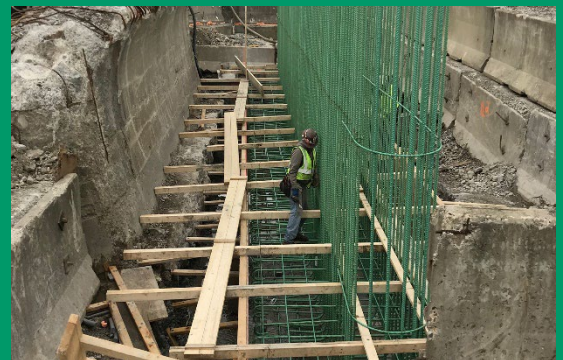


# DIVISION OF FINANCE

## FINANCIAL & STATISTICAL REPORT



Fiscal Year 2022

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



OHIO DEPARTMENT OF  
TRANSPORTATION





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

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November 4, 2022

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

The material represented in the Ohio Department of Transportation's (ODOT) fiscal year 2022 financial report highlights departmental activities from July 1, 2021, through June 30, 2022.

The men and women of ODOT, consisting of our planning, engineering, construction, and maintenance teams, again delivered a robust capital construction program. This investment included more than eight major projects and the improvement of over 4,353 miles of existing infrastructure throughout the state's 88 counties. The 2022 fiscal year also resulted in 195 safety projects started, continued, or completed throughout the state. Our construction and maintenance program totaled over 908 projects and an investment of \$2.2 billion for improved infrastructure, increased safety, and expanded travel efficiency in Ohio.

This past Spring, at the direction of Governor Mike DeWine, we increased ODOT's funding for local bridge projects from \$65 million to \$112.5 million annually. This unprecedented financial commitment equaled a \$47.5 million increase representing a 73 percent growth in program funding that helps our local governmental partners to maintain, replace, and upgrade bridges across the state.

DriveOhio and the Unmanned Aircraft Systems Center continued to pursue opportunities to grow advanced air mobility systems for the state. A great example is the Ohio Advanced Air Mobility Showcase that made aviation history late last year when the future literally took off at the Springfield-Beckley Airport. This is where Ohio's Advanced Air Mobility Showcase brought next-generation aviation assets together and featured the first public flights of electric vertical takeoff and landing aircraft in Ohio. Just as Ohio led the development of the air flight age in the 20th century, we will lead the development of the aerospace age in the 21st century.

We continue to increase our use of advanced technologies while remaining committed to "taking care of what we have." Maintaining Ohio's most valuable tangible asset - our highways infrastructure, and strategically expanding our state, U.S., and interstate routes - remains the core of our mission.

Thank you for the opportunity to outline the Ohio Department of Transportation's activities and accomplishments in fiscal year 2022. The ODOT team considers it a privilege to serve the citizens of our great state as their infrastructure stewards, sentries, and scouts. We strive daily to provide a transportation system that is safe, well-maintained, accessible, and positioned for the future.

Respectfully,

Jack Marchbanks, Ph.D.  
ODOT Director



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## Transportation Funding Sources and Appropriation Uses

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

OHIO DEPARTMENT OF TRANSPORTATION						
State Fiscal Years 2018 through 2022						
(With Regard to Fund Year) <sup>(1)</sup>						
(Includes Public Transit, Aviation, Rail Commission, and Maritime Programs)						
	2018	2019	2020	2021	2022	
<b>FUNDING SOURCES (Amounts in Millions)</b>						
<b>STATE FUNDING SOURCES</b>						
Total State Motor Fuel Tax Revenue	\$ 1,934	\$ 1,937	\$ 2,587	\$ 2,598	\$ 2,671	
Refunds & Transfers	\$ (73)	\$ (82)	\$ (106)	\$ (97)	\$ (120)	
Local Share	\$ (649)	\$ (647)	\$ (946)	\$ (965)	\$ (954)	
State Agency Draws	\$ (51)	\$ (53)	\$ (59)	\$ (59)	\$ (62)	
State Bond Debt Retirement	\$ (111)	\$ (133)	\$ (152)	\$ (156)	\$ (153)	
Total Deductions	\$ (885)	\$ (915)	\$ (1,262)	\$ (1,277)	\$ (1,290)	
Other ODOT Income	\$ 124	\$ 151	\$ 150	\$ 146	\$ 224	
Ohio Turnpike Bond Appropriations	\$ -	\$ -	\$ -	\$ -	\$ -	
General Revenue Fund (GRF) (Aviation, Transit, Rail)	\$ 14	\$ 13	\$ 72	\$ 70	\$ 45	
State Special Revenue (SSR) (Aviation, Transit, Rail, Maritime)	\$ 2	\$ 3	\$ 3	\$ 27	\$ 8	<sup>(2)</sup>
Public Private Partnership Debt - State	\$ -	\$ (5)	\$ (10)	\$ (10)	\$ (10)	
Federal GARVEE Bond Debt - State Match	\$ (23)	\$ (27)	\$ (26)	\$ (21)	\$ (15)	
<b>TOTAL FROM STATE FUNDING SOURCES</b>	<b>\$ 1,166</b>	<b>\$ 1,158</b>	<b>\$ 1,514</b>	<b>\$ 1,534</b>	<b>\$ 1,634</b>	
<b>FEDERAL FUNDING SOURCES</b>						
Dedicated Federal <sup>(3)</sup>	\$ 19	\$ 122	\$ 17	\$ 31	\$ 193	
Federal Highway Core Program <sup>(4)</sup>	\$ 1,516	\$ 1,515	\$ 1,549	\$ 1,507	\$ 1,938	
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 37	\$ 45	\$ 67	\$ 69	\$ 68	
Public Private Partnership Debt - Federal	\$ -	\$ (9)	\$ (16)	\$ (16)	\$ (17)	
Federal GARVEE Bond Debt	\$ (125)	\$ (158)	\$ (153)	\$ (146)	\$ (117)	
<b>TOTAL FROM FEDERAL FUNDING SOURCES</b>	<b>\$ 1,446</b>	<b>\$ 1,515</b>	<b>\$ 1,464</b>	<b>\$ 1,445</b>	<b>\$ 2,065</b>	
<b>BOND FUNDING SOURCES</b>						
State Highway	\$ 162	\$ 183	\$ 48	\$ 70	\$ 25	
Federal (GARVEE)	\$ 421	\$ 197	\$ 6	\$ 81	\$ 21	
Facilities Bonds (Encumbered)	\$ 122	\$ -	\$ -	\$ 4	\$ 1	
<b>TOTAL FROM BOND FUNDING SOURCES</b>	<b>\$ 705</b>	<b>\$ 379</b>	<b>\$ 55</b>	<b>\$ 155</b>	<b>\$ 47</b>	
State Infrastructure Bank	\$ 31	\$ 45	\$ 21	\$ 11	\$ 27	
Funding Provided by Local Government Participation	\$ 76	\$ 64	\$ 44	\$ 50	\$ 104	
Funding Carried Forward	\$ 2,106	\$ 2,006	\$ 1,996	\$ 2,088	\$ 2,174	
<b>TOTAL FUNDING SOURCES FOR ODOT</b>	<b>\$ 5,530</b>	<b>\$ 5,167</b>	<b>\$ 5,093</b>	<b>\$ 5,283</b>	<b>\$ 6,052</b>	

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

(2) 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.

(4) The increase in FY 2022 can be attributed to the new National Electric Vehicle Infrastructure (NEVI) and Bridge Formula Programs from the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law) (IIJA / BIL).

## Transportation Funding Sources and Appropriation Uses

### OHIO DEPARTMENT OF TRANSPORTATION

State Fiscal Years 2018 through 2022

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

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

	2018	2019	2020	2021	2022
<b>APPROPRIATION USES (Amounts in Millions)</b>					
<b>HIGHWAY OPERATING</b>					
Payroll/Personal Services	\$ 500	\$ 525	\$ 526	\$ 509	\$ 530
Maintenance Contracts, etc.	\$ 47	\$ 40	\$ 35	\$ 31	\$ 37
Other Operating	\$ 305	\$ 311	\$ 313	\$ 260	\$ 326
Lands & Buildings Facilities Bonds	\$ 122	\$ -	\$ -	\$ 4	\$ 1
OBA Debt Service	\$ 8	\$ 17	\$ 17	\$ 17	\$ 17
<b>NON-HIGHWAY OPERATING <sup>(3)</sup></b>					
Payroll/Personal Services	\$ 4	\$ 4	\$ 4	\$ 4	\$ 5
Maintenance & Equipment	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0 <sup>(2)</sup>
<b>TOTAL OPERATING</b>	<b>\$ 986</b>	<b>\$ 898</b>	<b>\$ 895</b>	<b>\$ 824</b>	<b>\$ 915</b>
<b>CAPITAL PROGRAMS</b>					
System Preservation	\$ 1,500	\$ 1,297	\$ 1,278	\$ 1,476	\$ 1,532
Local Preservation	\$ 295	\$ 313	\$ 330	\$ 260	\$ 329
Emergency	\$ 46	\$ 69	\$ 62	\$ 40	\$ 9
Special Federal	\$ 89	\$ 85	\$ 63	\$ 44	\$ 394 <sup>(4)</sup>
Major / New	\$ 414	\$ 305	\$ 139	\$ 200	\$ 221
Planning and Research	\$ 37	\$ 39	\$ 38	\$ 41	\$ 36
SIB Highways	\$ 30	\$ 43	\$ 21	\$ 11	\$ 27
SIB Aviation, Public Transit, Rail	\$ 0	\$ 2	\$ 0	\$ 0	\$ - <sup>(2)</sup>
Local Match	\$ 76	\$ 64	\$ 44	\$ 50	\$ 104
<b>TOTAL CAPITAL</b>	<b>\$ 2,489</b>	<b>\$ 2,217</b>	<b>\$ 1,974</b>	<b>\$ 2,123</b>	<b>\$ 2,652</b>
<b>GRANT &amp; LOAN PROGRAMS</b>					
Aviation	\$ 6	\$ 6	\$ 3	\$ 6	\$ 6
Transit	\$ 41	\$ 48	\$ 131	\$ 129	\$ 95 <sup>(5)</sup>
Rail	\$ 2	\$ 3	\$ 3	\$ 4	\$ 7
Maritime	\$ -	\$ -	\$ -	\$ 23	\$ 1
<b>TOTAL GRANT / LOAN</b>	<b>\$ 49</b>	<b>\$ 56</b>	<b>\$ 137</b>	<b>\$ 162</b>	<b>\$ 110</b>
<b>TOTAL APPROPRIATION USES FOR ODOT</b>	<b>\$ 3,524</b>	<b>\$ 3,171</b>	<b>\$ 3,006</b>	<b>\$ 3,109</b>	<b>\$ 3,677</b>
Funding to be Carried Forward	\$ 2,014	\$ 2,011	\$ 2,110	\$ 2,205	\$ 2,414
<b>GRAND TOTAL APPROPRIATIONS USES FOR ODOT</b>	<b>\$ 5,538</b>	<b>\$ 5,183</b>	<b>\$ 5,116</b>	<b>\$ 5,314</b>	<b>\$ 6,091</b>

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

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

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

(4) The increase in FY 2022 can be attributed to the new National Electric Vehicle Infrastructure (NEVI) and Bridge Formula Programs from the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law) (IIJA / BIL).

(5) 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 2021 AND 2022 (Without Regard to Fund Year) <sup>(1)</sup> (Amounts Expressed in Thousands)

	FY 2021	FY 2022	Net Change 2021 / 2022	% Changed 2021 / 2022
<b>BEGINNING CASH BALANCE</b>	\$1,199,443	\$1,621,190	\$421,747	35.2%
<b>REVENUE AND RECEIPTS</b>				
Bond Revenue (Includes Premiums/Discounts)	\$85,000	\$115,000	\$30,000	35.3%
Motor Vehicle Fuel Tax (net of all draws)	\$1,297,337	\$1,402,163	\$104,826	8.1%
Motor Vehicle Fuel Use Tax - IFTA	\$45,334	\$55,286	\$9,952	22.0%
Turnpike Bonds	\$166,134	\$106,025	(\$60,109)	-36.2%
Registrations, License fees, Permits	\$50,948	\$57,799	\$6,851	13.4%
Investment Income	\$8,440	\$9,750	\$1,310	15.5%
Federal Aid (Highway Related Receipts)	\$1,433,541	\$1,347,895	(\$85,646)	-6.0%
Federal Aid - Stimulus (Highway, Forest Highway, Transit)	\$0	\$95	\$95	100%
Federal Aid (Transit, Aviation, and Rail)	\$355,250	\$66,362	(\$288,888)	-81.3%
Local Government Participation	\$50,394	\$100,878	\$50,484	100.2%
SIB Loan Revenue (Repayments and Fees)	\$32,727	\$27,359	(\$5,368)	-16.4%
Rail Loan Revenue (Repayments and Fees)	\$437	\$514	\$77	17.7%
From General Revenue	\$35,777	\$51,219	\$15,442	43.2%
Other ODOT Income <sup>(2)</sup>	\$67,338	\$127,916	\$60,578	90.0%
<b>GRAND TOTAL REVENUE AND RECEIPTS:</b>	<b>\$3,628,657</b>	<b>\$3,468,262</b>	<b>(\$160,395)</b>	<b>-4.4%</b>
<b>TOTAL CASH AVAILABLE</b>	<b>\$4,828,100</b>	<b>\$5,089,452</b>	<b>\$261,352</b>	<b>5.4%</b>
<b>DISBURSEMENTS</b>				
<b>OPERATING</b>				
<b>PERSONAL SERVICE</b>				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$477,385	\$498,889	\$21,503	4.5%
Purchased Personal Services	\$37,462	\$33,710	(\$3,753)	-10.0%
Other (Tuition, Seminars, Awards)	\$66	\$47	(\$19)	-28.6%
<b>Subtotal Personal Service</b>	<b>\$514,914</b>	<b>\$532,645</b>	<b>\$17,731</b>	<b>3.4%</b>
<b>SUPPLIES AND MAINTENANCE</b>				
General Maintenance				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$7,493	\$7,521	\$29	0.4%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs, etc.)	\$40,813	\$49,301	\$8,489	20.8%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$19,874	\$24,010	\$4,136	20.8%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$8,766	\$9,322	\$556	6.3%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$2,731	\$7,687	\$4,955	181.4%
All Other General Maintenance and Supplies	\$26,814	\$26,190	(\$624)	-2.3%
<b>Subtotal General Maintenance</b>	<b>\$106,491</b>	<b>\$124,031</b>	<b>\$17,540</b>	<b>16.5%</b>
Roadway Maintenance				
Lands and Buildings (includes Rest Area Janitorial)	\$56,085	\$57,779	\$1,693	3.0%
Roadway and Traffic Control Materials	\$25,438	\$29,432	\$3,994	15.7%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$5,826	\$4,618	(\$1,208)	-20.7%
Snow & Ice Materials	\$36,230	\$42,719	\$6,489	17.9%
<b>Subtotal Roadway Maintenance</b>	<b>\$123,579</b>	<b>\$134,548</b>	<b>\$10,969</b>	<b>8.9%</b>
<b>EQUIPMENT</b>				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$24,371	\$18,166	(\$6,205)	-25.5%
Data Processing and Communication	\$6,958	\$11,873	\$4,914	70.6%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.)	\$3,159	\$9,718	\$6,559	207.6%
Other (Not Otherwise Listed)	\$2,648	\$3,009	\$361	13.6%
<b>Subtotal Equipment</b>	<b>\$37,136</b>	<b>\$42,765</b>	<b>\$5,629</b>	<b>15.2%</b>
<b>CAPITAL</b>				
<b>HIGHWAY CONSTRUCTION</b>				
System Preservation	\$1,286,627	\$1,291,471	\$4,844	0.4%
Local Preservation	\$344,424	\$282,914	(\$61,510)	-17.9%
Special Federal	\$64,816	\$46,994	(\$17,822)	-27.5%
Major / New	\$108,153	\$140,417	\$32,264	29.8%
GARVEE Bonds	\$131,510	\$81,303	(\$50,207)	-38.2%
Rail Crossings / Transload Facilities	\$14,204	\$13,068	(\$1,137)	-8.0%
Statewide Programs	\$203,616	\$178,629	(\$24,987)	-12.3%
<b>Subtotal Highway Construction</b>	<b>\$2,153,350</b>	<b>\$2,034,795</b>	<b>(\$118,555)</b>	<b>-5.5%</b>
<b>SUBSIDIES (Grants to Local Governments)</b>				
Public Transportation	\$59,633	\$52,708	(\$6,925)	-11.6%
Aviation	\$6,743	\$2,228	(\$4,515)	-67.0%
Rail	\$2,129	\$1,137	(\$992)	-46.6%
Other	\$1,399	\$312	(\$1,087)	-77.7%
CARES Act - Intercity Bus Program	\$11,361	\$784	(\$10,577)	-93.1%
<b>Subtotal Subsidies</b>	<b>\$81,265</b>	<b>\$57,169</b>	<b>(\$24,095)</b>	<b>-29.7%</b>
<b>LOANS (Governmental/Non-Governmental Entities)</b>	\$3,407	\$7,350	\$3,943	115.8%
<b>BOND PAYMENTS (Principal and Interest)</b>	\$183,814	\$149,682	(\$34,132)	-18.6%
<b>MISCELLANEOUS</b>	\$829	\$2,138	\$1,309	158.0%
<b>REFUNDS</b>	\$2,124	\$3,598	\$1,473	69.4%
<b>GRAND TOTAL DISBURSEMENTS:</b>	<b>\$3,206,909</b>	<b>\$3,088,722</b>	<b>(\$118,187)</b>	<b>-3.7%</b>
<b>ENDING CASH BALANCE:</b>	<b>\$1,621,190</b>	<b>\$2,000,730</b>	<b>\$379,539</b>	<b>23.4%</b>

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

(2) The increase in Other ODOT Income is due to the Petroleum Activity Tax coming in \$64.7M higher for fiscal year 2022 when compared to fiscal year 2021.



## **Transportation Funding Sources**

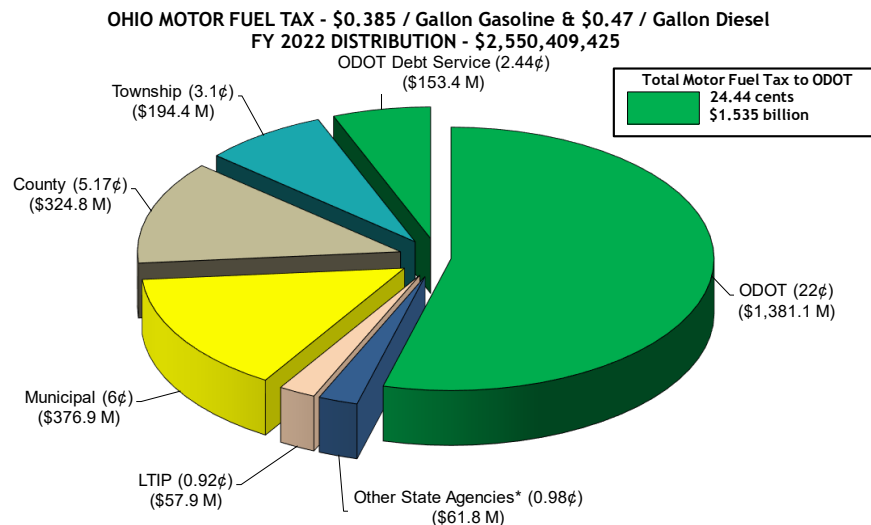
## Transportation Funding Sources: State

The State Motor Fuel Tax comprises approximately 87% 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 \$62.8 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 \$6.0 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, 2021 thru June 30, 2022							
(Source: Ohio Department of Taxation, Annual Report)							
\$0.40625 Levy	ORC Section *	¢ per Gallon	State	Municipal	County	Township	LTIP
	5735.051(A)	<b>Prior to distribution reduce by:</b>					
	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					
			100.0%	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 ¢	0.0 ¢	1.0 ¢
	5735.051(A)	%	75.0%	10.7%	9.3%	5.0%	0.0%
	5735.051(A)(2)(a)(iii)	14 ¢ Amount	10.5 ¢	1.5 ¢	1.3 ¢	0.7 ¢	0.0 ¢
	5735.051(A)	%	0.0%	42.9%	37.1%	20.0%	0.0%
	5735.051(A)(2)(b)	1.1 ¢ Amount	0.0 ¢	0.47 ¢	0.41 ¢	0.22 ¢	0.0 ¢
	5735.051(B)	%	67.5%	13.9%	12.1%	6.5%	0.0%
		2 ¢ Amount	1.35 ¢	0.28 ¢	0.24 ¢	0.13 ¢	0.00 ¢
	5735.051(C) **	%	81.3%	8.0%	7.0%	3.8%	0.0%
		8 ¢ Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢	0.00 ¢
	5735.051(D)	%	100.0%	0.0%	0.0%	0.0%	0.0%
		1 ¢ Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
Gasoline	5735.051(E)	%	55.0%	19.3%	16.7%	9.0%	0.0%
		10.5 ¢ Amount	5.7 ¢	2.0 ¢	1.8 ¢	1.0 ¢	0.0 ¢
Diesel/Other	5735.051(E)	%	55.0%	19.3%	16.7%	9.0%	0.0%
		19 ¢ Amount	10.4 ¢	3.7 ¢	3.2 ¢	1.7 ¢	0.0 ¢
		%	63.43%	14.93%	12.93%	6.97%	1.74%
<b>Gasoline Total</b>		<b>38.5 ¢ Amount</b>	<b>25.95 ¢</b>	<b>4.89 ¢</b>	<b>4.31 ¢</b>	<b>2.35 ¢</b>	<b>1.0 ¢</b>
<b>Diesel/Other Total</b>		<b>47 ¢ Amount</b>	<b>30.65 ¢</b>	<b>6.59 ¢</b>	<b>5.71 ¢</b>	<b>3.05 ¢</b>	<b>1.0 ¢</b>

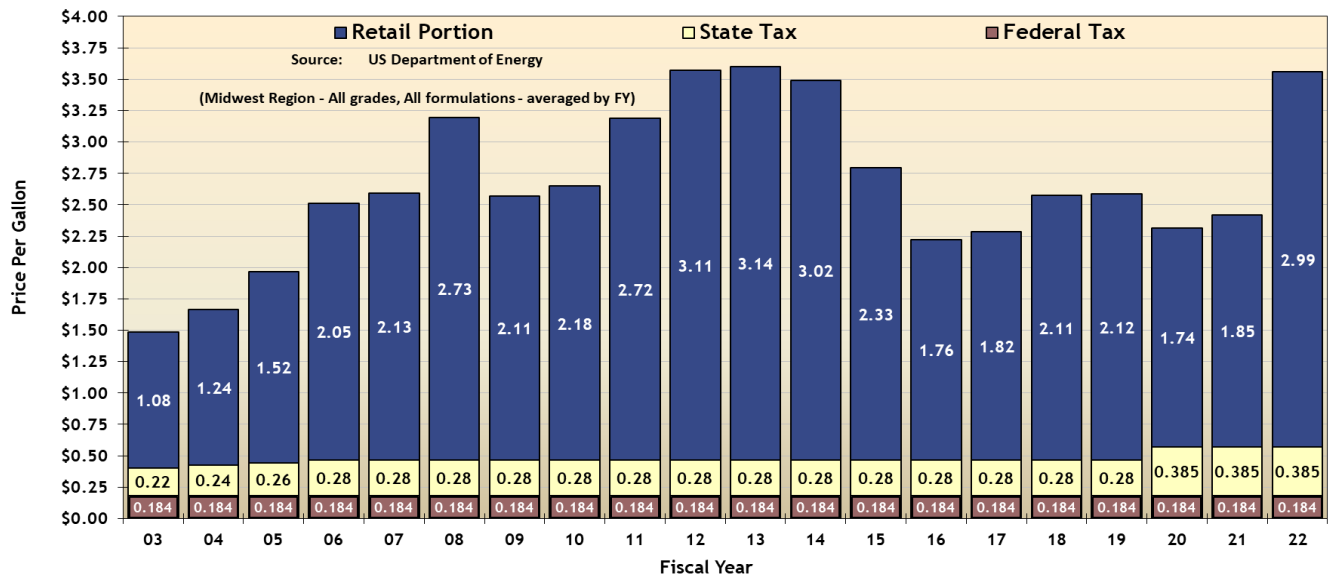
\* See Appendix (p 35) for explanation. ORC section 5735.051 levies the motor fuel excise tax and the disposition of revenue.

\*\* % share allocation shown is prior to distribution of special formula allocation for large townships, that requires equal reduction from state, municipal, and county share. For FY 2022, this was approximately \$15.8M total. In addition to revenue from the cents per gallon tax, \$156M from the former Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.

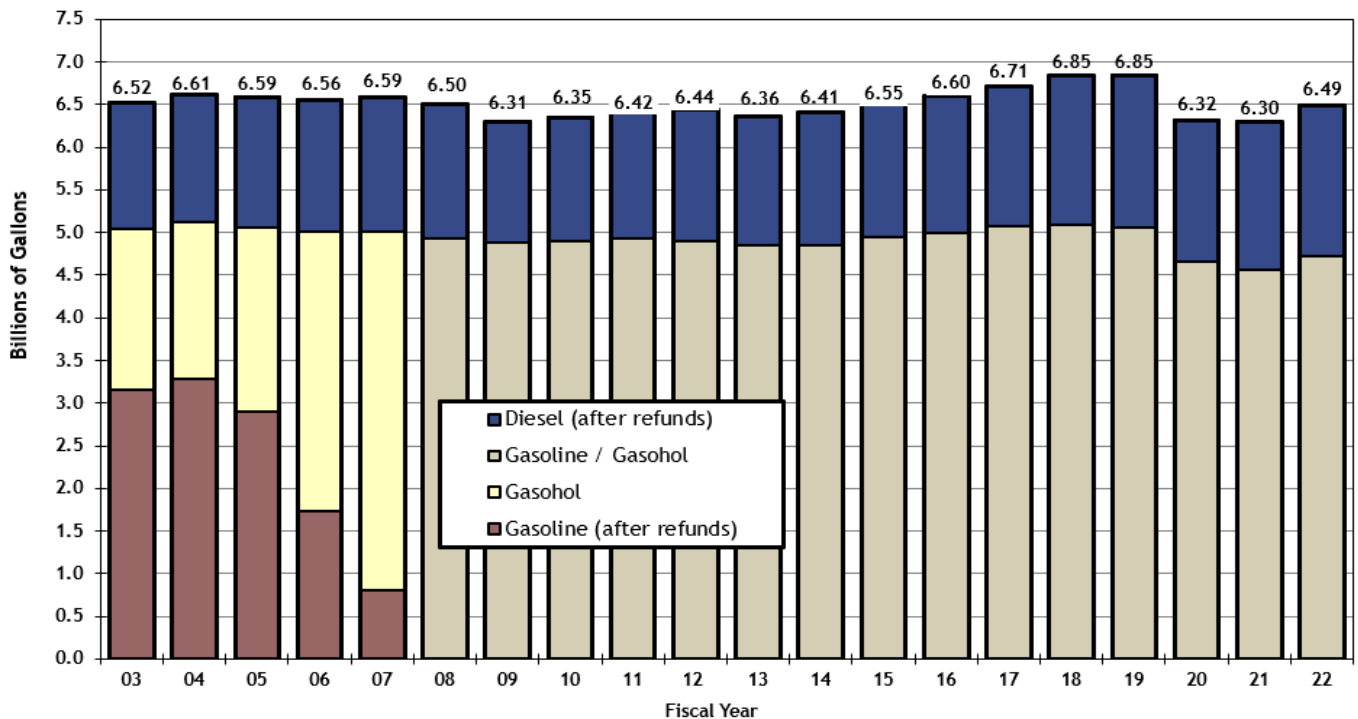


(\*) ODNR; PUCO; Dept. of Taxation; Turnpike Commission; Development Services; Inspector General; Lake Erie Commission

Ohio Motor Fuel Price History  
Price Components from 2003 to 2022  
(Gasoline Only)



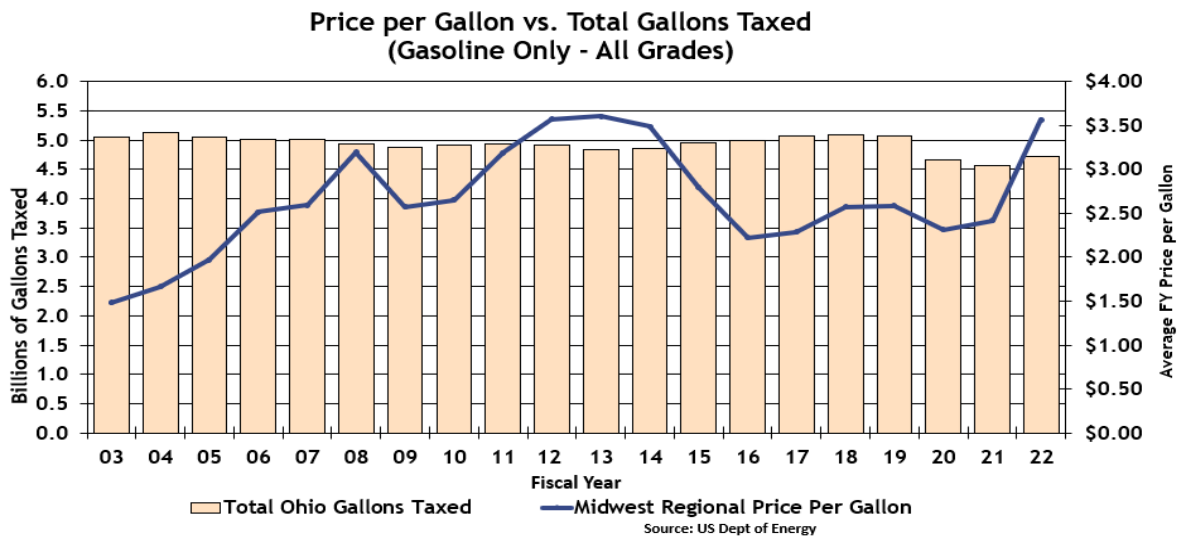
Ohio Motor Vehicle Fuel  
Billions of Gallons Taxed  
FY 2003 - FY 2022  
*All Gallons Net of Refunds*



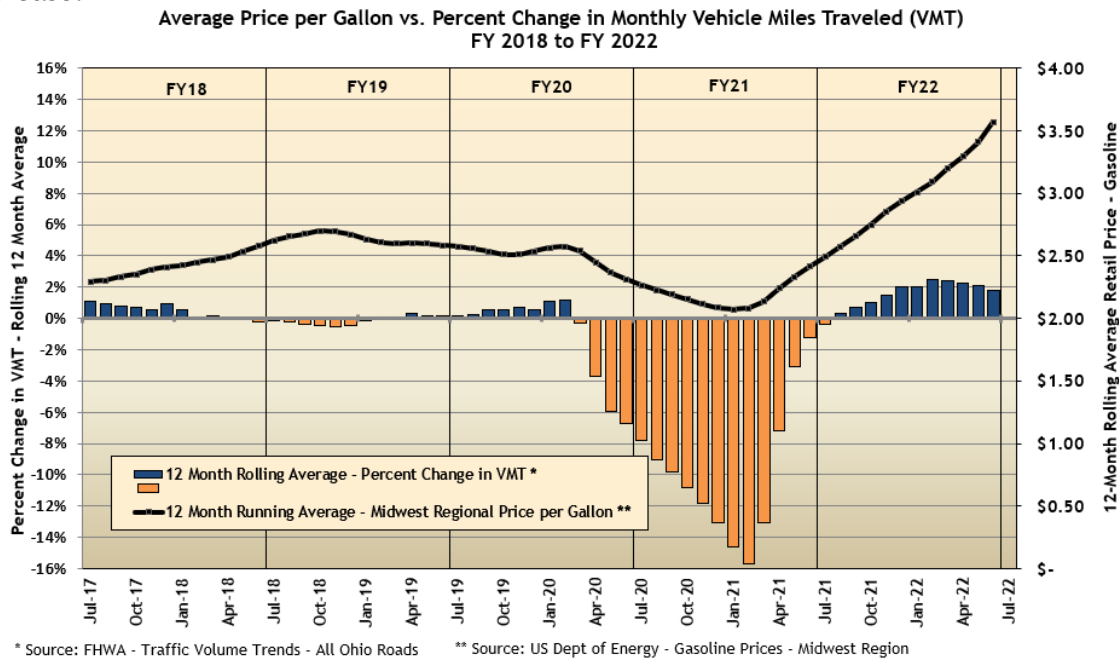
Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

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. FY22 consumption increased 2.6% as compared to FY21.

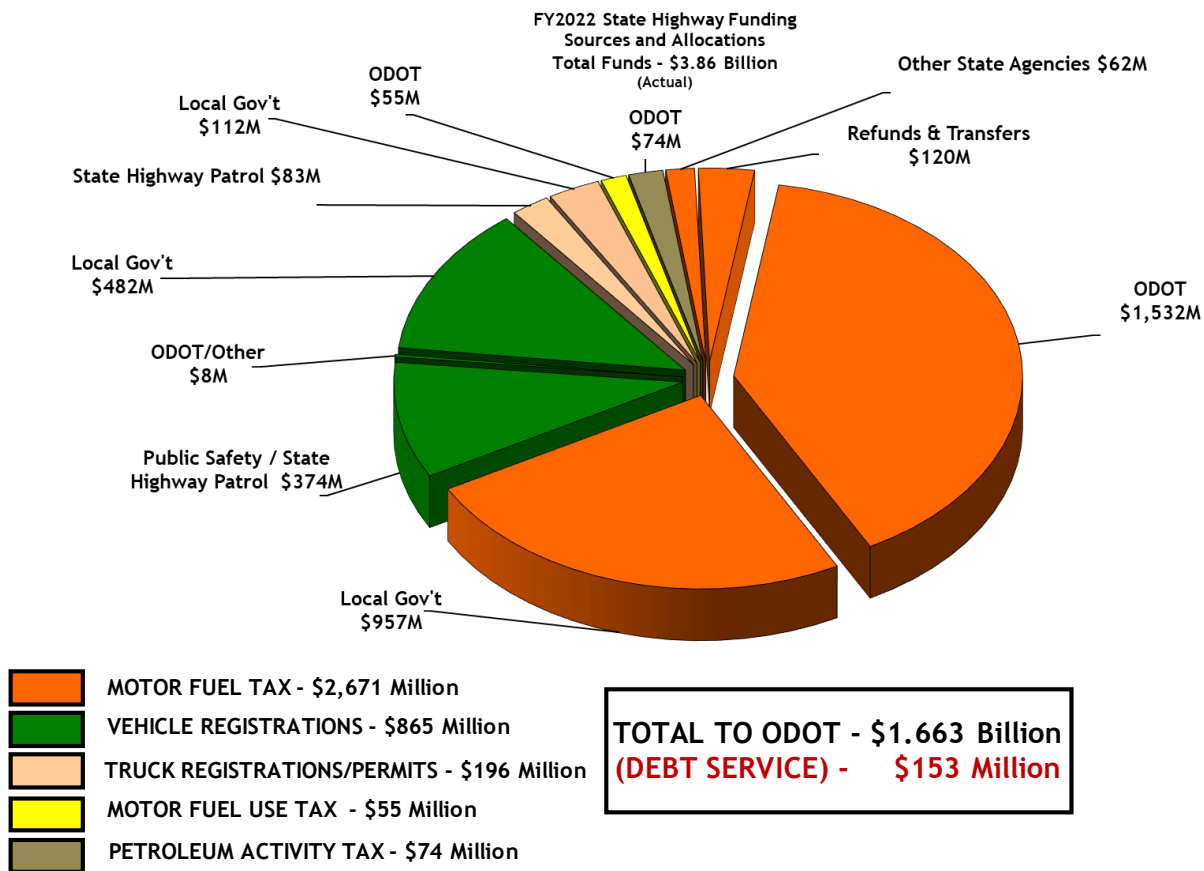


The above graph illustrates changes in gasoline consumption attributed to changes in gasoline prices and economic conditions. Gasoline prices rose to an average of \$3.60/gallon in FY13, resulting in a decrease in consumption. Gasoline prices decreased from FY13 to an average price of \$2.22/gallon in FY16, resulting in an increase in gasoline consumption from 4.8 to 5.0 billion gallons. In FY17, gasoline prices began increasing, rising to \$2.58 in FY19. 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. FY22 increased significantly over FY21's average of \$2.42/gallon to \$3.56/gallon while consumption slowly began to increase.



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. FY22 saw upward trends in consumption and price per gallon as pandemic restrictions were eased.

## Transportation Funding Sources: State

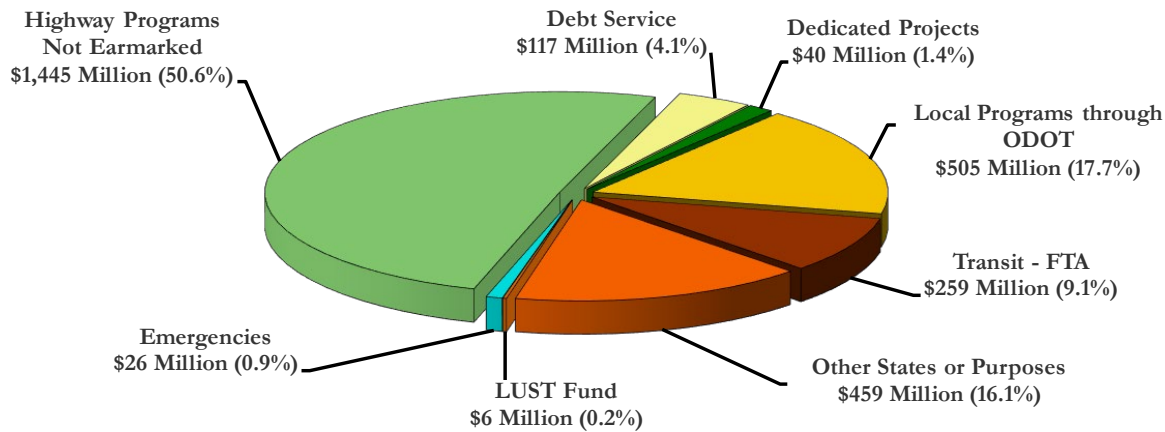


Source/Allocation	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
ODOT	\$1,161	\$1,155	\$1,477	\$1,477	\$1,535
Local Government (Includes LTIP)	\$649	\$647	\$946	\$965	\$954
Refunds & Transfers	\$73	\$82	\$106	\$97	\$120
Other State Agencies	\$51	\$53	\$59	\$59	\$62
<b>Total Motor Fuel Tax</b>	<b>\$1,934</b>	<b>\$1,937</b>	<b>\$2,587</b>	<b>\$2,598</b>	<b>\$2,671</b>
Local Government	\$410	\$425	\$421	\$490	\$482
Public Safety (includes Deputy Registrars)	\$133	\$135	\$147	\$169	\$168
State Highway Patrol	\$198	\$198	\$188	\$206	\$206
ODOT	\$1	\$1	\$1	\$1	\$1
OTHER	\$8	\$8	\$7	\$8	\$7
<b>Total Vehicle Registrations / Titles</b>	<b>\$750</b>	<b>\$767</b>	<b>\$764</b>	<b>\$874</b>	<b>\$865</b>
Local Government (57.4%)	\$99	\$104	\$98	\$106	\$112
State Highway Patrol	\$73	\$77	\$73	\$79	\$83
ODOT Truck Registrations (42.6%)					
<b>Total Truck Registrations/Permits</b>	<b>\$172</b>	<b>\$182</b>	<b>\$170</b>	<b>\$184</b>	<b>\$196</b>
ODOT	\$35	\$37	\$44	\$45	\$55
<b>Total Motor Fuel Use Tax</b>	<b>\$35</b>	<b>\$37</b>	<b>\$44</b>	<b>\$45</b>	<b>\$55</b>
Public Works	\$66	\$66	\$66	\$29	
ODOT		\$18	\$8	\$10	\$74
<b>Total Petroleum Activity Tax*</b>	<b>\$66</b>	<b>\$84</b>	<b>\$74</b>	<b>\$38</b>	<b>\$74</b>
<b>Total</b>	<b>\$2,957</b>	<b>\$3,007</b>	<b>\$3,640</b>	<b>\$3,741</b>	<b>\$3,861</b>
<b>Total Allocated to ODOT</b>	<b>\$1,197</b>	<b>\$1,212</b>	<b>\$1,530</b>	<b>\$1,533</b>	<b>\$1,665</b>
<b>Total for ODOT Debt Service</b>	<b>(\$111)</b>	<b>(\$133)</b>	<b>(\$152)</b>	<b>(\$156)</b>	<b>(\$153)</b>
<b>Net for ODOT Highway Programs</b>	<b>\$1,085</b>	<b>\$1,079</b>	<b>\$1,378</b>	<b>\$1,378</b>	<b>\$1,512</b>

\* 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 2022 Federal Highway Trust Fund Contributions \$2.86 Billion



#### \$2.86 Billion Federal Funding

Ohio's FY 2022 Federal Highway Formula funding levels are based on a new bill, the BIL (Bipartisan Infrastructure Law), also known as IIJA (Infrastructure Investment and Jobs Act). In December 2021, the Highway Account received a transfer of \$90.0 billion from the General Fund. The Mass Transit Account received a transfer of \$28.0 billion from the General Fund.

The BIL authorizes a total combined amount of \$52.5 billion in FY 2022, \$53.5 billion in FY 2023, \$54.6 billion in FY 2024, \$55.7 billion in FY 2025, and \$56.8 billion in FY 2026 in contract authority.

In FY 2022 Ohio received \$2.0 billion in funding from the Highway Account and \$258.7 million from the Mass Transit Account. Because Ohio did not receive a full 3.62% share of the available funding, \$136 million of FHWA funding and \$311 million of Federal Transit funding was provided to other states or used by FHWA for other purposes.

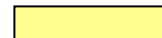
#### \$1,445 Million for Ohio DOT Highway Programs Not Earmarked

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



#### \$117 Million for Debt Service

This represents the Federal funding needed for the 2022 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Ohio Bridge Partnership Projects.



#### \$40 Million for Dedicated Projects

This represents the Federal funding dedicated for annual appropriation earmarks and discretionary programs.



#### \$505 Million for Local Programs

Although ODOT was required to pass-through about \$156 million in Federal Funding to local governments, by discretion ODOT provided \$505 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. Additional GRF funds were given to support the Local Public Transit Assistance Program. (See page 9 for details)



#### \$259 Million for Mass Transit

About \$259 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.



#### \$26 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.

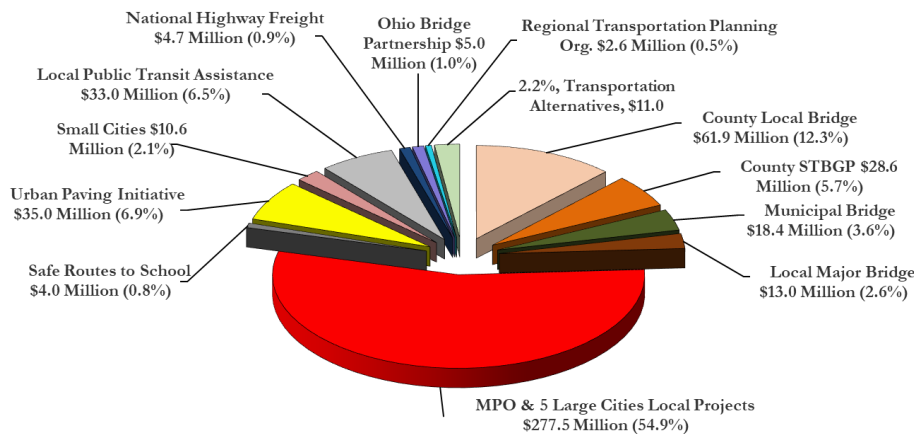


#### \$465 Million Not Available to Ohio DOT

Not all federal trust fund excise tax revenues attributed to Ohio are returned to Ohio. As a result, about \$170 million from the Highway Account and \$289 million from the Mass Transit Account were provided to other states or used by FHWA for other purposes. Not all the Federal Motor Fuel tax is distributed to the Highway Trust Fund. One tenth of one cent per gallon of all fuel sold is distributed to the Leaking Underground Storage Tank Fund. For Ohio, this means \$6 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.



## FY 2022 Traditional Federal-Aid Highway Funding \$505 Million Allocated to Local Government Programs



### \$277.5 Million - MPO / Large Cities

ODOT was required to pass through about \$156 million in Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), and Carbon Reduction Program 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.

### \$4.0 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.

### \$35.0 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.

### \$61.9 Million - County Local Bridge

ODOT provides funds to counties for reconstruction and rehabilitation of off-system bridges. This amounted to approximately \$62 million for FY22. 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.

### \$18.4 Million - Municipal Bridge

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

### \$13.0 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.

### \$5.0 Million - Ohio Bridge Partnership

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

### \$33.0 Million - Local Public Transit Assistance

Funds provided in FY22 consist of Transit Preservation Partnership (\$27 million) and Transit Urban Operational (\$6 million) to maintain Ohio transit systems and to help urban transit agencies with operational costs.

### \$2.6 Million - Regional Transportation Planning Organization

ODOT provides funds to five Regional Transportation Planning Organizations (RTPO) to conduct transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations which cover 34 non-metropolitan counties in Ohio.

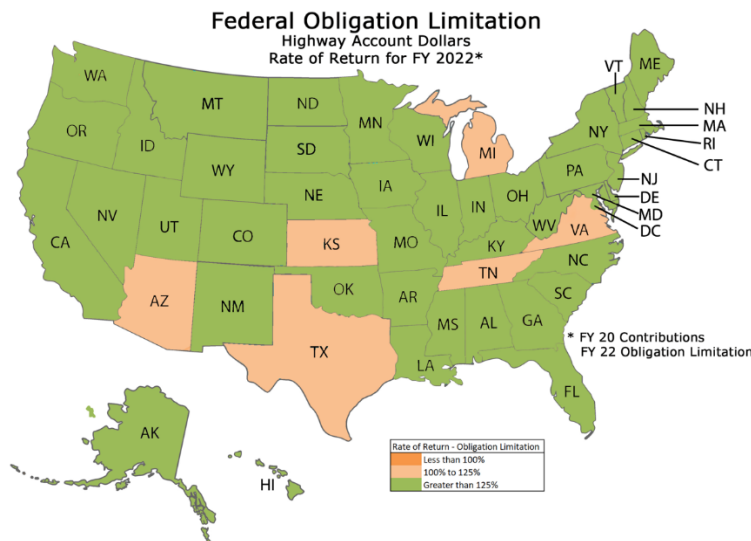


## Federal Donor/Donee States

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.

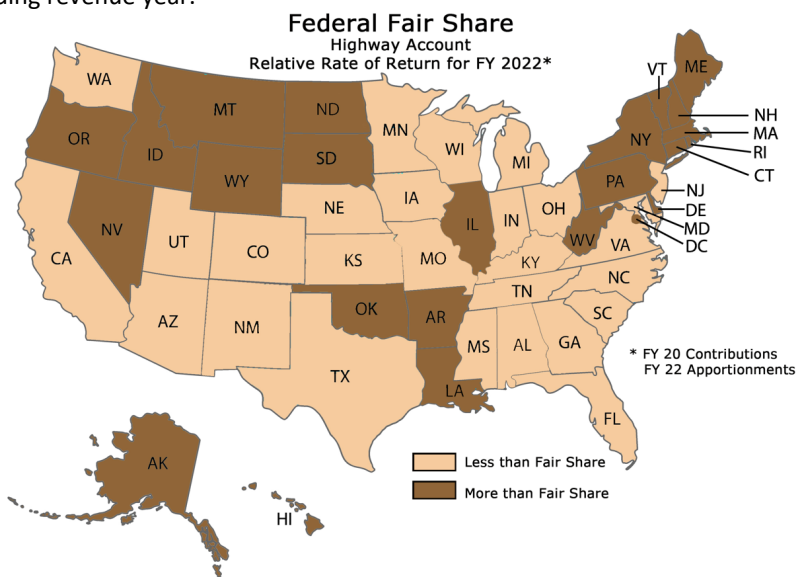
The map below shows the range of "cents-per-dollar" rates of return for each State for the Formula Obligation Limitation provided from the Highway Account of the highway trust fund as compared to excise tax contributions into the Highway Account of the Highway Trust Fund.

Most states have recently been receiving formula obligation limitation in excess of their excise tax contributions, requiring the transfer of a total of \$275.2 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 FY22 formula obligation limitation each state received from the Highway Account, to the FY20 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.

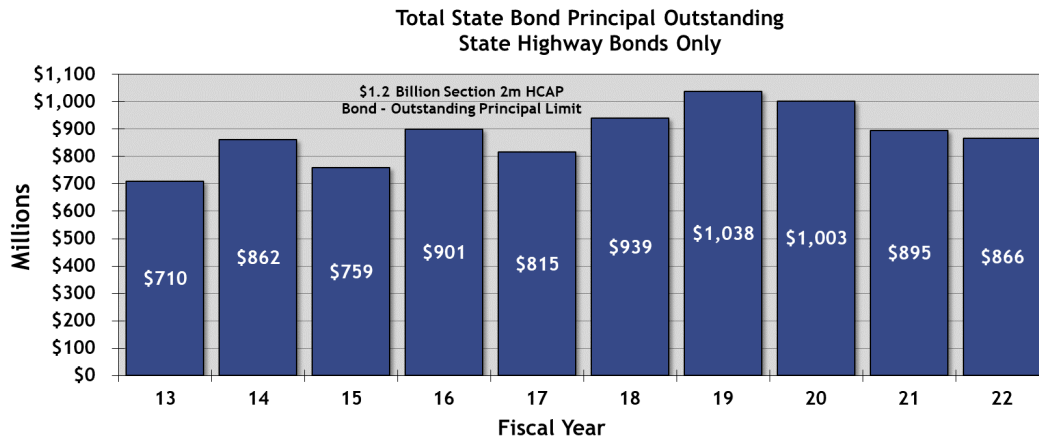
Less than fair share states receive less than 100% share relative to their share of contributions to the highway account of the highway trust fund. More than fair share states receive greater than 100% share relative to their share of contribution to the highway account of the highway trust fund. Calculations 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.



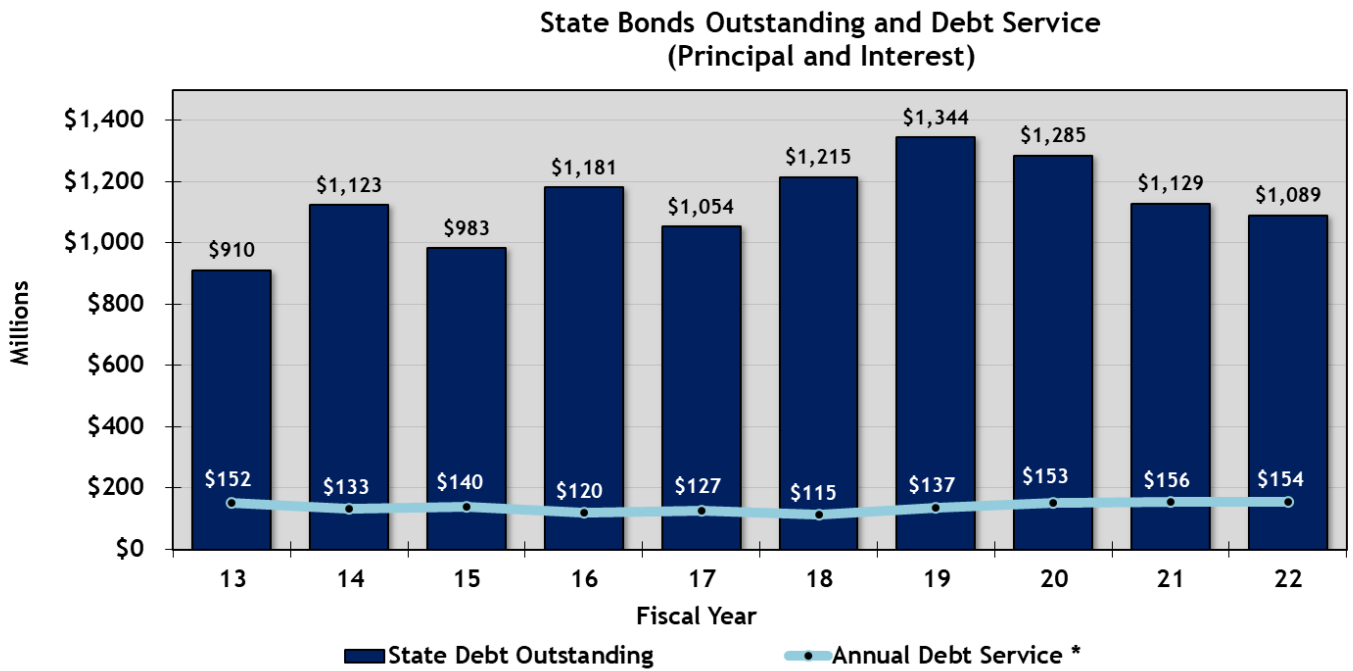
ODOT uses two types of Highway Bonds: those that are retired with State Highway Revenue, and those that are retired with a combination of Federal Highway Revenue and State Highway Revenue. Both types of bonds are issued by the Treasurer of State's Office. Currently, ODOT State Highway Bonds are issued 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.

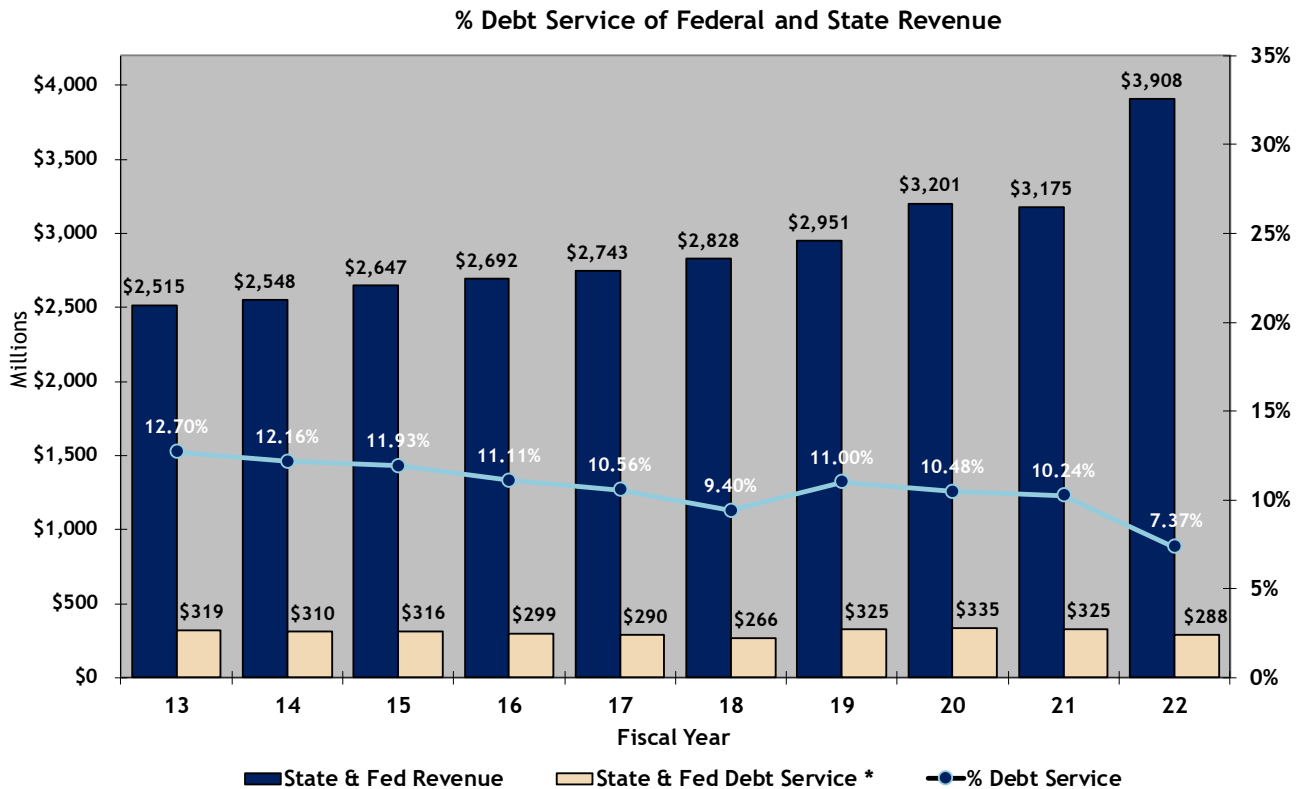


Section 2m - Highway Capital Improvements Obligations BONDING AUTHORITY BALANCES						
Fiscal Year	Section 2m / Article VIII Ohio Constitution Bonding Authority	General Assembly Bill No.	General Assembly Issue Authority	Section 2m Not Authorized by General Assembly	Bonds Issued	Balance of General Assembly 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
2022	\$220,000,000	HB 74	\$57,000,000		\$81,760,000	\$334,240,000
TOTAL	\$5,940,000,000		\$3,797,000,000	\$1,980,000,000	\$3,462,760,000	\$334,240,000



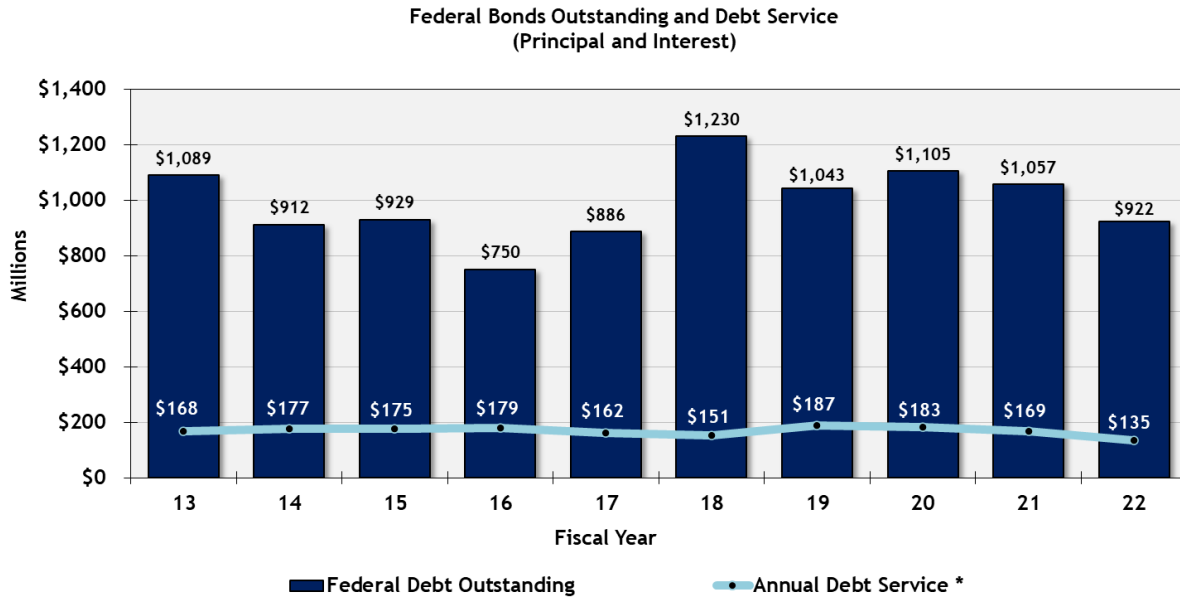
\* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or trustee fees.

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



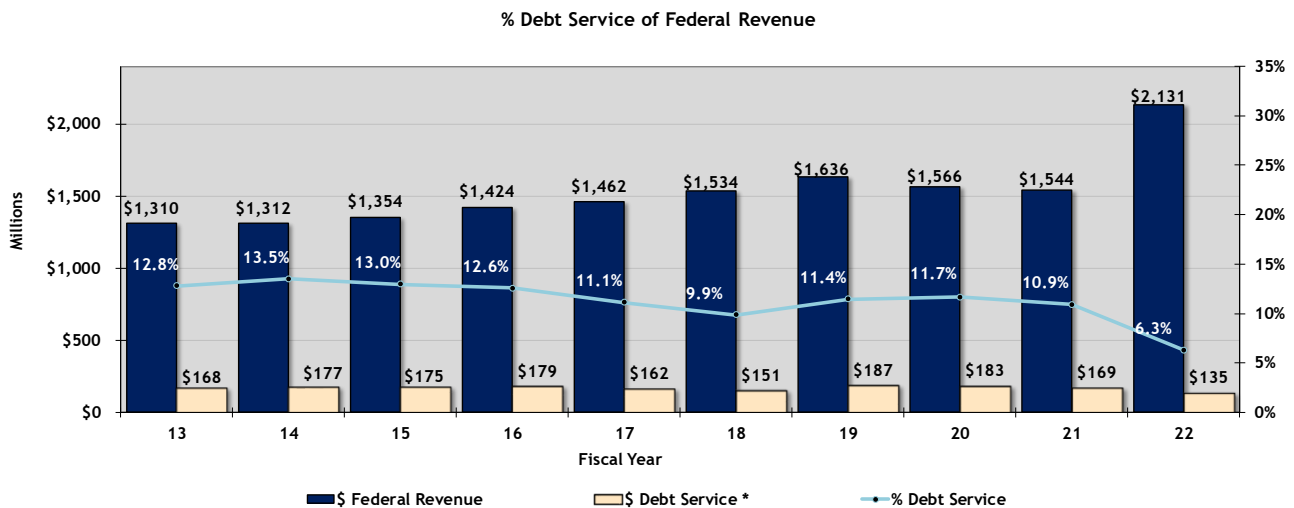
\* The debt service amount is based on the debt service payment schedule. It does not include offsets for investment income or any trustee fees.

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.

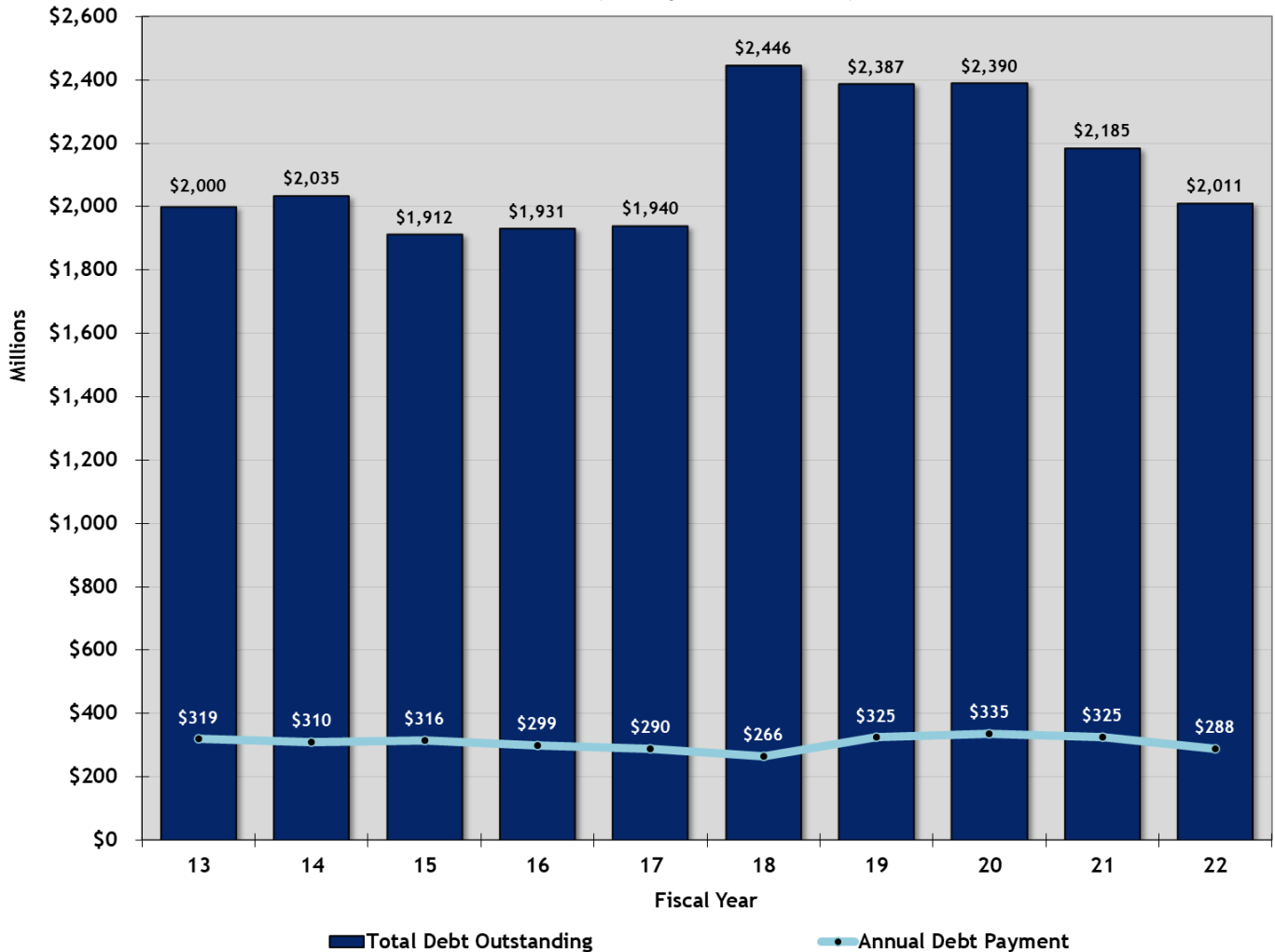
ODOT's policy regarding Federal bond debt is to have no more than 20% of Federal revenue dedicated to debt service.



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

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 2022, ODOT had approximately \$2.0 billion dollars in outstanding principal and interest, where 54% represents the state bond debt and 46% 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 \$122.2 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 2022 totaling \$16.5 million.

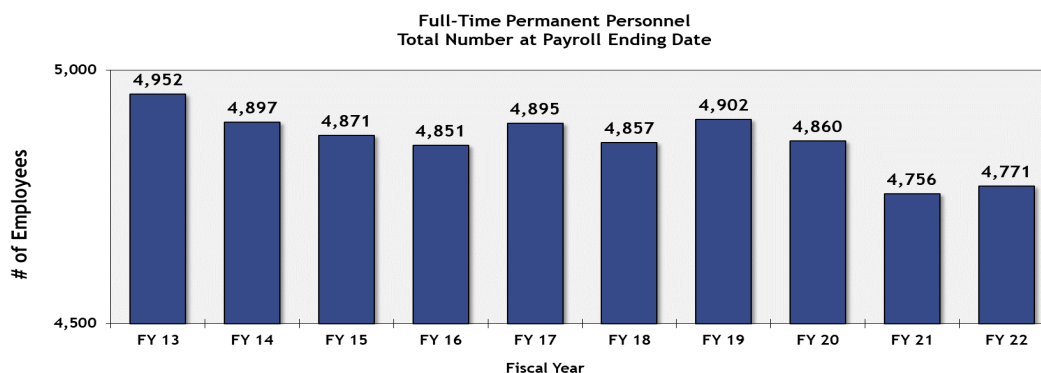
## **Transportation Appropriation Uses**

## Transportation Appropriation Uses: Operating

Overall, operating expenses increased in FY22 by \$91.2 million, or 11.1%, compared to FY21. Payroll and personal services increased by \$22.3 million, or 4.4%. This is primarily the result of the lifting of the hiring controls put into place in response to the COVID-19 pandemic. Snow and ice increased by \$7.4 million, or 21.0%. Trucks & other heavy equipment increased by \$9.3 million, or 332.1%, 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)					
	2018	2019	2020	2021	2022
<b>PAYROLL &amp; PERSONAL SERVICE</b>	<b>\$504.0</b>	<b>\$529.8</b>	<b>\$529.9</b>	<b>\$512.6</b>	<b>\$534.9</b>
Gross Wages (Excludes Paid Leave)	\$249.3	\$267.9	\$267.1	\$261.3	\$275.5
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$145.0	\$159.1	\$163.6	\$157.2	\$163.8
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$40.7	\$43.2	\$42.2	\$45.5	\$46.7
Overtime (Excludes Fringe)	\$16.4	\$16.4	\$12.4	\$13.1	\$12.8
Personal Service/Other	\$52.5	\$43.1	\$44.6	\$35.5	\$36.1
<b>MAINTENANCE AND MATERIALS</b>	<b>\$142.6</b>	<b>\$151.7</b>	<b>\$147.6</b>	<b>\$139.8</b>	<b>\$158.2</b>
Roadway	\$32.3	\$30.6	\$33.4	\$31.9	\$31.6
Utility, Telephone, Shipping	\$13.6	\$15.2	\$14.9	\$12.3	\$17.4
Motor Vehicle Parts & Supplies	\$26.5	\$28.8	\$27.4	\$25.9	\$30.3
Motor Vehicle Fuel	\$16.7	\$16.6	\$14.3	\$15.9	\$21.3
Buildings & Equipment	\$17.9	\$18.9	\$21.3	\$19.8	\$21.9
Office Supplies, Travel, Print	\$4.3	\$5.1	\$4.4	\$6.1	\$5.5
Interstate Transfer Vouchers	\$22.8	\$25.4	\$23.3	\$20.3	\$21.5
Other	\$8.5	\$11.1	\$8.4	\$7.5	\$8.6
<b>SNOW AND ICE</b>	<b>\$37.7</b>	<b>\$57.7</b>	<b>\$53.8</b>	<b>\$35.3</b>	<b>\$42.7</b>
<b>EQUIPMENT</b>	<b>\$37.9</b>	<b>\$36.7</b>	<b>\$36.0</b>	<b>\$31.3</b>	<b>\$35.1</b>
Data Processing / Telecommunications	\$2.9	\$3.9	\$3.8	\$4.4	\$7.9
Other	\$35.0	\$32.8	\$32.2	\$26.9	\$27.2
<b>OIH CUSTODIAL</b>	<b>\$16.9</b>	<b>\$16.6</b>	<b>\$17.7</b>	<b>\$18.5</b>	<b>\$18.5</b>
<b>TRUCKS &amp; OTHER HEAVY EQUIP</b>	<b>\$23.0</b>	<b>\$21.1</b>	<b>\$25.7</b>	<b>\$2.8</b>	<b>\$12.1</b>
<b>LANDS &amp; BUILDINGS (Includes Facilities Bonds)</b>	<b>\$167.5</b>	<b>\$25.7</b>	<b>\$31.0</b>	<b>\$36.0</b>	<b>\$59.1</b>
<b>BUILDING DEBT SERVICE (Includes Hilltop)</b>	<b>\$8.2</b>	<b>\$16.5</b>	<b>\$16.5</b>	<b>\$16.5</b>	<b>\$16.5</b>
<b>MAINTENANCE CONTRACTS</b>	<b>\$46.5</b>	<b>\$40.0</b>	<b>\$34.9</b>	<b>\$30.9</b>	<b>\$36.8</b>
<b>MISCELLANEOUS OPERATING</b>	<b>\$1.8</b>	<b>\$2.3</b>	<b>\$1.7</b>	<b>\$0.5</b>	<b>\$1.4</b>
<b>TOTAL OPERATING COSTS</b>	<b>\$986.1</b>	<b>\$898.1</b>	<b>\$894.8</b>	<b>\$824.2</b>	<b>\$915.4</b>

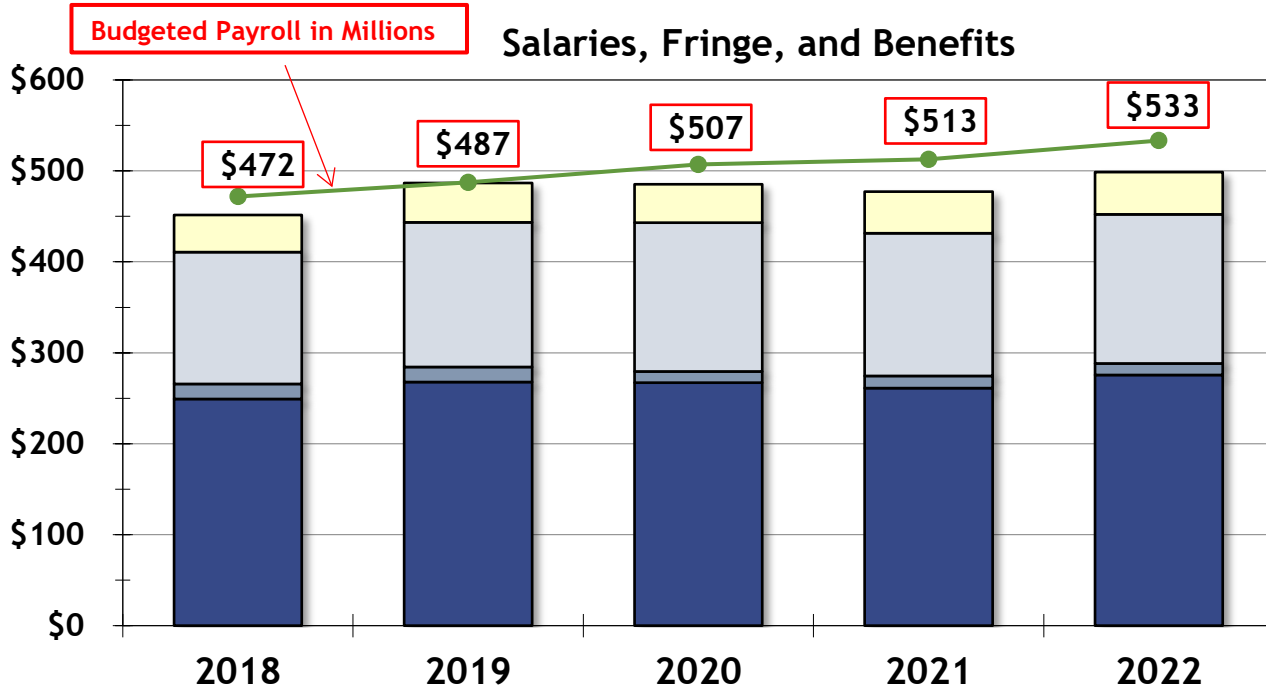
The Department's staff level has been reduced from 7,800 employees in FY94 to 4,771 employees in FY22. The Department has continued to scrutinize the filling of positions to hold down operating costs. The "hiring freeze" during most of FY 2021 due to the COVID-19 pandemic led to ODOT's historically low 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.



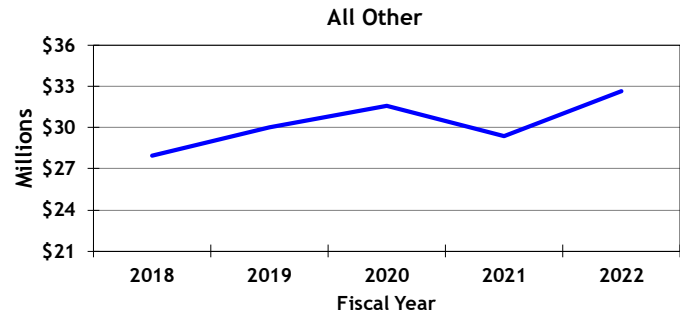
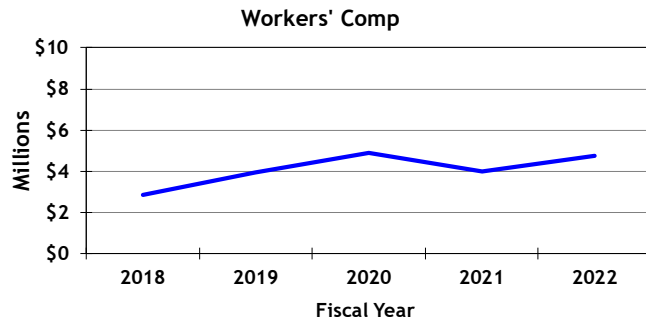
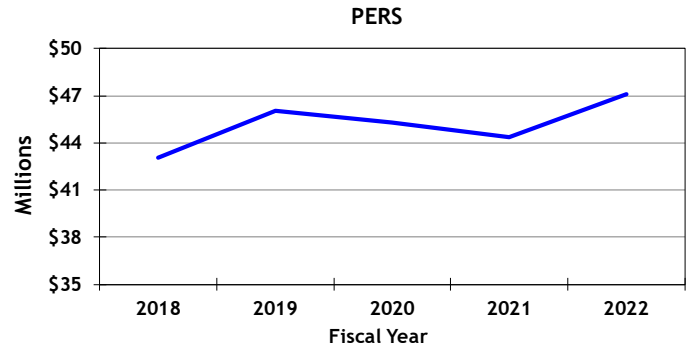
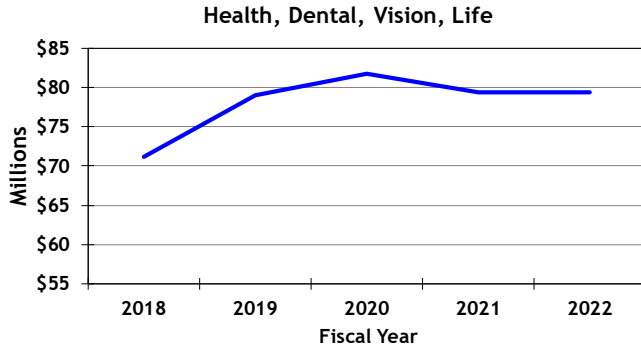
Payroll is the largest component of the operating expenses. These costs also include ODOT supplemental staff. The gross wages increased due to a 2.5% pay raise in FY 2018. The increase in FY 2019 was due to a 27<sup>th</sup> pay period and a 2.75% wage increase. In FY 2020, while there was a 2.75% wage 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. In FY 2022, there was a 3% wage increase for bargaining unit and management employees.



FISCAL YEAR	2018	2019	2020	2021	2022
Employer Fringe	\$40.7	\$43.2	\$42.2	\$45.5	\$46.7
Employer Paid Benefits	\$145.0	\$159.1	\$163.6	\$157.2	\$163.8
Overtime	\$16.4	\$16.4	\$12.4	\$13.1	\$12.8
Gross Wages	\$249.3	\$267.9	\$267.1	\$261.3	\$275.5
Total Payroll	\$451.4	\$486.6	\$485.3	\$477.1	\$498.8

- Payroll costs have increased over the previous five years due to the following:
  - 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.
  - 2022 - a 3% wage increase for bargaining unit and exempt employees.
- Overtime was higher in FY 2018 and FY 2019 when compared to the previous years due to harsher winters and flooding events.
- 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 realized.

## Employer Paid Benefits

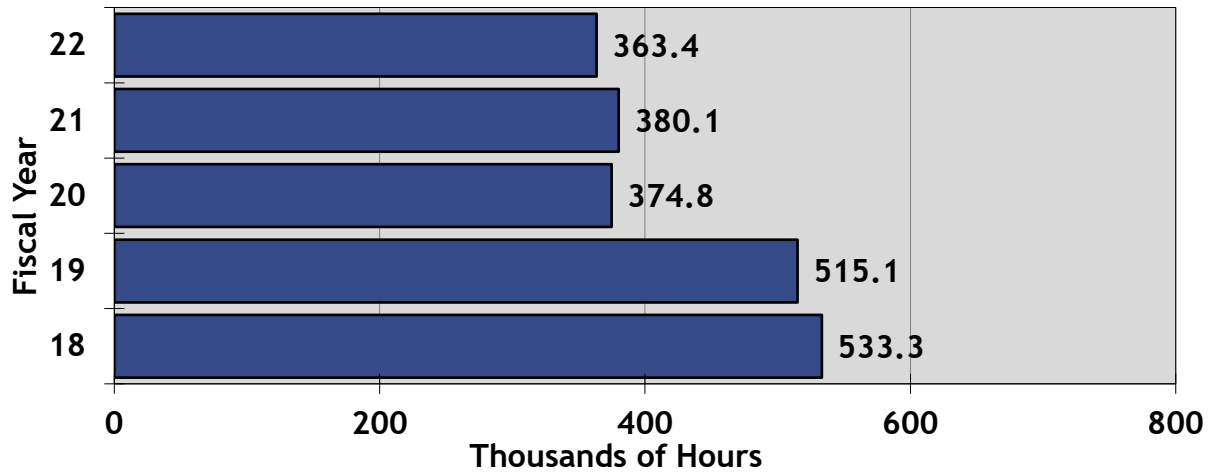


FISCAL YEAR	2018	2019	2020	2021	2022
Health Care, Dental, Vision, Life	\$71.1	\$79.1	\$81.8	\$79.4	\$79.3
PERS	\$43.1	\$46.0	\$45.3	\$44.4	\$47.1
Workers' Comp	\$2.8	\$4.0	\$4.9	\$4.0	\$4.8
All Other	\$27.9	\$30.0	\$31.6	\$29.4	\$32.6
<b>Total</b>	<b>\$145.0</b>	<b>\$159.1</b>	<b>\$163.6</b>	<b>\$157.2</b>	<b>\$163.8</b>

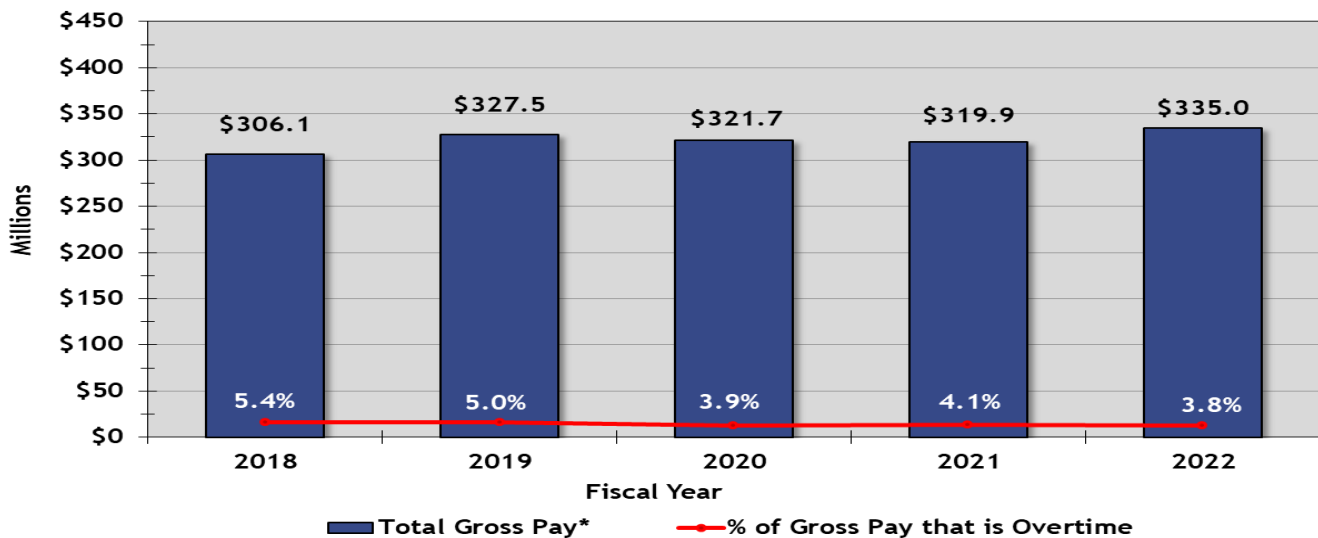
- 1) In FY 2019 healthcare increased by approximately 11.1%. In FY 2020, healthcare increased by approximately 3.5%. In FY 2021, healthcare decreased by approximately 3.0%. In FY 2022, healthcare was similar to FY 2021.
- 2) In FY 2018, there was small increase to PERS due to the 2.5% wage increase. 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. In FY 2022, there was an increase due to the 3% wage increase.
- 3) 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. In FY 2022, the Workers' Compensation rate increased to 1.3608% 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 2020, 2021 and 2022 were milder and required less overtime for the Department. Fiscal Year 2019 had higher gross wages due to a 27<sup>th</sup> pay period. 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 and 2022 was similar to Fiscal Year 2020 due to the ongoing COVID-19 pandemic.

**Hours of Overtime Paid**



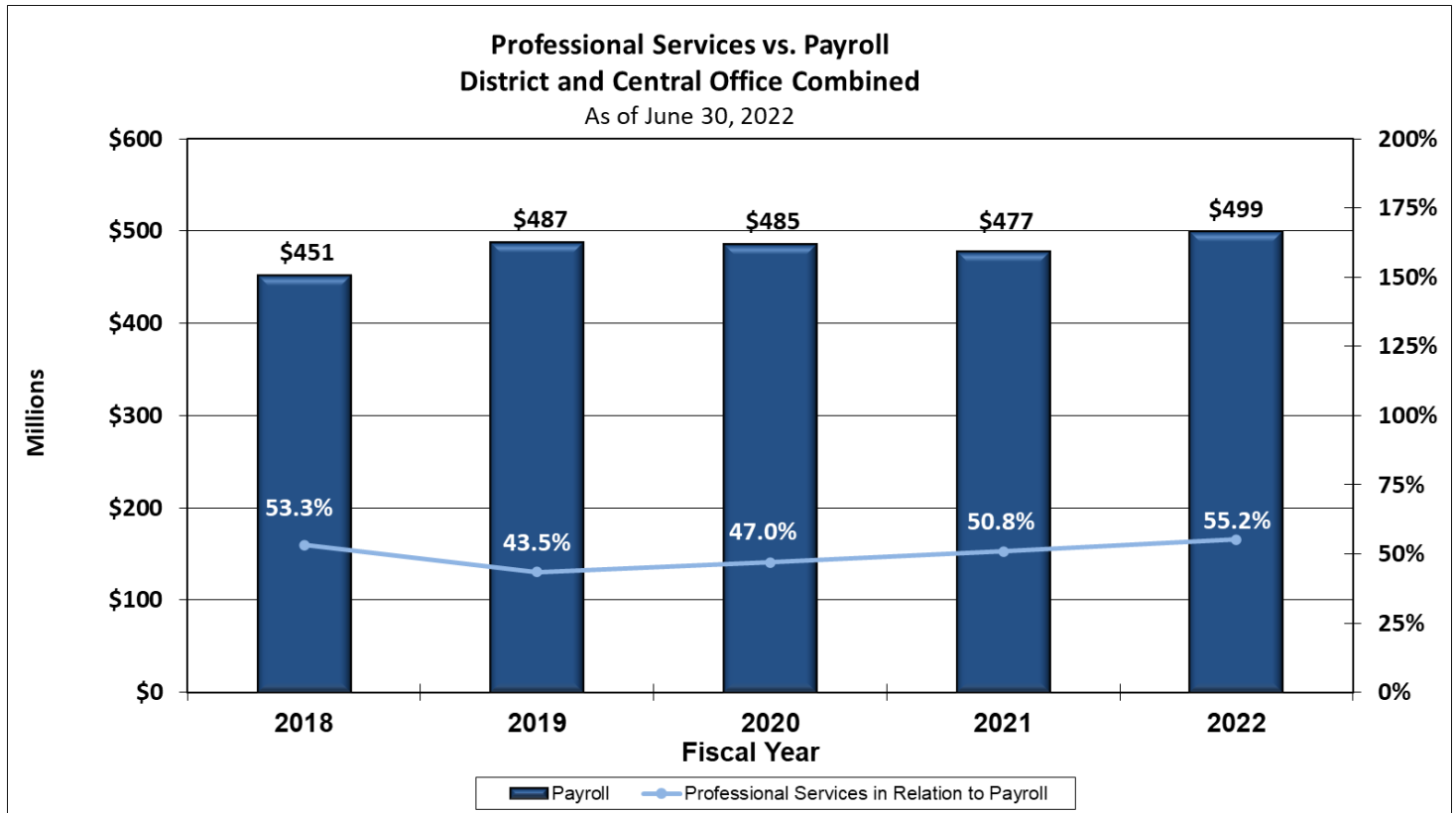
**Overtime as a Percentage of Gross Pay**



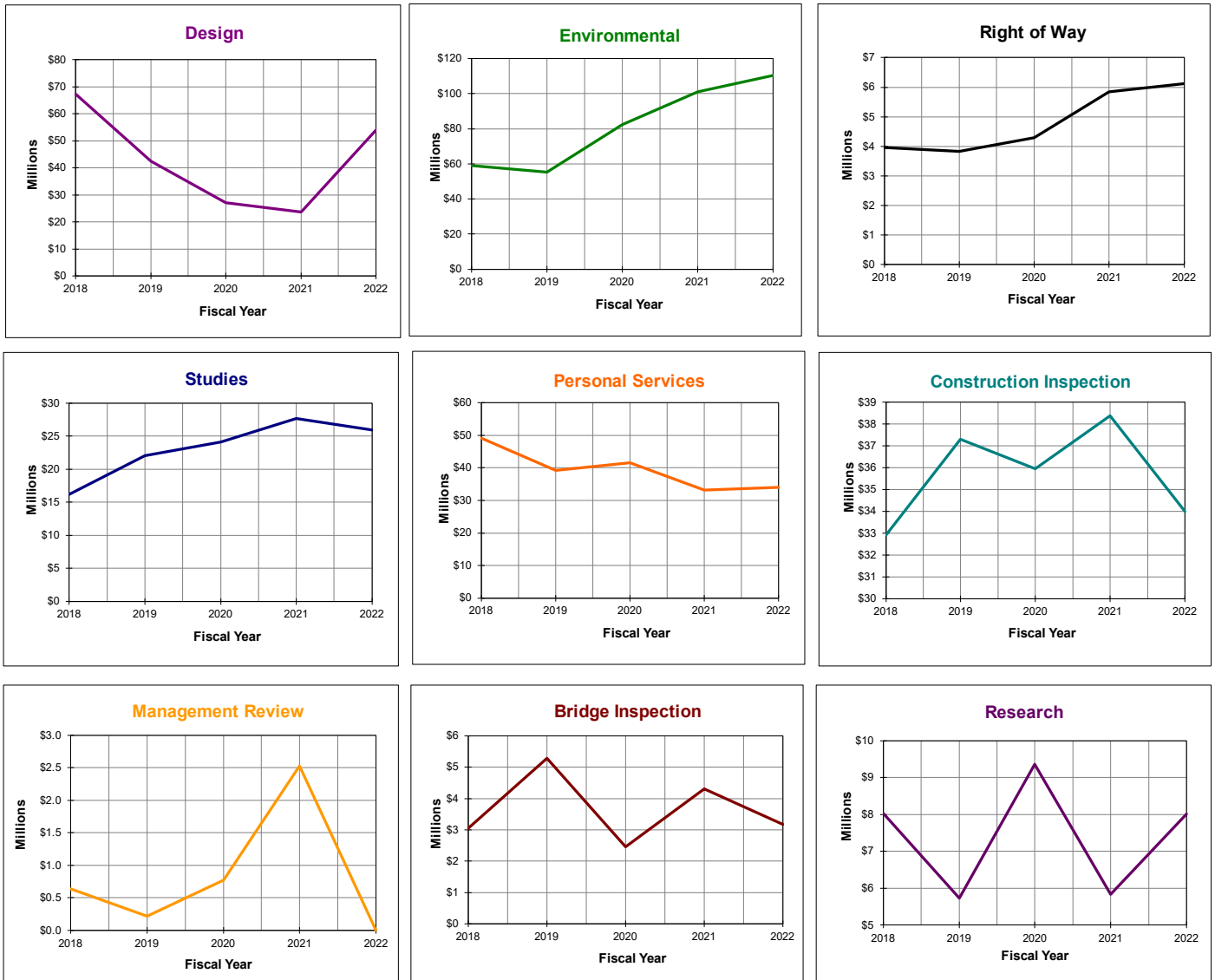
Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2018	\$16.4	\$306.1	5.4%
2019	\$16.4	\$327.5	5.0%
2020	\$12.4	\$321.7	3.9%
2021	\$13.1	\$319.9	4.1%
2022	\$12.8	\$335.0	3.8%

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

Along with its full-time employees, ODOT uses outside services to complete tasks such as design work for construction projects, construction inspections, right of way acquisition and administrative services. These costs have averaged 50.0% in relation to ODOT's total payroll costs for the past five years.



## Professional Contracts Encumbered for the Following Services

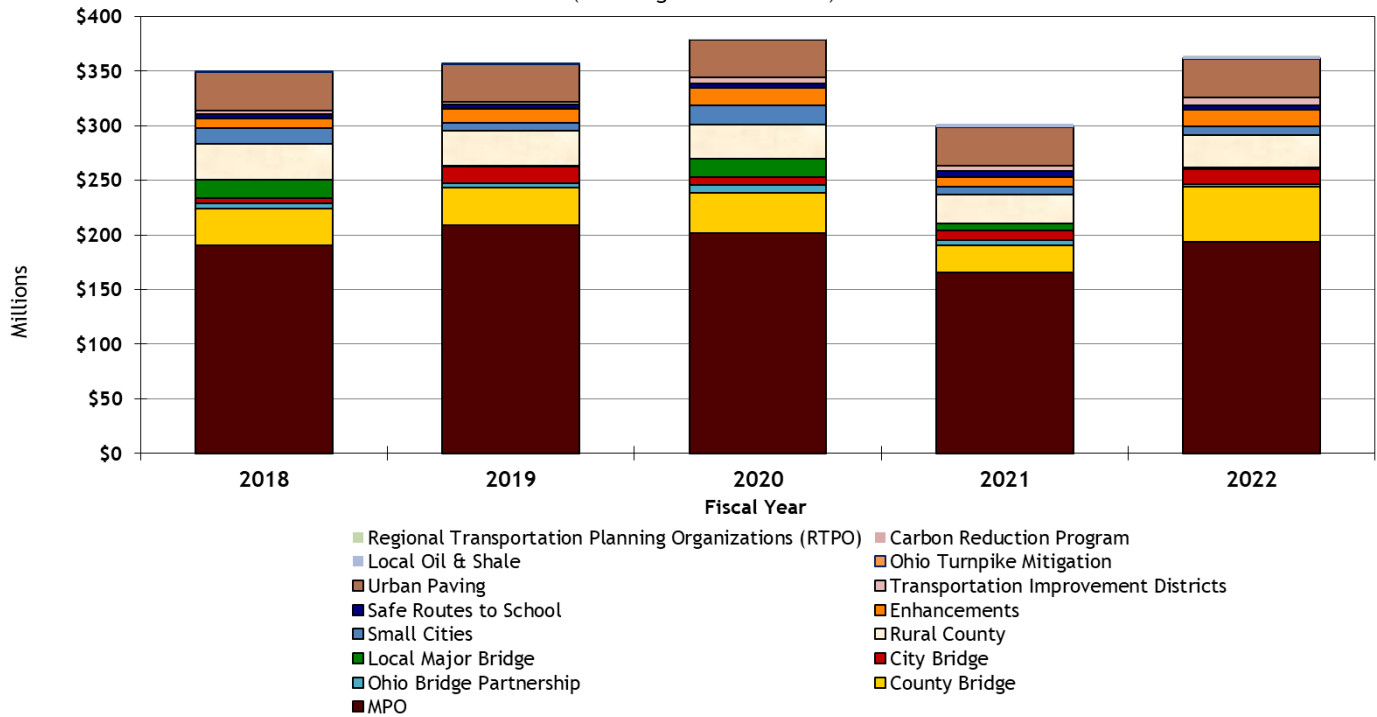


\*Note: Encumbrances are regarding fund year and represent the encumbered balance as of the reporting date.

Design - The amount of funds encumbered for this category has increased 125.1% or \$30.0M in Fiscal Year 2022 when compared to Fiscal Year 2021. The following project was encumbered in Fiscal Year 2022 contributing to a majority of the variance:

- District 8 - \$10.4M - Major reconstruction and rehabilitation to portions of HAM IR 74 and HAM IR 75 to include reconstruction of pedestrian bridge on IR 74, IR 74 rehabilitation and widening, IR 75 rehabilitation, new lighting, and traffic surveillance.

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



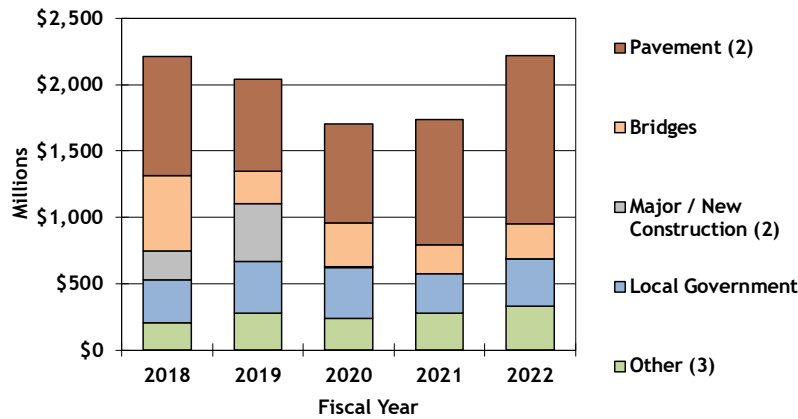
	2018	2019	2020	2021	2022
MPO	\$ 190.2	\$ 209.1	\$ 201.9	\$ 165.5	\$ 194.0
County Bridge	33.8	34.2	36.9	24.6	49.9
Ohio Turnpike Mitigation	1.0	0.4	0.0	0.2	0.0
City Bridge	4.9	15.2	7.4	9.4	13.1
Local Major Bridge	17.2	0.4	16.8	6.3	1.9
Ohio Bridge Partnership	4.8	4.5	6.7	4.8	2.9
Rural County	32.3	32.3	31.6	26.2	29.1
Small Cities	14.3	7.3	16.9	7.2	8.1
Enhancements	9.4	12.6	16.2	9.1	15.8
Safe Routes to School	3.5	3.6	4.1	5.4	3.7
Transportation Improvement Districts	3.4	2.5	5.6	5.2	7.3
Local Oil & Shale	0.0	0.0	0.4	3.0	2.8
Urban Paving <sup>(2)</sup>	35.0	35.0	35.0	35.0	35.0
Carbon Reduction Program	0.0	0.0	0.0	0.0	0.0
Regional Transportation Planning Organizations (RTPO)	0.0	0.0	0.0	0.0	0.3
<b>LOCAL PROGRAM TOTAL</b>	<b>\$ 349.7</b>	<b>\$ 357.1</b>	<b>\$ 379.4</b>	<b>\$ 301.7</b>	<b>\$ 364.0</b>

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

(2) ODOT budgeted figures attributed to Urban Paving in accordance with the Urban Paving Policy. Urban Paving is typically \$35 million 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 <sup>(1)</sup>

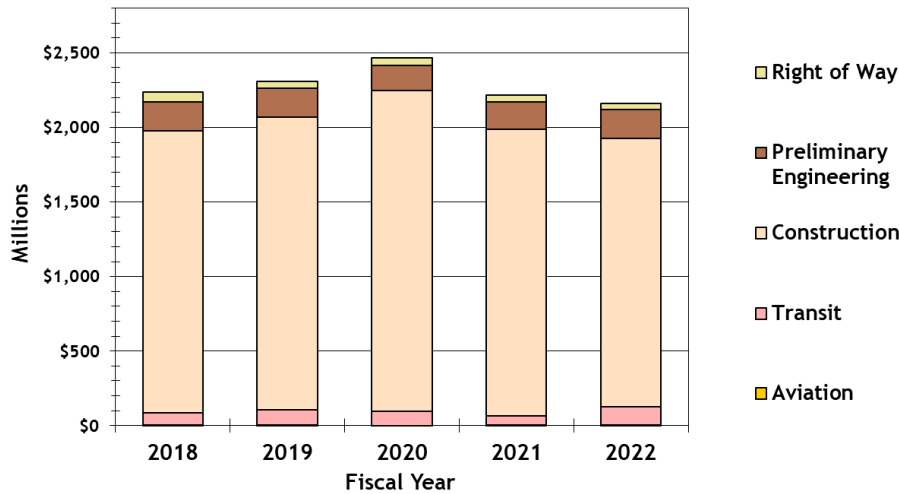


(1) The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

(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 \$128 million.

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



	2018	2019	2020	2021	2022
Right of Way	\$ 64	\$ 47	\$ 49	\$ 45	\$ 43
Preliminary Engineering	\$ 195	\$ 193	\$ 168	\$ 185	\$ 195
Construction	\$ 1,889	\$ 1,963	\$ 2,150	\$ 1,924	\$ 1,797
<b>Highway Related Total</b>	<b>\$ 2,149</b>	<b>\$ 2,203</b>	<b>\$ 2,367</b>	<b>\$ 2,153</b>	<b>\$ 2,035</b>
Transit	\$ 84	\$ 100	\$ 96	\$ 62	\$ 122
Aviation	\$ 3	\$ 4	\$ 1	\$ 3	\$ 6
<b>Modal Total</b>	<b>\$ 87</b>	<b>\$ 104</b>	<b>\$ 97</b>	<b>\$ 64</b>	<b>\$ 128</b>
<b>Grand Total</b>	<b>\$ 2,236</b>	<b>\$ 2,307</b>	<b>\$ 2,464</b>	<b>\$ 2,218</b>	<b>\$ 2,163</b>

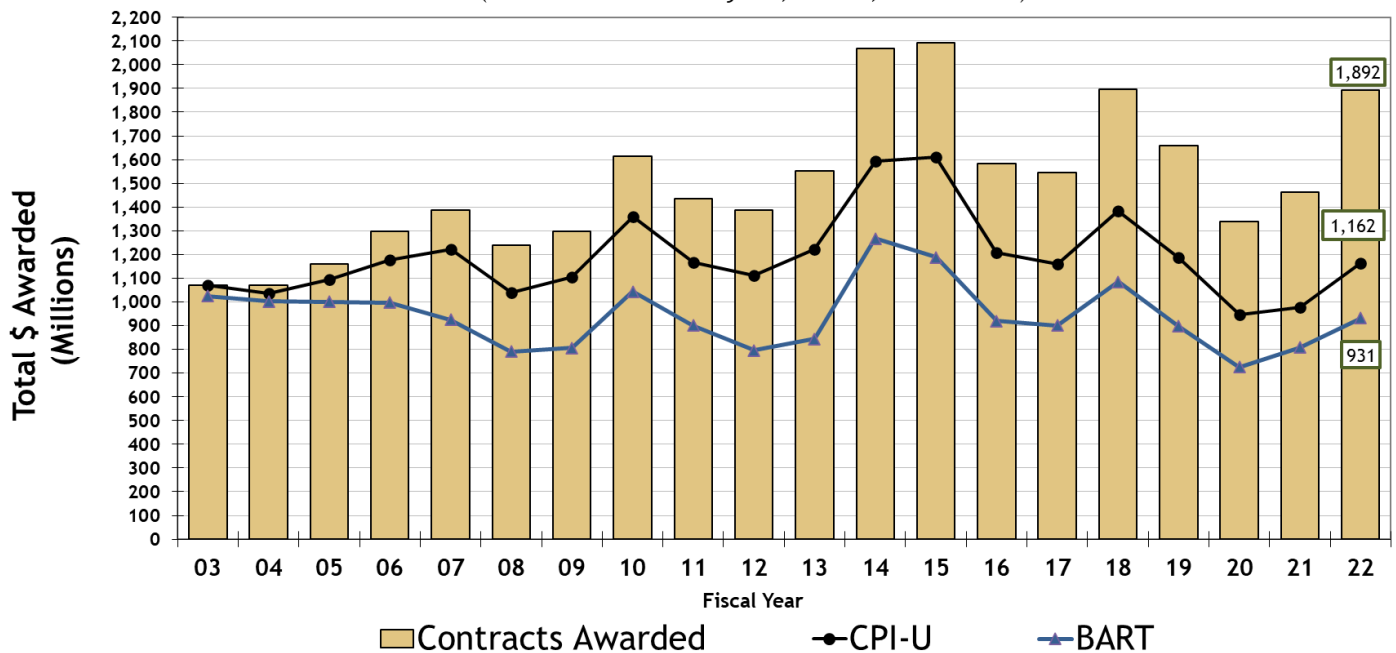
With contracts awarded over the past few years reaching record breaking numbers, capital expenditures have followed suit, averaging \$2.28 billion of actual expenditures for the past five years.



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 \$896.1 million since FY 2001 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 \$237.3 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	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
\$ Awarded (Millions)	\$1,069	\$1,071	\$1,158	\$1,299	\$1,387	\$1,238	\$1,297	\$1,615	\$1,434	\$1,388
Fiscal Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
\$ Awarded (Millions)	\$1,552	\$2,068	\$2,094	\$1,584	\$1,544	\$1,897	\$1,657	\$1,340	\$1,462	\$1,892

# **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 April 2022, the State Transportation Infrastructure Bond Fund (GRF account) was rated AA+ from Standard & Poor's. The rating of AA+ was affirmed by Standard & Poor's with the refunding for the City of Lorain, Series 2014-3 (Series 2022-1). The bond program was established in September 2006. The program funds projects that do not qualify as federal eligible. The program has approximately \$39.44m in bond issuance capacity available.

The Federal Title XXIII Transportation Infrastructure Bond Fund (Title 23 account) was established in July 2008. The program carries a 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 \$99.48m 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.

### **2022 SIB Snapshot**

The portfolio of the SIB for Fiscal Year 2022 included eight loans for a total of \$28,002,764 and two bond issuances for a total of \$10,235,000. Since inception, the SIB program has issued 265 loans in the amount of \$706.7 million and 14 bond issuances in the amount of \$104.6 million; totaling \$811.4 million for the SIB loan and bond programs. The bank has assisted communities with 224 highway, four railroad, two transit, 19 aviation, one bikeway and 29 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, 2022**

<b><u>Beginning Cash Balance:</u></b>	<b>\$ 101,405,328</b>
---------------------------------------	-----------------------

**Revenues:**

Investment Earnings	\$ 582,054
Principal Loan Repayment (GRF)	3,262,407
Interest Payment on Loan (GRF)	973,246
Principal Loan Repayment (FHWA)	8,530,358
Interest Payment on Loan (FHWA)	589,667
Principal Loan Repayment (2nd Generation)	9,081,100
Interest Payment on Loan (2nd Generation)	2,487,129
Principal Loan Repayment (State Motor Fuel)	2,090,929
Interest Payment on Loan (State Motor Fuel)	304,112
Transfer In - Fund 7002 to SIB Fund 2120	-
Administrative Fees	40,539
<b>Total Revenues</b>	<b>\$ 27,941,541</b>

**Expenditures:**

Federal Highway Funds	\$ 1,088,406
General Revenue Funds	1,665,152
Motor Fuel Tax Funds	5,203,368
Second Generation/Title 23 Funds	7,890,435
Administrative Fees - Court Claims / Refunds	-
<b>Total Expenditures</b>	<b>\$ 15,847,361</b>

<b><u>Ending Cash Balance</u></b>	<b>\$ 113,499,508</b>
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**OHIO DEPARTMENT OF TRANSPORTATION  
STATE INFRASTRUCTURE BANK  
BALANCE SHEET FOR FUNDS 2120 AND 2130  
FOR YEAR ENDING JUNE 30, 2022**

Assets and Other DebitsAssets:

Uncommitted Cash	\$ 64,986,806
Cash Reserve - Current FY Debt Service - Title 23 & GRF	-
Cash Reserve for Approved Loans Already Encumbered	26,531,141
Cash Reserve for Approved Loans Not Yet Encumbered	21,981,561
Total Cash on Hand	<u>\$ 113,499,508</u>

Receivables:

## Loans Already Disbursed:

Principal Due	\$ 136,530,898
Interest Due	26,041,815
Administrative Fees	2,170
Total Receivables	<u>\$ 162,574,884</u>

<b>Total Assets</b>	<b><u>\$ 276,074,391</u></b>
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Equity

## Original Seed Money

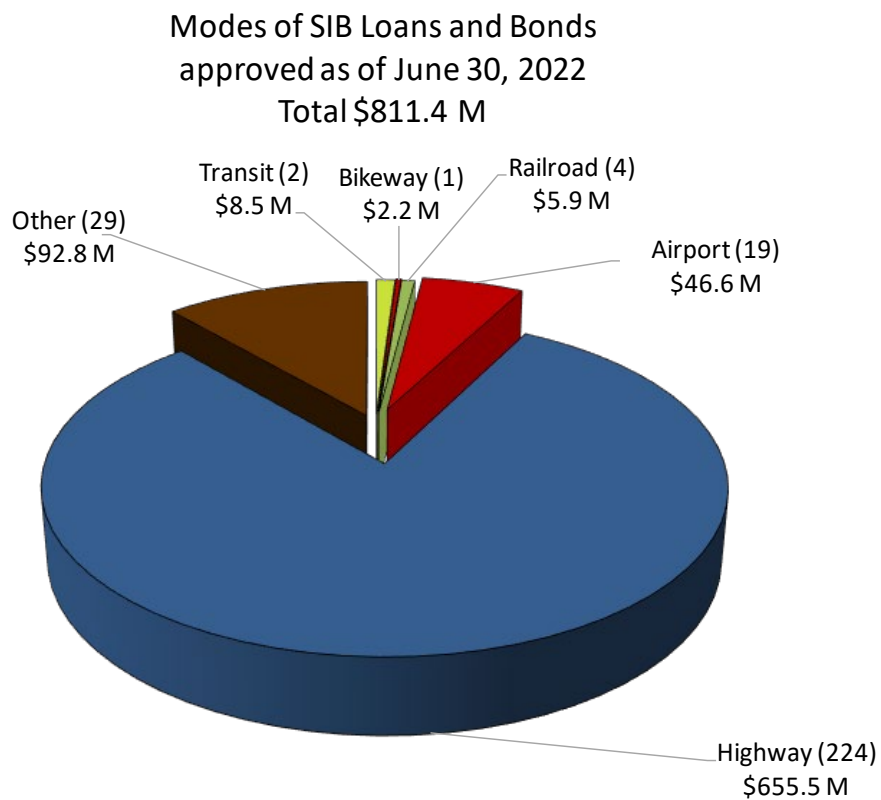
Federal	\$ 87,000,000
GRF	40,000,000
Motor Fuel Tax	15,000,000
Total	<u>\$ 142,000,000</u>

Investment Earnings	\$ 63,464,726
Interest from Loans	70,609,666

<b>Total Equity</b>	<b><u>\$ 276,074,391</u></b>
---------------------	------------------------------

State Fiscal Year	1997-2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total *
# of Loans	136	11	19	14	13	12	17	18	10	7	8	265
\$ of Approved Loans (in millions)	\$396.5	\$20.8	\$72.0	\$56.8	\$15.9	\$28.0	\$40.8	\$23.1	\$19.3	\$5.5	\$28.0	\$706.7
# of Bonds	3		4		1	1	1	2			2	14
\$ of Approved Bonds (in millions)	\$28.0		\$17.7		\$7.9	\$4.7	\$15.7	\$20.5			\$10.2	\$104.6
Number of Loans:				265				Amount of Approved Loans:				\$706.7
Number of Bonds:				14				Amount of Approved Bonds:				\$104.6
Total:				279				Total:				\$811.4

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





Eight State Infrastructure Bank loans were approved in SFY 2022, for \$28 million. Six of those loans were for Highway purposes, and two categorized as "Other." There were two bonds approved for \$10.2 million, both in the "Other" category. This brings the final number of loans/bonds in the SIB portfolio as of the end of SFY 2022 to 279, totaling approximately \$811.4 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, 2022**

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	0.99%		5	5			
2	Bowling Green	15	3	\$57,061,050	7.03%		6	9		2	1
3	Ashland	24	2	\$39,270,394	4.84%		13	11	1	1	
4	Akron/Canton	49	3	\$110,097,141	13.57%		22	27		2	1
5	Jacksontown	26	1	\$62,428,564	7.69%		13	13		1	
6	Columbus	14	1	\$93,158,486	11.48%		6	8		1	
7	Dayton	32	1	\$84,927,189	10.47%	1	17	14		1	
8	Cincinnati	19	3	\$128,085,245	15.79%	1	5	13		2	1
9	Chillicothe	9		\$12,359,770	1.52%		2	7			
10	Marietta	8		\$12,145,870	1.50%		2	6			
11	New Philadelphia	26		\$25,653,847	3.16%		11	15			
12	Cleveland	33		\$178,187,482	21.96%	2	14	17			
		265	14	\$811,372,377	100.00%	4	116	145	1	10	3

Average loan amount is \$2,685,971

Average bond amount is \$7,113,571

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

**SIB Loans Approved in FY 2022**

BORROWER	PROJECT	LOAN AMOUNT
Toledo Lucas County Port Authority	Administration Building Project	\$1,506,000
City of Union	Jackson and Martindale Project	\$5,020,000
County of Muskingum	Gaysport Bridge Project	\$2,537,402
Village of Lisbon	Market Street Bridge Project	\$127,000
City of Union	Dog Leg Expansion Road Project	\$13,510,000
Holmes County	County Route 23 Bridge Replacement Project	\$4,008,000
City of Lorain	Local Road Rehab Project	\$867,362
Montgomery County TID/Greene County	Phase II I-675 Wilmington Project	\$427,000
<b>TOTAL</b>		<b>\$28,002,764</b>

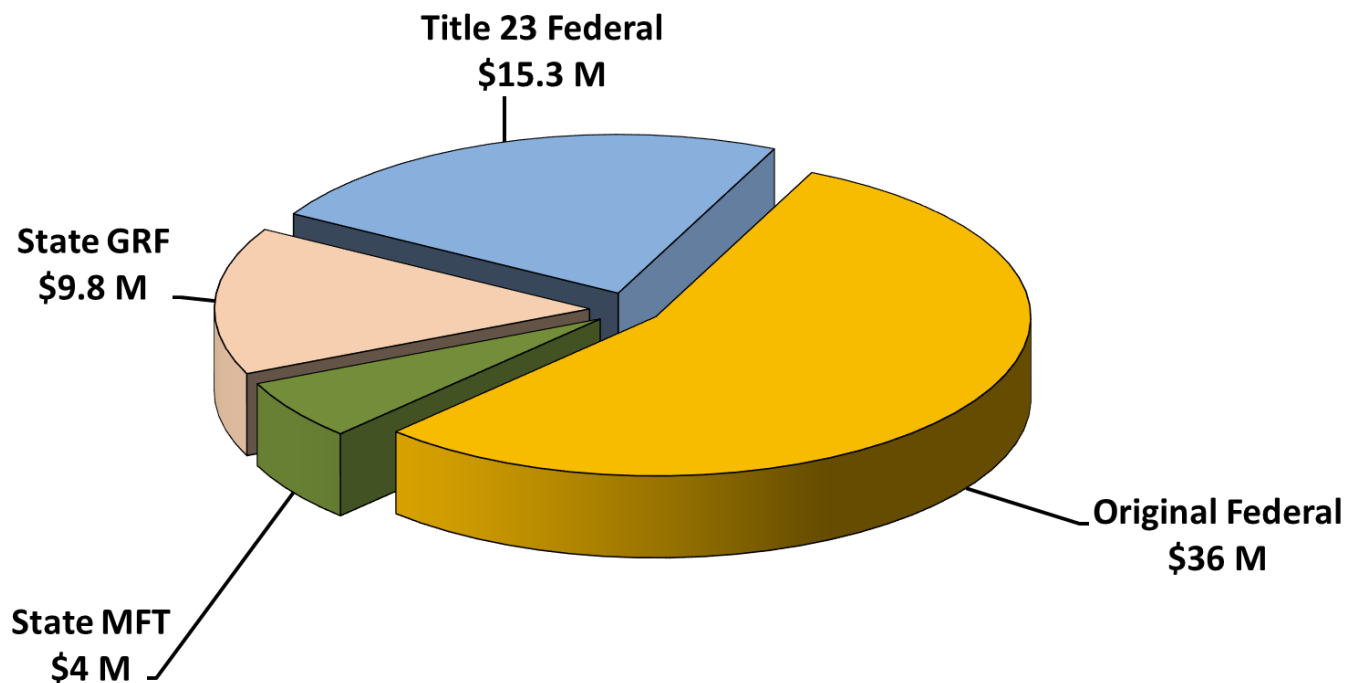
Note: The loan amount reflects the total principal approved by the SIB committee. It does not reflect the actual amount disbursed during the fiscal year.

**SIB Bonds Approved in FY 2022**

BORROWER	PROJECT	LOAN AMOUNT
Toledo Lucas County Port Authority	Refunding Bond	\$5,180,000
City of Lorain	Refunding Bond	\$5,055,000
<b>TOTAL</b>		<b>\$10,235,000</b>

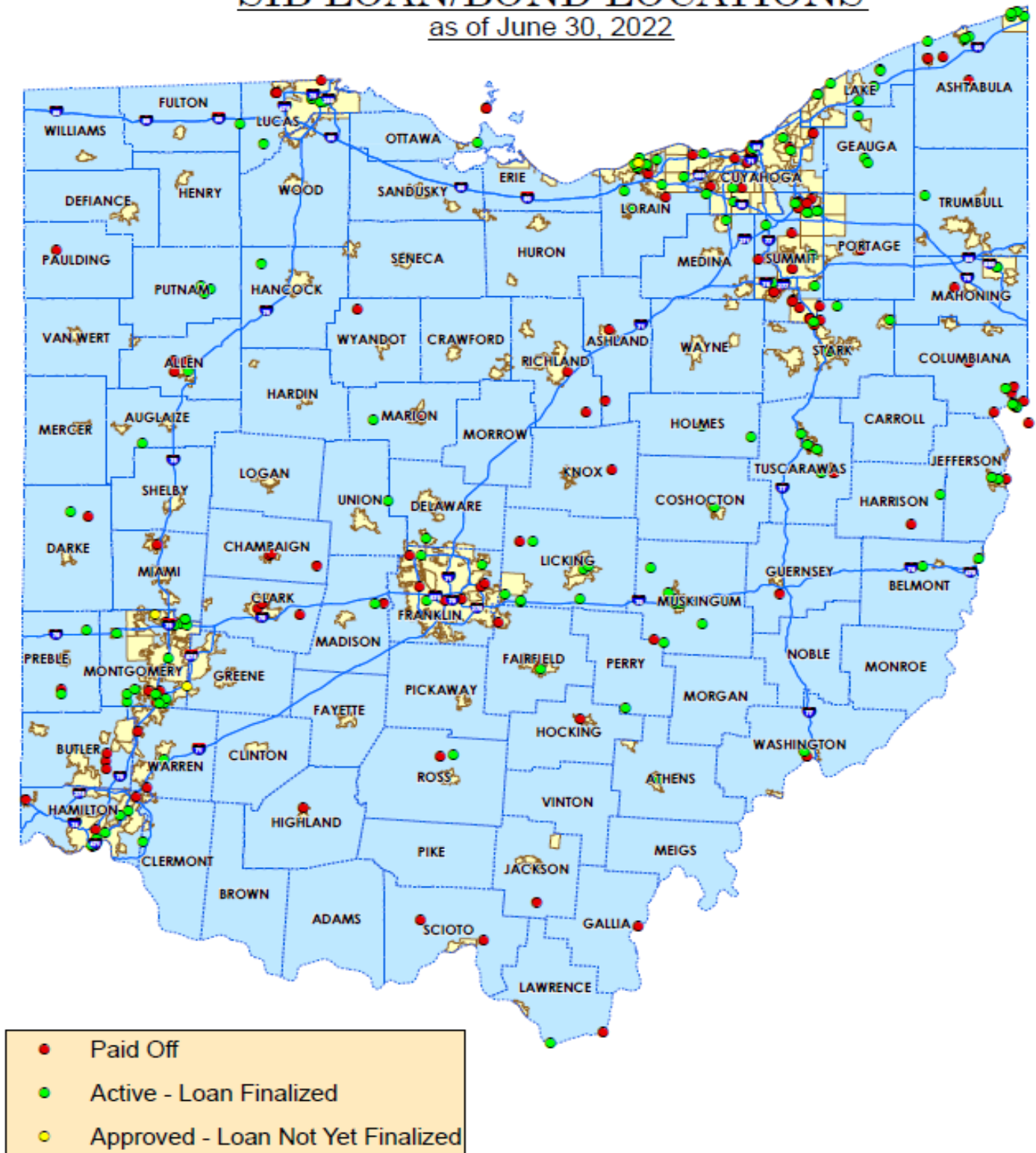
The graph below depicts the SIB cash balances as of June 30, 2022 available for future loans. These amounts represent the uncommitted cash balances for Federal, Title 23, State Motor Fuel Tax, and General Revenue Fund accounts.

**SIB Balances Available  
as of June 30, 2022  
Total Available to Lend: \$65 M**



Note: Total available to lend is calculated net of SFY 2023 debt service totaling \$546,062.

## SIB LOAN/BOND LOCATIONS as of June 30, 2022



## STATE INFRASTRUCTURE BANK (SIB) PROJECTS UPDATE

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

### Montgomery County TID & Greene County, I-675/Wilmington Interchange Improvements Project

This SIB loan is for the I-675/Wilmington Pike Interchange Project. A TRAC Tier II award of \$3M was granted to further assist with a feasibility study to the next stage of development and preliminary engineering design. The City of Centerville and Greene County have committed to splitting the 20% local share of the TRAC portion. Greene County will use this SIB loan to meet their commitment and proceed with Phase II of the Project.

Total Project Costs: \$427,000

SIB Loan Amount: \$427,000

### City of Lorain, Local Roadway Rehabilitation Project

With a SIB loan the City of Lorain will finance a portion of the costs to rehabilitate local roadways within the city located in Lorain County, Ohio. Roadways to be rehabilitated include Oxford Drive, Rita Drive, Ashland Avenue, Missouri Avenue, Elyria Avenue and Lakeview Drive. These roadways have reached an accelerated state of deterioration and needed immediate repair.

Total Project Costs: \$1,967,362

SIB Loan Amount: \$867,362

### Village of Lisbon, Market Street Bridge Project

This SIB loan was used to finance a portion of Preliminary Engineering costs. The project will be a complete replacement of an existing two-span steel beam structure located at the Market Street Bridge in the Village of Lisbon, within Columbiana County, Ohio. The Project will replace the existing structure into a single-span prestressed steel beam bridge.

Total Project Costs: \$1,919,933

SIB Loan Amount: \$127,000

### Muskingum County Commissioners, Gaysport Bridge Replacement Project

This SIB loan is for a project located in Muskingum County. The funds will be used to partially finance the superstructure replacement for the bridge over the Muskingum River located between SR 60 and Old River Road CR 6 in Blue Rock Township.

Total Project Costs: \$7,537,402

SIB Loan Amount: \$2,537,402

### Holmes County, CR 23 Bridge Replacement Project

This SIB loan is to finance a portion of the CR 23 Bridge Replacement Project located over the Mohican River in Knox Township. The existing framework will be replaced with a covered wood truss structure. The Project will include the replacement of the substructure, superstructure, approach slabs, and associated roadway items to properly tie the existing roadway into the proposed structure.

Total Project Costs: \$10,008,000

SIB Loan Amount: \$4,008,000

## STATE INFRASTRUCTURE BANK PROJECTS

Montgomery County TID/Greene County  
I-675/Wilmington Interchange



City of Lorain  
Local Roadway Rehabilitation



Village of Lisbon  
Market Street Bridge Replacement



Muskingum County Commissioners  
Gaysport Bridge Replacement



Holmes County Commissioners  
CR23 Bridge Replacement



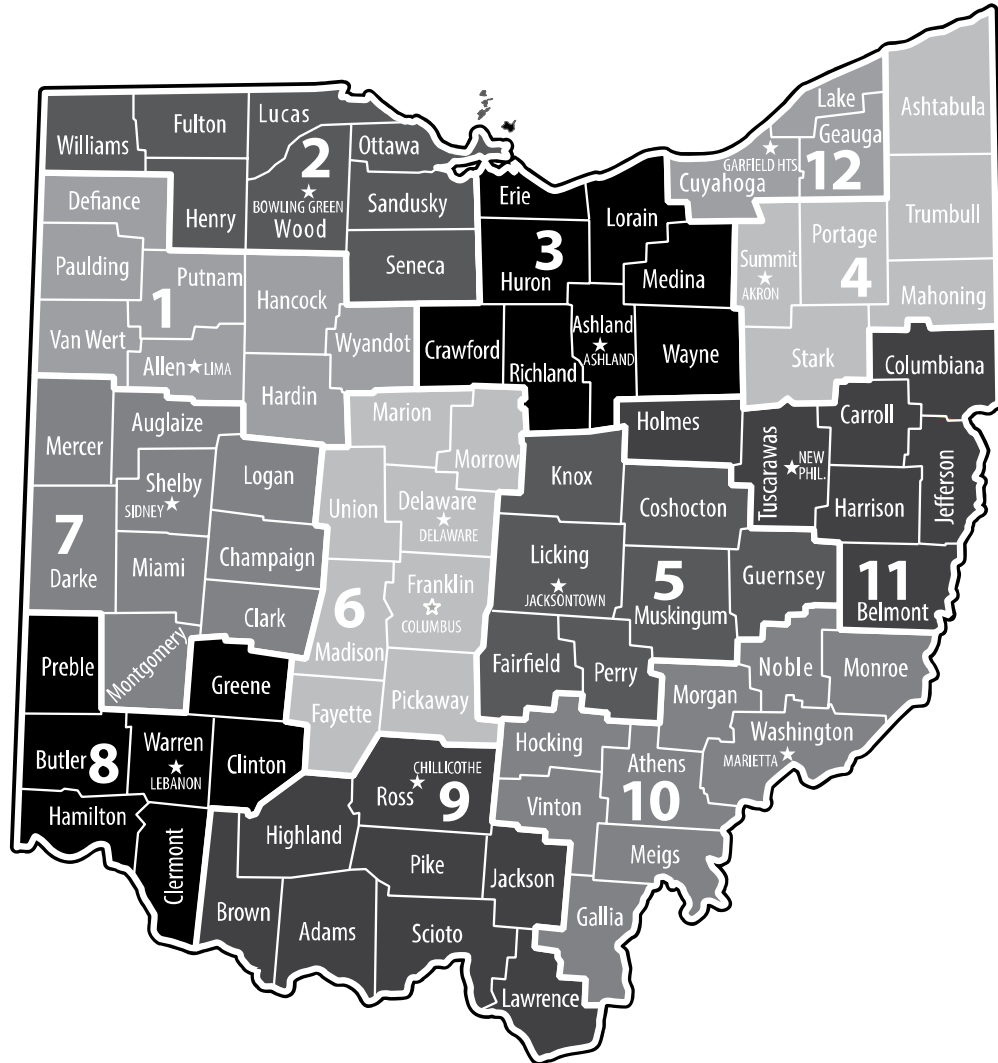
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# **Appendix**





# DISTRICTS



## District 1

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

## District 2

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

## District 3

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

## District 4

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

## District 5

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

## District 6

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

## District 7

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

## District 8

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

## Central Office

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

## ODOT Web Site:

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

## District 9

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

## District 10

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

## District 11

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

## District 12

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



**SOURCE AND DISTRIBUTION OF OHIO 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 74 - Sec. 757.10 134th 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) \$6.0 million approved appropriation assigned to the Motor Fuel Tax Administration Fund (ORC 5735.053)

Levy Sections	% Distribution		R.C. Section
\$0.17		<u>Prior to distribution reduce by:</u>	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)
		<u>Then</u>	
	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)
		<u>Balance Remaining on the 15th of each month:</u>	
	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)
		<u>Balance Remaining on the 15th of each month:</u>	
	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) 5735.051(E)(2)(b)
	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 FY22, after revenue was deposited according to the above formula, the following annual transfer amounts were required out of the Highway Operating Fund (7002): \$156 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 &amp; 4504

## DISTRIBUTION BASIS

**PASSENGER VEHICLE**

\$31 (plus \$5.00 registrar fee)  
 \$11  
 \$20

To Department of Public Safety - Highway Purposes Fund<sup>1</sup>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 FundTo 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<sup>2,3</sup>**

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 FundTo 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  
 ONE LEVY at \$5  
 FOUR LEVIES at \$5 up to \$20

To Counties that assess fee<sup>4,5</sup>  
 To Townships that assess fee  
 To Municipalities that assess fee

<sup>1</sup> Changed from State Highway Patrol to Highway Purpose Fund per HB 26 132nd General Assembly, ORC 4501.06<sup>2</sup> Ohio Non-IRP commercial trucks and tractors were placed on a different fee structure than those registered for Ohio IRP under HB49, 132nd General Assembly, ORC 4503.042, ORC 4503.10 and ORC 4503.65<sup>3</sup> Ohio IRP Apportioned Commercial Trucks and Tractors are not subject to Local permissive fees under ORC Sections 4504.02, 4504.06, 4504.15, 4504.16, 4504.17, 4504.171, 4504.172, 4504.18, and 4504.24<sup>4</sup> Beginning in registration year 2019, \$25 is the maximum permissive tax amount, which can be a combination of county, township and/or municipal levies. ORC 4504.24 provides counties the option of enacting an additional \$5 levy. 100% of the collections are distributed to the county, and the levy is not contingent upon any other levy.<sup>5</sup> If a county enacts ORC 4504.15, 50% of collections from municipality residents is distributed to the municipality, and 30% of collections from non-municipal residents is distributed to the township, or, if the county enacts 4504.16, 30% of collections from non-municipal residents is distributed to the township. (May be increased or decreased by township resolution and county approval.)

# APPORTIONMENT FORMULAS - FEDERAL-AID HIGHWAY PROGRAM

**Bipartisan Infrastructure Law (BIL) was signed into law (P.L. 117-58) November 15, 2021**  
**Aka: Infrastructure Investment and Jobs Act (IIJA)**

**Statutory citation:** BIL §11101, 11104, 11108; 23 U.S.C. 104, 130, MAP-21(Pub. L. 112-141) §1519(a)

**FHWA Publication:** [Bipartisan Infrastructure Law - Apportionment Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

## Overview

The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in infrastructure and economy in US history. It provides billions in new Federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband. As with FAST Act, the BIL authorizes a single amount for each year which is apportioned among the States and then divided among individual apportioned programs.

BIL also appropriates funding from the General Fund for three other formula-based programs separate from the apportioned programs referenced above. They include the Bridge Formula Program, the National Electric Vehicle Infrastructure Formula Program (NEVI), and the Appalachian Development Highway System Program.

## Total funding for Federal-aid highway formula programs

The BIL authorizes a total nationwide combined amount of Federal funding for FY 2022 through FY 2026 in contract authority (\$52.5 billion in FY 2022; \$53.5 billion in FY 2023; \$54.6 billion in FY 2024; \$55.7 billion in FY 2025, and \$56.8 billion in FY 2026).

The BIL funds the six formula programs established through FAST Act along with two newly created programs:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBGP, formerly Surface Transportation Program, STP);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Metropolitan Planning Program;
- National Highway Freight Program (NHFP);
- (New) Carbon Reduction Program; and
- (New) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT).

## Division of total apportioned amount among States

In FY22, the first year of the BIL, the initial amount authorized for apportionment is \$52.5 billion.

FHWA calculates a State's initial apportionment for base apportionment.

- 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);
- Each State's amount is at least 2% greater than the apportionment that the State received for fiscal year 2021;
- Each State's amount is at least 1% greater than the apportionment that the State received for the previous fiscal year.

## 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 detailed on the next page:

Step 1. Calculate Amounts for NHFP, CMAQ, and PL				
Program	Formula	National Total		Specified Ratio
		FY	\$ B	
CMAQ [23 U.S.C. 104(b)(4)]	National total for program x specified ratio	22	2.54	<div>State's FY20 CMAQ apportionment</div> <div>All States' FY20 CMAQ apportionments</div>
		23	2.59	
		24	2.64	
		25	2.69	
		26	2.75	
NHFP [23 U.S.C. 104(b)(5)]		22	1.37	<div>State's total apportionment for FY</div> <div>All States' total apportionments for FY</div>
		23	1.40	
		24	1.43	
		25	1.46	
		26	1.49	
PL [23 U.S.C. 104(b)(6)]		22	0.44	<div>State's FY20 PL apportionment</div> <div>All States' FY20 PL apportionments</div>
		23	0.45	
		24	0.46	
		25	0.46	
		26	0.47	
Step 2. Distribute remainder among NHPP, STBG, HSIP, CRP, and PROTECT Formula Program				
Program	Formula		% Specified for Program	
NHPP [23 U.S.C. 104(b)(1)]	Remainder of State's total apportionment (net of NHFP, CMAQ, and PL) divided among these programs based on percentages specified in law (totaling to 100%).		59.0771195921461%	
STBG [23 U.S.C. 104(b)(2)]			28.7402203421251%	
HSIP [23 U.S.C. 104(b)(3)]			6.7060514131625%	
CRP [23 U.S.C. 104(b)(7)]			2.5626696456564%	
PROTECT Formula Program [23 U.S.C. 104(b)(8)]			2.9139390069099%	
Step 3. Before Apportioning HSIP Funding, Set Aside (from HSIP) Certain Amounts				
Set-aside from HSIP	Formula			
Railway-Highway Grade Crossings set-aside [23 U.S.C. 130(e)(1)(A), (f)(1), and (f)(2)]	<ul style="list-style-type: none"><li>• \$245 M set-aside from States' initial HSIP amounts (pre-apportionment).</li><li>• Distributed among States based on the formula in 23 U.S.C. 130(f):<ul style="list-style-type: none"><li>50% based on formula for the Surface Transportation Program under SAFETEA-LU. [23 U.S.C. 104(b)(3)(A), as in effect on July 5, 2012].</li><li>50% based on ratio of public railway-highway crossings in the State to public railway-highway crossings in all States.</li></ul></li><li>• Each State receives at least 0.5% of the \$245 M total.</li></ul>			
Safety-related activities set-aside [MAP-21 § 1519(a), as amended]	<ul style="list-style-type: none"><li>• \$3.5 M set-aside from States' initial HSIP amounts (pre-apportionment)</li><li>• Taken proportionally from States' initial HSIP amounts.</li><li>• Funds an allocated program (so not included in apportionment notice).</li></ul>			

<sup>1</sup> Set-aside amounts are not provided to States as apportionments, but instead fund an allocated program for safety-related activities and clearinghouses. Therefore, the FHWA does not include them in the tables in its apportionment notice.

## APPORTIONMENT FORMULAS - FEDERAL TRANSIT PROGRAM

**Bipartisan Infrastructure Law (BIL) was signed into law (P.L. 117-58) November 15, 2021**

**Aka: Infrastructure Investment and Jobs Act (IIJA)**

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"> <li>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.</li> <li>Also adopts former New Freedom funding allocations: <ul style="list-style-type: none"> <li>To designated recipients in urbanized areas with a population over 200,000.</li> <li>To states for small urbanized areas.</li> <li>To states for rural areas.</li> </ul> </li> </ul>	100%       60%  20% 20%	49 U.S.C. § 5310, IIJA Division J
Rural Areas Formula Grants	<ul style="list-style-type: none"> <li>State's land area/population in rural areas.</li> <li>State's land area/revenue vehicle miles/ low-income individuals in rural areas with populations less than 50,000.</li> </ul>	83.15% 16.85%	49 U.S.C. § 5311 / IIJA § 30006
Urbanized Area Formula Grants	<ul style="list-style-type: none"> <li>Population areas of 50,000-199,999: based on population and population density, number of low-income individuals, and levels of transit service.</li> <li>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.</li> </ul>	100%	49 U.S.C. § 5307, § 5340
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%	49 U.S.C. §§ 5303-5305, IIJA §§ 30002-30004
State of Good Repair Formula Grants	<u>Fixed Guideway</u> : 50% based on old SAFETEA-LU formula for Fixed Guideway Rail Modernization Program, and 50% based on high intensity fixed guideway funds for revenue vehicle miles and directional route miles reported to National Transit Database (NTD). <u>Motorbus</u> : Based on revenue vehicle miles and directional route miles of buses reported to NTD.	97.15%  2.85%	49 U.S.C. § 5337, IIJA § 30016, IIJA Division J
Bus and Bus Facilities Formula Grants	<ul style="list-style-type: none"> <li>Fixed amount for each state (\$4.00M)</li> <li>Remaining amount based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment.</li> </ul>	100%	49 U.S.C. § 5339, IIJA § 30018, IIJA Division J
Illustrative State Safety Oversight Formula Grants	<u>Base Tier</u> : Fixed amount provided per eligible state. <u>Oversight Modal Tier</u> : Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System. <u>Service Tier</u> : Based on vehicle passenger miles (15%), vehicle revenue miles (15%) and directional route miles (30%).	20%  20%  60%	49 U.S.C. § 5329 / IIJA § 30012

# Appropriations Package

H.R. 2471, Consolidated Appropriations Act, 2022 was signed into law March 15, 2022

## Overview

The Transportation-HUD component of the budget was increased from \$75.4 billion in FY 2021 to \$81.0 billion in FY 2022. The Act includes \$102.9 billion in total budgetary resources for the U.S. Department of Transportation (DOT) for FY 2022, which is \$16.2 billion above the FY 2021 enacted level. The total funding for DOT includes \$26.9 billion in discretionary appropriations and \$76.0 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 BIL Contract Authority Programs	\$58.2B
General Funds	
New spending beyond BIL levels	\$2.4B
Community Project Funding/Congressionally Directed Spending	\$846.9M
Appalachian Development Highway System	\$100M
Nationally Significant Federal Lands and Tribal Projects	\$75M
Regional Infrastructure Accelerator Demonstration Program	\$12M
Bridge Replacement and Rehabilitation Program	\$1.1B
National Scenic Byways Program	\$6M
Northern Border Regional Commission	\$10M
PROTECT Program - Resilience Grants	\$200M
PROTECT Program - At Risk Coastal Infrastructure Grants	\$50M

Rail	
Amtrak National Passenger Rail System Grants	\$2.4B
National Network Grants	\$1.5B
Northeast Corridor Grants	\$874.5M
BIL Intercity Rail Grants	\$725M
Consolidated Rail Infrastructure and Safety Improvement Grants	\$625M
State Partnership for Intercity Passenger Rail	\$100M
Railroad Research and Development	\$43M
Safety and Operations	\$240.7M

Maritime	
Maritime Security Program	\$318M
Cable Security Fleet	\$10M
Tanker Security Program	\$60M
Operations and Training	\$172.2M
State Maritime Academy Operations	\$423.3M
Assistance to Small Shipyards	\$20M
Ship Disposal and Maritime Guaranteed Loan Program	\$13M
Port Infrastructure Development Program	\$234.3M

Transit	
Obligation Limitation for BIL Contract Authority Programs	\$13.4B
Transit Infrastructure Grants	\$504M
Bus and Bus Facilities Grants	\$175M
Low or No Emissions Grants	\$75M
Ferry Boat Grants	\$6.5M
Operation and Maintenance of Bus Testing Facilities	\$2M
Demonstration and Deployment of Innovative Mobility Solutions	\$1M
Accelerating Innovative Mobility Initiative	\$1M
Competitive Grants: Assist Areas of Persistent Poverty	\$20M
Support to Accelerate the Adoption of Zero Emission Buses in Public Transit	\$10M
Community Project Funding/Congressionally Directed Spending	\$200.8M
Ferry Service for Rural Communities	\$13M
FTA Technical Assistance and Training	\$7.5M
Capital Investment Grants	\$2.2B
Major New Fixed Guideway Grants	\$1.5B
Core Capacity Improvement Projects	\$345M
Small Start Projects	\$321.5M
Expedited Project Delivery	\$100M
Washington Metropolitan Area Transit Authority	\$150M

Aviation	
Obligation Limitation for BIL Contract Authority Programs	\$3.4B
FAA's Essential Air Service Program	\$350M
FAA Operations	\$11.4B
FAA Facilities and Equipment	\$2.9B
Research, Engineering and Development	\$248.5M
Grants in Aid for Airports	\$554.1M

BUILD	
Better Utilizing Investments to Leverage Development (BUILD) Grants	\$775M

Safety	
National Highway Traffic Safety Administration	\$1.2B
Federal Motor Carrier Safety Administration	\$856M

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

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

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

**Note:** Any of the above 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 Responsibility <sup>1</sup>	Major Maintenance Responsibility <sup>2</sup>
Interstate	Any	ODOT	ODOT	ODOT
State Route <sup>3</sup>	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village	ODOT
	County Road	ODOT	City / Village / County	ODOT
	City / Village Road	ODOT	City / Village	ODOT
	Railroad	ODOT	City / Village	ODOT
	Abandoned RR / Private Road	ODOT	City / Village	ODOT
	Water / Ditch	ODOT	City / Village	ODOT
	Other (utility, pedestrian, building)	ODOT	City / Village	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	City / Village	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT	Railroad <sup>4</sup>	Railroad <sup>4</sup>
	State Route <sup>3</sup>	ODOT	Railroad <sup>4</sup>	Railroad <sup>4</sup>
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
	State Route <sup>3</sup>	ODOT	Other / City / Village	Other / City / Village
OUTSIDE MUNICIPALITY (ORC 5501.11)				
Interstate	Any	ODOT	ODOT	ODOT
State Route <sup>3</sup>	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	ODOT	ODOT
	County Road	ODOT	ODOT	ODOT
	Township Road	ODOT	ODOT	ODOT
	Railroad	ODOT	ODOT	ODOT
	Abandoned RR / Private Road	ODOT	ODOT	ODOT
	Water / Ditch	ODOT	ODOT	ODOT
	Other (utility, pedestrian, building)	ODOT	ODOT	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
	State Route <sup>3</sup>	ODOT	County	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT <sup>5</sup>	Railroad <sup>4</sup>	Railroad <sup>4</sup>
	State Route <sup>3</sup>	ODOT <sup>5</sup>	Railroad <sup>4</sup>	Railroad <sup>4</sup>
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
	State Route <sup>3</sup>	ODOT	Other	Other

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

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

3 Both with and without Limited Access

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

5 ODOT inspects these structures as policy

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



## Contracts Awarded by State Fiscal Year Definitions

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

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

**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 2022

(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$29.17	\$147.48	\$91.23	\$70.52	\$50.37	\$469.96
2-LANE (miles)	0.00	46.12	65.76	61.38	61.16	6.78
GREATER THAN 2-LANES (miles)	78.28	27.68	13.44	0.00	0.00	59.06
INTERSTATE (lane miles)	0.00	23.78	0.00	94.26	46.24	50.70
MILEAGE	78.28	97.58	79.20	155.64	107.40	116.54
BRIDGES	\$3.35	\$15.30	\$15.18	\$24.45	\$25.23	\$15.61
CULVERTS	\$1.60	\$0.20	\$1.87	\$1.55	\$1.92	\$0.00
LOCAL GOVERNMENT PROJECTS	\$0.98	\$0.00	\$0.00	\$2.39	\$0.34	\$0.00
LOCAL GOV'T - LOCAL LET	\$7.18	\$31.62	\$25.73	\$51.52	\$11.60	\$42.12
SAFETY/EMERGENCY	\$12.25	\$20.72	\$31.78	\$37.75	\$24.47	\$15.90
VEGETATIVE MAINTENANCE	\$0.09	\$0.00	\$1.08	\$0.00	\$0.00	\$0.85
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.74	\$3.40
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.00	\$0.08	\$0.00	\$0.00	\$0.00	\$0.09
MISCELLANEOUS <sup>(1)</sup>	\$0.00	\$0.45	\$3.34	\$0.34	\$0.00	\$2.05
HIGHWAY RELATED TOTAL	\$54.61	\$215.84	\$170.21	\$188.51	\$114.68	\$549.99
TRANSIT <sup>(2)</sup>	\$1.65	\$11.93	\$7.32	\$9.08	\$14.29	\$12.23
AVIATION	\$0.05	\$0.44	\$0.00	\$0.54	\$0.41	\$0.32
MODAL TOTAL	\$1.70	\$12.37	\$7.32	\$9.62	\$14.70	\$12.55
GRAND TOTAL	\$56.32	\$228.21	\$177.53	\$198.13	\$129.38	\$562.54

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 2022

(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
<b>PAVEMENT:</b>	\$46.59	\$190.33	\$37.86	\$45.10	\$49.87	\$41.49	\$1,269.96
2-LANE (miles)	131.34	60.79	227.28	111.44	87.40	12.72	872.17
GREATER THAN 2-LANES (miles)	53.75	49.41	134.48	43.15	33.72	30.77	523.74
INTERSTATE (lane miles)	0.00	94.39	0.00	0.00	0.00	0.00	309.37
MILEAGE	185.09	204.59	361.76	154.59	121.12	43.49	1705.28
BRIDGES	\$21.91	\$35.90	\$12.64	\$8.26	\$14.59	\$48.53	\$240.96
CULVERTS	\$0.00	\$4.08	\$2.21	\$2.51	\$3.73	\$0.37	\$20.04
LOCAL GOVERNMENT PROJECTS	\$3.52	\$5.41	\$0.49	\$2.51	\$2.75	\$14.68	\$33.07
LOCAL GOV'T - LOCAL LET	\$34.71	\$72.40	\$4.40	\$3.63	\$15.96	\$27.22	\$328.09
SAFETY UP-GRADING	\$19.98	\$29.99	\$25.78	\$33.18	\$22.44	\$27.16	\$301.42
MOWING	\$0.25	\$1.08	\$0.16	\$0.00	\$0.00	\$1.20	\$4.72
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.53	\$6.68
REST AREAS	\$0.00	\$0.00	\$0.00	\$1.97	\$0.00	\$0.00	\$1.97
STATE PARKS (Metro, ODNR)	\$0.16	\$0.92	\$0.67	\$1.92	\$0.00	\$0.98	\$4.82
MISCELLANEOUS <sup>(1)</sup>	\$0.03	\$1.45	\$0.00	\$0.00	\$0.59	\$0.04	\$8.28
HIGHWAY RELATED TOTAL	\$127.16	\$341.56	\$84.21	\$99.07	\$109.94	\$164.20	\$2,220.01
TRANSIT <sup>(2)</sup>	\$13.10	\$9.16	\$11.72	\$7.19	\$6.54	\$17.88	\$122.08
AVIATION	\$1.68	\$0.60	\$0.49	\$0.00	\$0.71	\$0.57	\$5.80
MODAL TOTAL	\$14.78	\$9.76	\$12.20	\$7.19	\$7.24	\$18.45	\$127.88
<b>GRAND TOTAL</b>	<b>\$141.94</b>	<b>\$351.33</b>	<b>\$96.41</b>	<b>\$106.26</b>	<b>\$117.18</b>	<b>\$182.66</b>	<b>\$2,347.89</b>

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.

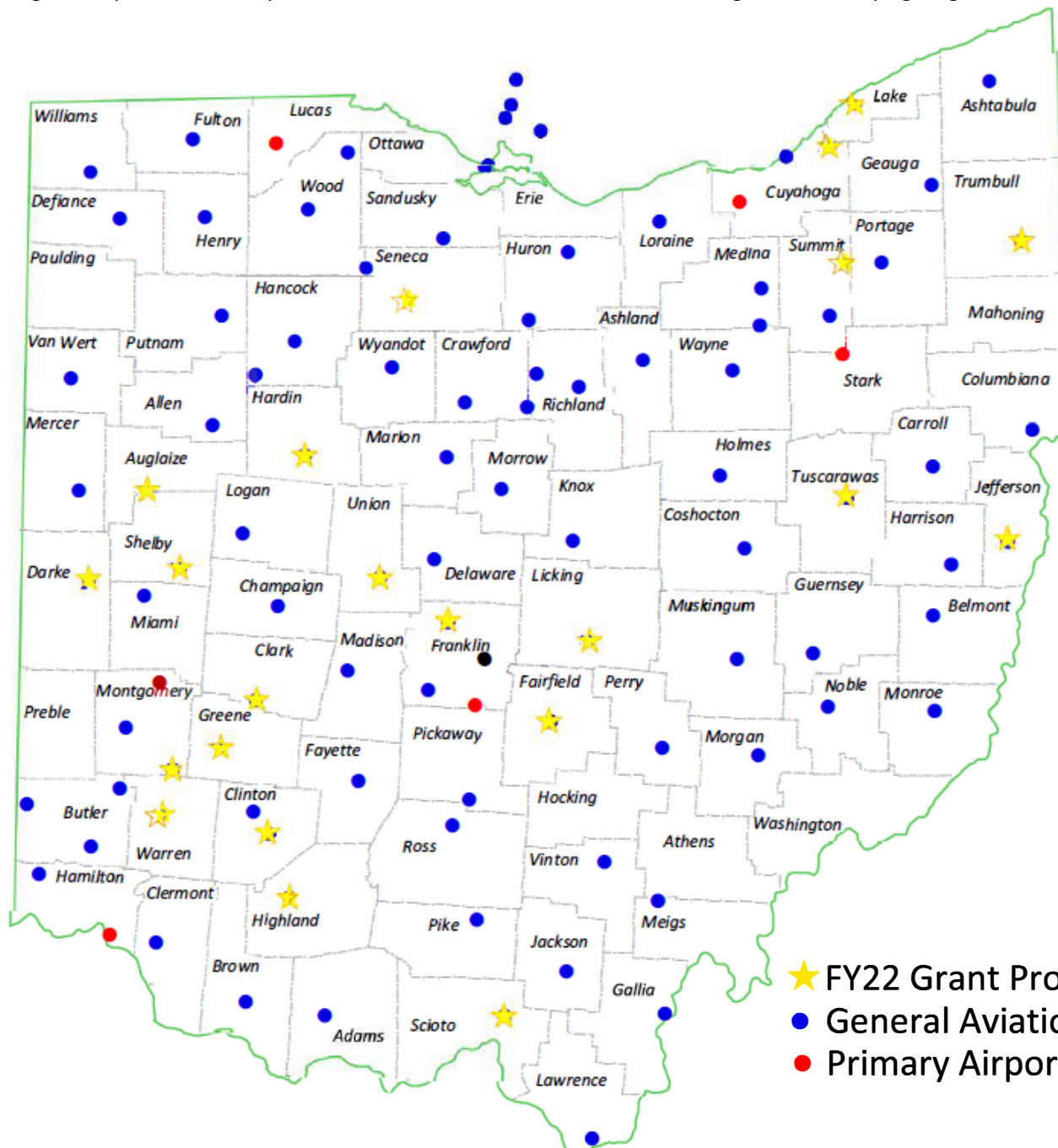
(2) These totals include all transit program contract amounts.



## Ohio Airport Improvements

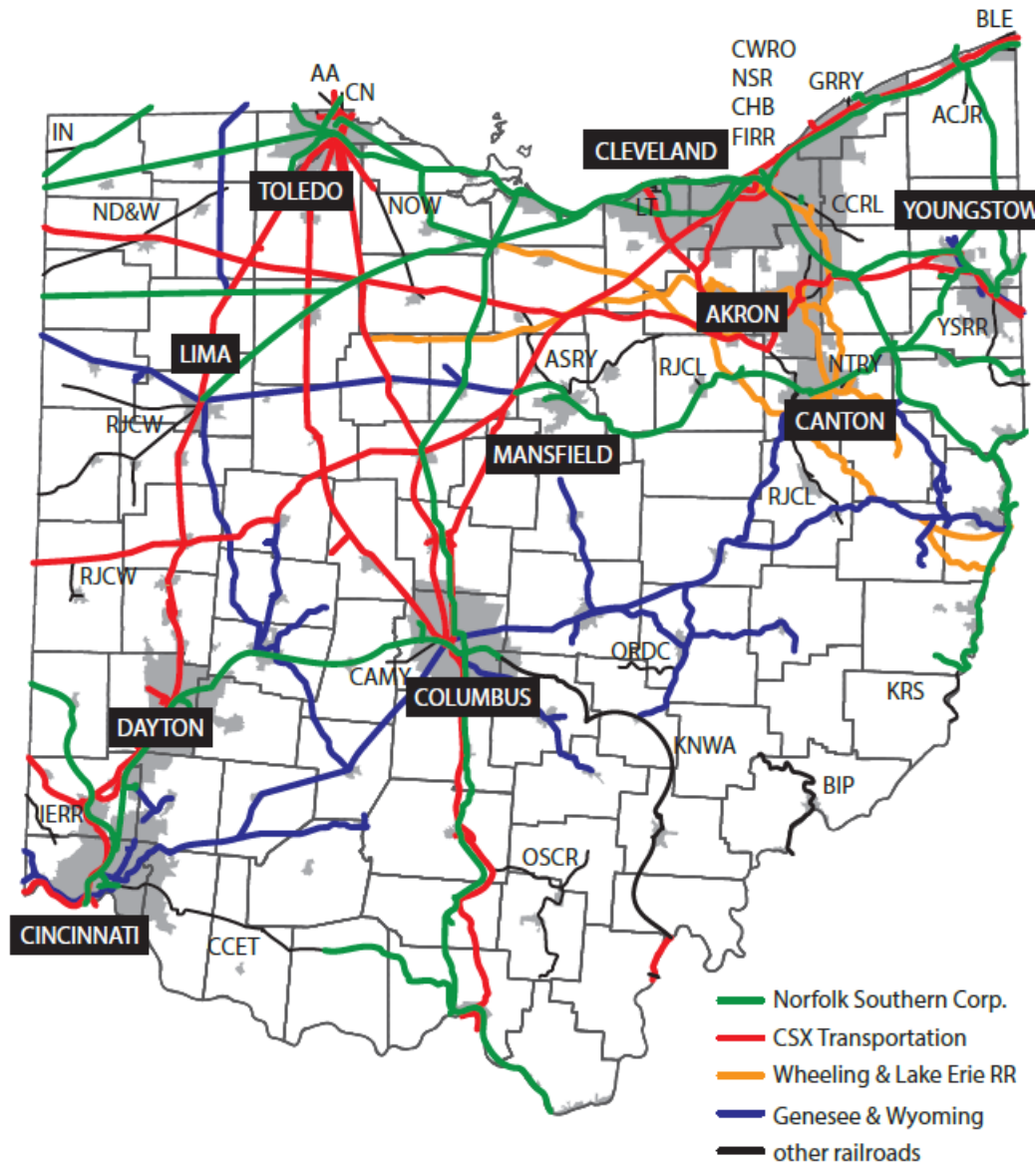
Jefferson County Airpark – Runway Lighting  
 Wilmington Air Park – Taxiway C & D Repairs  
 Springfield-Beckley Municipal - PAPI Replacement  
 Ohio State University - Obstruction Removal, PAPI  
 Warren County/John Lane Field - Taxiway Lighting  
 Seneca County - Runway Lighting & REILs  
 Harry Clever Field - Runway Lighting  
 Darke County - Beacon Replacement  
 Fairfield County - Obstruction Removal  
 Kent State University - Taxiway Lighting and Signage  
 Cuyahoga County - Rehab Taxiway Pavement

Youngstown-Warren Regional – Obstruction Removal  
 Lake County Executive Airport - Obstruction Removal  
 Newark-Heath - Rehab Runway, Phase 2  
 Greene County/Lewis A. Jackson - Pavement Markings  
 Neil Armstrong - Rehab Apron  
 Highland County - Replace AWOS  
 Union County - Pavement Markings  
 Hardin County - Pavement Markings  
 Dayton Wright Brothers - Pavement Markings  
 Sidney Municipal - Rehab Taxiway A  
 Greater Portsmouth Regional – Runway Lighting



★ FY22 Grant Projects  
 ● General Aviation Airports  
 ● Primary Airports

## OHIO RAIL NETWORK



## TRANSPORTATION FUNDING SOURCES

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

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

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

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

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

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

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

*Transportation Improvement Districts facilitate projects that promote economic development.*

