2	Bowling Green	15	2	\$50,975,050	6.79%		7	8		2	
3	Ashland	23	1	\$33,348,032	4.44%		14	9		1	
4	Akron/Canton	44	3	\$102,950,239	13.70%		19	25		2	1
5	Jacksontown	20	1	\$56,151,156	7.47%		13	7		1	
6	Columbus	12	1	\$89,157,086	11.87%	1	4	7		1	
7	Dayton	29	1	\$63,609,332	8.47%	1	15	13		1	
8	Cincinnati	16	3	\$126,731,245	16.87%		6	10		3	
9	Chillicothe	9		\$12,359,770	1.65%		3	6			
10	Marietta	7		\$7,135,870	0.95%		1	6			
11	New Philadelphia	25		\$22,609,847	3.01%	1	14	10			
12	Cleveland	33		\$178,187,482	23.72%	2	18	13			
		243	12	\$751,212,448	100.00%	5	120	118	0	11	1

\*Approved loans or bonds means the SIB loan committee has approved the request but closing documents have not been executed.

#### SIB Loans Approved in FY 2019

BORROWER	PROJECT	LOAN AMOUNT
Conneaut	US 20 Resurfacing	\$187,416
East Liverpool	Elizabeth Street Bridge	\$202,000
Lucas County TID	I-475/20A Interchange	\$8,000,000
Conneaut	Chamberlain Rehab Project	\$804,300
Springfield Township	Lighting - Canton/Waterloo	\$227,000
Elyria Office of Community Development	SR 20 Paving	\$420,200
Elyria	SR 113 Paving	\$690,699
Norton	Cleveland-Massillon Road Widening	\$3,158,000
Lancaster	Transportation Traffic System Upgrade	\$227,000
Ross County	SR207/Hospital Road	\$2,006,000
Bay Village	Columbia Road Culvert	\$835,940
Lewisburg	Lewisburg Street Resurfacing	\$850,000
Cambridge Area Regional Airport	Runway Extension	\$122,000
Montgomery County TID	Miamisburg Road	\$1,005,564
Montgomery County TID	Vienna Parkway Extension	\$1,960,589
East Liverpool	US30/SR39 Improvements	\$173,775
Huber Heights	Carriage Trail	\$1,107,000
Tuscarawas	Public Improvements	\$1,089,000
Powell	Sawmill Parkway Resurfacing	\$1,133,800
<b>TOTAL</b>		<b>\$24,200,283</b>

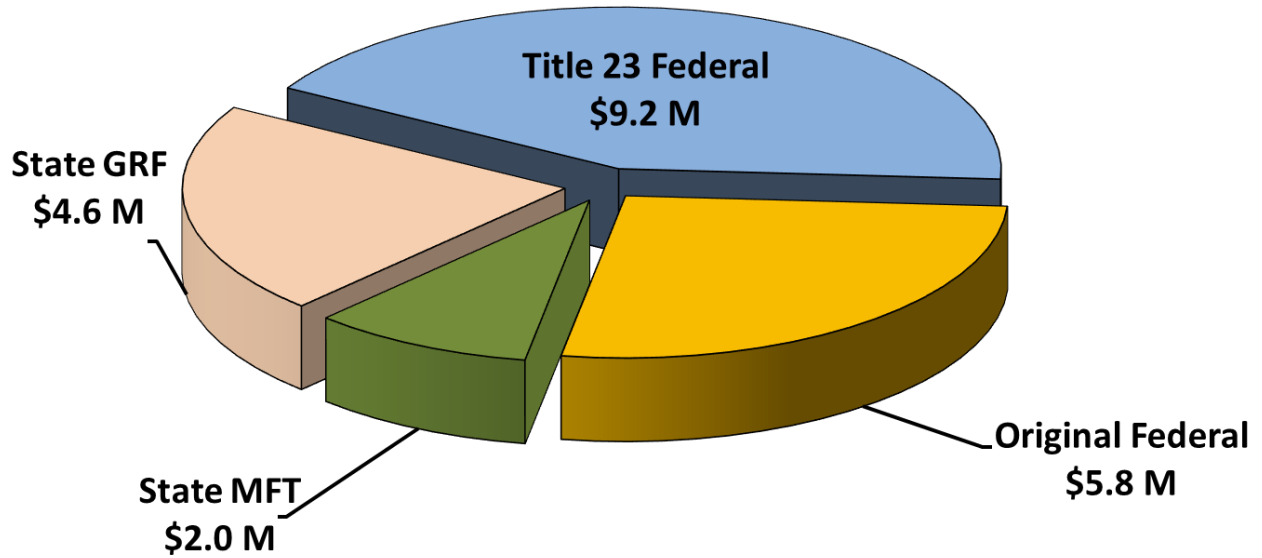
Note: The loan amount reflects the total principal approved by the SIB committee. It does not reflect the actual amount disbursed during the fiscal year.

#### SIB Bonds Approved in FY 2019

BORROWER	PROJECT	LOAN AMOUNT
Port of Greater Cincinnati	Parking Facility	\$15,245,000
Toledo/Lucas County Port Authority	Seaport and Docks	\$5,225,000
<b>TOTAL</b>		<b>\$20,470,000</b>

The graph below depicts the SIB cash balances as of June 30, 2019 available for future loans. These amounts represent the uncommitted cash balances for Federal, Title 23, State Motor Fuel Tax, and General Revenue Fund accounts.

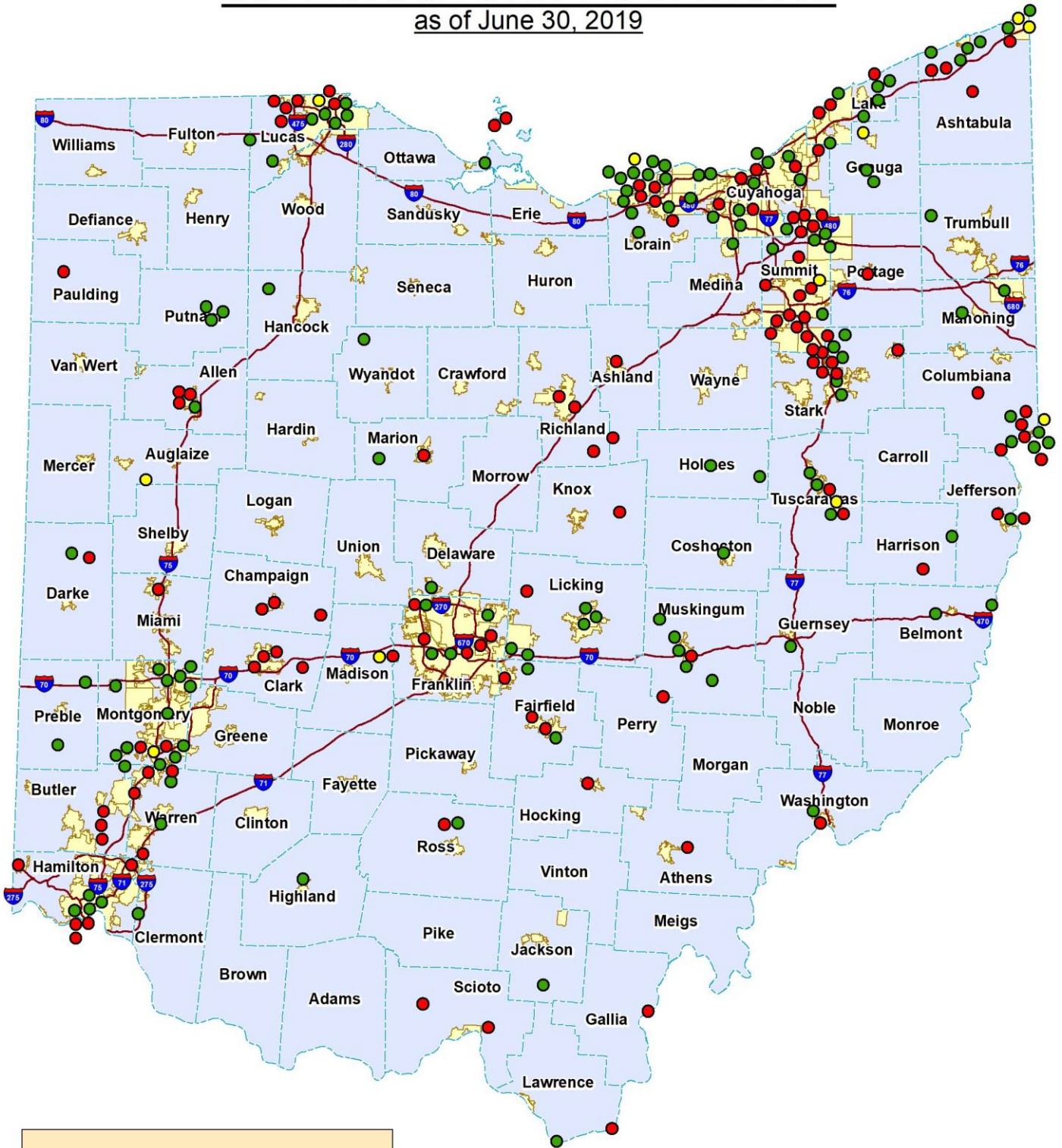
### SIB Balances Available as of June 30, 2019 Total Available to Lend: \$21.6 M



Note: Total available to lend is calculated net of debt service totaling \$1,074,403.

# SIB LOAN/BOND LOCATIONS

as of June 30, 2019



**Color**

- Paid Off
- Active - Loan Finalized
- Approved - Loan Not Yet Finalized

## STATE INFRASTRUCTURE BANK (SIB) PROJECTS

SIB projects include those found below and are depicted on the next page.

### Montgomery County TID - Miami Township, Lyons Road Pedestrian Access Project

This project located in Montgomery County consists of the construction of a new 10 ft. sidewalk, in addition to curb, gutter, and storm sewer along the south side of Lyons Road for 0.5 miles between Byers Road and SR 741 to improve safety and connectivity for pedestrians in high traffic areas, in Miami Township, Ohio.

Total Project Costs: \$1,938,564

SIB Loan Amount: \$584,180

### Village of West Jefferson - SR29/US40 Improvements

The Village obtained a SIB loan for a project located in Madison County. The improvements consist of construction, relocation, and widening of a portion of SR-29 to allow for better connectivity. The project also includes the construction of a roundabout that will provide improved access to businesses located in the area.

Total Project Costs: \$6,686,000

SIB Loan Amount: \$1,006,000

### Akron-Canton Regional Airport - Gate Expansion Project

With a SIB loan the airport was able to finance improvements that will include the replacement of five ground-level boarding gates with four second-level boarding gates, adding approximately 45,600 SF of new space and renovation of 10,000 SF of existing space, adding passenger boarding bridges, new restrooms, a business lounge, retail space and a children's play area.

Total Project Costs: \$38,576,121

SIB Bond Amount: \$15,680,000

### Village of Lewisburg - 2018 Street Resurfacing Program Project

This project is for the resurfacing of various streets with an asphalt overlay, located within the Village of Lewisburg, Preble County, Ohio. This project is part of the Village's maintenance program to resurface deteriorated streets within the Village corporation limits.

Total Project Costs: \$850,000

SIB Loan Amount: \$850,000

### City of New Philadelphia - 12 Bay Nested T Hangar Project

This SIB loan was used to finance the construction of a 12 Bay Nested T Hangar in the City of New Philadelphia, Ohio. The hangar has 42 ft. bi-fold doors and is a metal prefabricated building with electric and lighting and will be able to accommodate up to 12 single engine airplanes.

Total Project Costs: \$504,000

SIB Bond Amount: \$504,000



# STATE INFRASTRUCTURE BANK PROJECTS

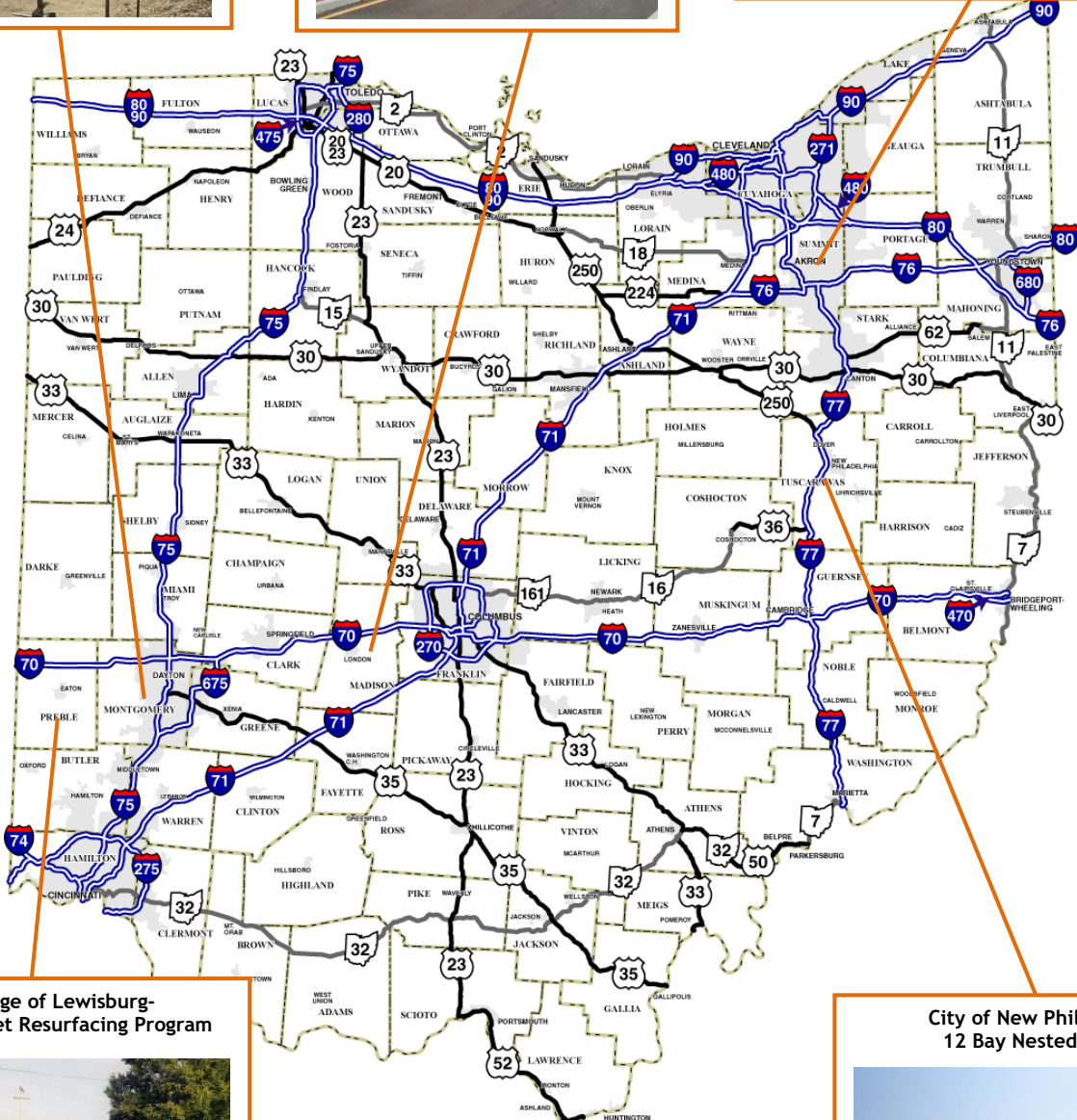
Montgomery County TID-  
Miami Township  
Lyons Rd Pedestrian Access



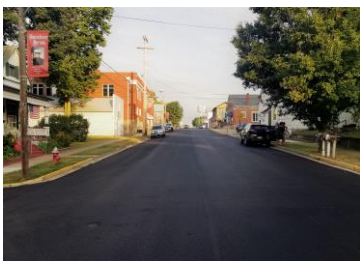
Village of West Jefferson-  
SR29/US40 Improvements



Akron-Canton Regional Airport Authority-  
Gate Expansion



Village of Lewisburg-  
2018 Street Resurfacing Program



City of New Philadelphia-  
12 Bay Nested T Hangar

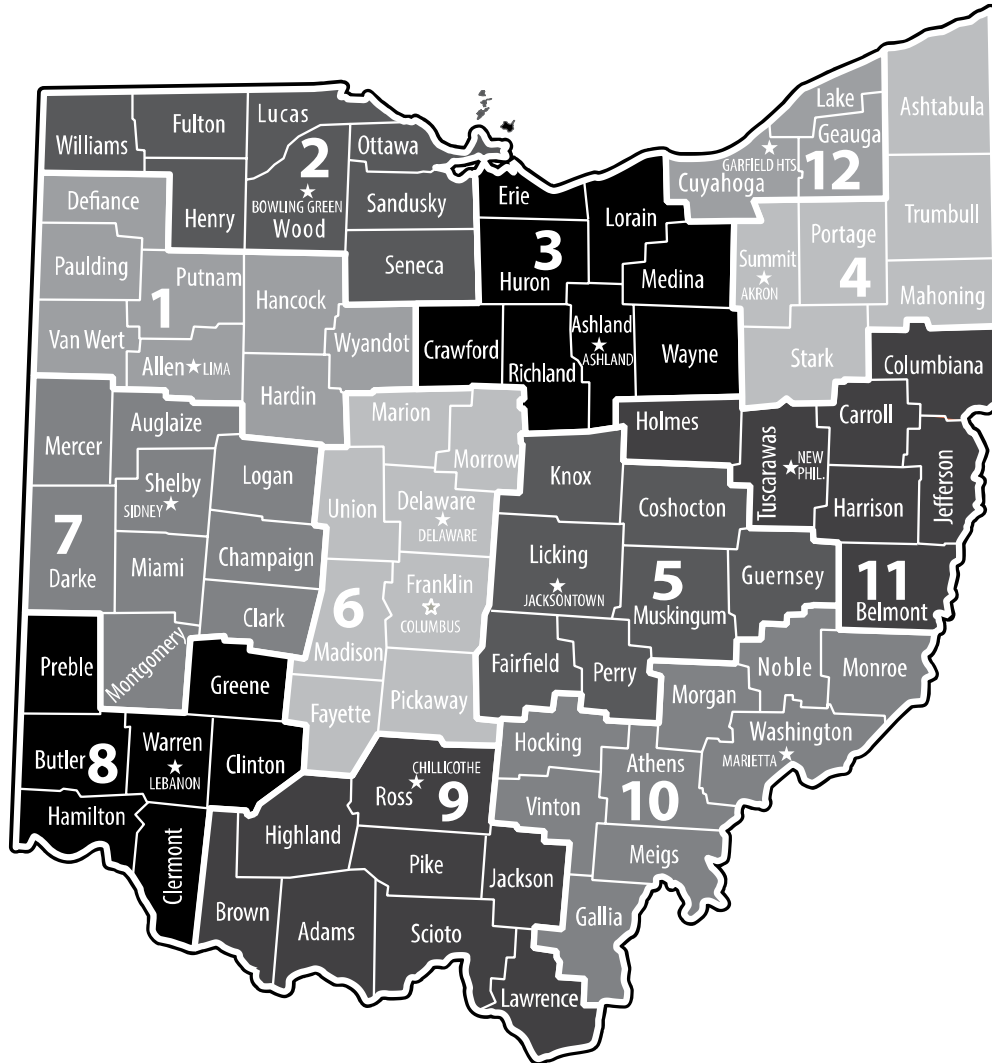


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## *Appendix*



# DISTRICTS



**District 1**

1885 N. McCullough St.  
Lima, OH 45801-0040  
419-222-9055

**District 2**

317 East Poe Rd.  
Bowling Green, OH 43402-1330  
419-353-8131

**District 3**

906 Clark Ave.  
Ashland, OH 44805-1989  
419-281-0513

**District 4**

2088 S. Arlington Rd.  
Akron, OH 44306  
330-786-3100

**District 5**

9600 Jacksontown Rd.  
Jacksontown, OH 43030  
740-323-4400

**District 6**

400 East William St.  
Delaware, OH 43015  
740-833-8000

**District 7**

1001 St. Marys Ave.  
Sidney, OH 45365-0969  
937-492-1141

**District 8**

505 S. State Route 741  
Lebanon, OH 45036-9518  
513-933-6568

**Central Office**

1980 W. Broad Street  
Columbus, OH 43223  
614-466-7170

**ODOT Web Site:**

[transportation.ohio.gov](http://transportation.ohio.gov)

**District 9**

650 Eastern Ave.  
Chillicothe, OH 45601  
740-773-2691

**District 10**

338 Muskingum Dr.  
Marietta, OH 45750  
740-568-3900

**District 11**

2201 Reiser Ave.  
New Philadelphia, OH 44663  
330-339-6633

**District 12**

5500 Transportation Blvd.  
Garfield Heights, OH 44125-5396  
216-581-2100

**SOURCE AND DISTRIBUTION OF OHIO 28¢ PER GALLON MOTOR FUEL TAX LEVY**

The motor vehicle fuel tax is composed of one levy that is divided into five separate sections. Each section of the levy is distributed in a different manner. Prior to any distributions, the following transfers or deposits of receipts are made:

- (1) Monthly amount necessary to pay motor fuel tax refunds. (ORC 5735.051)
- (2) 2% of previous month's receipts to the credit of the Highway Operating Fund (Fund 7002). (HB 26 - Sec. 757.10(A)&(B) 132nd GA)
- (3) 0.875% to the Waterways Safety Fund (ORC 5735.051)
- (4) 0.125% to the Wildlife Boater Angler Fund (ORC 5735.051)
- (5) 0.275% to the Motor Fuel Tax Administration Fund (ORC 5735.053)

\$0.28 Levy Sections	% Distribution		R.C. Section
\$0.17		<u>Prior to distribution reduce by:</u>	5735.05(A)(1)
	5.29%	(1) Monthly \$100,000 allocation to the Grade Crossing Fund (2) Monthly amount of tax used as a credit against fuel use tax (IFTA) to Highway Operating Fund 7002 (3) Credit % (subtotal less Grade Crossing Fund and FUT Allocation) to Highway Operating Fund 7002	5735.051(A)(1) 5728.06 (B) 5735.051(A)(2)
	<b>93.17%</b>	<u>Then</u> Credit to Gasoline Excise Tax Fund 7060 Distribute to 6.7% to Local Transportation Improvement Program Fund 7052 Distribute Gallons sold on Ohio Turnpike * \$0.05 to the Ohio Turnpike Commission <u>Balance Remaining on the 15th of each month:</u>	5735.051(A)(2)(a) 5735.051(A)(2)(a)(i) 5735.051(A)(2)(a)(ii)
	10.70%	Cities (% total city registrations less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(I)
	9.30%	Counties (equally less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(II)
	5.00%	Townships (equally less \$263,250 credited to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(III)
	75.00%	<u>Balance Remaining on the 15th of each month:</u> Highway Operating Fund Less HCAP Bond Service Fund 7072 (September - February)	5735.051(A)(2)(a)(iii)(IV) 5735.051(A)(3)
	<b>6.83%</b>	Credit to Gasoline Excise Tax Fund 7060	5735.051(A)(2)(b)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.02			5735.05(A)(2)
	<b>67.50%</b>	Credit to Highway Operating Fund 7002	5735.051(B)(1)
	<b>32.50%</b>	Credit to Gasoline Excise Tax Fund 7060	5735.051(B)(2)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.08			5735.05(A)(3)
	<b>81.25%</b>	Credit 13/16 to Highway Operating Fund (7002) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(1)(b) 5735.051(C)(3)(c)
	<b>18.75%</b>	Credit 3/16 to Gasoline Excise Tax Fund (7060)	5735.051(C)(1)(a)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(C)(2)
\$0.01			5735.05(A)(4)
	<b>100.00%</b>	Credit to Highway Operating Fund	5735.051(D)
\$0.28			

Note: For FY19, after revenue is deposited according to the above formula, the following annual transfer amounts were required out of the Highway Operating Fund (7002): \$172 million to Gasoline Excise Tax Fund (7060); \$16 million to Roadwork Development Fund (4W00); and \$400,000 to Deputy Inspector General for ODOT Fund (5FA0)

DISTRIBUTION OF STATE MOTOR VEHICLE REGISTRATION FEES

ORC 4501, 4503 & 4504

DISTRIBUTION BASIS

**PASSENGER VEHICLE**

\$31	(plus \$3.50 registrar fee)	
\$11		<u>To Department of Public Safety - Highway Purposes Fund<sup>1</sup></u>
\$20		<u>Balance Distributed as Follows:</u>
	34%	To County or Municipality in which vehicle is registered
	61%	5% Divided Equally Among Counties
		47% To County in which vehicle is registered
		9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
	5%	To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

**OHIO NON-IRP COMMERCIAL TRUCKS AND TRACTORS (Gross Vehicle Weights of 26,001 lbs. or more)**

OHIO FEES RANGE FROM \$385 TO \$1,370 AND VARY ACCORDING TO WEIGHT

\$30		<u>To Department of Public Safety - Highway Purposes Fund</u>
		<u>Balance Distributed as Follows:</u>
42.6%		<u>To Department of Public Safety - Highway Purposes Fund</u>
57.4%		<u>To Local Governments as Follows:</u>
	34%	To County or Municipality in which vehicle is registered
	61%	5% Divided Equally Among Counties
		47% To County in which vehicle is registered
		9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
	5%	To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

**OHIO IRP APPORTIONED COMMERCIAL TRUCKS AND TRACTORS<sup>2,3</sup>**

THE ANNUAL OHIO FEE RATES RANGING FROM \$410 TO \$1,395 AND VARY ACCORDING TO WEIGHT\*

		<u>To Department of Public Safety - Highway Purposes Fund</u>
42.6%		<u>To Local Governments as Follows:</u>
57.4%		<u>To Local Governments as Follows:</u>
	34%	To County or Municipality in which vehicle is registered
	61%	5% Divided Equally Among Counties
		47% To County in which vehicle is registered
		9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
	5%	To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

\*Ohio fees carriers assessed are apportioned, based on the percentage of miles the vehicle is driven in Ohio.

**LOCAL PERMISSIVE FEES**

THREE LEVIES at \$5 up to \$15	To Counties that assess fee <sup>4,5</sup>
ONE LEVY at \$5	To Townships that assess fee
FOUR LEVIES at \$5 up to \$20	To Municipalities that assess fee

<sup>1</sup> Changed from State Highway Patrol to Highway Purposes Fund per HB 26 132st General Assembly, ORC 4501.06.

<sup>2</sup> Ohio Non-IRP commercial trucks and tractors were placed on a different fee structure than those registered for Ohio IRP under HB 49, 132nd General Assembly, ORC 4503.042, ORC 4503.10 and ORC 4503.65.

<sup>3</sup> Ohio IRP Apportioned Commercial Trucks and Tractors are not subject to Local permissive fees under ORC Sections 4504.02, 4504.06, 4504.15, 4504.16, 4504.17, 4504.171, 4504.172, 4504.18, and 4504.24.

<sup>4</sup> Beginning in registration year 2019, \$25 is the maximum permissive tax amount, which can be a combination of county, township and/or municipal levies. ORC 4504.24 provides counties the option of enacting an additional \$5 levy. 100% of the collections are distributed to the county, and the levy is not contingent upon any other levy.

<sup>5</sup> If a county enacts ORC 4504.15, 50% of collections from municipality residents is distributed to the municipality, and 30% of collections from non-municipal residents is distributed to the township, or, if the county enacts 4504.16, 30% of collections from non-municipal residents is distributed to the township. (May be increased or decreased by township resolution and county approval.)

# APPORTIONMENT FORMULAS - FEDERAL-AID HIGHWAY PROGRAM

Fixing America's Surface Transportation Act was signed into law (P.L. 114-94) December 4, 2015

Statutory citation: FAST ACT §1101, 1104; 23 U.S.C. 104, 130

## Overview

The FAST Act builds on the changes made by MAP-21, improving mobility on highways, creating jobs, supporting economic growth and accelerating project delivery and promoting innovation. As with MAP-21, the FAST Act authorizes a single amount for each year which is apportioned among the States and then divided among individual apportioned programs.

## Total funding for Federal-aid highway formula programs

The FAST Act authorizes a total nationwide combined amount of Federal funding for FY 2016 through FY 2020 in contract authority (\$39.7 billion in FY 2016; \$40.5 billion in FY 2017; \$41.4 billion in FY 2018; \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020).

The FAST Act funds the five formula programs established through MAP-21 and a sixth newly created program:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBGP, formerly Surface Transportation Program);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Metropolitan Planning Program; and
- The new National Highway Freight Program (NHFP).

## Division of total apportioned amount among States

The FAST Act requires FHWA to reserve from the total amount authorized for the apportioned programs:

- 1) An amount to supplement the base apportionment for NHPP for each of FY 2019 and FY 2020.
- 2) An amount to supplement the base apportionment for STBGP for each of FY 2016-2020.
- 3) The remainder is the base apportionment.

FHWA calculates a State's initial apportionment for supplemental NHPP, supplemental STBGP and base apportionment.

- In FY16, the initial State apportionment is the same apportionment that it received in FY15.
- Each State's initial amounts are adjusted to ensure that the state receives at least 95% of the dollar amount of its contributions to the Highway Account of the Highway Trust Fund (HTF).

## Division of a State's apportionment among programs

After determining the three amounts for a State (supplemental NHPP, supplemental STBG, and base apportionment), FHWA divides the amounts among the State's individual formula programs in the manner below:

Step	Program	Calculation of amount													
1	NHFP [23 U.S.C. 104(b)(5)]	Funded in an amount equal to the national amount for the program:	<table border="1"> <thead> <tr> <th>FY</th> <th>\$ billions</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>1.15</td> </tr> <tr> <td>2017</td> <td>1.10</td> </tr> <tr> <td>2018</td> <td>1.20</td> </tr> <tr> <td>2019</td> <td>1.35</td> </tr> <tr> <td>2020</td> <td>1.50</td> </tr> </tbody> </table>	FY	\$ billions	2016	1.15	2017	1.10	2018	1.20	2019	1.35	2020	1.50
FY	\$ billions														
2016	1.15														
2017	1.10														
2018	1.20														
2019	1.35														
2020	1.50														
		...multiplied by the following ratio:	$\frac{\text{State's base apportionment for FY}}{\text{Nat'l total base apportionment for FY}}$												
2A	CMAQ [23 USC 104(b)(4)]	Funded in an amount equal to the State's base apportionment (net of step #1), multiplied by the following ratio:	$\frac{\text{State's FY09 CMAQ \$}}{\text{State's total FY09 apportionments}}$												

2B	Metropolitan Planning [23 U.S.C. 104(b)(5) (D) & (6)]	Funded in an amount equal to - <ul style="list-style-type: none"> <li>the State's base apportionment (net of step #1); plus</li> <li>the State's NHFP funding (under step #1), multiplied by the following ratio:</li> </ul>	State's FY09 Metro Planning \$ State's total FY09 apportionments												
3	NHPP [23 U.S.C. 104(b)(1)]  STBG [23 U.S.C. 104(b)(2)]  HSIP [23 U.S.C. 104(b)(3)]	The remainder of the State's base apportionment (net of amounts under steps #1 through #2B) is divided based on the following proportions:  ...and then the NHPP and STBG amounts are increased by the "supplemental NHPP and STBG" amounts calculated above.	63.7% to NHPP 29.3% to STBG 7.0% to HSIP												
4A	Railway Highway Crossings set-aside [23 USC 130; § 126 of Division L of Pub. L. 114-113]	Funded with an amount set aside from the States' initial HSIP amounts prior to apportionment - <ul style="list-style-type: none"> <li>based on apportionment formula under 23 U.S.C. 130; and</li> <li>such that the national total for the program is as follows:</li> </ul>	<table border="1"> <thead> <tr> <th>FY</th> <th>\$ millions</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>350<sup>1</sup></td> </tr> <tr> <td>2017</td> <td>230</td> </tr> <tr> <td>2018</td> <td>235</td> </tr> <tr> <td>2019</td> <td>240</td> </tr> <tr> <td>2020</td> <td>245</td> </tr> </tbody> </table>	FY	\$ millions	2016	350 <sup>1</sup>	2017	230	2018	235	2019	240	2020	245
FY	\$ millions														
2016	350 <sup>1</sup>														
2017	230														
2018	235														
2019	240														
2020	245														
4B	Safety-related activities set-aside <sup>2</sup> [§ 1519(a) of Pub. L. 112-141, as amended by the FAST Act]	Funded via set-aside from the States' initial HSIP amounts prior to apportionment— <ul style="list-style-type: none"> <li>determined proportionally based on the initial HSIP amounts; and</li> <li>such that the national total is \$3.5 million each fiscal year.</li> </ul>													

<sup>1</sup> The FAST Act set aside \$225M for FY2016; the FY 2016 Appropriations Act increased this set-aside to \$350M, \$230M was set aside for FY2017, \$235m was set aside for FY2018, and \$240M was set aside for FY2019.

<sup>2</sup> Set-aside amounts are not provided to States as apportionments, but instead fund an allocated program for safety-related activities and clearinghouses. Therefore, the FHWA does not include them in the tables in its apportionment notice.



## APPORTIONMENT FORMULAS - FEDERAL TRANSIT PROGRAM

Fixing America's Surface Transportation Act was signed into law (P.L. 114-94) December 4, 2015

PROGRAM	FACTORS	WEIGHT	STATUTE (Title 49 U.S. Code)
Enhanced Mobility of Seniors and Individuals with Disabilities Formula Grants	- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities according to the latest available U.S. Census data.	100%	5310 FAST Section 3006(b)
	- Also adopts former New Freedom funding allocations:	60%	
	<ul style="list-style-type: none"> <li>• To designated recipients in urbanized areas with a population over 200,000.</li> <li>• To states for small urbanized areas.</li> <li>• To states for rural areas.</li> </ul>	20% 20%	
Rural Areas Formula Grants	- State's land area/population in rural areas. - State's land area/revenue vehicle miles/ low-income individuals in rural areas with populations less than 50,000.	83.15% 16.85%	5311 FAST Section 3007
Urbanized Area Formula Grants	- Population areas of 50,000-199,999: based on population and population density, number of low-income individuals, and levels of transit service. - Population areas of 200,000 or more: based on bus revenue vehicle miles, bus passenger miles, fixed guideway revenue miles and fixed guideway route miles along with population and population density.	100%	5307, 5340 FAST Section 3004, 3016
Metropolitan and Statewide Planning Programs	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.	100%	5303, 5304 FAST Section 3003 5305 Planning Programs
State of Good Repair Formula Grants	<u>Fixed Guideway</u> : 50% based on old SAFETEA-LU formula for Fixed Guideway Rail Modernization Program, and 50% based on high intensity fixed guideway funds for revenue vehicle miles and directional route miles reported to NTD. <u>Motorbus</u> : Based on revenue vehicle miles and directional route miles of buses reported to NTD.	97.15%	5337 FAST Section 3015
		2.85%	
Bus and Bus Facilities Formula Grants	- Fixed amount for each state (\$1.75M) - Remaining amount based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment.	100%	5339, 5339(b) FAST Section 3017
Illustrative State Safety Oversight Formula Grants	<u>Base Tier</u> : Fixed amount provided per eligible state.	20%	5329(e) FAST Section 3013, 3020, 3021, 3022
	<u>Oversight Modal Tier</u> : Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System.	20%	
	<u>Service Tier</u> : Based on vehicle passenger miles, vehicle revenue miles and directional route miles.	60%	
Public Transportation Innovation (Research)	FAST authorized \$20M from the General Fund, through discretionary fund applications selected for the purpose of advancing innovative public transportation research and development.	100%	5312 FAST Section 3008

# Omnibus Appropriations Package

H.J. Res 31, Consolidated Appropriations Act 2019 was signed into law February 15, 2019

## Overview

The Transportation-HUD component of the budget was increased from \$70.3 billion in FY 2018 to \$71.1 billion in FY 2019.

## Highways and Bridges

\$46.0B - obligation limitation for FAST Act contract authority programs.

\$3.3B - new spending out of general funds on highways and bridges beyond FAST Act levels

- \$2.7B - disbursed through formula programs to state DOTs (available through 9/30/2022)
- \$16M - Puerto Rico highway program
- \$5M - territorial highway program
- \$25M - nationally significant Federal lands and tribal projects
- \$475M - bridge replacement and rehabilitation program

## Transit

\$9.9B - obligation limitation for FAST Act contract authority programs

\$700M - additional transit infrastructure grants

- \$263M - FTA state-of-good-repair formula grants
- \$350M - bus and bus facilities grants
- \$40M - federal formula grant program for rural areas
- \$40M - high density state apportionments
- \$1M - in bus testing facility
- \$6M - operation and maintenance of bus testing facilities by institutions of higher education

\$5M - for FTA technical assistance and training

\$2.6B - for capital investment grants

- \$1.3B - new fixed guideway grants
- \$635M - core capacity improvement projects
- \$527M - small start projects
- \$100M - expedited project delivery

\$150M - for Washington metro

## Rail

\$1.9B - Amtrak national passenger rail system

- \$650M - northeast corridor
- \$1.3B - national network

\$670M - FAST Act intercity rail grants

- \$255M - consolidated rail grants
- \$400M - state of good repair grants
- \$5M - restoration and enhancement grants
- \$10M - magnetic levitation technology deployment program

## Aviation

\$175M - FAA's essential air program

\$10.4B - FAA operations

\$3.0B - FAA facilities and equipment

\$191M - research, engineering and development

\$3.0B - obligation limitation for FAST Act contract authority programs

\$500M - grants in aid for airports

## Maritime

\$300M to maintain and preserve a U.S. flag merchant fleet to serve the national security needs of the U.S.

\$149M for necessary operations and training activities

\$345M for necessary expenses of operations, support and training activities for State Maritime Academies

\$20M for assistance to small shipyards

\$8M for ship disposal and a transfer of funds for administrative expenses to carry out the guaranteed loan program

\$293M for a Port Infrastructure Development Program

## MAINTENANCE RESPONSIBILITY GUIDELINES

Maintenance Item State / US Routes	Ohio Revised Code Section(s)	Outside of Village or City	Within Village Corp Limits	Within City Corp Limits
<b>Pavement Surface Course</b>	5511.01			
	5521.01			
	5501.31	ODOT	Village	City
<b>Full Depth Pavement</b>	5511.01			
	5521.01			
	5501.31	ODOT	Village	City
<b>Curbs, Drainage, Mowing, etc.</b>	5511.01			
	5521.01			
	5501.31	ODOT	Village	City
<b>Standard Longitudinal Pavement Markings</b>	5521.01			
	5501.31	ODOT	ODOT	City
<b>Route Marker Signs</b>	5511.01	ODOT	ODOT	ODOT
<b>Regulatory &amp; Warning Signs</b>	5521.01	ODOT	ODOT	City
<b>School Flashers, including applicable pavement markings and signs</b>				
	5521.01	ODOT	ODOT	City
<b>Traffic Signals, including applicable pavement markings and signs</b>	4511.11			
	4511.65	ODOT	Village <sup>1</sup>	City
<b>Speed Limits</b>	4511.21	ODOT	Statutory Limits by ORC	Statutory Limits by ORC
<b>Culvert (less than 10' span)</b>	5521.01	ODOT	Village	City
<b>Bridges (greater than 10' span)</b>	5501.49			
	5511.01	See Bridge Matrix	See Bridge Matrix	See Bridge Matrix
	5591.21			
<b>Bridge Inspection</b>	5501.47	See Bridge Matrix	See Bridge Matrix	See Bridge Matrix
<b>Interstate Routes</b>				
<b>Interstate Routes (all aspects including bridges and culverts above and below Interstate)</b>	23 USC 101 23 USC 116	ODOT	ODOT <sup>2</sup>	ODOT <sup>2</sup>

<sup>1</sup> Village obtains permission from ODOT

<sup>2</sup> Unless a maintenance agreement exists

**Note: Any of the above may be replaced by a maintenance agreement**

## BRIDGE MAINTENANCE RESPONSIBILITY GUIDELINES

INSIDE MUNICIPALITY (ORC 5501.49)				
Route on Bridge	Route Under Bridge	Inspection Responsibility	Routine Maintenance Responsibility <sup>1</sup>	Major Maintenance Responsibility <sup>2</sup>
Interstate	Any	ODOT	ODOT	ODOT
State Route <sup>3</sup>	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village	ODOT
	County Road	ODOT	City / Village / County	ODOT
	City / Village Road	ODOT	City / Village	ODOT
	Railroad	ODOT	City / Village	ODOT
	Abandoned RR / Private Road	ODOT	City / Village	ODOT
	Water / Ditch	ODOT	City / Village	ODOT
	Other (utility, pedestrian, building)	ODOT	City / Village	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village	ODOT
Railroad	Interstate	ODOT	Railroad <sup>4</sup>	Railroad <sup>4</sup>
	State Route <sup>3</sup>	ODOT	Railroad <sup>4</sup>	Railroad <sup>4</sup>
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
	State Route <sup>3</sup>	ODOT	Other / City / Village	Other / City / Village
OUTSIDE MUNICIPALITY (ORC 5501.11)				
Interstate	Any	ODOT	ODOT	ODOT
State Route <sup>3</sup>	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	ODOT	ODOT
	County Road	ODOT	ODOT	ODOT
	Township Road	ODOT	ODOT	ODOT
	Railroad	ODOT	ODOT	ODOT
	Abandoned RR / Private Road	ODOT	ODOT	ODOT
	Water / Ditch	ODOT	ODOT	ODOT
	Other (utility, pedestrian, building)	ODOT	ODOT	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	County	ODOT
Railroad	Interstate	ODOT <sup>5</sup>	Railroad <sup>4</sup>	Railroad <sup>4</sup>
	State Route <sup>3</sup>	ODOT <sup>5</sup>	Railroad <sup>4</sup>	Railroad <sup>4</sup>
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
	State Route <sup>3</sup>	ODOT	Other	Other

1 "Routine maintenance" includes without limitation, clearing debris from the deck, sweeping, snow and ice removal, minor wearing surface patching, cleaning bridge drainage systems, marking decks for traffic control, minor and emergency repairs to railing and appurtenances, emergency patching of deck, and maintenance of traffic signal and lighting systems, including the supply of electrical power.

2 "Major maintenance" includes the painting of a bridge, and the repair of deteriorated or damaged elements of bridge decks, including emergency patching of bridge decks, to restore the structural integrity of a bridge.

3 Both with and without Limited Access

4 Unless a maintenance agreement exists or if constructed as part of a grade separation, then ODOT.

5 ODOT inspects these structures as policy

**Note: Any of the above may be replaced by a maintenance agreement**

## Contracts Awarded by State Fiscal Year Definitions

**Pavement** - All Projects relating to resurfacing any road for which ODOT is responsible. These include interstate highways and state highways under ODOT's umbrella of responsibility.

**Bridges/Culverts** - All projects where the majority of the work on that project is for repairing, rebuilding, or building new bridges and/or culverts.

**Major / New Construction** - Projects that have gone before the Transportation Review Advisory Council (TRAC) and have been approved. These are large projects such as building a new bypass, constructing a new interchange, or rebuilding an existing road from the ground up.

**Local Government** - Projects on highways (mostly interstates) that run through municipalities, of which the municipalities have a share in maintaining. This is not to be confused with Local Let Projects (non-traditional) where ODOT only provides the funds (mostly federal) to local political divisions for them to award.

**Design / Build** - These are projects that are awarded to one company to do all of the preliminary engineering and design work as well as perform the construction portion of the project.

**CONTRACTS AWARDED FY 2019**  
(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
<b>PAVEMENT</b>	\$29.14	\$35.25	\$69.99	\$137.45	\$40.67	\$116.49
2-LANE (miles)	242.32	110.96	425.58	280.43	199.02	247.04
GREATER THAN 2-LANES (miles)	24.68	54.18	97.66	109.42	80.00	8.12
INTERSTATE (lane miles)	23.80	0.00	116.02	202.88	16.80	196.53
MILEAGE	290.80	165.14	639.26	592.73	295.82	451.69
<b>BRIDGES</b>	\$15.43	\$13.06	\$12.05	\$7.07	\$25.79	\$8.44
TOTAL STRUCTURES	0.00	0.00	0.00	0.00	0.00	0.00
<b>CULVERTS</b>	\$1.85	\$0.74	\$2.07	\$1.99	\$4.49	\$0.42
<b>MAJOR NEW / MAJOR REHAB</b>	\$0.00	\$187.44	\$0.00	\$25.56	\$0.00	\$87.10
<b>LOCAL GOVERNMENT PROJECTS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$1.55	\$0.00
LOCAL GOV'T - LOCAL LET	\$5.42	\$48.33	\$24.31	\$30.53	\$4.69	\$61.59
<b>SAFETY UP-GRADING</b>	\$0.00	\$14.22	\$4.79	\$12.63	\$15.84	\$4.50
<b>GUARDRAILS</b>	\$1.47	\$0.00	\$0.24	\$0.00	\$0.00	\$0.00
<b>HERBICIDAL SPRAY</b>	\$0.19	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>MOWING</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.75
<b>NOISE BARRIERS/ WALLS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.64
<b>RAISED PAVEMENT MARKINGS</b>	\$2.00	\$2.49	\$2.65	\$2.22	\$2.76	\$3.68
<b>RAIL</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>REST AREAS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>STATE PARKS (Metro, ODNR)</b>	\$0.00	\$0.00	\$0.35	\$0.00	\$0.00	\$0.00
<b>EMERGENCIES</b>	\$0.93	\$1.15	\$0.42	\$0.70	\$0.29	\$0.00
<b>MISCELLANEOUS <sup>(1)</sup></b>	\$0.00	\$4.26	\$3.26	\$2.14	\$1.65	\$7.64
<b>HIGHWAY RELATED TOTAL</b>	\$56.43	\$306.94	\$120.13	\$220.29	\$97.74	\$297.24
<b>TRANSIT <sup>(2)</sup></b>	\$3.73	\$7.71	\$5.33	\$9.47	\$10.61	\$6.52
<b>AVIATION</b>	\$0.08	\$0.15	\$0.74	\$0.25	\$0.54	\$0.85
<b>MODAL TOTAL</b>	\$3.81	\$7.86	\$6.07	\$9.72	\$11.15	\$7.37
<b>GRAND TOTAL</b>	\$60.24	\$314.81	\$126.19	\$230.01	\$108.90	\$304.61

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- (1) These projects consist of bridge/highway cleaning, crack-sealing, pavement repair, railroad separation, salt domes, slide / slip correction / stabilization / facilities projects, tree removal, spot improvement, etc.
- (2) These totals include all transit program contract amounts.

**CONTRACTS AWARDED FY 2019**  
(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
<b>PAVEMENT:</b>	\$48.60	\$54.40	\$22.58	\$32.69	\$35.72	\$68.41	\$691.39
2-LANE (miles)	297.62	193.32	138.18	354.99	338.32	25.85	2853.63
GREATER THAN 2-LANES (miles)	43.41	62.54	61.79	0.00	0.00	83.01	624.81
INTERSTATE (lane miles)	154.54	87.72	0.00	111.28	33.68	70.86	1014.11
MILEAGE	495.57	343.58	199.97	466.27	372.00	179.72	4492.55
<b>BRIDGES</b>	\$19.86	\$10.79	\$20.40	\$13.92	\$18.25	\$60.24	\$225.29
TOTAL STRUCTURES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>CULVERTS</b>	\$0.00	\$3.03	\$1.52	\$1.68	\$1.65	\$0.79	\$20.23
<b>MAJOR NEW / MAJOR REHAB</b>	\$48.06	\$86.88	\$0.00	\$0.00	\$0.00	\$0.00	\$435.04
<b>LOCAL GOVERNMENT PROJECTS</b>	\$0.81	\$0.62	\$0.00	\$0.61	\$1.51	\$0.25	\$5.36
<b>LOCAL GOV'T - LOCAL LET</b>	\$46.18	\$73.19	\$5.57	\$9.64	\$6.90	\$67.68	\$384.03
SAFETY UP-GRADING	\$5.31	\$24.01	\$5.24	\$9.43	\$3.73	\$14.80	\$114.51
GUARDRAILS	\$5.52	\$1.21	\$2.05	\$1.72	\$0.00	\$2.75	\$14.97
HERBICIDAL SPRAY	\$0.00	\$0.00	\$0.11	\$0.00	\$0.22	\$0.00	\$0.52
MOWING	\$0.00	\$1.02	\$0.00	\$0.00	\$0.00	\$0.81	\$2.57
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.50	\$9.14
RAISED PAVEMENT MARKINGS	\$3.05	\$3.09	\$2.59	\$2.73	\$2.01	\$2.41	\$31.70
RAIL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.00	\$0.74	\$0.00	\$0.27	\$0.45	\$0.00	\$1.81
EMERGENCIES	\$0.00	\$7.31	\$5.50	\$33.52	\$10.57	\$0.54	\$60.92
MISCELLANEOUS <sup>(1)</sup>	\$6.09	\$13.24	\$2.25	\$0.73	\$0.35	\$2.19	\$43.80
<b>HIGHWAY RELATED TOTAL</b>	\$183.48	\$279.54	\$67.83	\$106.95	\$81.34	\$223.37	\$2,041.29
<b>TRANSIT <sup>(2)</sup></b>	\$12.72	\$9.75	\$5.52	\$11.38	\$5.77	\$11.29	\$99.79
<b>AVIATION</b>	\$0.05	\$0.70	\$0.22	\$0.00	\$0.00	\$0.86	\$4.44
<b>MODAL TOTAL</b>	\$12.77	\$10.45	\$5.74	\$11.38	\$5.77	\$12.15	\$104.24
<b>GRAND TOTAL</b>	\$196.25	\$289.99	\$73.57	\$118.33	\$87.11	\$235.52	\$2,145.52

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- (2) These totals include all transit program contract amounts.

# OHIO TRANSIT PROJECTS

## Harrison County

Using funding for the Transit Tech Ohio TIGER project, a fixed wireless access point was installed at the Puskarich Public Library allowing broadband service for both transit vehicles and the public



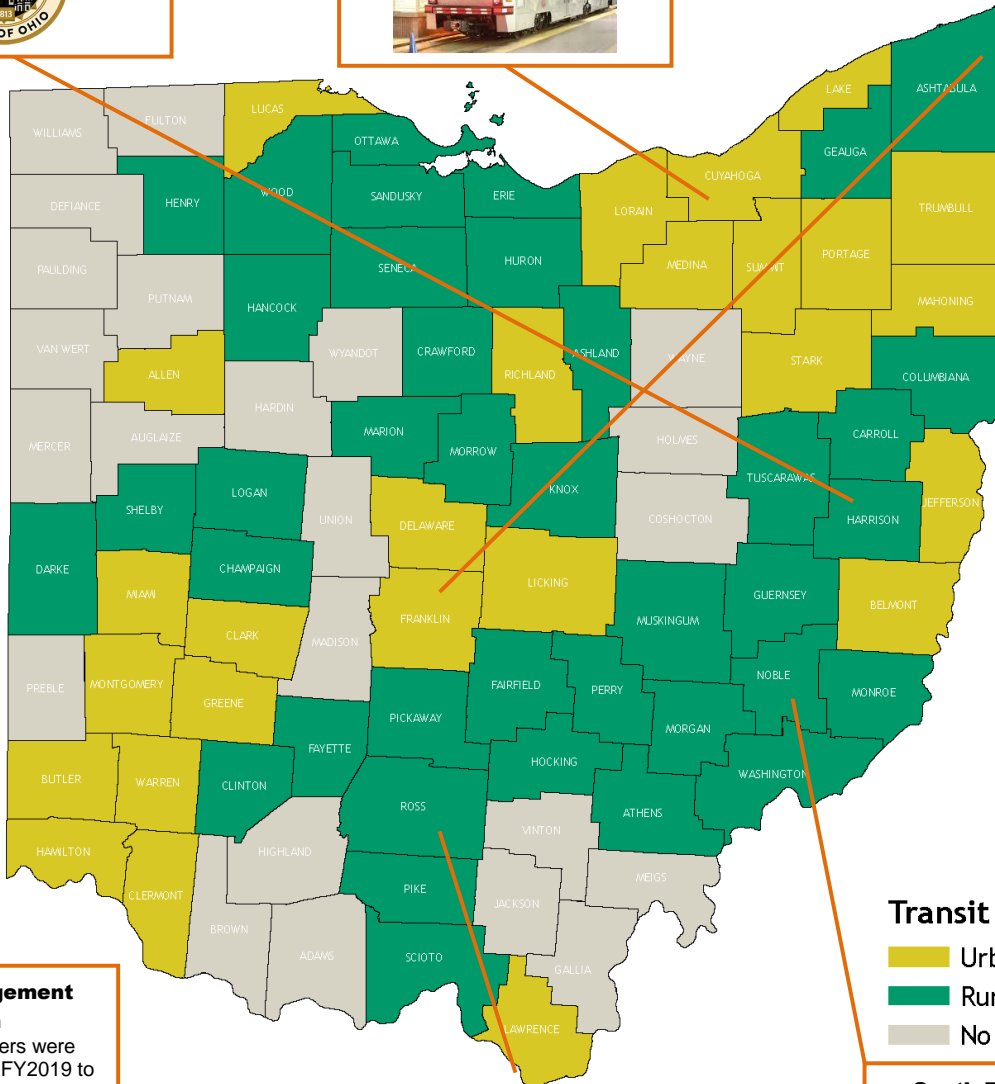
## Greater Cleveland Regional Transit Authority

GCRTA received the Gold Award for Security for 2019 from the American Public Transit Association



## Central Ohio Transit Authority

COTA was awarded funds electric buses and infrastructure through the LONO emissions grant



## Transit Systems

- Urban
- Rural
- No Transit

## Mobility Management Program

28 mobility managers were funded at the end of FY2019 to remove transportation barriers and connect Ohioans to transportation options in their communities



## City of Chillicothe

The City of Chillicothe added real-time bus tracking for their fixed routes with software and hardware funded by the Transit Tech Ohio TIGER grant



## South East Area Transit

South East Area Transit expanded their demand response service area to cover Noble County at the beginning of Calendar Year 2019

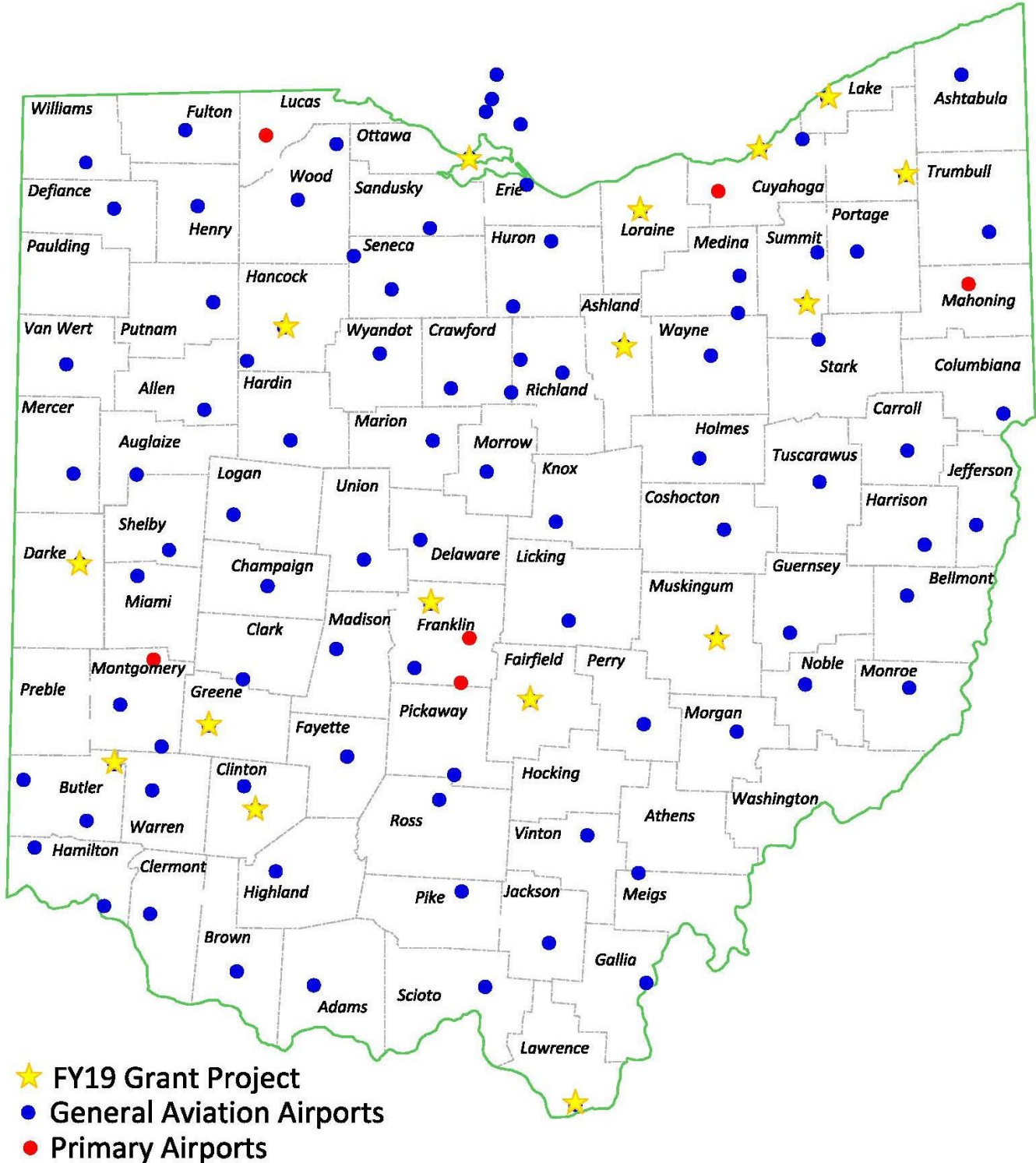




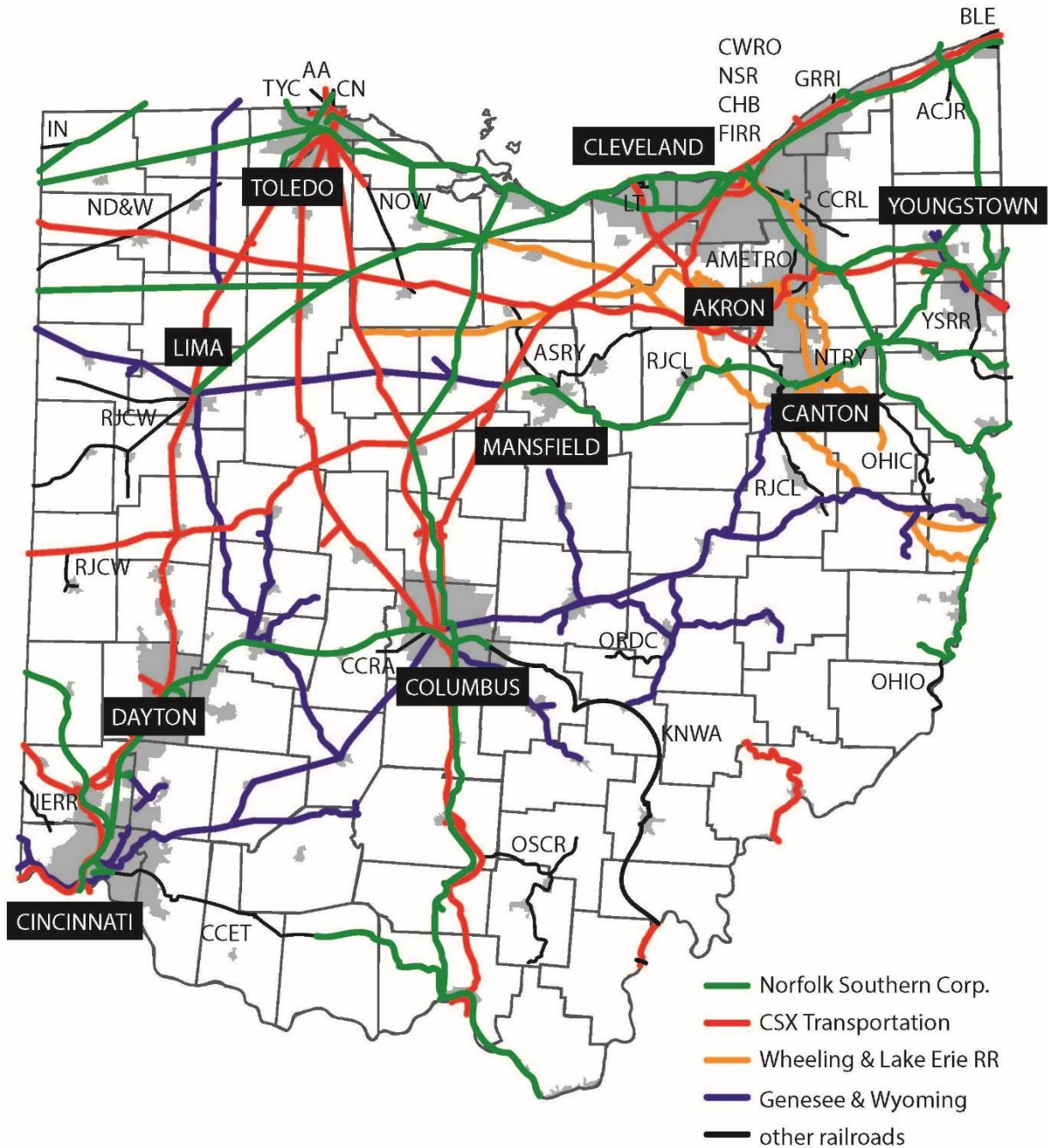
# Ohio Airport Improvements

Akron Fulton International - Rehab Apron  
 Ashland County - Runway Pavement Repair  
 Lawrence County Airpark - Obstruction Removal  
 Burke Lakefront - Rehab Runway 6R/24L  
 Ohio State University - Rehab Runway 9L/27R  
 Greene County - Obstruction Removal, PAPI RW 7  
 Findlay - Replace Beacon and Windsock  
 Fairfield County - Rehab Terminal Apron

Lorain County Regional - Rehab Taxiway Lighting  
 Geauga County - Obstruction Removal  
 Middletown Regional - Rehab Taxiway Lighting  
 Erie-Ottawa International - Runway 18/36 Pavement Repairs  
 Darke County - Obstruction Removal  
 Lost Nation - Obstruction Removal  
 Willmington Airpark - Pavement Repairs, Windcone Replacment  
 Zanesville Municipal - Rehab Runway16/34 Lighting



# OHIO RAIL NETWORK



# TRANSPORTATION FUNDING SOURCES

PROJECT TYPE		PROGRAM FUNDING SOURCES															
		MPO		CEAO			ODOT				OPWC						
	Eligible Uses	CMAQ	STP	TAP	STP	HSIP	LBR	SAFETY	SMALL CITY	LOCAL MAJOR BRIDGE	TAP	MUNICIPAL BRIDGE	GRANTS	SIB	J & C	TID	OPWC
<b>A</b>	Roads																
	Maintenance																
	Capacity Expansion																
	Turn Lanes																
<b>B</b>	Street Lighting																
<b>C</b>	Signalization																
<b>D</b>	Sidewalks/Curbs																
<b>E</b>	ROW Purchase																
<b>F</b>	Utilities Installation																
<b>G</b>	Bridge Replacement/Rehab																
<b>H</b>	Environmental																
<b>I</b>	Preliminary Design/Final Design																
<b>J</b>	Noise Walls																
<b>K</b>	Safety																
<b>L</b>	ADA Projects																
<b>M</b>	Aviation																
<b>N</b>	Public Transportation																
<b>1</b>	Capital																
<b>2</b>	Operations																
<b>O</b>	Bicycle/Pedestrian Facilities																
<b>P</b>	Community Improvement Projects																
<b>Q</b>	Water/Sewer																
<b>R</b>	Rail/Rail Freight																
<b>S</b>	Track Maintenance/Expansion																

**Abbreviations:**

MPO - Metropolitan Planning Organization

CEAO - County Engineers Association of Ohio

J & C - Jobs and Commerce

OPWC - Ohio Public Works Commission

ODOT - Ohio Department of Transportation

TID - Transportation Improvement Districts

**X** - eligible

**O** - conditions apply to the use of the funds

**This matrix is a general guideline. Please contact the appropriate agency and/or program manager for specific eligibility criteria.**

OPWC funding aids local governmental entities only. Funds can be used on State Routes as long as the route falls within municipal limits.

Ohio Water Development Authority (OWDA) funds water or sewer lines. Please contact the agency for clarification.

Ohio Rail Development Commission (ORDC) funds freight and aids passenger initiatives with grants and loans. Please contact the agency for details.

Jobs and Commerce funds aid economic development that promotes commerce and job development.

Transportation Improvement Districts facilitate projects that promote economic development.





