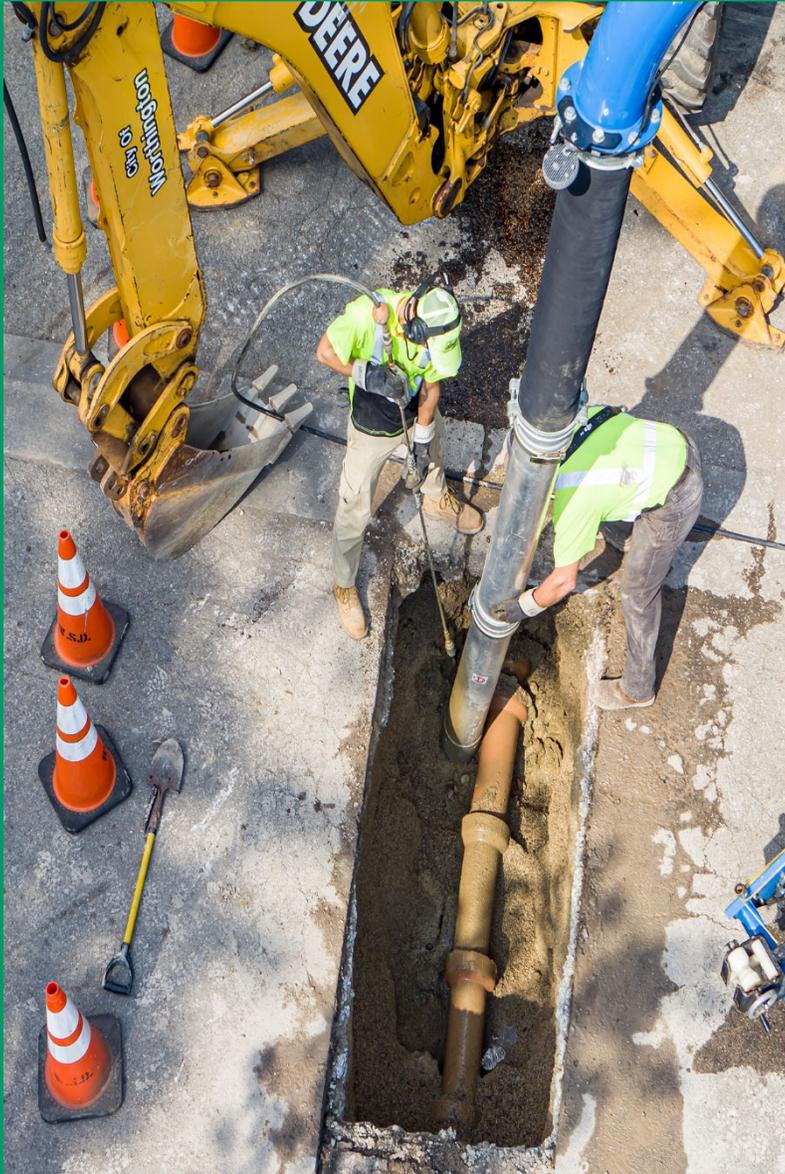


DIVISION OF FINANCE FINANCIAL & STATISTICAL REPORT



Fiscal Year 2021

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





OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

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

September 30, 2021

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) fiscal year 2021 financial report.

ODOT employees continue to work through the pandemic and the variants of COVID-19. Their stellar performance has allowed ODOT to do its duty to plan, maintain and strategically expand Ohio's largest asset, our highway and interstate systems. The slightly lower revenue totals from reduced consumption levels did not hinder advancement of roughly 600 statewide active projects or our ability to improve safety and efficient travel.

This year we again invested approximately \$150 million in safety projects to tackle identified high crash locations within Ohio's local communities throughout the state.

During this time, Drive Ohio continued to build coalitions of public, private, and research institutions to expand its leadership in the development of smart logistics policies, procedures, and technology standards. We partnered with other states to deploy testing of an autonomous truck platoon through the state of Ohio. As smart mobility technologies mature, innovations like this will make our roads safer.

Ohio also remained a leader in the Unmanned Aircraft Systems (UAS) and drone community from its investment in advanced aviation technologies, integration within state operations, and expanded partnerships locally and nationally. Our advanced air mobility group was selected to participate in National Aeronautics and Space Administration's (NASA) National Campaign to gain the public's trust of air mobility solutions like drones for package delivery and personal transportation. Through insight gained from real-world testing, this effort will bring these innovative strategies closer to reality.

The investment of 90 percent of the dollars continued our focus of "taking care of what we have." Keeping Ohio's most valuable tangible asset in good repair and safe for travelers remained at the core of our mission.

Respectfully,

A handwritten signature in blue ink that reads "Jack Marchbanks".

Jack Marchbanks, Ph.D.
ODOT Director

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services

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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 State Infrastructure Bank (SIB) and local government participation.

OHIO DEPARTMENT OF TRANSPORTATION					
State Fiscal Years 2017 through 2021					
(With Regard to Fund Year) ⁽¹⁾					
(Includes Public Transit, Aviation, Rail Commission, and Maritime Programs)					
	2017	2018	2019	2020	2021
FUNDING SOURCES (Amounts in Millions)					
STATE FUNDING SOURCES					
Total State Motor Fuel Tax Revenue	\$ 1,908	\$ 1,942	\$ 1,945	\$ 2,594	\$ 2,606
Refunds & Transfers	\$ (65)	\$ (73)	\$ (82)	\$ (106)	\$ (97)
Local Share	\$ (632)	\$ (649)	\$ (647)	\$ (946)	\$ (965)
State Agency Draws	\$ (51)	\$ (51)	\$ (53)	\$ (59)	\$ (59)
State Bond Debt Retirement	\$ (127)	\$ (111)	\$ (133)	\$ (152)	\$ (156)
Total Deductions	\$ (876)	\$ (885)	\$ (915)	\$ (1,262)	\$ (1,277)
Other ODOT Income	\$ 119	\$ 124	\$ 151	\$ 150	\$ 146
Ohio Turnpike Bond Appropriations	\$ 170	\$ -	\$ -	\$ -	\$ -
General Revenue Fund (GRF) (Aviation, Transit, Rail)	\$ 15	\$ 14	\$ 13	\$ 72	\$ 70
State Special Revenue (SSR) (Aviation, Transit, Rail, Maritime)	\$ 3	\$ 2	\$ 3	\$ 3	\$ 33 ⁽²⁾
Public Private Partnership Debt - State	\$ -	\$ -	\$ (5)	\$ (10)	\$ (10)
Federal GARVEE Bond Debt - State Match	\$ (25)	\$ (23)	\$ (27)	\$ (26)	\$ (21)
TOTAL FROM STATE FUNDING SOURCES	\$ 1,315	\$ 1,174	\$ 1,166	\$ 1,522	\$ 1,547
FEDERAL FUNDING SOURCES					
Dedicated Federal ⁽³⁾	\$ 75	\$ 19	\$ 122	\$ 17	\$ 31
Federal Highway Core Program	\$ 1,387	\$ 1,516	\$ 1,515	\$ 1,549	\$ 1,507
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 39	\$ 37	\$ 45	\$ 68	\$ 74
Public Private Partnership Debt - Federal	\$ -	\$ -	\$ (9)	\$ (16)	\$ (16)
Federal GARVEE Bond Debt	\$ (126)	\$ (125)	\$ (158)	\$ (153)	\$ (146)
TOTAL FROM FEDERAL FUNDING SOURCES	\$ 1,375	\$ 1,446	\$ 1,516	\$ 1,464	\$ 1,450
BOND FUNDING SOURCES					
State Highway	\$ 177	\$ 162	\$ 183	\$ 49	\$ 70
Federal (GARVEE)	\$ 193	\$ 439	\$ 197	\$ 7	\$ 82
Facilities Bonds (Encumbered)	\$ 4	\$ 122	\$ -	\$ -	\$ 4
TOTAL FROM BOND FUNDING SOURCES	\$ 374	\$ 723	\$ 380	\$ 55	\$ 156
State Infrastructure Bank	\$ 11	\$ 32	\$ 46	\$ 21	\$ 11
Funding Provided by Local Government Participation	\$ 41	\$ 79	\$ 65	\$ 46	\$ 56
Funding Carried Forward	\$ 2,105	\$ 2,105	\$ 1,953	\$ 1,941	\$ 2,012
TOTAL FUNDING SOURCES FOR ODOT	\$ 5,221	\$ 5,559	\$ 5,126	\$ 5,049	\$ 5,234

(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) State Special Revenues increased in FY2021 as a result of \$23M in Maritime revenues.

(3) Dedicated Federal consists of Disadvantaged Business Enterprise / On-the-Job Training, Ferry Boat Formula, Annual Appropriations Earmarks and Discretionary Grants, Federal Lands Access Program, and Emergency Relief funding.

Transportation Funding Sources and Appropriation Uses

OHIO DEPARTMENT OF TRANSPORTATION

State Fiscal Years 2017 through 2021

(With Regard to Fund Year) ⁽¹⁾

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

APPROPRIATION USES (Amounts in Millions)	2017	2018	2019	2020	2021
HIGHWAY OPERATING					
Payroll/Personal Services	\$ 467	\$ 500	\$ 525	\$ 526	\$ 513
Maintenance Contracts, etc.	\$ 37	\$ 47	\$ 40	\$ 35	\$ 32
Other Operating	\$ 265	\$ 305	\$ 312	\$ 313	\$ 267
Lands & Buildings Facilities Bonds	\$ 4	\$ 122	\$ -	\$ -	\$ 4
OBA Debt Service	\$ 8	\$ 8	\$ 17	\$ 17	\$ 17
NON-HIGHWAY OPERATING ⁽³⁾					
Payroll/Personal Services	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4
Maintenance & Equipment	\$ 1	\$ 0	\$ 0	\$ 0	\$ 0 ⁽²⁾
TOTAL OPERATING	\$ 786	\$ 986	\$ 898	\$ 895	\$ 837
CAPITAL PROGRAMS					
System Preservation	\$ 1,364	\$ 1,532	\$ 1,303	\$ 1,296	\$ 1,509
Local Preservation	\$ 296	\$ 308	\$ 316	\$ 338	\$ 267
Emergency	\$ 21	\$ 46	\$ 69	\$ 64	\$ 41
Special Federal	\$ 84	\$ 90	\$ 85	\$ 63	\$ 45
Major / New	\$ 423	\$ 447	\$ 306	\$ 139	\$ 204
Planning and Research	\$ 37	\$ 38	\$ 39	\$ 38	\$ 41
SIB Highways	\$ 11	\$ 32	\$ 44	\$ 21	\$ 11
SIB Aviation, Public Transit, Rail	\$ -	\$ 0	\$ 2	\$ 0	\$ 0 ⁽²⁾
Local Match	\$ 41	\$ 79	\$ 65	\$ 46	\$ 56
TOTAL CAPITAL	\$ 2,277	\$ 2,571	\$ 2,230	\$ 2,004	\$ 2,175
GRANT & LOAN PROGRAMS					
Aviation	\$ 5	\$ 6	\$ 6	\$ 3	\$ 6
Transit	\$ 44	\$ 41	\$ 48	\$ 132	\$ 134 ⁽⁴⁾
Rail	\$ 4	\$ 2	\$ 3	\$ 3	\$ 4
Maritime	\$ -	\$ -	\$ -	\$ -	\$ 23
TOTAL GRANT / LOAN	\$ 53	\$ 49	\$ 57	\$ 138	\$ 167
TOTAL APPROPRIATION USES FOR ODOT	\$ 3,116	\$ 3,606	\$ 3,184	\$ 3,037	\$ 3,178
Funding to be Carried Forward	\$ 2,105	\$ 1,953	\$ 1,941	\$ 2,012	\$ 2,055
GRAND TOTAL APPROPRIATIONS USES FOR ODOT	\$ 5,221	\$ 5,559	\$ 5,126	\$ 5,049	\$ 5,234

(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.

(4) Transit Grant & Loan Program increase is due to additional GRF (\$60.8M) and CARES Act (\$27.7M) funding utilized in SFY 2020 and additional GRF (\$56.5M) and CARES Act (\$39.3M) funding utilized in SFY 2021.

Transportation Funding Sources and Appropriation Uses

STATEMENT OF CASH BALANCES
ACTIVITY BETWEEN JULY 1st AND JUNE 30th
FOR FISCAL YEARS 2020 AND 2021
 (Without Regard to Fund Year) ⁽¹⁾
 (Amounts Expressed in Thousands)

	FY 2020	FY 2021	Net Change 2020 / 2021	% Changed 2020 / 2021
BEGINNING CASH BALANCE	\$1,201,076	\$1,199,443	(\$1,632)	-0.1%
REVENUE AND RECEIPTS				
Bond Revenue (Includes Premiums/Discounts)	\$220,000	\$85,000	(\$135,000)	-61.4%
Motor Vehicle Fuel Tax (net of all draws)	\$1,289,964	\$1,297,337	\$7,373	0.6%
Motor Vehicle Fuel Use Tax - IFTA	\$44,387	\$45,334	\$947	2.1%
Turnpike Bonds	\$111,081	\$166,134	\$55,053	49.6%
Registrations, License fees, Permits	\$47,302	\$50,948	\$3,647	7.7%
Investment Income	\$22,769	\$8,440	(\$14,329)	-62.9%
Federal Aid (Highway Related Receipts)	\$1,545,208	\$1,433,541	(\$111,668)	-7.2%
Federal Aid (Transit, Aviation, and Rail)	\$33,601	\$355,250	\$321,649	957.2%
Local Government Participation	\$67,831	\$50,394	(\$17,438)	-25.7%
SIB Loan Revenue (Repayments and Fees)	\$24,778	\$32,727	\$7,949	32.1%
Rail Loan Revenue (Repayments and Fees)	\$704	\$437	(\$267)	-38.0%
From General Revenue	\$49,438	\$35,777	(\$13,661)	-27.6%
Other ODOT Income ⁽²⁾	\$53,875	\$67,338	\$13,464	25.0%
GRAND TOTAL REVENUE AND RECEIPTS:	\$3,510,938	\$3,628,657	\$117,719	3.4%
TOTAL CASH AVAILABLE	\$4,712,013	\$4,828,100	\$116,087	2.5%
DISBURSEMENTS				
OPERATING				
PERSONAL SERVICE				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$485,685	\$477,385	(\$8,299)	-1.7%
Purchased Personal Services	\$44,707	\$37,462	(\$7,245)	-16.2%
Other (Tuition, Seminars, Awards)	\$119	\$66	(\$53)	-44.3%
Subtotal Personal Service	\$530,511	\$514,914	(\$15,597)	-2.9%
SUPPLIES AND MAINTENANCE				
General Maintenance				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$7,901	\$7,493	(\$409)	-5.2%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs,	\$43,845	\$40,813	(\$3,033)	-6.9%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$21,878	\$19,874	(\$2,004)	-9.2%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$11,074	\$8,766	(\$2,308)	-20.8%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$4,140	\$2,731	(\$1,409)	-34.0%
All Other General Maintenance and Supplies	\$27,360	\$26,814	(\$546)	-2.0%
Subtotal General Maintenance	\$116,199	\$106,491	(\$9,708)	-8.4%
Roadway Maintenance				
Lands and Buildings (includes Rest Area Janitorial)	\$70,134	\$56,085	(\$14,048)	-20.0%
Roadway and Traffic Control Materials	\$31,841	\$25,438	(\$6,402)	-20.1%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$4,436	\$5,826	\$1,390	31.3%
Snow & Ice Materials	\$52,169	\$36,230	(\$15,938)	-30.6%
Subtotal Roadway Maintenance	\$158,579	\$123,579	(\$35,000)	-22.1%
EQUIPMENT				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$48,384	\$24,371	(\$24,012)	-49.6%
Data Processing and Communication	\$12,757	\$6,958	(\$5,798)	-45.5%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.)	\$13,169	\$3,159	(\$10,011)	-76.0%
Other (Not Otherwise Listed)	\$2,532	\$2,648	\$116	4.6%
Subtotal Equipment	\$76,842	\$37,136	(\$39,706)	-51.7%
CAPITAL				
HIGHWAY CONSTRUCTION				
System Preservation	\$815,756	\$636,537	(\$179,219)	-22.0%
Local Preservation	\$347,931	\$334,535	(\$13,396)	-3.9%
Special Federal	\$785,603	\$727,598	(\$58,006)	-7.4%
Major / New	\$25,160	\$21,987	(\$3,173)	-12.6%
GARVEE Bonds	\$11,279	\$18,077	\$6,798	60.3%
Rail Crossings / Transload Facilities	\$42,419	\$31,920	(\$10,499)	-24.8%
Statewide Programs	\$339,236	\$382,697	\$43,461	12.8%
Subtotal Highway Construction	\$2,367,384	\$2,153,350	(\$214,034)	-9.0%
SUBSIDIES (Grants to Local Governments)				
Public Transportation	\$43,125	\$59,633	\$16,507	38.3%
Aviation	\$5,502	\$6,743	\$1,241	22.5%
Rail	\$2,416	\$2,129	(\$287)	-11.9%
Other	\$289	\$1,399	\$1,111	384.8%
CARES Act - Intercity Bus Program	\$0	\$11,361	\$11,361	100.0%
Subtotal Subsidies	\$51,333	\$81,265	\$29,932	58.3%
LOANS (Governmental/Non-Governmental Entities)	\$8,133	\$3,407	(\$4,726)	-58.1%
BOND PAYMENTS (Principal and Interest)	\$196,902	\$183,814	(\$13,088)	-6.6%
MISCELLANEOUS	\$2,499	\$829	(\$1,671)	-66.8%
REFUNDS	\$4,187	\$2,124	(\$2,063)	-49.3%
GRAND TOTAL DISBURSEMENTS:	\$3,512,570	\$3,206,909	(\$305,660)	-8.7%
ENDING CASH BALANCE:	\$1,199,443	\$1,621,190	\$421,747	35.2%

(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.

(2) The increase in Other ODOT Income is due to the Office of Budget & Management's reimbursement for the Exempt employees' cost savings days that were charged to ODOT's funds during payroll processing.

Transportation Funding Sources

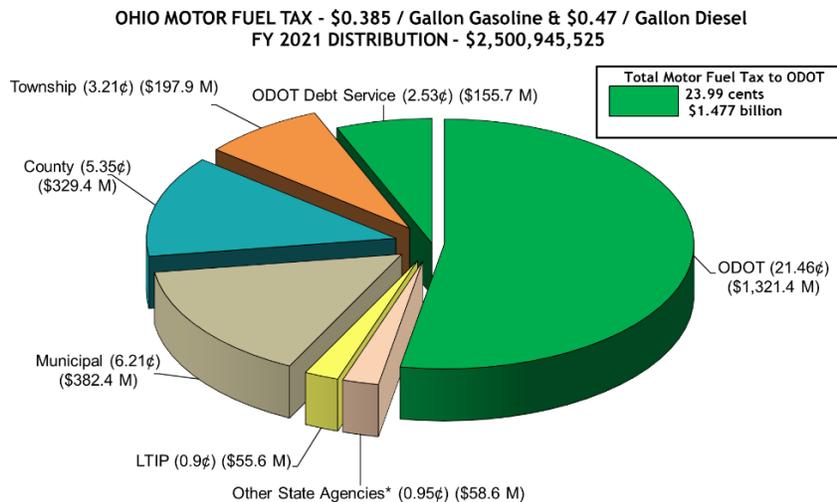
Transportation Funding Sources: State

The State Motor Fuel Tax comprises approximately 91% of the total state revenue ODOT receives. The chart below represents the distribution of the 40.625¢ weighted average per gallon State Motor Fuel Tax. One penny of Motor Fuel Tax equates to approximately \$61.6 million in revenue which would be distributed as shown below. The 40.625¢ weighted average 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 \$5.9 million 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, 2020 thru June 30, 2021							
Per O.R.C. 5735							
(Source: Ohio Department of Taxation, Annual Report)							
\$0.40625 Levy	ORC Section *	¢ per Gallon	State	Municipal	County	Township	LTIP
	5735.051(A)	Prior to distribution reduce by:					
	5735.051(A)(1)	(1) Monthly \$100,000 allocation to the Grade Crossing Fund					
	5728.06(B)	(2) Monthly amount of tax as a credit against fuel use tax (IFTA)					
	5735.051(A)(2)	(3) Credit subtotal less (1) and (2) above to Highway Operating Fund					
		.9 ¢	100.0%	0.0%	0.0%	0.0%	0.0%
		0.9 ¢	0.9 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
	5735.051(A)	LTIP	%	0.0%	0.0%	0.0%	100.0%
	5735.051(A)(2)(a)(i)	1 ¢	Amount	0.0 ¢	0.0 ¢	0.0 ¢	1.0 ¢
	5735.051(A)		%	75.0%	10.7%	9.3%	5.0%
	5735.051(A)(2)(a)(iii)	14 ¢	Amount	10.5 ¢	1.5 ¢	1.3 ¢	0.7 ¢
	5735.051(A)		%	0.0%	42.9%	37.1%	20.0%
	5735.051(A)(2)(b)	1.1 ¢	Amount	0.0 ¢	0.47 ¢	0.41 ¢	0.22 ¢
			%	67.5%	13.9%	12.1%	6.5%
	5735.051(B)	2 ¢	Amount	1.35 ¢	0.28 ¢	0.24 ¢	0.13 ¢
			%	81.3%	8.0%	7.0%	3.8%
	5735.051(C) **	8 ¢	Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢
			%	100.0%	0.0%	0.0%	0.0%
	5735.051(D)	1 ¢	Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
			%	55.0%	19.3%	16.7%	9.0%
Gasoline	5735.051(E)	10.5 ¢	Amount	5.7 ¢	2.0 ¢	1.8 ¢	1.0 ¢
			%	55.0%	19.3%	16.7%	9.0%
Diesel/Other	5735.051(E)	19 ¢	Amount	10.4 ¢	3.7 ¢	3.2 ¢	1.7 ¢
			%	63.43%	14.93%	12.93%	6.97%
Gasoline Total		38.5 ¢	Amount	25.95 ¢	4.89 ¢	4.31 ¢	2.35 ¢
Diesel/Other Total		47 ¢	Amount	30.65 ¢	6.59 ¢	5.71 ¢	3.05 ¢

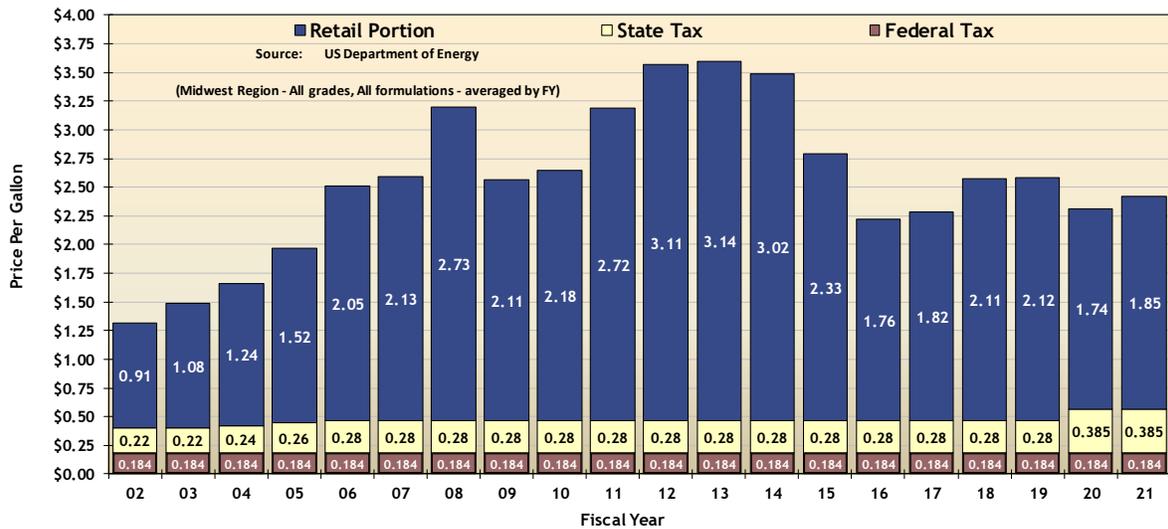
* See Appendix (p 35) for explanation. ORC section 5735.051 levies the motor fuel excise tax and the disposition of revenue.

** % 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 2021, this was approximately \$15.4M 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.

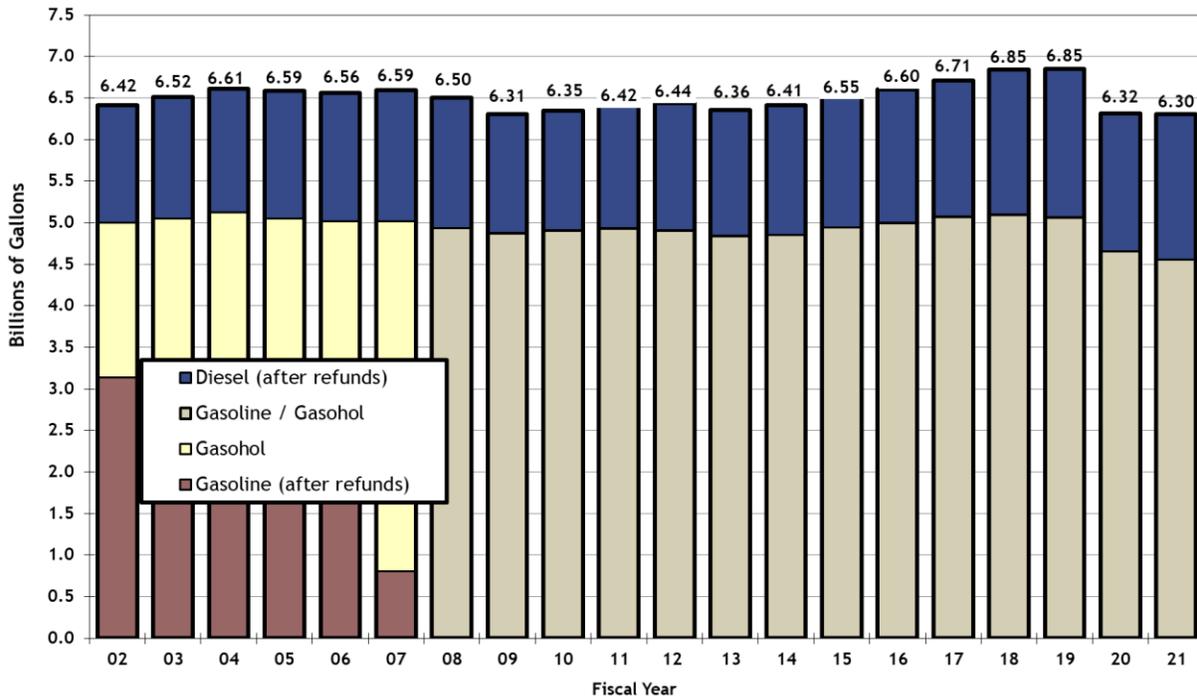


(*) ODNRR; PUCO; Dept. of Taxation; Turnpike Commission; Development Services; Inspector General

Ohio Motor Fuel Price History
Price Components from 2002 to 2021
(Gasoline Only)



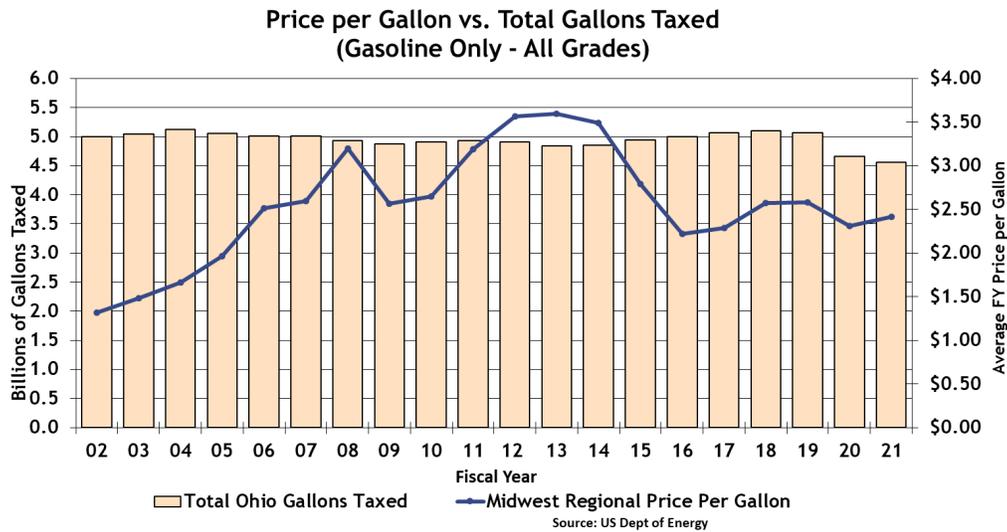
Ohio Motor Vehicle Fuel
All Gallons Net of Refunds
Billions of Gallons Taxed
FY 2002 - FY 2021



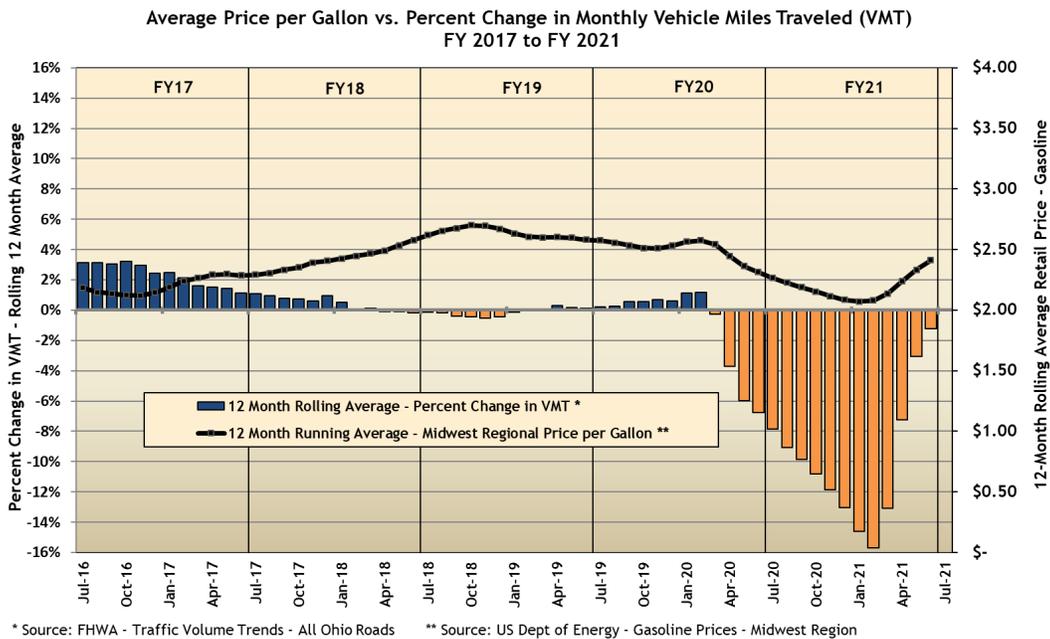
Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

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 4.4%. From FY09 through FY19, consumption increased by 8.6%. In FY20 & FY21, consumption decreased 7.8% and 0.2%, respectively, as a result of the impact of the COVID-19 pandemic.

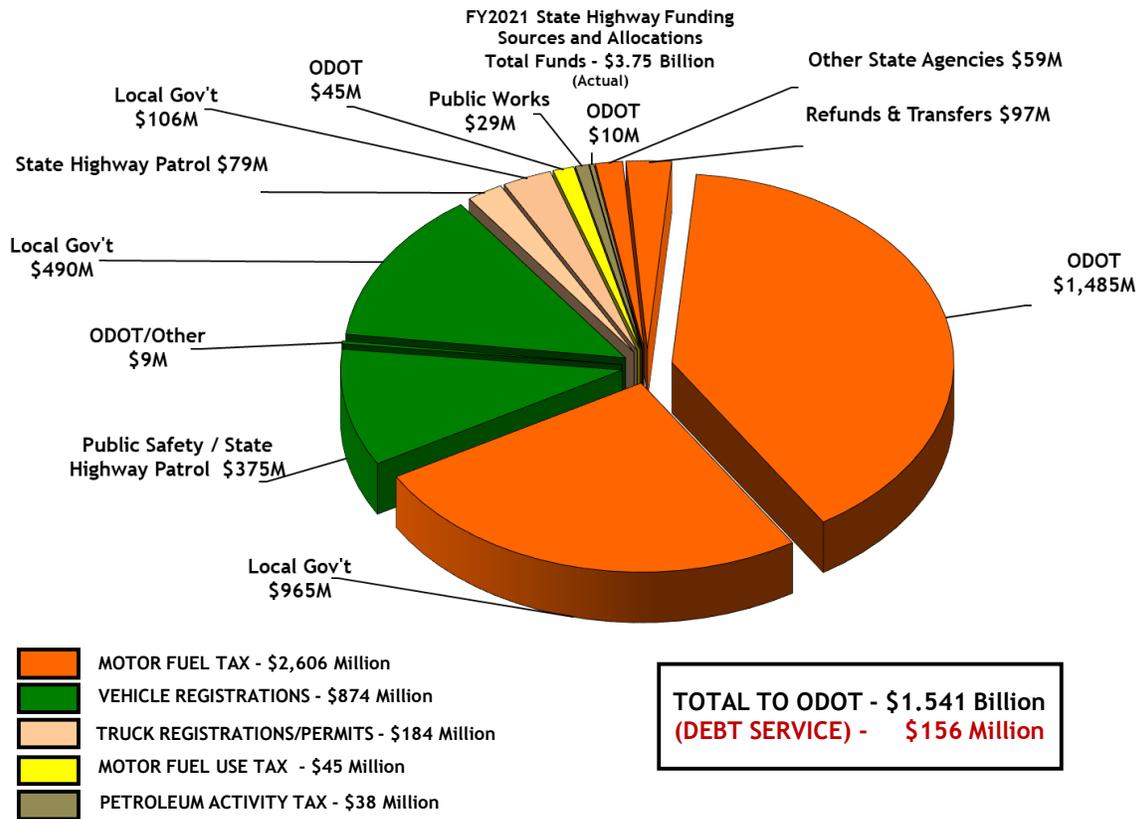


The above graph illustrates changes in gasoline consumption attributed to changes in gasoline prices and economic conditions. Gasoline prices rose to an average of \$3.60/gallon in FY13, resulting in a decrease in consumption. Gasoline prices decreased from FY13 to an average price of \$2.22/gallon in FY16, resulting in an increase in gasoline consumption from of 4.8 to 5.0 billion gallons. In FY17, gasoline prices began increasing, rising to \$2.58 in FY19. FY21 gasoline prices increased modestly over FY20’s average of \$2.31/gallon to an average of \$2.42/gallon while gasoline consumption was still negatively impacted by the COVID-19 pandemic.



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 through October of FY17 led to a spike in miles traveled. 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. FY20 was impacted by the COVID-19 pandemic which reduced fuel prices and vehicle miles traveled. The COVID-19 pandemic continued to impact FY21 with reduced fuel prices and vehicle miles traveled.

Transportation Funding Sources: State

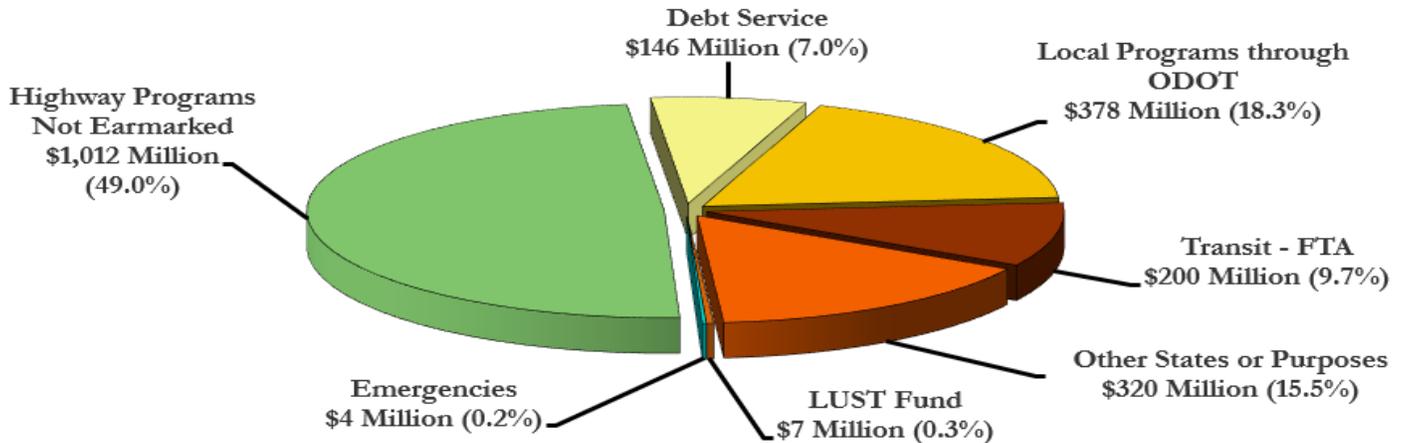


Source/Allocation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
ODOT	\$1,160	\$1,168	\$1,163	\$1,484	\$1,485
Local Government (Includes LTIP)	\$632	\$649	\$647	\$946	\$965
Refunds & Transfers	\$65	\$73	\$82	\$106	\$97
Other State Agencies	\$51	\$51	\$53	\$59	\$59
Total Motor Fuel Tax	\$1,908	\$1,942	\$1,945	\$2,594	\$2,606
Local Government	\$413	\$410	\$425	\$421	\$490
Public Safety (includes Deputy Registrars)	\$123	\$133	\$135	\$146	\$169
State Highway Patrol	\$181	\$198	\$198	\$188	\$206
ODOT	\$1	\$1	\$1	\$1	\$1
OTHER	\$8	\$8	\$8	\$8	\$8
Total Vehicle Registrations / Titles	\$726	\$750	\$767	\$764	\$874
Local Government (57.4%)	\$85	\$99	\$104	\$98	\$106
State Highway Patrol	\$63	\$73	\$77	\$73	\$79
ODOT Truck Registrations (42.6%)					
Total Truck Registrations/Permits	\$148	\$172	\$182	\$170	\$184
ODOT	\$39	\$35	\$37	\$44	\$45
Total Motor Fuel Use Tax	\$39	\$35	\$37	\$44	\$45
Public Works	\$57	\$66	\$66	\$66	\$29
ODOT			\$18	\$8	\$10
Total Petroleum Activity Tax*	\$57	\$66	\$84	\$74	\$38
Total	\$2,879	\$2,965	\$3,014	\$3,647	\$3,748
Total Allocated to ODOT	\$1,200	\$1,204	\$1,219	\$1,538	\$1,541
Total for ODOT Debt Service	(\$127)	(\$111)	(\$133)	(\$152)	(\$156)
Net for ODOT Highway Programs	\$1,073	\$1,093	\$1,086	\$1,386	\$1,385

* 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 2021 Federal Highway Trust Fund Contributions
\$2.06 Billion**



\$2.06 Billion Federal Funding

Ohio's FY 2021 Federal Highway Formula funding levels are based on a Continuing Resolution of the Fixing America's Surface Transportation Act (FAST Act). In January 2016, the Highway Account received a transfer of \$51.9 billion from the General Fund 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. A Continuing Resolution passed for FY 2021 resulting in funding levels being held at FY 2020 amounts.

In FY 2021 Ohio received \$1.54 billion in funding from the Highway Account and \$199.8 million from the Mass Transit Account. Because Ohio did not receive a full 3.70% share of the available funding, \$133 million of FHWA funding and \$187 million of Federal Transit funding was provided to other states or used by FHWA for other purposes.

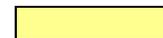
\$1,012 Million for Ohio DOT Highway Programs Not Earmarked

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



\$146 Million for Debt Service

This represents the Federal funding needed for the 2021 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Ohio Bridge Partnership Projects.



\$378 Million for Local Programs

Although ODOT was required to pass-through about \$121 million in Federal Funding to local governments, by discretion ODOT provided \$378 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. For FY2021, federal funds were not provided for Local Public Transit Assistance and Ohio Bridge Partnership. Additional GRF funds were given to support the Local Public Transit Assistance Program. (See page 9 for details)



\$200 Million for Mass Transit

About \$200 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.



\$4 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.

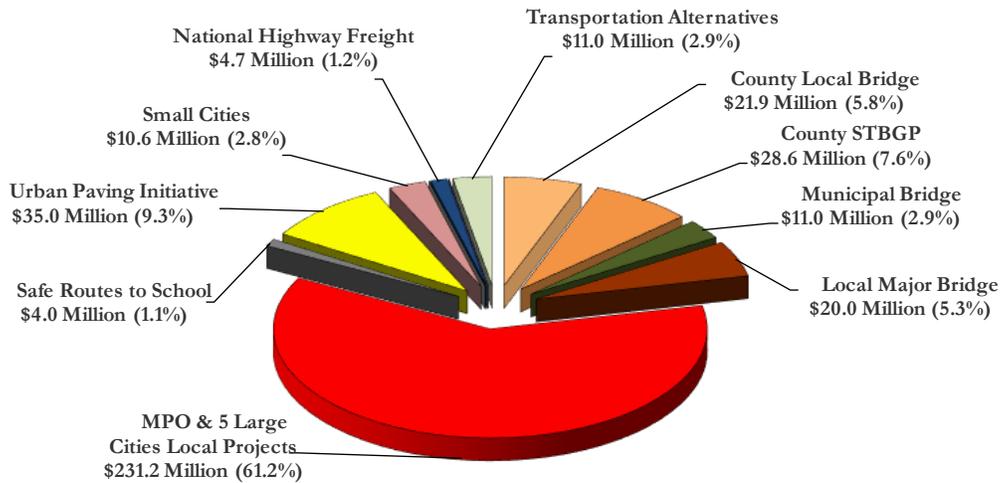


\$327 Million Not Available to Ohio DOT

Not all federal trust fund excise tax revenues attributed to Ohio are returned to Ohio. As a result, about \$133 million from the Highway Account and \$187 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 \$7 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.



**FY 2021 Traditional Federal-Aid Highway Funding
\$378 Million Allocated to Local Government Programs**



\$231.2 Million - MPO / Large Cities

ODOT was required to pass through about \$121 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.

\$10.6 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.

\$4.7 Million - National Highway Freight Program

This program improves the efficiency of freight movement.

\$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.

\$21.9 Million - County Local Bridge

ODOT provides funds to counties for reconstruction and rehabilitation of off-system bridges. This amounted to approximately \$22 million for FY21. 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.

\$11.0 Million - Municipal Bridge

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

\$20.0 Million - Local Major Bridge

ODOT passes Federal funds to counties and municipalities to provide for bridge replacement or major bridge rehabilitation projects. ODOT works with Ohio’s County Engineers and municipalities to identify candidate projects.

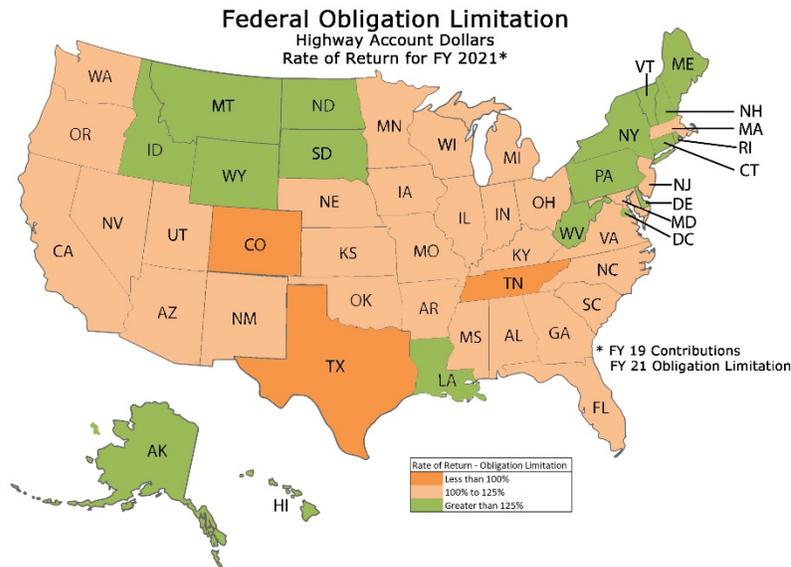
Note: For FY2021, federal funds were not provided for Local Public Transit Assistance and Ohio Bridge Partnership. Additional GRF funds were given to support the Local Public Transit Assistance Program.

Federal Donor/Donee States

Due to general revenue fund (GRF) and leaking underground storage tank fund transfers to the highway trust fund, all states are essentially donee states. We have opted to depict the below in this manner.

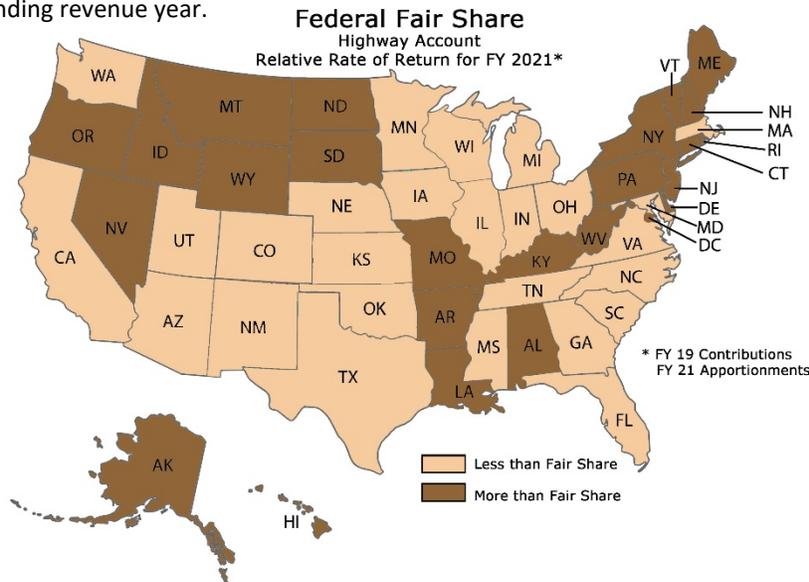
The map below shows the range of “cents-per-dollar” rates of return for each State for the formula obligation limitation provided from the highway account of the highway trust fund as compared to excise tax contributions into the highway account of the highway trust fund.

Most states have recently been receiving formula obligation limitation in excess of their excise tax contributions, requiring the transfer of a total of \$157.2 Billion in GRF and Leaking Underground Storage Tank Fund transfers into the Highway Account of the highway trust fund since fiscal year 2008. Calculations compare the dollars of FY21 formula obligation limitation each state received from the Highway Account, to the FY19 estimated contribution into the Highway Account of the highway trust fund.



The map below shows the states fair share received from contributions to the highway account of the highway trust fund.

Less than fair share states receive less than 100% share relative to their share of contributions to the highway account of the highway trust fund. More than fair share 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 obligation limitation each state received after including August Redistribution and Highway Infrastructure Program GRF funds with the estimated share of the national total that each state contributed in the corresponding revenue year.

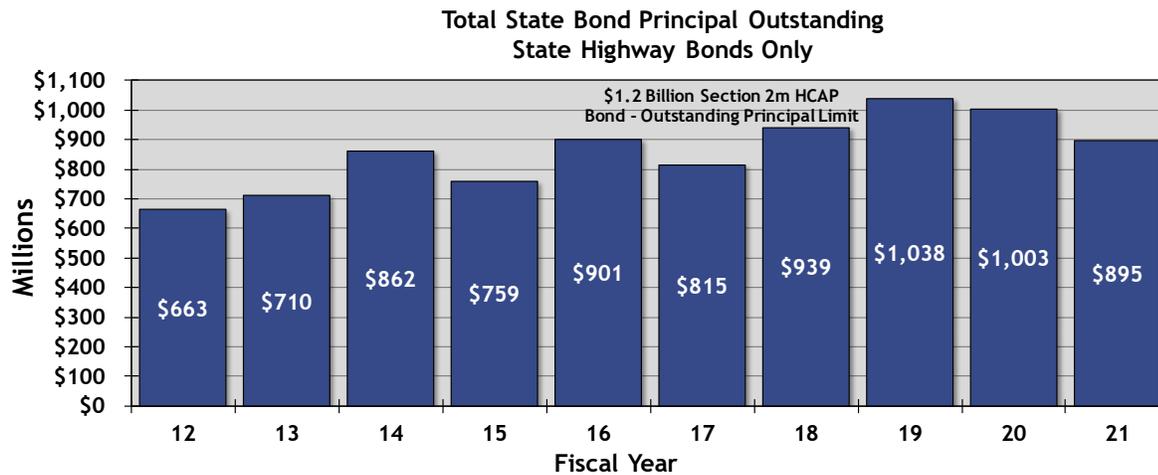


Transportation Funding Sources: Bonds

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).

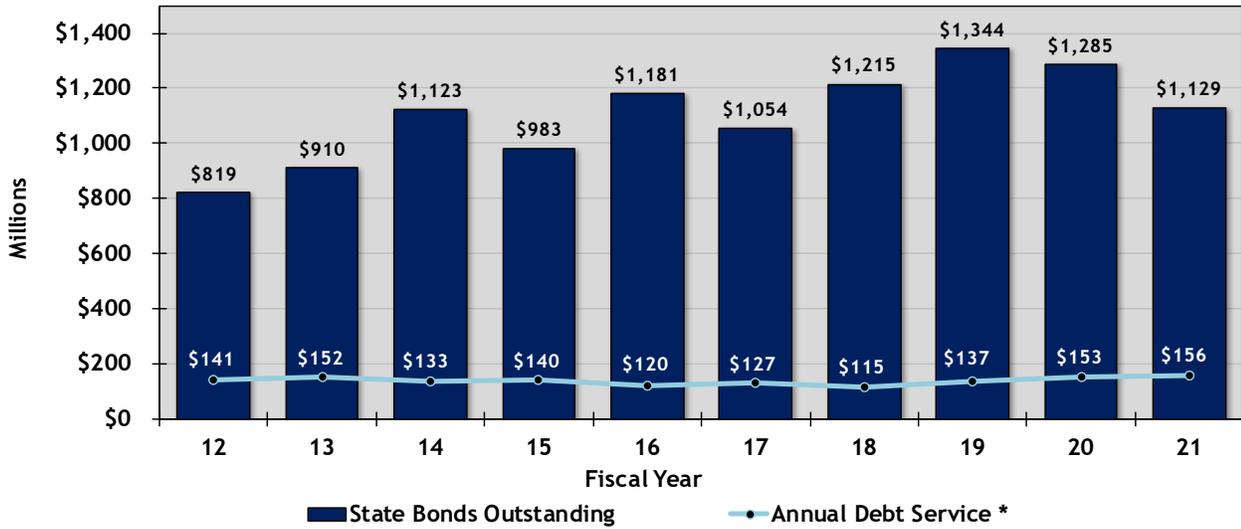
The current authority in Section 2m allows no more than \$220 million of State Highway Capital Improvement Bonds to be issued in any fiscal year, plus any unused authority from prior years, and not more than \$1.2 billion in principal amount thereof can be outstanding at any one time. Debt service draws 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
2020	\$220,000,000	HB 62	\$57,000,000		\$68,045,000	\$359,000,000
2021	\$220,000,000			\$383,000,000	\$0	\$359,000,000
TOTAL	\$5,720,000,000		\$3,740,000,000	\$1,980,000,000	\$3,381,000,000	\$359,000,000

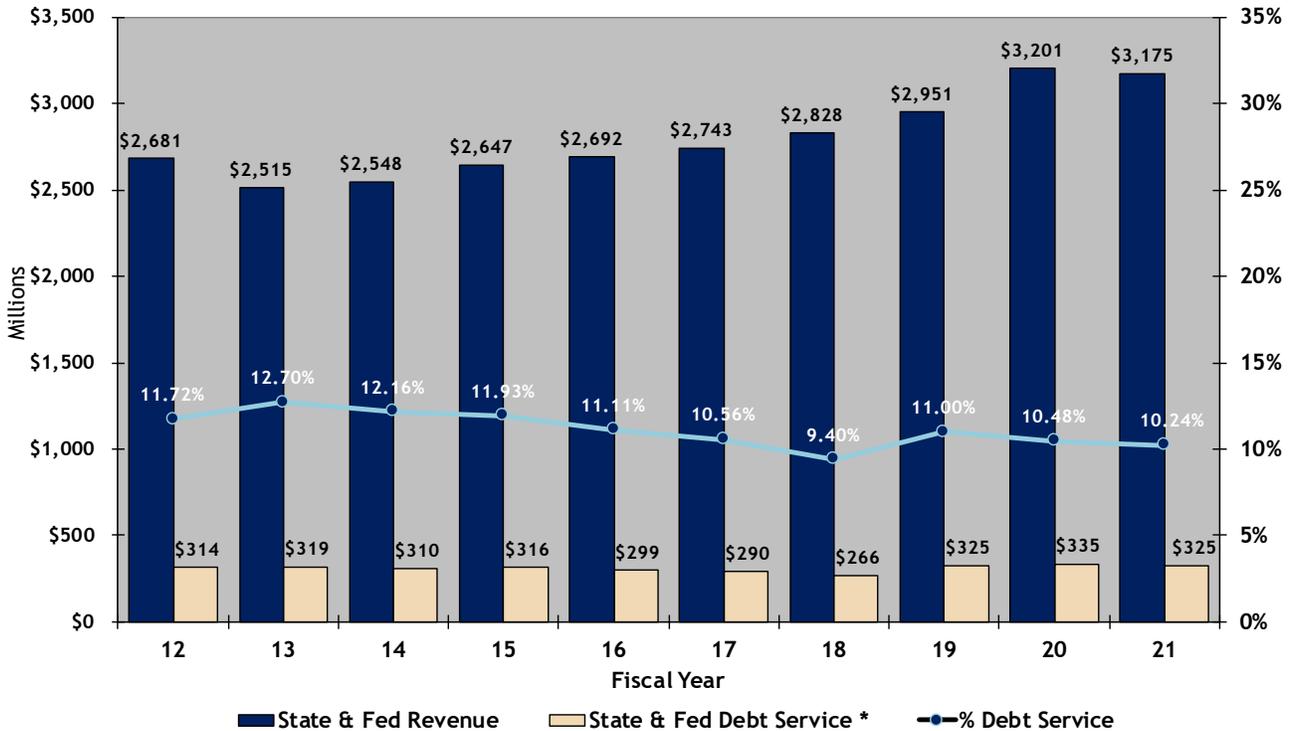
State Bonds Outstanding and Debt Service (Principal and Interest)



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

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

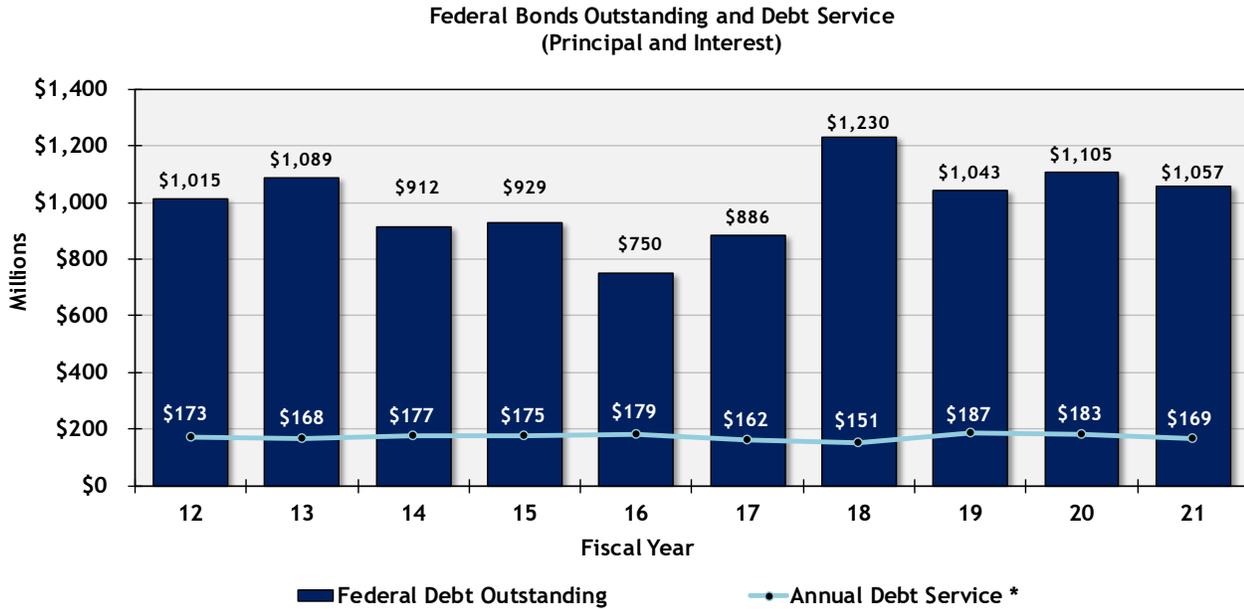
% Debt Service of Federal and State Revenue



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

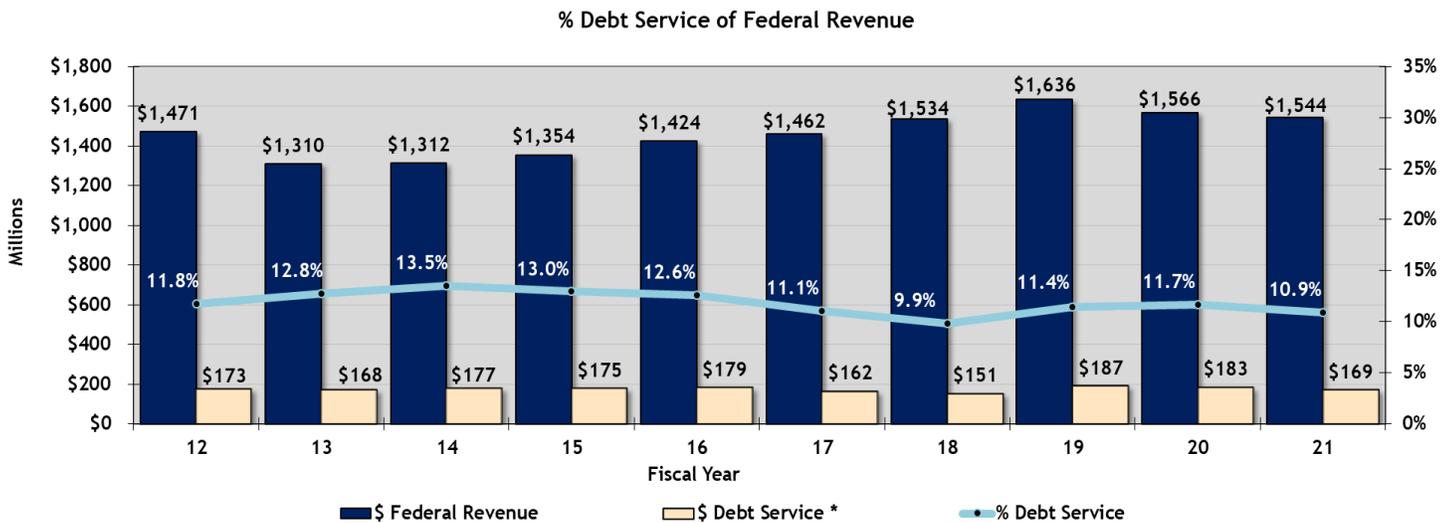
Transportation Funding Sources: Bonds

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.



* 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.

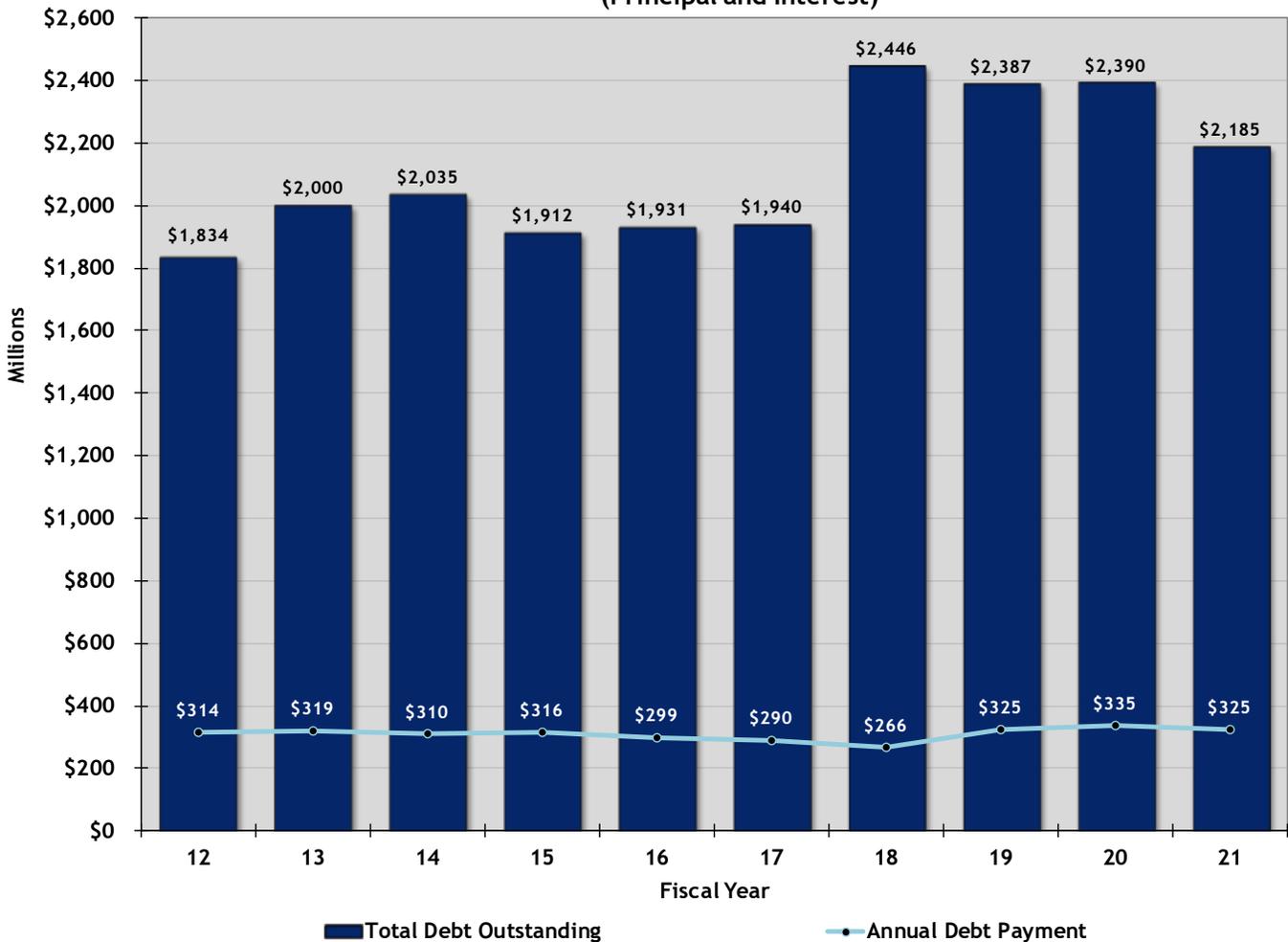
ODOT's policy regarding Federal bond debt is to have no more than 20% of Federal revenue dedicated to debt service.



*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 2021, ODOT had approximately \$2.2 billion dollars in outstanding principal and interest, where 52% represents the state bond debt and 48% represents federal bond debt.

**Ohio Department of Transportation
Total Debt Outstanding and Debt Service
Federal and State Highway Bonds
(Principal and Interest)**



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, of which \$132.1 million is outstanding. 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 2021 totaling \$16.5 million.

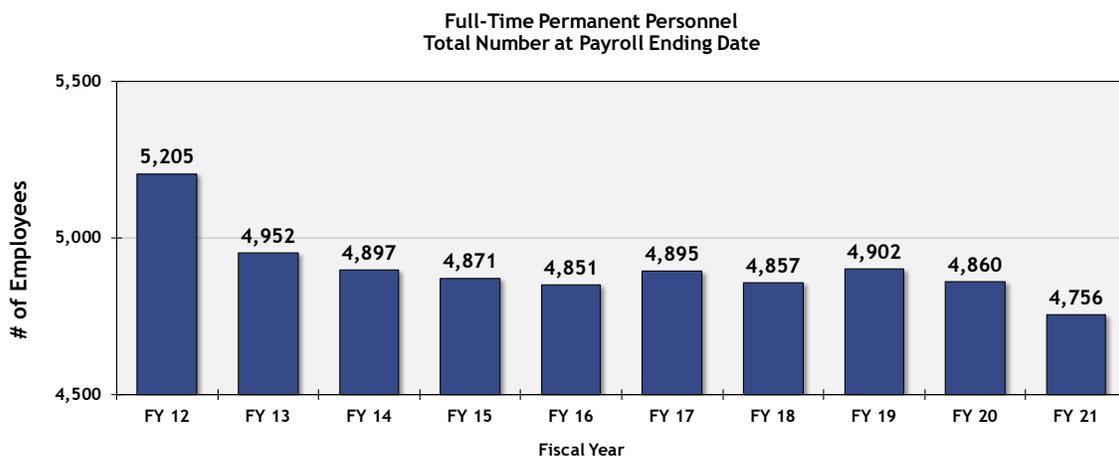
Transportation Appropriation Uses

Transportation Appropriation Uses: Operating

Overall, operating expenses decreased in FY21 by \$58.3 million, or 6.5%, compared to FY20. Payroll and personal services decreased by \$12.8 million, or 2.4%. This is primarily the result of hiring controls in response to the COVID-19 pandemic. Snow and ice decreased by \$18.3 million, or 34.0%, as a result of a decrease in the price per ton and a reduction in the number of tons purchased in FY21. Trucks & other heavy equipment decreased by \$22.5 million, or 87.5%, as a result of ODOT's Truck Run being suspended for FY21.

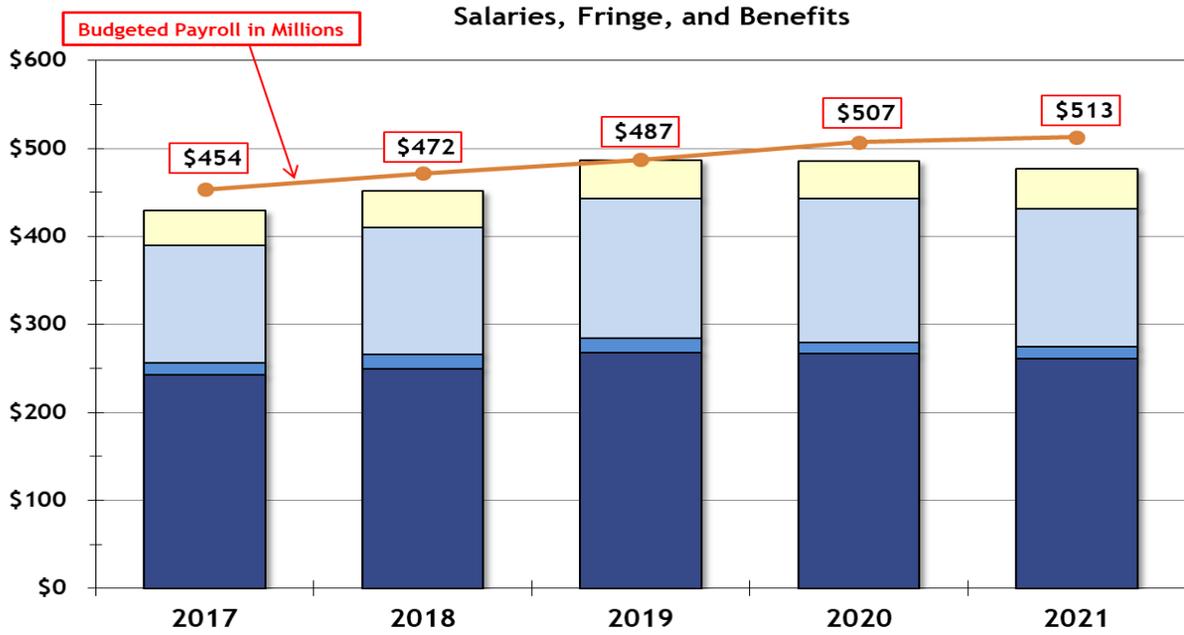
OHIO DEPARTMENT OF TRANSPORTATION Appropriation Uses - Operating (millions) (Includes ODOT, Public Transit, Aviation, and Rail Commission) (With Regard to Fund Year)					
	2017	2018	2019	2020	2021
PAYROLL & PERSONAL SERVICE	\$471.2	\$504.0	\$529.8	\$529.9	\$517.1
Gross Wages (Excludes Paid Leave)	\$242.9	\$249.3	\$267.9	\$267.1	\$261.3
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$134.1	\$145.0	\$159.1	\$163.6	\$157.2
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$39.4	\$40.7	\$43.2	\$42.2	\$45.5
Overtime (Excludes Fringe)	\$13.0	\$16.4	\$16.4	\$12.4	\$13.1
Personal Service/Other	\$41.8	\$52.5	\$43.1	\$44.6	\$40.1
MAINTENANCE AND MATERIALS	\$132.7	\$142.6	\$151.7	\$147.6	\$144.6
Roadway	\$30.5	\$32.3	\$30.6	\$33.4	\$32.9
Utility, Telephone, Shipping	\$13.7	\$13.6	\$15.2	\$14.9	\$12.4
Motor Vehicle Parts & Supplies	\$25.0	\$26.5	\$28.8	\$27.4	\$26.7
Motor Vehicle Fuel	\$12.6	\$16.7	\$16.6	\$14.3	\$16.4
Buildings & Equipment	\$18.5	\$17.9	\$18.9	\$21.3	\$20.3
Office Supplies, Travel, Print	\$4.0	\$4.3	\$5.1	\$4.4	\$7.0
Interstate Transfer Vouchers	\$19.3	\$22.8	\$25.4	\$23.3	\$21.3
Other	\$9.0	\$8.5	\$11.1	\$8.4	\$7.6
SNOW AND ICE	\$27.3	\$37.7	\$57.7	\$53.8	\$35.5
EQUIPMENT	\$38.9	\$37.9	\$36.7	\$36.0	\$32.1
Data Processing / Telecommunications	\$8.8	\$2.9	\$3.9	\$3.8	\$4.7
Other	\$30.1	\$35.0	\$32.8	\$32.2	\$27.4
OIH CUSTODIAL	\$15.5	\$16.9	\$16.6	\$17.7	\$18.7
TRUCKS & OTHER HEAVY EQUIP	\$28.4	\$23.0	\$21.1	\$25.7	\$3.2
LANDS & BUILDINGS (Includes Facilities Bonds)	\$24.7	\$167.8	\$25.8	\$31.2	\$36.2
BUILDING DEBT SERVICE (Includes Hilltop)	\$8.2	\$8.2	\$16.5	\$16.5	\$16.5
MAINTENANCE CONTRACTS	\$37.4	\$46.6	\$40.1	\$35.1	\$32.4
MISCELLANEOUS OPERATING	\$2.0	\$1.8	\$2.3	\$1.7	\$0.6
TOTAL OPERATING COSTS	\$786.3	\$986.4	\$898.3	\$895.2	\$836.9

The Department's staff level has been reduced from 7,800 employees in FY94 to 4,756 employees in FY21. The Department has continued to scrutinize the filling of positions to hold down operating costs. The "hiring freeze" during most of FY 2021 due to the COVID-19 pandemic led to ODOT's historically low full-time employee levels. The agency has the authority to hire 5,114 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 one of the largest construction programs in Ohio history with personnel levels at or near a 30-year low.

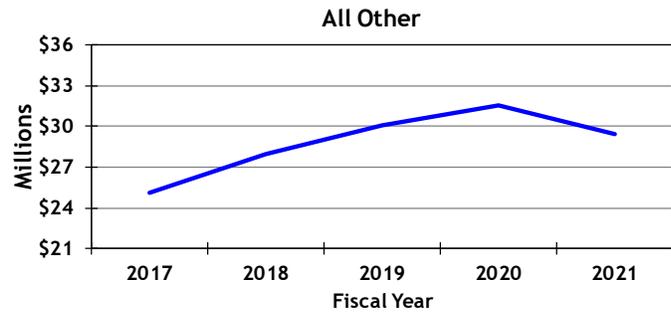
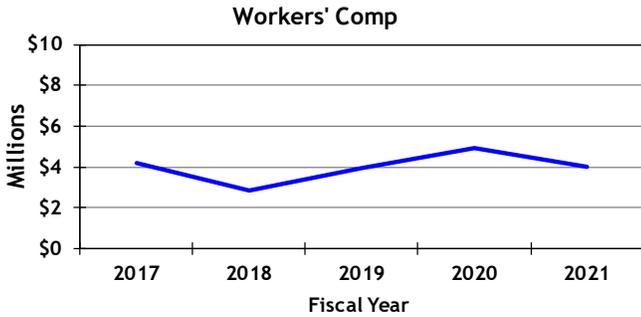
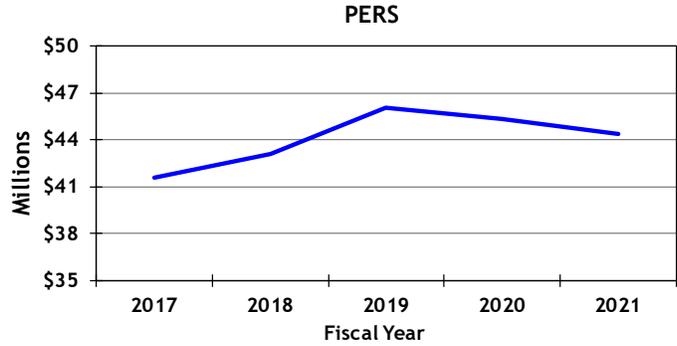
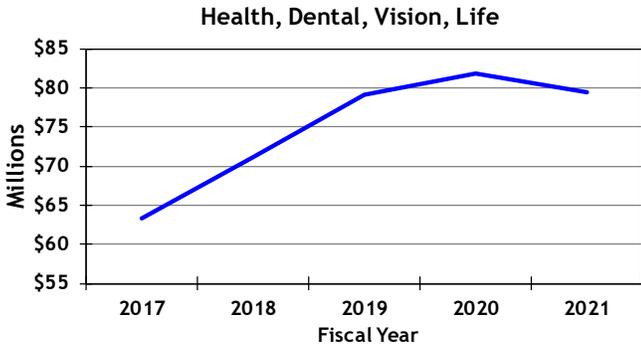
Payroll is the largest component of the operating expenses. These costs also include ODOT supplemental staff. The gross wages increased significantly due to a 2.5% pay raise in FY 2017 and FY 2018. The increase in FY 2019 was due to a 27th pay period and a 2.75% wage increase. In FY 2020, while there was a 2.75% wage increase, the payroll was held flat due to only having 26 pay periods and a reduction in permanent employees due to a hiring freeze initiated as a result of the COVID-19 pandemic. In FY 2021, there was a 3% wage increase for bargaining unit employees and cost savings days for exempt employees.



FISCAL YEAR	2017	2018	2019	2020	2021
Employer Fringe	\$39.4	\$40.7	\$43.2	\$42.2	\$45.5
Employer Paid Benefits	\$134.1	\$145.0	\$159.1	\$163.6	\$157.2
Overtime	\$13.0	\$16.4	\$16.4	\$12.4	\$13.1
Gross Wages	\$242.9	\$249.3	\$267.9	\$267.1	\$261.3
Total Payroll	\$429.4	\$451.4	\$486.6	\$485.3	\$477.1

- 1) Payroll costs have increased over the previous five years due to the following:
 - 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.
 - 2020 - a 2.75% wage increase. Amount similar to FY 2019 because FY 2020 only had 26 pay periods.
 - 2021- a 3% wage increase for bargaining unit employees and cost savings days for exempt employees.
- 2) Overtime was higher in FY 2018 and FY 2019 when compared to the previous years due to harsher winters and flooding events.
- 3) The cost savings days for exempt employees were coded using ODOT's budget authority and appropriations and later reimbursed by the Office of Budget & Management. As a result, the FY 2021 payroll figures in this financial statement are higher than were actually realized.

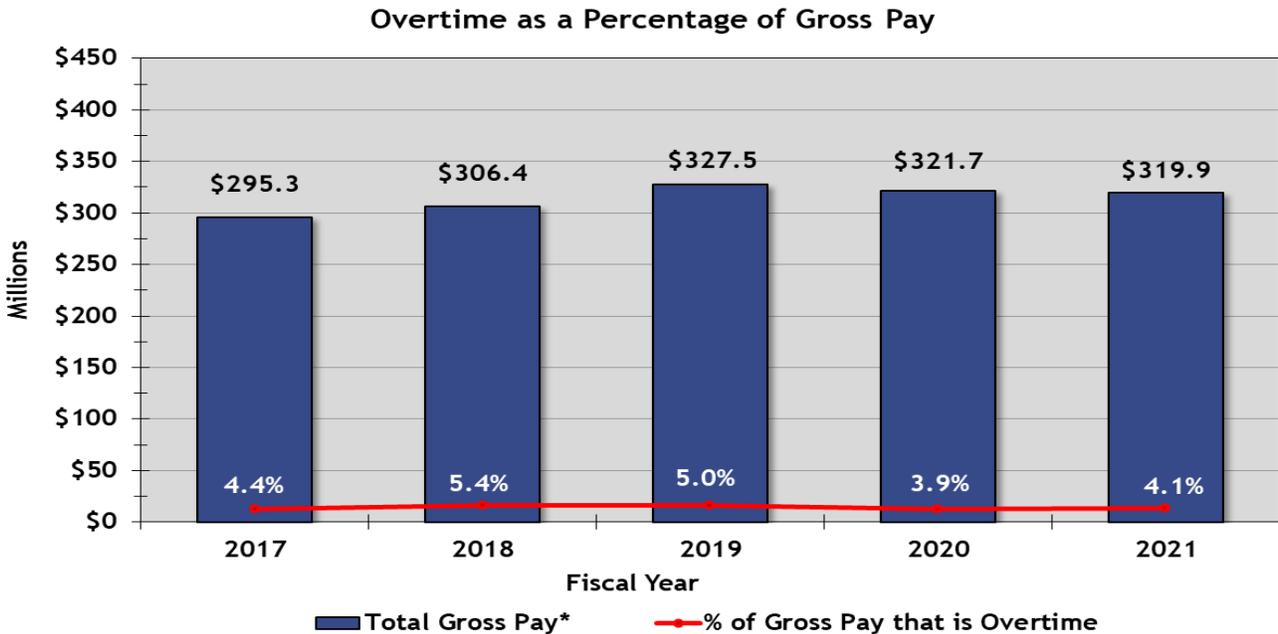
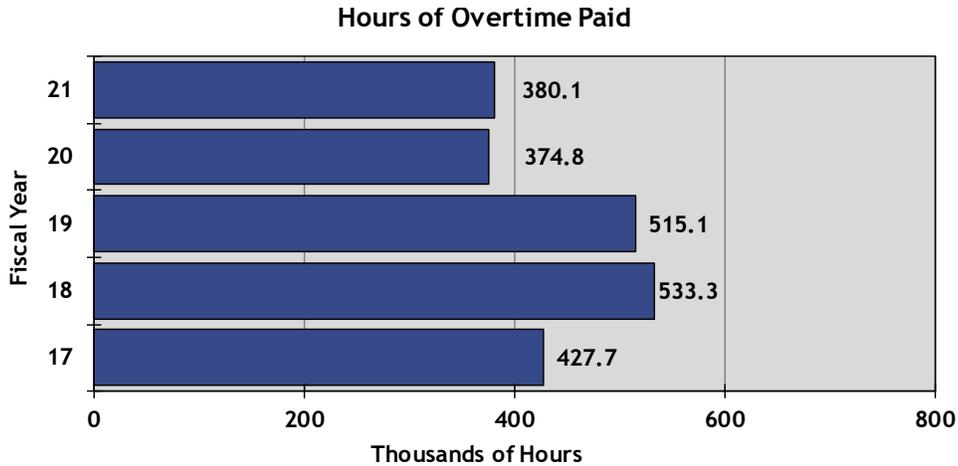
Employer Paid Benefits



FISCAL YEAR	2017	2018	2019	2020	2021
Health Care, Dental, Vision, Life	\$63.3	\$71.1	\$79.1	\$81.8	\$79.4
PERS	\$41.6	\$43.1	\$46.0	\$45.3	\$44.4
Workers' Comp	\$4.2	\$2.8	\$4.0	\$4.9	\$4.0
All Other	\$25.1	\$27.9	\$30.0	\$31.6	\$29.4
Total	\$134.1	\$145.0	\$159.1	\$163.6	\$157.2

- 1) In FY 2018, healthcare costs increased by approximately 12.4%. In FY 2019, healthcare increased by approximately 11.1%. In FY 2020, healthcare increased by approximately 3.5%. In FY 2021, healthcare decreased by approximately 3.0%.
- 2) In FY 2018, there was small increase to PERS due to the 2.5% wage increase. In FY 2019, there was an increase due to the 2.75% wage increase. In FY 2020, there was a small decrease to PERS due to less overtime being worked from a light winter and the COVID-19 pandemic. In FY 2021, there was a similar decrease to PERS due to less overtime being worked from a light winter and the COVID-19 pandemic.
- 3) Annual fluctuations in ODOT's Workers' Compensation rates are the primary cause for variances from year to year. In FY 2017, Workers' Compensation rate was 1.3709%. In FY 2018, the Workers' Compensation rate decreased to 0.8945%, as the BWC's actuarial began working toward reducing premiums the department pays in order to more evenly distribute claims filed for BWC payments on behalf of ODOT. In FY 2019, the Workers' Compensation rate increased to 1.1561% and ODOT received \$1M from BWC, which was provided to the Division of Human Resources for Workers Comp Claim Payments. In FY 2020, the Workers' Compensation rate rose to 1.4651% and ODOT was still utilizing the \$1M received from BWC received in FY 2019. In FY 2021, the Workers' Compensation rate decreased to 1.2267% and ODOT was still utilizing the \$1M received from BWC received in FY 2019.
- 4) The All Other 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.

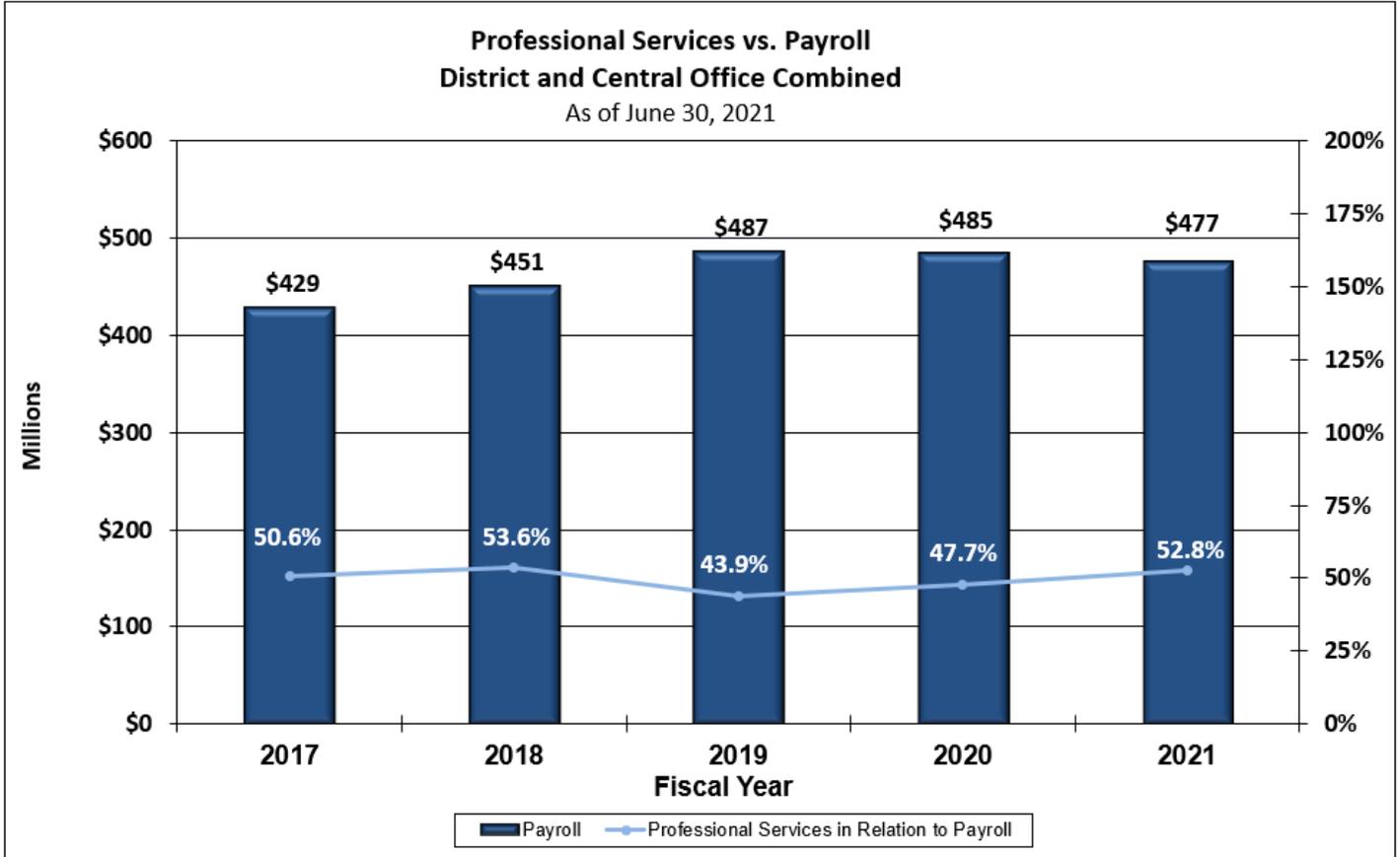
The fluctuation in overtime hours is largely dependent on the severity of Ohio’s winters. Fiscal Years 2018 and 2019 were higher than normal due to a harsh winter with multiple snow and ice events, while Fiscal Years 2017, 2020 and 2021 were milder and required less overtime for the Department. Fiscal Year 2019 had higher gross wages due to a 27th pay period. Fiscal Year 2020 had the lowest overtime hours, even when compared to the most recent mild winter years due to only having 26 pay periods and the COVID-19 pandemic. Fiscal Year 2021 was similar to Fiscal Year 2020 due to the ongoing COVID-19 pandemic.



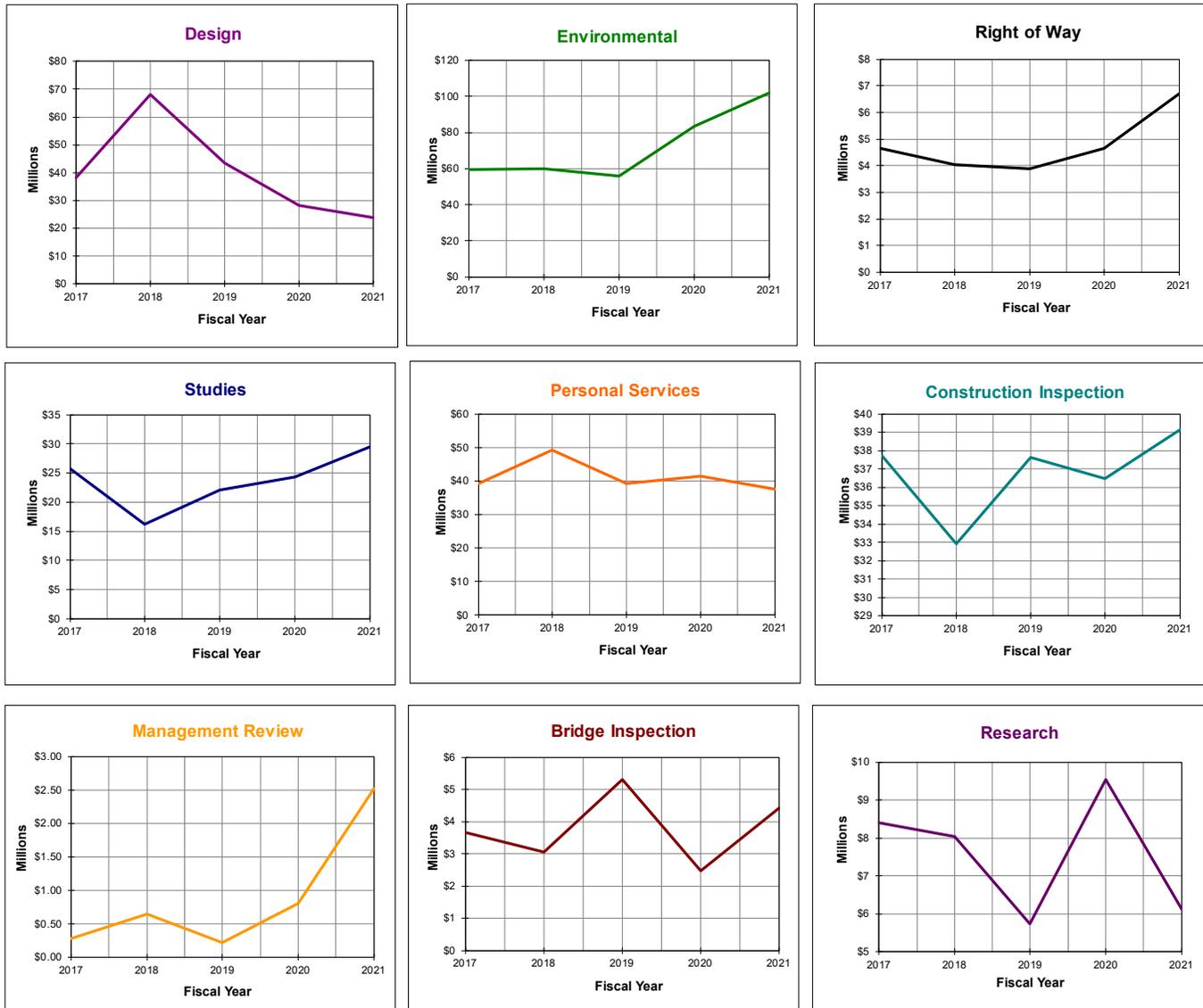
Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2017	\$13.0	\$295.3	4.4%
2018	\$16.4	\$306.4	5.4%
2019	\$16.4	\$327.5	5.0%
2020	\$12.4	\$321.7	3.9%
2021	\$13.1	\$319.9	4.1%

*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 49.6% in relation to ODOT’s total payroll costs for the past five years.



Professional Contracts Encumbered for the Following Services

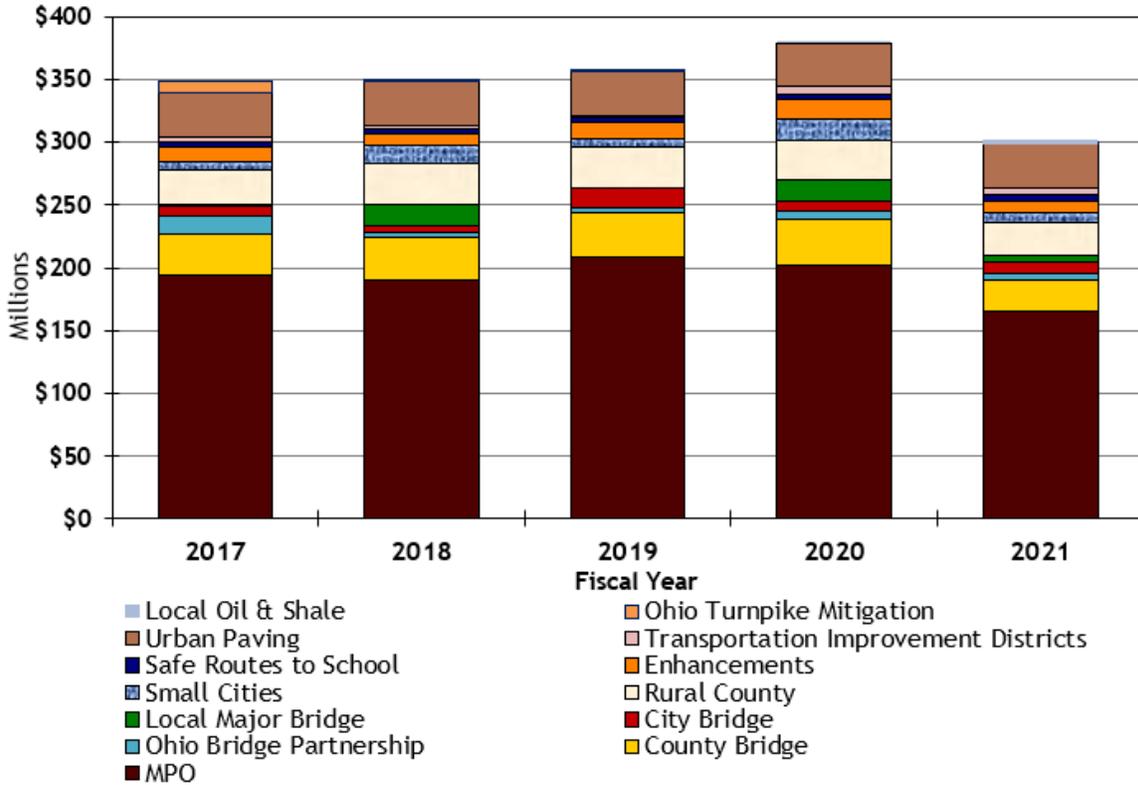


*Note: Encumbrances are regarding fund year and represent the encumbered balance as of the reporting date.

Environmental - The amount of funds encumbered for this category has increased 22.5% or \$18.8M in Fiscal Year 2021 when compared to Fiscal Year 2020. The following projects were encumbered in Fiscal Year 2021 contributing to a majority of the variance:

- Statewide - \$6.9M - The Automated Driving System Grant awarded to the Ohio Department of Transportation through DriveOhio for rural environment focused on southeast Ohio (Athens area).
- District 12 - \$5.1M - Innerbelt CCG3 Design to improve I-90 in the “Central Interchange” area between E 9th Street and Carnegie Ave; replace the East 22nd Street bridge over I90; remove the Cedar Avenue bridge over I-90; improve I-77 north of the Kingsbury Run Bridge; and replace the Carnegie Avenue bridge over I-90.
- District 6 - \$3.3M - Major rehabilitation to portions of MAD IR 71 and PIC IR to include pavement replacement and widening to add a third lane, structure work and widening, and culvert work.

Local Programs Summary
Appropriation Uses
 (With Regard to Fund Year) ⁽¹⁾



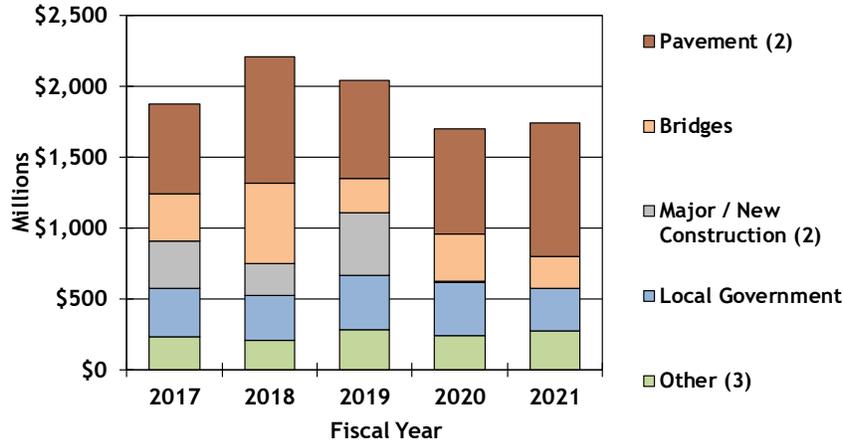
	2017	2018	2019	2020	2021
MPO	\$ 194.8	\$ 190.2	\$ 209.1	\$ 201.9	\$ 165.5
County Bridge	32.2	33.8	34.2	36.9	24.6
Ohio Turnpike Mitigation	9.0	1.0	0.4	0.0	0.2
City Bridge	6.9	4.9	15.2	7.4	9.4
Local Major Bridge	1.5	17.2	0.4	16.8	6.3
Ohio Bridge Partnership	14.5	4.8	4.5	6.7	4.8
Rural County	27.6	32.3	32.3	31.6	26.2
Small Cities	6.7	14.3	7.3	16.9	7.2
Enhancements	11.6	9.4	12.6	16.2	9.1
Safe Routes to School	4.9	3.5	3.6	4.1	5.4
Transportation Improvement Districts	3.5	3.4	2.5	5.6	5.2
Local Oil & Shale	0.0	0.0	0.0	0.4	3.0
Urban Paving ⁽²⁾	35.0	35.0	35.0	35.0	35.0
LOCAL PROGRAM TOTAL	\$ 348.2	\$ 349.7	\$ 357.1	\$ 379.4	\$ 301.7

(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 per fiscal year.

For additional information about funding sources for local governmental entities, see page 49 of the Appendix.

Contracts Awarded by State Fiscal Year (1)

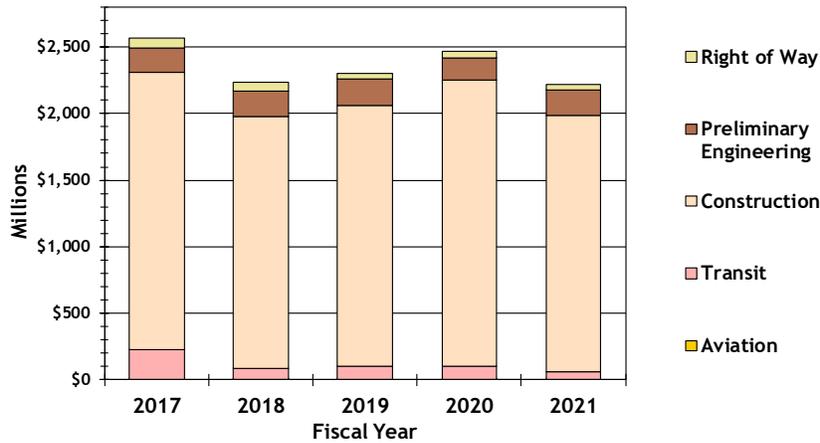


(1) The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

(2) Major / New Construction began being categorized as Pavement during FY 2020. In the beginning of FY 2020, a small amount was categorized as Major / New Construction. Since that time, these types of contracts have been categorized as Pavement.

(3) Other includes the contracts awarded by Transit and Aviation totaling \$64 million.

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

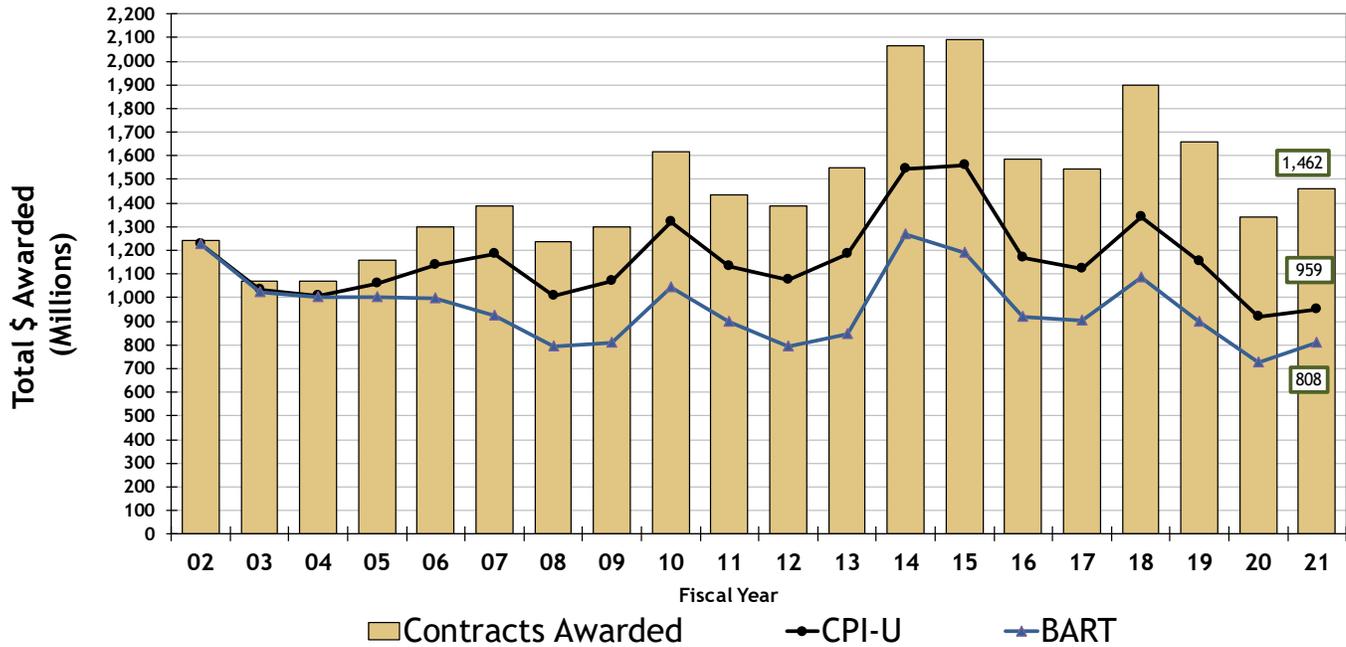


	2017	2018	2019	2020	2021
Right of Way	\$ 80	\$ 64	\$ 47	\$ 49	\$ 45
Preliminary Engineering	\$ 184	\$ 195	\$ 193	\$ 168	\$ 185
Construction	\$ 2,079	\$ 1,889	\$ 1,963	\$ 2,150	\$ 1,924
Highway Related Total	\$ 2,343	\$ 2,149	\$ 2,203	\$ 2,367	\$ 2,153
Transit	\$ 226	\$ 84	\$ 100	\$ 96	\$ 62
Aviation	\$ 3	\$ 3	\$ 4	\$ 1	\$ 3
Modal Total	\$ 229	\$ 87	\$ 104	\$ 97	\$ 64
Grand Total	\$ 2,572	\$ 2,236	\$ 2,307	\$ 2,464	\$ 2,218

With contracts awarded over the past few years reaching record breaking numbers, capital expenditures have followed suit, averaging \$2.36 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 \$692.7 million since FY 2002 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 \$361.0 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%

Contracts Awarded by Fiscal Year										
Fiscal Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
\$ Awarded (Millions)	\$1,239	\$1,069	\$1,071	\$1,158	\$1,299	\$1,387	\$1,238	\$1,297	\$1,615	\$1,434
Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
\$ Awarded (Millions)	\$1,388	\$1,552	\$2,068	\$2,094	\$1,584	\$1,544	\$1,897	\$1,657	\$1,340	\$1,462

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. The State Motor Fuel Tax fund was later increased from \$10 million to \$15 million. 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 the most recent 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 \$34.35m 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 October 2019. This bond fund program is for projects that are Title XXIII federal eligible. Currently, the bond program has approximately \$98.99m 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.

2021 SIB Snapshot

The portfolio of the SIB for Fiscal Year 2021 included six loans for a total of \$3,418,045. Since inception, the SIB program has issued 257 loans in the amount of \$677.2 million and 12 bond issuances in the amount of \$94.4 million; totaling \$771.6 million for the SIB loan and bond programs. The bank has assisted communities with 217 highway, four railroad, two transit, 19 aviation, one bikeway and 26 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 or transit-related project. A project may be funded 100% and has no required state match.

LOAN/BOND PROJECT ELIGIBILITY

SIB funds will cover most phases of a construction project with the exception of the environmental phase. SIB loan monies cannot be used for any costs associated with the environmental process.

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, 2021**

<u>Beginning Cash Balance:</u>		\$ 87,169,241
 <u>Revenues:</u>		
Investment Earnings	\$	615,675
Principal Loan Repayment (GRF)		3,150,917
Interest Payment on Loan (GRF)		994,931
Principal Loan Repayment (FHWA)		16,836,742
Interest Payment on Loan (FHWA)		789,393
Principal Loan Repayment (2nd Generation)		5,662,183
Interest Payment on Loan (2nd Generation)		2,259,442
Principal Loan Repayment (State Motor Fuel)		2,638,666
Interest Payment on Loan (State Motor Fuel)		352,306
Transfer In - Fund 7002 to SIB Fund 2120		-
Administrative Fees		42,618
Total Revenues	\$	33,342,874
 <u>Expenditures:</u>		
Federal Highway Funds	\$	4,641,272
General Revenue Funds		1,265,471
Motor Fuel Tax Funds		449,304
Second Generation/Title 23 Funds		12,750,740
Administrative Fees - Court Claims / Refunds		-
Total Expenditures	\$	19,106,787
Ending Cash Balance	\$	101,405,328

**OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
BALANCE SHEET FOR FUNDS 2120 AND 2130
FOR YEAR ENDING JUNE 30, 2021**

Assets and Other Debits

Assets:

Uncommitted Cash	\$ 56,523,036
Cash Reserve - Current FY Debt Service - Title 23 & GRF	-
Cash Reserve for Approved Loans Already Encumbered	18,604,706
Cash Reserve for Approved Loans Not Yet Encumbered	26,277,586
Total Cash on Hand	\$ 101,405,328

Receivables:

Loans Already Disbursed:

Principal Due	\$ 145,628,694
Interest Due	27,690,945
Administrative Fees	3,110
Total Receivables	\$ 173,322,749

Total Assets **\$ 274,728,078**

Equity

Original Seed Money

Federal	\$ 87,000,000
GRF	40,000,000
Motor Fuel Tax	15,000,000
Total	\$ 142,000,000

Investment Earnings	\$ 62,882,672
Interest from Loans	69,845,406

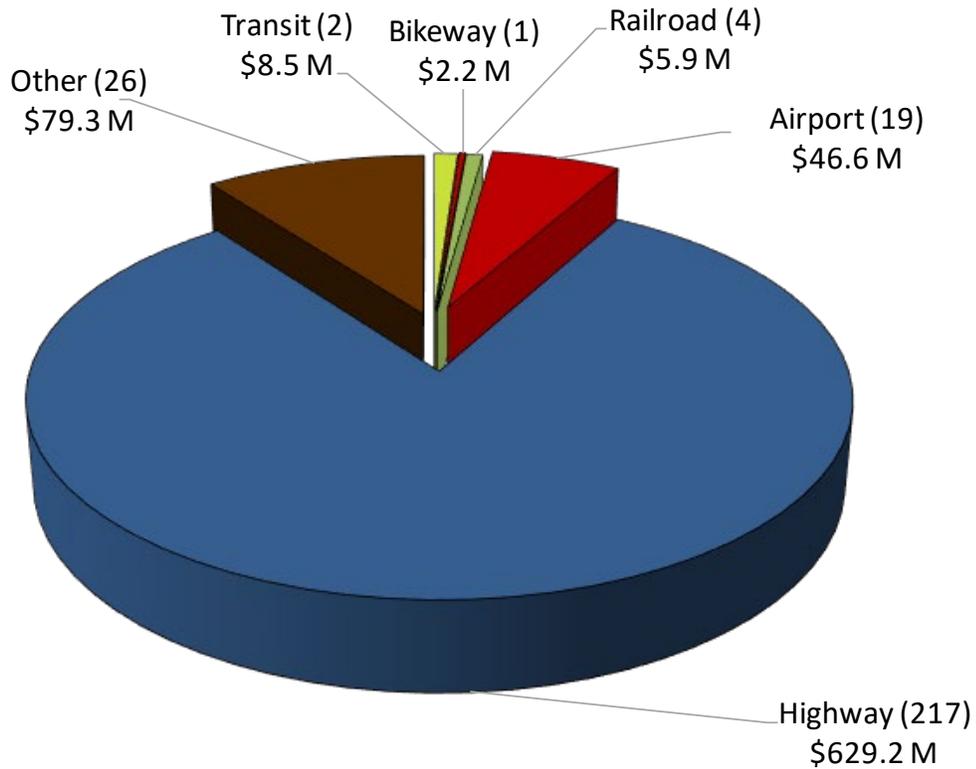
Total Equity **\$ 274,728,078**

State Fiscal Year	1997-2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total *
# of Loans	133	3	11	19	14	13	13	17	18	10	6	257
\$ of Approved Loans (in millions)	\$391.24	\$5.3	\$20.8	\$72.0	\$56.8	\$15.9	\$28.6	\$40.8	\$23.1	\$19.3	\$3.4	\$677.2
# 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:	257	Amount of Approved Loans:	\$677.2
Number of Bonds:	12	Amount of Approved Bonds:	\$94.4
Total:	269	Total:	\$771.6

* 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, 2021
Total \$771.6 M



State Infrastructure Bank

There were a total of six State Infrastructure Bank loans approved in SFY 2021, for \$3.4 million. All of the loans were categorized as "Other". There were no bonds approved in SFY 2021. This brings the final number of loans/bonds in the SIB portfolio as of the end of SFY 2021 to 269, totaling approximately \$771.6 million, since the inception of the program.

SIB LOANS AND BONDS ISSUED SINCE PROGRAM INCEPTION APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS as of June 30, 2021

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	1.04%		5	5			
2	Bowling Green	15	2	\$50,975,050	6.61%		7	8		2	
3	Ashland	23	1	\$33,348,032	4.32%		14	9		1	
4	Akron/Canton	49	3	\$110,097,141	14.27%		23	26		2	1
5	Jacksontown	25	1	\$58,394,162	7.57%		17	8		1	
6	Columbus	13	1	\$92,539,486	11.99%		5	8		1	
7	Dayton	30	1	\$66,397,189	8.60%		17	13		1	
8	Cincinnati	18	3	\$127,658,245	16.54%		7	11		2	1
9	Chillicothe	9		\$12,359,770	1.60%		2	7			
10	Marietta	8		\$12,145,870	1.57%		2	6			
11	New Philadelphia	24		\$21,518,847	2.79%		13	11			
12	Cleveland	33		\$178,187,482	23.09%	2	17	14			
		257	12	\$771,618,613	100.00%	2	129	126	0	10	2

Average loan amount is \$2,635,053
Average bond amount is \$7,867,500

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

SIB Loans Approved in FY 2021

BORROWER	PROJECT	LOAN AMOUNT
Village of Camden	Street and Alley Resurfacing	\$525,000
Village of New Straitsville	Downtown Enhancement Project	\$131,643
Twinsburg Township	Heights Allotment Road Phases XVI and XVII Reconstruction	\$1,175,402
City of Deer Park	Bike/Ped Connector	\$402,000
Village of Johnstown	Sportsman Club Road Realignment	\$509,000
Licking Township	Local Roads Repaving	\$675,000
TOTAL		\$3,418,045

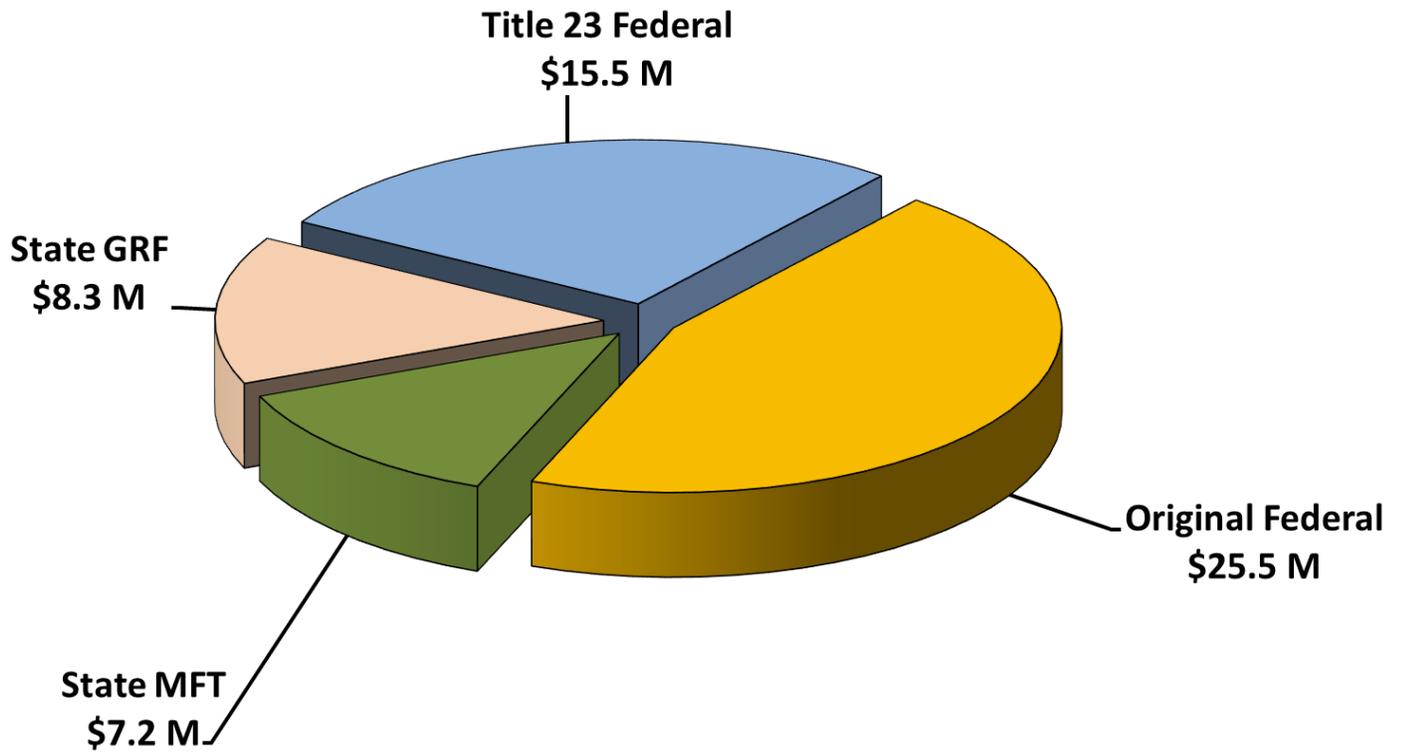
Note: The loan amount reflects the total principal approved by the SIB committee. It does not reflect the actual amount disbursed during the fiscal year.

SIB Bonds Approved in FY 2021

BORROWER	PROJECT	LOAN AMOUNT
None		
TOTAL		\$0

The graph below depicts the SIB cash balances as of June 30, 2021 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, 2021 Total Available to Lend: \$56.5 M



Note: Total available to lend is calculated net of SFY 2022 debt service totaling \$1,077,276.

STATE INFRASTRUCTURE BANK (SIB) PROJECTS UPDATE

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

Village of Camden, Street & Alley Resurfacing Project

This SIB loan was used to finance the resurfacing of various streets and alleys with asphalt overlay within the Village of Camden, Preble County. The loan proceeds were used for roadway improvements and is part of the Village's maintenance program to resurface deteriorating streets within the Village corporation limits.

Total Project Costs: \$525,000

SIB Loan Amount: \$525,000

Village of New Straitsville, Downtown Enhancement Project

This SIB loan is to finance repairs to the current sidewalks in the Village along State Route 93 and 216 in Perry County. The two main streets in the Village had sidewalks that were ill fit for pedestrian traffic making it an unsafe means of transportation for the residents and visitors to the Village. The Village would replace 1725 feet of 5' sidewalk along the road.

Total Project Costs: \$667,310

SIB Loan Amount: \$131,643

Twinsburg Township, Heights Allotment Road Reconstruction Project

With this SIB loan, Twinsburg Township in Summit County financed the Heights Allotment Road Reconstruction Project, Phases XVI and XVII. The project was located along Case Street (TR 1574), a local street in the Twinsburg Heights Allotment. The entire project consists of a multi-year, multi-phase road reconstruction project to replace inferior and poorly constructed roads with improper drainage.

Total Project Costs: \$1,765,814

SIB Loan Amount: \$1,175,402

City of Deer Park, Deer Park Bike/Ped Connector Project

The City obtained a SIB loan for a project located in Hamilton County. The project is the Deer Park Bike/Ped Connector between St. John's Terrace and Blue Ash Road. The project consists of pavement replacement and resurfacing on St. John's Terrace, Blue Ash Road, and Orchard Lane. It also included replacement of curb and gutter, drive aprons, installation of signage and pavement markings.

Total Project Costs: \$1,205,648

SIB Loan Amount: \$402,000

Village of Johnstown, Sportsman Club Road Realignment Project

This SIB loan was used to finance a portion the Sportsman Club Road Realignment Project located at US 62 Sportsman Club Road in the Village of Johnstown, within Licking County. Tech International currently operates from two major contact points in the Village. The unsafe alignment of US 62 and Sportsman Club Road posed a traffic safety risk and was a deterrent to Tech International to consolidate operations in Johnstown and create a campus over the long term.

Total Project Costs: \$1,109,000

SIB Loan Amount: \$509,000

STATE INFRASTRUCTURE BANK PROJECTS

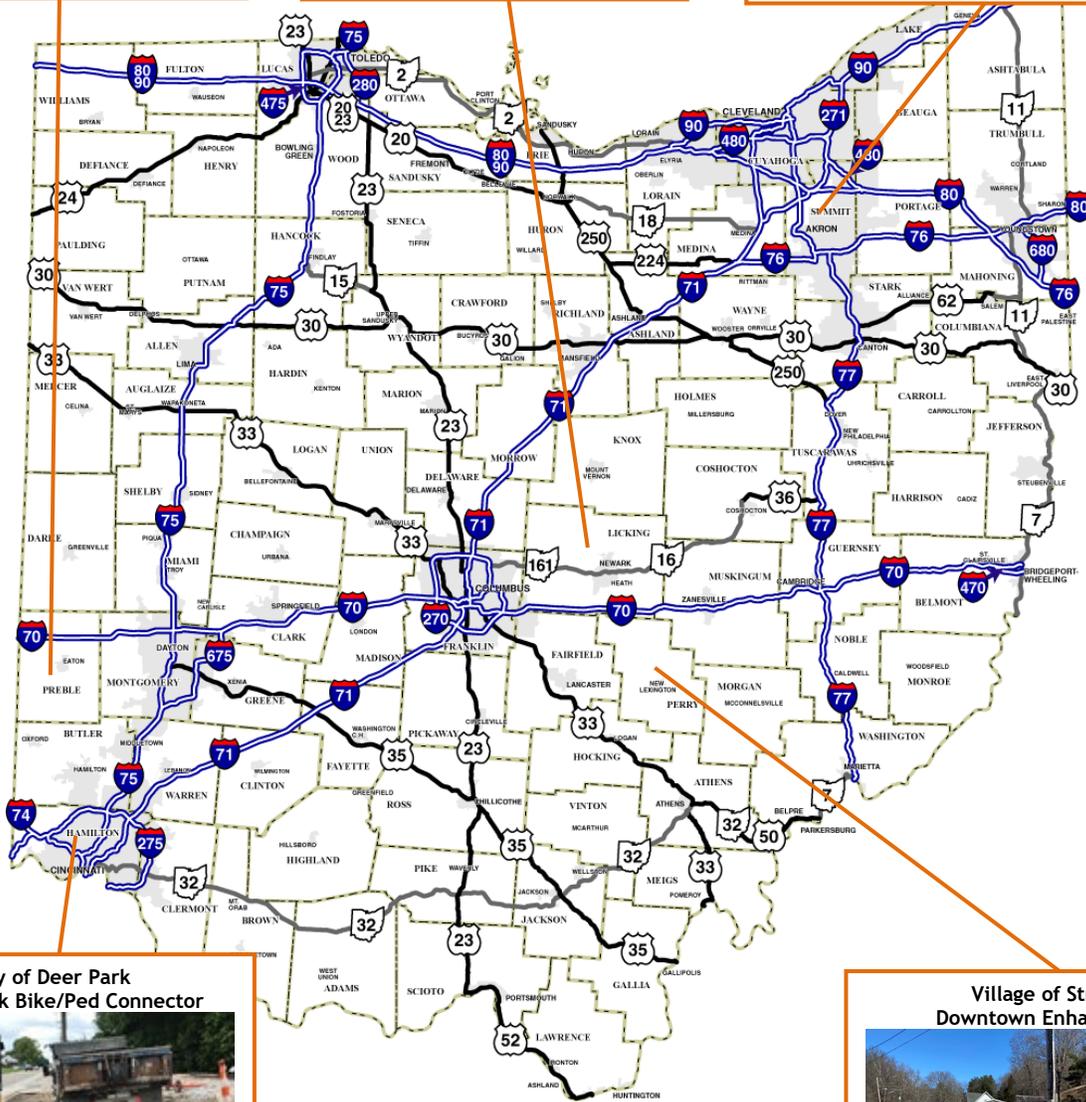
Village of Camden
Street & Alley Resurfacing



Village of Johnstown
Sportsman Club Rd Realignment



Twinsburg Township
Heights Allotment Rd Reconstruction



City of Deer Park
Deer Park Bike/Ped Connector



Village of Straitsville
Downtown Enhancement



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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

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 38.5¢ and 47¢ PER GALLON MOTOR FUEL TAX LEVY

The motor vehicle fuel tax is composed of one levy that is divided into six 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 62 - Sec. 757.10 133rd 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) \$5.9 million approved appropriation assigned to the Motor Fuel Tax Administration Fund (ORC 5735.053)

Levy Sections	% Distribution		R.C. Section
\$0.17		Prior to distribution reduce by:	5735.05(A)(1)
		(1) Monthly \$100,000 allocation to the Grade Crossing Fund	5735.051(A)(1)
		(2) Monthly amount of tax used as a credit against fuel use tax (IFTA) to Highway Operating Fund 7002	5728.06 (B)
	5.29%	(3) Credit % (subtotal less Grade Crossing Fund and FUT Allocation) to Highway Operating Fund 7002	5735.051(A)(2)
		Then	
	93.17%	Credit to Gasoline Excise Tax Fund 7060	5735.051(A)(2)(a)
		Distribute to 6.7% to Local Transportation Improvement Program Fund 7052	5735.051(A)(2)(a)(i)
		Distribute Gallons sold on Ohio Turnpike * \$0.05 to the Ohio Turnpike Commission	5735.051(A)(2)(a)(ii)
		Balance Remaining on the 15th of each month:	
	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)
		Balance Remaining on the 15th of each month:	
	75.00%	Highway Operating Fund	5735.051(A)(2)(a)(iii)(IV)
		Less HCAP Bond Service Fund 7072 (September - February)	5735.051(A)(3)
	6.83%	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)
	67.50%	Credit to Highway Operating Fund 7002	5735.051(B)(1)
	32.50%	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)
	81.25%	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)
	18.75%	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)
	100.00%	Credit to Highway Operating Fund	5735.051(D)
\$0.12625		Weighted Avg of Gasoline \$0.105 & Diesel \$0.19 rate increases (75%/25% approx. proportion)	5735.05(B)
	55.00%	Credit to Highway Operating Fund 7002	5735.051(E)(1)
	45.00%	Credit to Gasoline Excise Tax Fund 7060	5735.051(E)(2)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(E)(2)(c)
\$0.40625			

Note: For FY21, after revenue was 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 \$5.00 registrar fee)
 \$11
 \$20

To Department of Public Safety - Highway Purposes Fund¹

Balance Distributed as Follows:

- 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

To Department of Public Safety - Highway Purposes Fund

Balance Distributed as Follows:

42.6%
 57.4%

To Department of Public Safety - Highway Purposes Fund

To Local Governments as Follows:

- 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^{2,3}

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

Balance Distributed as Follows:

42.6%
 57.4%

To Department of Public Safety - Highway Purposes Fund

To Local Governments as Follows:

- 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 ^{4,5}
ONE LEVY at \$5	To Townships that assess fee
FOUR LEVIES at \$5 up to \$20	To Municipalities that assess fee

¹ Changed from State Highway Patrol to Highway Purpose Fund per HB 26 132nd General Assembly, ORC 4501.06

² Ohio Non-IRP commercial trucks and tractors were placed on a different fee structure than those registered for Ohio IRP under HB49, 132nd General Assembly, ORC 4503.042, ORC 4503.10 and ORC 4503.65

³ 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

⁴ 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.

⁵ 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
(Continuing Resolution passed for FY 2021 - Funding levels held at FY 2020 amounts)

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"> the State's base apportionment (net of step #1); plus the State's NHFP funding (under step #1), multiplied by the following ratio: 	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)]	The remainder of the State's base apportionment (net of amounts under steps #1 through #2B) is divided based on the following proportions:	63.7% to NHPP 29.3% to STBG 7.0% to HSIP												
	HSIP [23 U.S.C. 104(b)(3)]	...and then the NHPP and STBG amounts are increased by the "supplemental NHPP and STBG" amounts calculated above.													
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"> based on apportionment formula under 23 U.S.C. 130; and such that the national total for the program is as follows: 	<table border="1"> <thead> <tr> <th>FY</th> <th>\$ millions</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>350¹</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 ¹	2017	230	2018	235	2019	240	2020	245
FY	\$ millions														
2016	350 ¹														
2017	230														
2018	235														
2019	240														
2020	245														
4B	Safety-related activities set-aside ² [§ 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"> determined proportionally based on the initial HSIP amounts; and such that the national total is \$3.5 million each fiscal year. 													

¹ 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, \$240M was set aside for FY2019 and \$245M was set aside for FY2020. (Continuing Resolution passed for FY 2021 - Funding levels held at FY 2020 amounts)

² 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
(Continuing Resolution passed for FY 2021 - Funding levels held at FY 2020 amounts)

PROGRAM	FACTORS	WEIGHT	STATUTE (Title 49 U.S. Code)
Enhanced Mobility of Seniors and Individuals with Disabilities Formula Grants	<ul style="list-style-type: none"> - 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. - Also adopts former New Freedom funding allocations: <ul style="list-style-type: none"> • To designated recipients in urbanized areas with a population over 200,000. • To states for small urbanized areas. • To states for rural areas. 	100%	5310 FAST Section 3006(b)
		60%	
		20% 20%	
Rural Areas Formula Grants	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<p><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.</p> <p><u>Motorbus</u>: Based on revenue vehicle miles and directional route miles of buses reported to NTD.</p>	97.15%	5337 FAST Section 3015
		2.85%	
Bus and Bus Facilities Formula Grants	<ul style="list-style-type: none"> - 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	<p><u>Base Tier</u>: Fixed amount provided per eligible state.</p> <p><u>Oversight Modal Tier</u>: Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System.</p> <p><u>Service Tier</u>: Based on vehicle passenger miles, vehicle revenue miles and directional route miles.</p>	20%	5329(e) FAST Section 3013, 3020, 3021, 3022
		20%	
		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

Appropriations Package

H.R. 133, Consolidated Appropriations Act, 2021 was signed into law December 27, 2020

Overview

The Transportation-HUD component of the budget was increased from \$74.3 billion in FY 2020 to \$75.4 billion in FY 2021. The Act includes \$86.7 billion in total budgetary resources for the U.S. Department of Transportation (DOT) for FY 2021, which is \$553 million above the FY 2020 enacted level. The total funding for DOT includes \$25.3 billion in discretionary appropriations and \$61.4 billion in obligation limitations. Funding is prioritized for programs that improve the safety, reliability, and efficiency of the transportation system.

Highways and Bridges	
Obligation Limitation for FAST Act Contract Authority Programs	\$47.1B
General Funds	
New spending beyond FAST Act levels	\$2.0B
Alternative Fuel Corridors	\$641M
Bridge Replacement and Rehabilitation Program	\$1.1B
Appalachian Development Highway System	\$100M
Puerto Rico Highway Program	\$2.7M
Territorial Highway Program	\$0.7M
Nationally Significant Federal Lands and Tribal Projects	\$100M
National Scenic Byways Program	\$16M
Highway - Rail Grade Crossing Grants	\$50M
Regional Infrastructure Accelerator Demonstration Program	\$5M
National Road Network Pilot Program	\$5M

Rail	
Amtrak National Passenger Rail System Grants	\$2.0B
National Network Grants	\$1.3B
Northeast Corridor Grants	\$700M
FAST Act Intercity Rail Grants	\$582M
Consolidated Rail Infrastructure and Safety Improvement Grants	\$375M
State of Good Repair Grants	\$200M
Restoration and Enhancement Grants	\$5M
Magnetic Levitation Technology Deployment Program	\$2M
Railroad Research and Development	\$41M
Safety and Operations	\$235M

Maritime	
Maritime Security Program	\$314M
Cable Security Fleet	\$10M
Operations and Training	\$156M
State Maritime Academy Operations	\$433M
Assistance to Small Shipyards	\$20M
Ship Disposal and Maritime Guaranteed Loan Program	\$7M
Port Infrastructure Development Program	\$230M

Transit	
Obligation Limitation for FAST Act Contract Authority Programs	\$10.2B
Transit Infrastructure Grants	\$516M
Bus and Bus Facilities Grants	\$243M
Low or No Emissions Grants	\$125M
Federal Formula Grant Program for Rural Areas	\$40M
High Density State Apportionments	\$40M
State of Good Repair Grants	\$40M
Ferry Boat Grants	\$8M
Competitive Grants: Assist Areas of Persistent Poverty	\$16M
Demonstration and Deployment of Innovative Mobility Solutions	\$1M
Accelerating Innovative Mobility Initiative	\$1M
Operation and Maintenance of Bus Testing Facilities	\$2M
FTA Technical Assistance and Training	\$8M
Capital Investment Grants	\$2.0B
Major New Fixed Guideway Grants	\$1.2B
Core Capacity Improvement Projects	\$525M
Small Start Projects	\$200M
Expedited Project Delivery	\$100M
Washington Metropolitan Area Transit Authority	\$150M

Aviation	
Obligation Limitation for FAST Act Contract Authority Programs	\$3.4B
FAA's Essential Air Service Program	\$142M
FAA Operations	\$11.0B
FAA Facilities and Equipment	\$3.0B
Research, Engineering and Development	\$198M
Grants in Aid for Airports	\$400M
Transportation Demonstration Program	\$100M

BUILD	
Better Utilizing Investments to Leverage Development (BUILD) Grants	\$1.0B

Safety	
National Highway Traffic Safety Administration	\$989M
Federal Motor Carrier Safety Administration	\$748M

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
Pavement Surface Course	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Full Depth Pavement	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Mowing and Other Miscellaneous Maintenance	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Standard Longitudinal Pavement Markings	5521.01	ODOT	ODOT	City
	5501.31			
Route Marker Signs	5511.01	ODOT	ODOT	ODOT
Regulatory and Warning Signs	5501.31	ODOT	ODOT	City
	5521.01			
School Flashers (including applicable pavement markings and signs)	5521.01	ODOT	Village	City
Traffic Signals (including applicable pavement markings and signs)	5501.31	ODOT	Village ¹	City
	4511.11			
	4511.65			
Culvert and Other Appurtenances	5501.01	ODOT	Village	City
	5501.31			
	5511.01			
	5535.08			
Bridges (greater than 10-foot span)	5501.49	See Bridge Matrix	See Bridge Matrix	See Bridge Matrix
	5511.01			
	5543.01			
	5591.21			
Bridge Inspection	5501.47	ODOT	ODOT	ODOT
Interstate Routes				
Interstate Routes (all aspects including bridges and culverts above and below Interstate)	23 USC	ODOT	ODOT ²	ODOT ²
	101			
	23 USC			
	116			

1 Village obtains permission from ODOT

2 Unless a maintenance agreement exists

Note: Any of the above can 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 Responsibility¹	Major Maintenance Responsibility²
Interstate	Any	ODOT	ODOT	ODOT
State Route³	Interstate	ODOT	ODOT	ODOT
	State Route³	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 Route³	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	City / Village	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT	Railroad⁴	Railroad⁴
	State Route³	ODOT	Railroad⁴	Railroad⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
	State Route³	ODOT	Other / City / Village	Other / City / Village
OUTSIDE MUNICIPALITY (ORC 5501.11)				
Interstate	Any	ODOT	ODOT	ODOT
State Route³	Interstate	ODOT	ODOT	ODOT
	State Route³	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 Route³	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	County	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT⁵	Railroad⁴	Railroad⁴
	State Route³	ODOT⁵	Railroad⁴	Railroad⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
	State Route³	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.

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.

Other - Projects that do not fit into the categories described above. Some examples of projects that fall into this category include safety upgrades, noise walls, state parks, and modal contracts for the Offices of Transit and Aviation.

CONTRACTS AWARDED FY 2021

(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$28.03	\$43.17	\$61.04	\$258.86	\$150.42	\$104.34
2-LANE (miles)	126.20	87.30	232.78	441.67	182.34	64.90
GREATER THAN 2-LANES (miles)	50.28	8.40	75.98	222.01	65.48	68.14
INTERSTATE (lane miles)	0.00	33.23	38.04	77.80	179.12	198.32
MILEAGE	176.48	128.93	346.80	741.48	426.94	331.36
BRIDGES	\$10.15	\$9.92	\$14.97	\$4.40	\$3.67	\$16.81
CULVERTS	\$0.97	\$0.84	\$1.77	\$2.73	\$0.44	\$0.65
LOCAL GOVERNMENT PROJECTS	\$0.41	\$1.15	\$0.39	\$1.74	\$0.32	\$0.09
LOCAL GOV'T - LOCAL LET	\$6.49	\$30.41	\$13.95	\$51.03	\$11.81	\$22.01
SAFETY/EMERGENCY	\$9.60	\$13.86	\$33.59	\$36.52	\$8.27	\$12.67
VEGETATIVE MAINTENANCE	\$0.11	\$0.00	\$0.90	\$0.00	\$0.00	\$0.78
NOISE BARRIERS/ WALLS	\$0.00	\$6.61	\$0.00	\$0.73	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.00	\$0.00	\$3.23	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.35
MISCELLANEOUS ⁽¹⁾	\$0.00	\$0.00	\$0.00	\$0.98	\$0.00	\$0.49
HIGHWAY RELATED TOTAL	\$55.76	\$105.96	\$126.60	\$360.22	\$174.94	\$158.20
TRANSIT ⁽²⁾	\$0.85	\$4.51	\$2.55	\$10.81	\$2.49	\$7.53
AVIATION	\$0.00	\$0.17	\$0.47	\$0.54	\$0.66	\$0.12
MODAL TOTAL	\$0.85	\$4.68	\$3.03	\$11.35	\$3.15	\$7.64
GRAND TOTAL	\$56.61	\$110.64	\$129.63	\$371.57	\$178.08	\$165.84

The Highway Information furnished in this report is from the award sheets issued by the Office of Contracts and Ellis. The dollars reflected are Construction only and do not include Preliminary Engineering or Right of Way costs. Modal information was provided by the Offices of Transit and Aviation.

- (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 2021

(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT:	\$39.99	\$92.11	\$35.71	\$48.36	\$35.91	\$46.24	\$944.18
2-LANE (miles)	382.14	149.42	172.16	197.52	156.00	30.47	2222.90
GREATER THAN 2-LANES (miles)	73.35	20.42	149.19	110.92	126.52	32.46	1003.15
INTERSTATE (lane miles)	46.58	142.07	0.00	13.12	30.32	154.00	912.60
MILEAGE	502.07	311.91	321.35	321.56	312.84	216.93	4138.65
BRIDGES	\$32.61	\$23.33	\$14.02	\$9.47	\$23.67	\$39.50	\$202.53
CULVERTS	\$1.35	\$1.18	\$2.44	\$1.70	\$2.96	\$0.52	\$17.55
LOCAL GOVERNMENT PROJECTS	\$2.45	\$11.35	\$0.91	\$0.33	\$0.00	\$1.41	\$20.54
LOCAL GOV'T - LOCAL LET	\$28.56	\$80.30	\$0.41	\$4.80	\$5.54	\$22.25	\$277.56
SAFETY UP-GRADING	\$8.28	\$40.35	\$12.54	\$35.26	\$17.17	\$27.42	\$255.53
MOWING	\$0.00	\$1.19	\$0.63	\$0.00	\$0.00	\$1.13	\$4.74
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.54	\$7.88
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.23
STATE PARKS (Metro, ODNR)	\$0.93	\$0.40	\$0.00	\$0.00	\$0.00	\$0.00	\$1.68
MISCELLANEOUS ⁽¹⁾	\$0.77	\$0.69	\$0.11	\$0.00	\$0.41	\$0.37	\$3.81
HIGHWAY RELATED TOTAL	\$114.92	\$250.91	\$66.77	\$99.92	\$85.66	\$139.38	\$1,739.22
TRANSIT ⁽²⁾	\$5.72	\$8.94	\$1.00	\$1.30	\$0.93	\$15.15	\$61.77
AVIATION	\$0.03	\$0.45	\$0.00	\$0.00	\$0.00	\$0.11	\$2.56
MODAL TOTAL	\$5.75	\$9.39	\$1.00	\$1.30	\$0.93	\$15.27	\$64.33
GRAND TOTAL	\$120.67	\$260.30	\$67.77	\$101.22	\$86.59	\$154.64	\$1,803.55

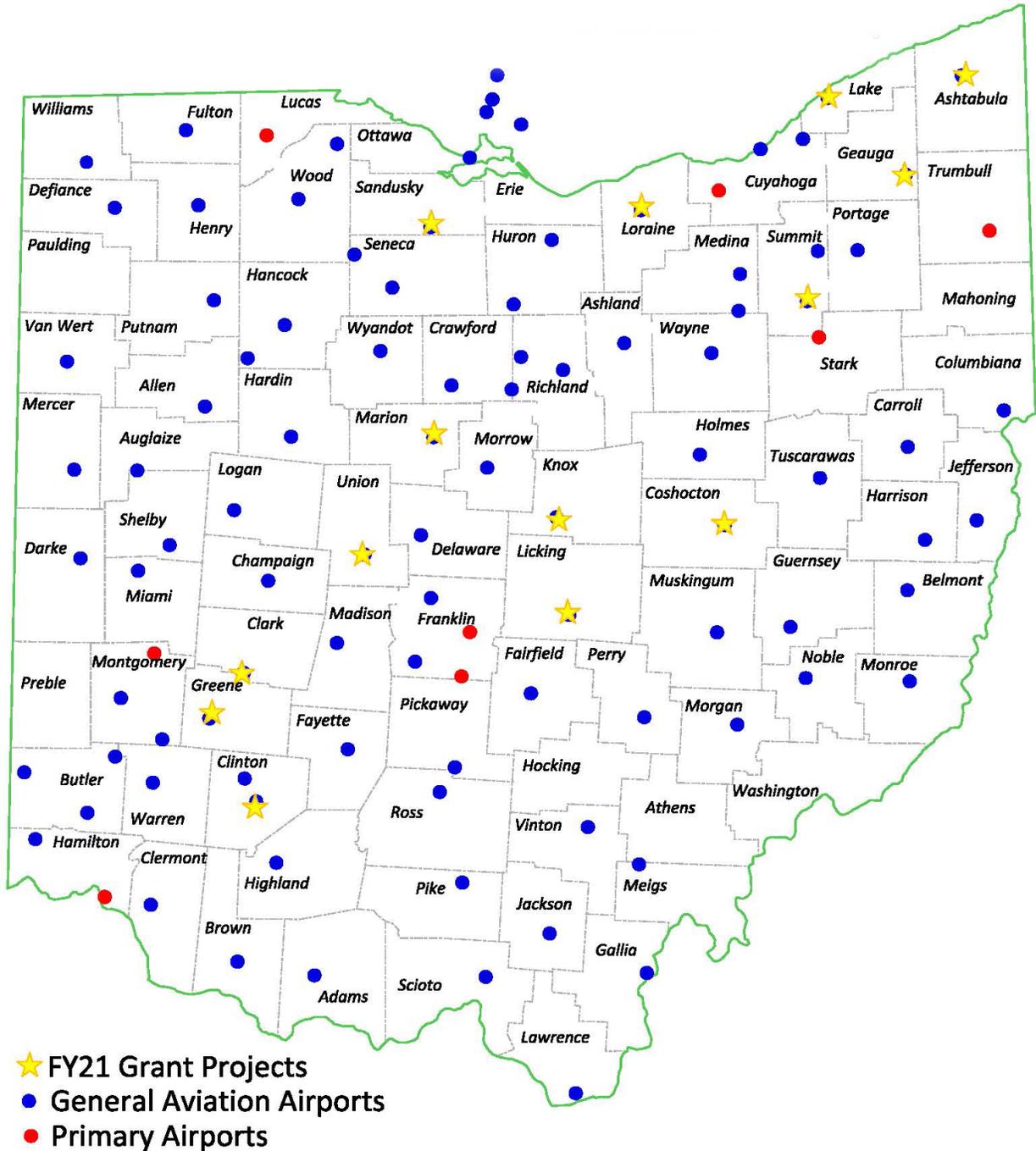
The Highway Information furnished in this report is from the award sheets issued by the Office of Contracts and Ellis. The dollars reflected are Construction only and do not include Preliminary Engineering or Right of Way costs. Modal information was provided by the Offices of Transit and Aviation.

- (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.

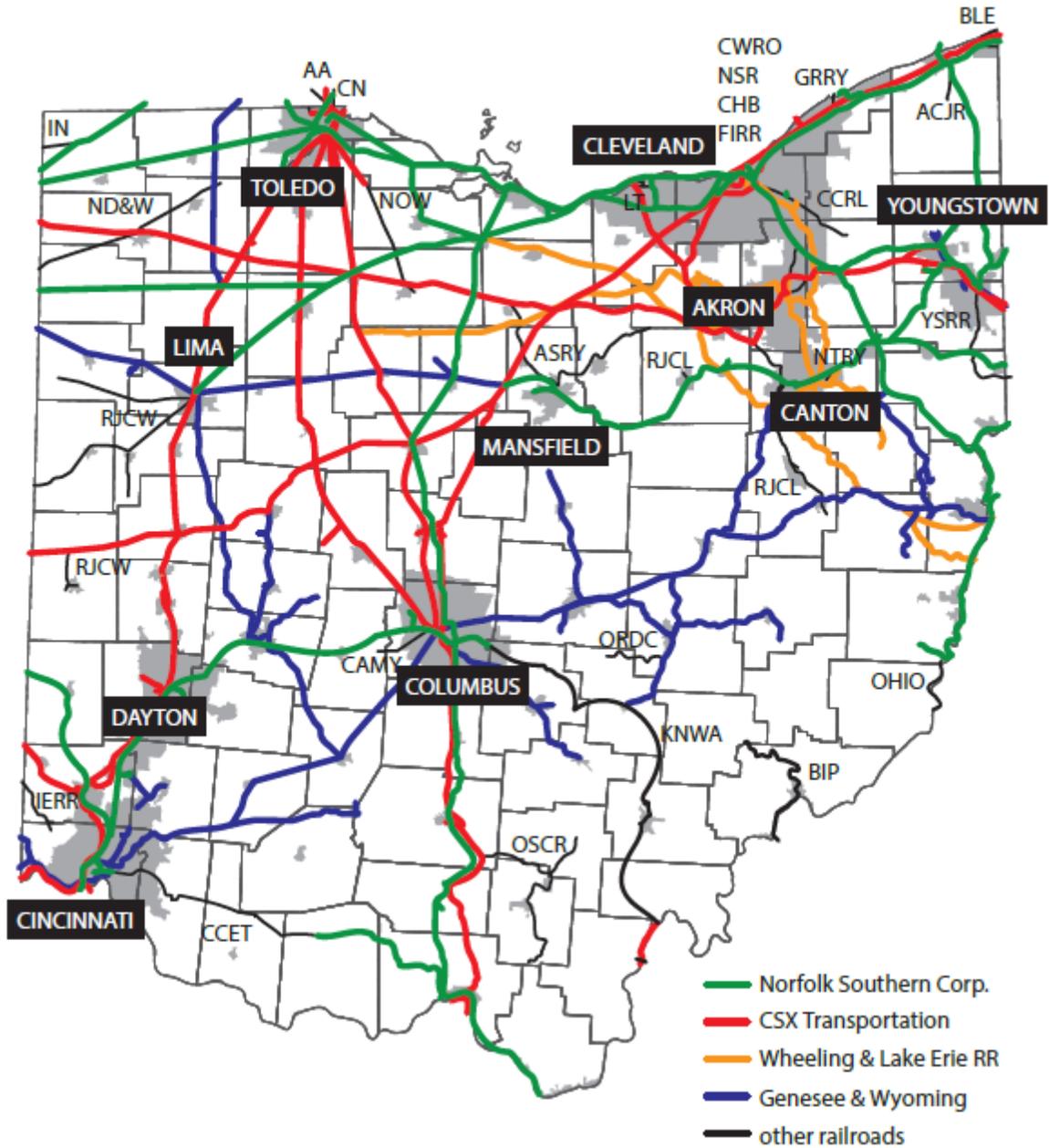
Ohio Airport Improvements

Northeast Ohio Regional – Relocate ASOS
 Lake County Executive – Remark Runways
 Geauga County – Obstruction Removal
 Union County – Obstruction Removal
 Springfield-Beckley Municipal – Obstruction Removal
 Richard Downing – Remark Runway
 Newark Heath – Rehabilitate Runway

Knox County – Reconstruct Taxiway A
 Akron Fulton International – Rehabilitate Taxiway Lighting
 Sandusky County Regional – Replace AWOS
 Marion Municipal – Rehabilitate Turf Runways
 Greene County – Replace AWOS
 Wilmington Airpark – Remark Taxiway A
 Lorain County Regional – Rehabilitate Taxiway C and D Lighting



OHIO RAIL NETWORK



TRANSPORTATION FUNDING SOURCES

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

Abbreviations:

MPO - Metropolitan Planning Organization
 CEAO - County Engineers Association of Ohio
 J & C - Jobs and Commerce
 SIB - State Infrastructure Bank
 CMAQ - Congestion Mitigation and Air Quality
 TAP - Transportation Alternatives Program

OPWC - Ohio Public Works Commission
 ODOT - Ohio Department of Transportation
 TID - Transportation Improvement Districts
 LBR - Local Bridge Program
 STBG - Surface Transportation Block Grant
 HSIP - Highway Safety Improvement Program

<p>X - eligible o - conditions apply to the use of the funds</p>

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.