

Greenbook

LBO Analysis of Enacted Transportation Budget – Part I

Department of Transportation

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Attachment:

 Appropriation Spreadsheet

LBO Greenbook

Department of Transportation

Quick look...

- H.B. 23 provides the Ohio Department of Transportation (ODOT) with funding of approximately \$7.4 billion in FY 2024 and \$4.1 billion in FY 2025.
- The three primary sources of funding are (1) federal highway aid, (2) the Ohio motor fuel tax (MFT), and (3) highway bonds issued by the state.
- FY 2024 appropriations include about \$2.0 billion in federal funding allocated to Ohio for transportation-related projects under the Infrastructure Investment and Jobs Act (IIJA) enacted by the U.S. Congress in November 2021.
- The FY 2024 amount includes \$2.9 billion for the Brent Spence Bridge Corridor project.

| Fund Group | FY 2022 Actual | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|-----------------------------------|-------------------|-------------------|--------------------------|--------------------------|
| General Revenue | \$47.6 | \$36.7 | \$37.0 | \$37.0 |
| Highway Operating | \$2,929.8 | \$3,368.9 | \$7,128.0 | \$3,898.6 |
| Dedicated Purpose | \$2.1 | \$2.2 | \$13.5 | \$3.5 |
| Capital Projects | \$114.4 | \$144.9 | \$178.4 | \$178.4 |
| Total | \$3,093.9 | \$3,552.8 | \$7,357.0 | \$4,117.6 |
| % change | -- | 14.8% | 107.1% | -44.0% |
| <i>Highway Operating % change</i> | -- | <i>15.0%</i> | <i>111.6%</i> | <i>-45.3%</i> |

Note: Amounts in millions

Overview

Appropriation summary

H.B. 23, the transportation budget act for the FY 2024-FY 2025 biennium, provides total appropriations of just under \$7.4 billion in FY 2024 and slightly over \$4.1 billion in FY 2025 for the Ohio Department of Transportation (ODOT). Overall, 96.1% of this funding comes from the state and federal receipts in the Highway Operating Fund. Revenue supporting ODOT operations and capital expenditures derives from three main sources. These are (1) federal highway aid, (2) the Ohio MFT, and (3) highway bond proceeds. H.B. 23 also provides about \$74.0 million in GRF for public transit across the state.

Table 1 below shows the FY 2024-FY 2025 budget for ODOT by category as presented in this Greenbook. The vast majority of ODOT's budget under H.B. 23 is devoted to highway construction and maintenance, comprising about \$10.4 billion (90.7%) of appropriations over the biennium. Funding for nonhighway transportation modes, including public transit, rail, and

aviation, combined make up approximately \$253.2 million (2.2%) of the budget. The remaining \$812.1 million (7.1%) is for debt service, administration, and planning and research activities.

| Table 1. H.B. 23 Appropriations by Category (\$ millions) | | | | |
|--|------------------|------------------|-----------------------|-------------------|
| Program | FY 2024 | FY 2025 | Biennial Total | % of Total |
| Highway Construction and Maintenance | \$6,822.0 | \$3,587.1 | \$10,409.1 | 90.7% |
| Debt Service | \$174.0 | \$174.0 | \$348.0 | 3.0% |
| Administration | \$115.4 | \$115.6 | \$231.0 | 2.0% |
| Transit | \$96.0 | \$101.6 | \$197.6 | 1.7% |
| Planning and Research | \$97.2 | \$86.7 | \$183.9 | 1.6% |
| State Infrastructure Bank | \$24.6 | \$24.6 | \$49.2 | 0.4% |
| Rail | \$18.1 | \$18.2 | \$36.3 | 0.3% |
| Aviation | \$9.6 | \$9.7 | \$19.3 | 0.2% |
| Total | \$7,356.9 | \$4,117.5 | \$11,474.4 | |

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

Budget highlights

Appropriations

Brent Spence Bridge Corridor

The budget contains three new line items covering funding for the Brent Spence Bridge Corridor project. In total, these appropriations amount to just over \$2.9 billion in FY 2024. The bill contains a provision related to this funding requiring that all spending related to the Brent Spence Bridge Corridor project be documented in the state's accounting system (OAKS) and made visible in the Ohio State and Local Government Expenditure Database (the Ohio Checkbook website). The three new Highway Operating Fund ALIs, 772603, Brent Spence Bridge Corridor-State, 772604, Brent Spence Bridge Corridor-Federal, and 772605, Brent Spence Bridge Corridor-Other, are created in the bill to track the funding for the project under this requirement.

In December 2022, Ohio and Kentucky were awarded a federal grant of just over \$1.6 billion for the project. The Federal Highway Administration required Ohio and Kentucky to provide a detailed analysis of the project in order to better identify project costs. Through this analysis, the estimated total project cost is \$3.6 billion, with the cost split proportionally between Ohio and Kentucky. Ohio's share of the cost is \$2.0 billion of the total project cost. The project is scheduled to begin in November 2023.

Strategic transportation study

The budget contains new ALI 776672, Strategic Transportation and Development Analysis, and appropriates \$10.0 million in FY 2024 for a statewide study of the Ohio transportation system in collaboration with the Department of Development and the Governor's Office of Workforce

Transformation. The study must examine factors such as statewide and regional demographics, economic development growth opportunities, current transportation systems and capacities, and passenger and freight travel needs over a 10, 20, and 30-year time frame. The bill specifically requires the entities involved in the study to make actionable recommendations for transportation system projects to support statewide economic growth, including improving links between Columbus and Toledo and Sandusky. A report on the study is due December 31, 2024.

Highway Transportation Safety Fund

The budget contains new Ohio Highway Transportation Safety Fund (Fund 5X10) ALI 772504, Ohio Highway Transportation Safety, and appropriates \$2.7 million in FY 2024 and \$1.6 million in FY 2025 for specific public safety projects in a transportation district serving communities where Local Government Fund (LGF) distributions were cut under provisions of the traffic photo-monitoring devices law. Fund 5X10 consists of revenues from the Highway Operating Fund (Fund 7002) in amounts equating to LGF deductions incurred by political subdivisions due to their use of traffic law photo-monitoring devices.

Permanent law changes

Expansion of design-build construction contracting

The bill expands the type of ODOT projects that can be bid as a design-build contract to include projects pertaining to all transportation facilities, not just highways or bridges. The bill also permits ODOT to accept another bid or to reject all bids and re-bid the contract if it is determined that a best-value bidder for a design-build contract is not in the best interests of the state. This will presumably increase the number of projects that are bid under the design-build contract requirements. According to the most recent available data, ODOT has 40 anticipated projects that will be bid under design-build contract authority. Of that number, 34 of those are scheduled to be bid during the FY 2024-FY 2025 biennium. The Brent Spence Bridge project will be bid under this format.

Passenger rail transportation system

The bill authorizes the Ohio Rail Development Commission (ORDC) or its designees, rather than solely ORDC, to construct and operate an intercity conventional or high speed passenger transportation system under ORDC's authority. The bill requires that the plan for the system provide for the connection of any points in Ohio and nearby states rather than only for the connection of Cleveland, Columbus, and Cincinnati and any points in between, as under existing law. This provision allows for passenger rail operators, such as Amtrak, to build and provide service along rail corridors identified by the state. Ohio has applied and is awaiting award for \$500,000 from the Federal Railroad Administration to study options and create a service development plan.

State Infrastructure Bank loans to small cities

The bill specifies that any loan made to a small city from the State Infrastructure Bank (SIB) to carry zero interest, and specifies that a small city is one listed as eligible under ODOT's Small City Program, which applies to cities with a population of 5,000 to 24,999, located outside of a Metropolitan Planning Organization. The interest on SIB loans is 3%. Loans have terms of up

to 30 years. Receipts from the interest on all SIB loans were approximately \$27.4 million in FY 2022.

Temporary law provisions

Authorization to adjust appropriations and make cash transfers

The bill includes several continuing provisions of temporary law that allow ODOT financial flexibility in managing cash resources. Cumulatively, these provisions enable the Department to seek approval of the transfer of appropriations, increase of appropriations, reappropriations, and transfer of cash in the Highway Operating Fund (Fund 7002) and other funds. Almost all of these authorizations depend on approval by the Controlling Board, and many also require approval by the Office of Budget and Management.

Among these authorizations, the bill allows ODOT to seek approval of requests to: (1) transfer appropriations between various line items within Fund 7002 to cover unforeseen costs, such as those incurred due to inclement weather, and to optimize the use of federal funds, (2) transfer appropriations and cash between various federally funded or State Infrastructure Bank funds and line items, (3) increase appropriations if state or federal revenues are in excess of budgeted amounts, and (4) reappropriate appropriations from certain funds that remain unencumbered at the end of FY 2023 and FY 2024 for the same purposes in FY 2024 and FY 2025, respectively.

Earmarks using state-funded highway ALI 772421

H.B. 23 contains two earmarks from Highway Operating Fund (Fund 7002) ALI 772421, Highway Construction – State, which is mostly funded by state MFT revenue. The first of these earmarks is for \$4.5 million in each fiscal year to be given to transportation improvement districts (TIDs) that meet eligibility criteria. TIDs are intergovernmental or public-private entities that designate a transportation project or program of projects to be facilitated within a defined region and with local approval. There are currently 44 TIDs located around the state. Of available state funds, TIDs may receive up to \$500,000 annually for each project; however, if there are projects cosponsored by another TID, each TID may receive up to \$500,000 per year. Funds may be used for preliminary engineering, detailed design, right-of-way acquisition, and construction costs, but may not be used for administrative expenses.

The second set of earmarks are for roads and drives at Department of Natural Resources (DNR) sites and metropolitan parks. The portion going to DNR facilities each year is to be determined by the ODOT Director, although within that there is a \$500,000 annual set-aside for roads leading up to and within state parks and wildlife areas greater than 10,000 contiguous acres. The bill also earmarks approximately \$2.6 million in each fiscal year from ALI 772421 to maintain roads within the boundaries of metropolitan parks. Finally, the bill allows Fund 7002 ALI 772421 to be used to do work on roads and support features to and within the State Fairgrounds and the Ohio History Connection facilities.

Indefinite delivery indefinite quantity contracting

H.B. 23 authorizes ODOT to contract for supplies or services for up to two projects per fiscal year using indefinite delivery indefinite quantity (IDIQ) contracts during the FY 2024-FY 2025 biennium. The bill defines an IDIQ contract as a contract for an indefinite quantity, within

stated limits, of supplies or services that will be delivered by the awarded bidder over a defined contract period. Subject to the terms and conditions that ODOT develops, this additional flexibility could also lead to potential savings on the selected projects where the IDIQ contract format is used, depending on the supplies or services to be provided and the circumstances involved with the projects. On the other hand, the IDIQ contracts might result in higher costs than could have been agreed to under ODOT's standard bidding procedure. During the FY 2022-FY 2023 biennium, ODOT awarded four IDIQ contracts totaling \$2.4 million.

Analysis of FY 2024-FY 2025 budget

Introduction

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

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

In the analysis each appropriation item's actual expenditures for FY 2023 and appropriations for FY 2024 and FY 2025 are listed in a table. The exception to this is in "**Category 1: Highway Construction and Maintenance**," where appropriations are analyzed on a program basis, since funding for the seven particular programs is dispersed in a mix among six line items. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation. If the appropriation is earmarked, the earmarks are listed and described.

| Categorization of ODOT's Appropriation Line Items for Analysis of FY 2024-FY 2025 Budget | | | | |
|--|--------|--|---|------------------------------------|
| Fund | ALI | ALI Name | | Category |
| Highway Operating Fund Group | | | | |
| 2120 | 772426 | Highway Infrastructure Bank – Federal | 3 | State Infrastructure Bank |
| 2120 | 772427 | Highway Infrastructure Bank – State | 3 | State Infrastructure Bank |
| 2120 | 772430 | Infrastructure Debt Reserve Title 23-49 | 7 | Debt Service |
| 2130 | 772431 | Roadway Infrastructure Bank – State | 3 | State Infrastructure Bank |
| 2130 | 772433 | Infrastructure Debt Reserve – State | 7 | Debt Service |
| 2130 | 777477 | Aviation Infrastructure Bank – State | 6 | Aviation |
| 5X10 | 772504 | Ohio Highway Transportation Safety | 1 | Highway Construction & Maintenance |
| 7002 | 770003 | Transportation Facilities Lease Rental Bond Payments | 7 | Debt Service |
| 7002 | 771411 | Planning and Research – State | 2 | Planning & Research |
| 7002 | 771412 | Planning and Research – Federal | 2 | Planning & Research |
| 7002 | 772421 | Highway Construction – State | 1 | Highway Construction & Maintenance |
| | | | 5 | Rail |

| Categorization of ODOT's Appropriation Line Items for Analysis of FY 2024-FY 2025 Budget | | | | |
|--|--------|--|---|------------------------------------|
| Fund | ALI | ALI Name | | Category |
| 7002 | 772422 | Highway Construction – Federal | 1 | Highway Construction & Maintenance |
| | | | 5 | Rail |
| 7002 | 772424 | Highway Construction – Other | 1 | Highway Construction & Maintenance |
| 7002 | 772437 | Major New State Infrastructure Bond Debt Service – State | 7 | Debt Service |
| 7002 | 772438 | Major New State Infrastructure Bond Debt Service – Federal | 7 | Debt Service |
| 7002 | 772603 | Brent Spence Bridge Corridor-State | 1 | Highway Construction & Maintenance |
| 7002 | 772604 | Brent Spence Bridge Corridor-Federal | 1 | Highway Construction & Maintenance |
| 7002 | 772605 | Brent Spence Bridge Corridor-Other | 1 | Highway Construction & Maintenance |
| 7002 | 773431 | Highway Maintenance – State | 1 | Highway Construction & Maintenance |
| 7002 | 775452 | Public Transportation – Federal | 4 | Public Transportation |
| 7002 | 775454 | Public Transportation – Other | 4 | Public Transportation |
| 7002 | 776462 | Grade Crossings – Federal | 5 | Rail |
| 7002 | 777472 | Airport Improvements – Federal | 6 | Aviation |
| 7002 | 777475 | Aviation Administration | 6 | Aviation |
| 7002 | 779491 | Administration – State | 8 | Administration |
| Dedicated Purpose Fund Group | | | | |
| 4N40 | 776664 | Rail Transportation – Other | 5 | Rail |
| 5CV3 | 776672 | Strategic Transportation and Development Analysis | 2 | Planning & Research |
| 5W90 | 777615 | County Airport Maintenance | 6 | Aviation |
| Capital Projects Fund Group | | | | |
| 7042 | 772723 | Highway Construction – Bonds | 1 | Highway Construction & Maintenance |
| 7045 | 772429 | Highway Infrastructure Bank – Bonds | 1 | Highway Construction & Maintenance |

Category 1: Highway Construction and Maintenance

This category of appropriations includes the major sources of state, federal, and bond funding for maintaining and building on the 42,363 lane miles of roads on the State Highway System. To track and prioritize needs, the State Highway System is made up of three sub-systems: (1) the Priority System covering interstate routes, freeways, and multi-lane roads, (2) the Urban System covering U.S. and state routes within municipal boundaries, and (3) the General System covering two-lane state routes. Additionally, much of this funding goes to political subdivisions for local road and bridge projects through a combination of various federal programs and ODOT discretionary programs.

Table 2 shows the six ALIs that support highway maintenance and construction activities under the ODOT budget along with the appropriated funding for them. This collection of appropriations comprises the largest component of ODOT's budget, totaling approximately \$7.5 billion in the FY 2024-FY 2025 biennium, or about two-thirds of total appropriations for ODOT under H.B. 23.

| Table 2. Highway Construction and Maintenance Funding, FY 2024-FY 2025 | | | |
|---|------------------------------|--------------------------------------|----------------------------------|
| Funding Source | ALI(s) | Total Biennial Appropriations | % of Total Appropriations |
| Federal highway aid | 772422 | \$4,070,000,000 | 39.1% |
| State motor fuel tax | 772421, 773431 | \$2,911,427,010 | 28.0% |
| Brent Spence Bridge | 772603, 772604, 772605 | \$2,901,000,000 | 27.9% |
| Local participation | 772424 | \$167,000,000 | 1.6% |
| Highway Operating Fund (Fund 7002) | | \$10,049,427,010 | 96.6% |
| State highway bonds | 772723 | \$188,900,000 | 1.8% |
| Federal GARVEE bonds | 772428 | \$167,900,000 | 1.6% |
| Bonds (Fund 7042 and Fund 7045) | | \$356,800,000 | 3.4% |
| Total All Funding Sources | | \$10,406,227,010 | |

The vast majority of the funding for highway construction and maintenance in FY 2024 and FY 2025 (96.6% overall) comes from the Highway Operating Fund (Fund 7002), with the remainder (3.4%) coming from highway bond proceeds. The increase in the MFT at the beginning of FY 2020, along with federal funds allocated under the Infrastructure Investment and Jobs Act (IIJA) has made it possible to fund a larger share of highway construction from those sources, in turn reducing the share of funding coming from bond proceeds.

Summary of program allocations

Table 3 below summarizes highway construction and maintenance appropriations under H.B. 23 by ODOT program. The two areas that see the biggest increases from FY 2023 spending are the (1) Preservation of Pavement and Bridges Program, with a \$3.1 billion increase. This is primarily attributable to the slightly more than \$2.9 billion in funding for the Brent Spence Bridge Corridor Project. The second substantial increase is in the Local Government Program, with a \$951.0 million increase, primarily in the form of funding made available through the Infrastructure Investment and Jobs Act (IIJA). In contrast, there is a \$117.8 million drop in funding for Other Construction Programs. However, these decreases may not be as significant as they appear, since ODOT often receives approval by the Controlling Board to reappropriate unused highway funds from prior fiscal years to pay for additional Major New and other projects. The total allocations under the Highway Construction and Maintenance Program are approximately \$10.8 billion over the biennium. This is just over \$400.0 million higher than the appropriations

listed in Table 2 above. This difference is primarily the result of appropriations made in FY 2023 that were subsequently reappropriated to FY 2024, mostly stemming from construction projects that have not yet been completed and final payments made.

| Table 3. Highway Construction and Maintenance Program Allocations (\$ millions) | | | | |
|--|--------------------------------|------------------------------|------------------------------|---|
| Program | FY 2023 Actual Spending | FY 2024 Appropriation | FY 2025 Appropriation | % of Total Allocations FY 2024-FY 2025 |
| Preservation of Pavement and Bridges | \$1,280.8 | \$4,376.5 | \$1,434.9 | 53.6% |
| Operations | \$707.9 | \$760.8 | \$767.9 | 14.1% |
| Local Government Programs | \$383.3 | \$1,334.2 | \$550.7 | 17.4% |
| Major New Highway Construction | \$204.9 | \$274.8 | \$278.9 | 5.1% |
| Other Construction Programs | \$171.2 | \$289.0 | \$278.3 | 5.2% |
| Safety Programs | \$186.1 | \$181.2 | \$182.1 | 3.4% |
| Highway Maintenance Contracts | \$54.1 | \$66.3 | \$64.5 | 1.2% |
| Total All Programs | \$2,988.3 | \$7,282.8 | \$3,557.3 | 100.0% |

Table 4 below gives a closer look at funding for Local Government Programs. Many of the sub-programs listed entail highway funding for local governments under FHWA formula requirements. However, ODOT has discretionary authority to administer a portion of money designated for the Local Government Programs. The most substantial change is an increase of \$815.7 million in the Local Participation category, mostly attributable to funding being made available through IJJA. Local participation funding represents the local share of construction projects to be awarded and administered by ODOT. The Department receives the local match dollars, since ODOT has a fiduciary responsibility under federal funding requirements. Local dollars are received into the Highway Operating Fund and then spent through line item 772424, Highway Construction – Other. Most of the federal highway funding received by ODOT that is ultimately meant for local governments must be used on projects funded using 80% federal, 20% local matching funds.

| Table 4. Local Government Programs Allocations (\$ millions) | | | |
|---|-----------------------|----------------------------|----------------------------|
| Program | FY 2023 Actual | FY 2024 Allocations | FY 2025 Allocations |
| Metropolitan Planning Organizations | \$178.3 | \$248.4 | \$275.7 |
| Regional Transportation Planning Organizations | \$0.8 | \$5.0 | \$5.0 |

| Table 4. Local Government Programs Allocations (\$ millions) | | | |
|---|-----------------------|----------------------------|----------------------------|
| Program | FY 2023 Actual | FY 2024 Allocations | FY 2025 Allocations |
| Local Participation (match) | \$76.8 | \$892.5 | \$83.5 |
| County Local Bridge | \$53.2 | \$81.4 | \$79.4 |
| Local Major Bridge | \$2.3 | \$20.0 | \$20.0 |
| Municipal Bridge | \$10.3 | \$18.5 | \$18.5 |
| Bridge Partnership | \$2.1 | \$0.0 | \$0.0 |
| Subtotal – Local Bridge Programs | \$67.9 | \$119.9 | \$117.9 |
| County Surface Transportation | \$29.8 | \$28.6 | \$28.6 |
| Small City | \$8.0 | \$10.6 | \$10.6 |
| Carbon Reduction | \$0.0 | \$8.7 | \$8.9 |
| Safe Routes to Schools | \$3.5 | \$5.0 | \$5.0 |
| Enhancements/Other/Discretionary | \$18.2 | \$15.5 | \$15.5 |
| Total All Programs | \$383.3 | \$1,334.2 | \$550.7 |

Category 2: Planning and Research

This category of appropriations is used to support the Division of Planning within ODOT, comprised of six offices, as follows:

1. Statewide Planning and Research, which manages statewide planning among and between the transportation modes, and produces long-term forecast documents;
2. Program Management, which coordinates highway programs, including oversight of the Transportation Review Advisory Council (TRAC), which allocates funding annually for Major New highway construction projects over periods of four or more years;
3. Local Programs, which coordinates construction projects with local governments;
4. Environmental Services, which reviews and approves environmental permits;
5. Technical Services, which collects and monitors traffic data; and
6. Transit, which manages ODOT's public transportation programs and provides technical assistance to transit systems.

C2:1: Planning and Research (ALIs 771411, 771412, and 776672)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|---------------------|--------------------------|--------------------------|
| 7002 771412, Planning and Research – Federal | \$37,044,350 | \$57,095,074 | \$57,095,074 |
| % change | -- | 54.1% | 0.0% |
| 7002 771411, Planning and Research – State | \$26,289,553 | \$30,128,120 | \$29,650,000 |
| % change | -- | 14.6% | -1.6% |
| 5CV3 776672, Strategic Transportation and Development Analysis | \$0 | \$10,000,000 | \$0 |
| % change | -- | -- | -- |
| Total Planning and Research | \$63,333,903 | \$97,223,194 | \$86,745,074 |
| % change | -- | 53.5% | -10.8% |

Federal law requires that states set aside 2% of their major federal-aid highway program apportionments for statewide planning and research. This set-aside is appropriated under line item 771412. Also according to federal law, at least 25% of this funding is for research purposes, including research, development, and technology transfer activities necessary for planning, constructing, and maintaining highway, public transit, transportation alternatives, and intermodal systems. Most research and development requires a 20% state match, the funding for which is provided in line item 771411. ODOT is also required by the federal government to support urban transportation planning programs in each of Ohio's 17 MPOs, which cover 30 urban counties. Those programs are 80% federally funded with 10% matches each from the state and local governments.

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

Strategic Transportation and Development Analysis

Appropriated under Fund 5CV3 ALI 776672, Strategic Transportation and Development Analysis, \$10.0 million in FY 2024 is to be used to fund a statewide study of the Ohio transportation system in collaboration with the Department of Development and the Governor's Office of Workforce Transformation. The study is required to (1) analyze statewide and regional demographics, (2) investigate economic development growth opportunities, (3) examine current transportation systems and capacities, (4) forecast passenger and freight travel needs over a 10, 20, and 30-year time frame, (5) identify current and future transportation links, (6) evaluate and rank current and potential risks of future system congestion, and (7) make actionable

recommendations for transportation system projects to support statewide economic growth, including improving links between Columbus, Toledo, and Sandusky. The study is to be completed by the end of calendar year 2024.

Category 3: State Infrastructure Bank

Alongside federal highway aid, MFT revenue, and highway bond funding, ODOT oversees a revolving loan program that can be used by local governments to finance construction projects. This pool of funding is referred to as the State Infrastructure Bank (SIB) Program. Although most awards are for highway projects, some awards involve nonhighway transportation modes, such as aviation. The discussion of the SIB Program within this category covers only the SIB appropriations for highway projects.

The SIB Program was originally capitalized in 1997 with \$137.0 million in funding: \$87.0 million in federal highway aid, \$40.0 million from the GRF, and \$10.0 million in MFT revenue. According to ODOT's annual report for FY 2022, the SIB portfolio consists of eight loans totaling about \$28.0 million, as well as approximately \$10.2 million generated by bond issuances. Through FY 2022, there has been approximately \$811.4 million in funding allocated through the initiative under 279 separate projects. Of that amount, \$662.2 million (81.6%) has been awarded for road and bridge projects. In total, ODOT has awarded 224 road and bridge projects, an average award of just over \$2.9 million per project. SIB highway funds can be used for right-of-way and construction costs. Participating local governments may pledge their share of future MFT revenues as loan repayments.

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

State Infrastructure Bank highway loans (line items 772426, 772427, and 772431)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 2120 ALI 772426, Highway Infrastructure Bank – Federal | \$1,166,630 | \$5,750,500 | \$5,750,500 |
| % change | -- | 392.9% | 0.0% |
| 2120 ALI 772427, Highway Infrastructure Bank – State | \$11,090,169 | \$15,099,500 | \$15,099,500 |
| % change | -- | 36.2% | 0.0% |

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|---------------------|--------------------------|--------------------------|
| 2130 ALI 772431, Roadway Infrastructure Bank – State | \$2,911,409 | \$3,750,000 | \$3,750,000 |
| % change | -- | 28.8% | 0.0% |
| Total State Infrastructure Bank | \$15,168,208 | \$24,600,000 | \$24,600,000 |
| % change | -- | 62.2% | 0.0% |

Category 4: Public Transportation

This category of appropriations funds ODOT's Office of Transit, which provides capital, operating, technical, and planning assistance to the 65 transit systems receiving state assistance for public transportation. Of the total, 27 transit systems are in urban areas and 38 are in rural areas. The funding reflects (1) Federal Transit Administration (FTA) dollars under ALI 775452, Public Transportation – Federal, and (2) local matching funds spent under ALI 775454, Public Transportation – Other. Generally, the federal funding is awarded for projects that allow an 80% federal, 20% local match. State GRF funding may be used as local match funding, if funding is available. Large urban transit systems also receive direct distributions from the FTA. That money does not pass through the state.

C4:1: FTA-funded programs (ALI 775452)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 7002 ALI 775452, Public Transportation – Federal | \$51,413,506 | \$57,445,919 | \$63,004,296 |
| % change | -- | 11.7% | 9.7% |

This ALI provides federal funding Ohio receives from the FTA for several transit-related purposes: (1) grants to transit systems to assist operating costs and capital needs, (2) coordination measures and technical support for public and nonprofit entities in counties that have nonexistent or inadequate public transportation, to aid in the coordination of transportation services among local human service agencies, (3) funding through the Specialized Transportation Program, offering grants to transit systems to cover capital costs in providing services for the elderly and people with disabilities, and (4) operating costs of the Office of Transit. Table 5 below provides a programmatic breakdown of these funding allocations, both competitive grants and formula aid. The increase in FY 2025 allocations in the Discretionary category are related to spending of the Mobility Ohio Initiative.

| Program | FY 2024 | FY 2025 |
|---|----------------|----------------|
| Specialized Transportation | \$5.6 | \$5.8 |
| Rural Transit | \$36.2 | \$37.3 |
| Total – Competitive Grant Programs | \$41.8 | \$43.1 |
| Urban Transit | \$3.4 | \$3.5 |
| Rural Transit | \$1.3 | \$1.4 |
| Total – Formula Aid Programs | \$4.7 | \$4.9 |
| Administration/Technical Assistance | \$6.8 | \$7.0 |
| Unallocated/Discretionary | \$4.0 | \$8.0 |
| Total – All Transit Programs | \$57.4 | \$63.0 |

C4:2: Public Transportation – State (ALI 775470)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|---|---------------------------|----------------------------------|----------------------------------|
| GRF ALI 775470, Public Transportation – State | \$36,735,679 | \$37,014,636 | \$37,014,636 |
| % change | -- | 0.8% | 0.0% |

This ALI is used to support rural and small urban transit systems, awarding grants to transit systems to cover wages, fuel, insurance, training, vehicle and facility maintenance, as well as planning assistance for these transit systems. Funding under the program is also used to buy transit vehicles, computer equipment, and construct transit buildings. Program funding is allocated to transit systems based on the number of passengers transported, miles traveled, cost per mile, and the amount of local funds contributed.

The programs funded under this ALI include the Ohio Transit Partnership Program (OTP2), the Rural Transit Program (RTP), the Urban Transit Program (UTP), the Specialized Transportation Program (STP), and the Elderly and Disabled (E&D) Transit Fare Assistance Program. ODOT's Office of Transit also receives funding from this line item to cover operating costs. Table 6 below details the allocation of funds among these programs.

| Program | FY 2024 | FY 2025 |
|------------------------------------|----------------|----------------|
| Urban Transit Program | \$16,600,000 | \$16,600,000 |
| Ohio Transit Partnership Program | \$9,400,000 | \$9,400,000 |
| Rural Transit Program | \$6,116,978 | \$6,113,612 |
| Specialized Transportation Program | \$2,500,000 | \$2,500,000 |

| Program | FY 2024 | FY 2025 |
|--|---------------------|---------------------|
| Elderly and Disabled Transit Fare Assistance Program | \$2,000,000 | \$2,000,000 |
| Administration | \$397,658 | \$401,024 |
| Total | \$37,014,636 | \$37,014,636 |

Urban Transit Program

The Urban Transit Program (UTP) encompasses funding administered by the Office of Transit for transit service in Ohio's urbanized areas with populations of 50,000 or greater. The funding from this program may be used to provide 100% of the total project cost or 100% of the nonfederal share to match a federal operating assistance grant. There are 26 urban transit agencies in Ohio. This program falls under the Ohio Public Transportation Grant Program.

Ohio Transit Partnership Program

The Ohio Transit Partnership Program (OTP2) provides state funds to rural and urban transit systems. In FY 2020, this replaced the Ohio Transit Preservation Partnership Program (OTPPP) which had provided federal funds to urban systems since 2012. OTP2 is a discretionary program and projects are selected on a competitive basis with an emphasis on preservation in Tier I, defined as the process of working to maintain, sustain, or keep in a good sound state the transit systems in Ohio. Tier II projects are focused on regionalization, coordination, technology, service expansion, workforce initiatives, and health care initiatives.

Rural Transit Program

The Rural Transit Program (RTP) assists with operating and capital expenses in the provision of general public transportation services in rural and small urban areas. These funds provide up to 30% of eligible operating costs and up to 10% of the costs of capital projects. (Federal funding appropriated in H.B. 23 may be used for up to 50% of the net project cost of operating expenses and up to 80% of the cost of capital projects.) This program falls under the Ohio Public Transportation Grant Program.

Specialized Transportation Program

The Specialized Transportation Program increases mobility for seniors and persons with disabilities by providing Federal Transit Administration funds for programs in small urbanized and rural areas that serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The program provides 80% of the cost of capital projects; the remaining 20% must be provided by local funding, which may be derived from other federal (non-U.S. DOT) transportation sources or the Federal Lands Highway Program.

Elderly and Disabled Fare Assistance Program

The GRF funding for this program provides state assistance to public transit agencies that offer half fares or lower to qualifying riders. The allocation of funds to individual transit systems

under the program is based on a formula. Public transit systems offer half fares and receive assistance under this program. The eight large urban systems are not eligible for GRF assistance.

Administration

Lastly, approximately \$400,000 in each of FY 2024 and FY 2025 goes toward operating costs for ODOT's Office of Transit, including personal services, supplies, and purchased personal services. The Office's administration and oversight duties include program development, grant application review and project selection, contract preparation, invoice payment, quality assurance, site visits, data collection reviews, drug and alcohol audits, financial audits, training, and technical assistance. To reduce GRF expenses, the Office of Transit moved eligible payroll to federal sources of reimbursement, among other cost-saving measures.

C4:3: Local matching funds (ALI 775454)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 7002 ALI 775454, Public Transportation – Other | \$983,932 | \$1,570,000 | \$1,570,000 |
| % change | -- | 59.6% | 0.0% |

This ALI is used to pay for vehicles purchased through the Specialized Transportation Program. In particular, this money is used to augment transportation service beyond fixed-service operations for seniors and also enables the small urban and rural areas that qualify under the program to offer paratransit services. The FTA funding covers up to 80% of the costs of these services, but requires a 20% local match. ODOT requires the funding to be paid to the Department up front, and then purchases vehicles on behalf of the recipient agencies.

Category 5: Rail

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

In addition to ORDC, the Public Utilities Commission of Ohio (PUCO) also funds rail grade crossing improvements. PUCO receives transfers of \$1.2 million per year from the Highway Operating Fund, as set in statute. The PUCO appropriations for this purpose are included in the main operating budget bill. ORDC and PUCO collaborate to direct the rail safety funding.

C5:1: Grade Crossing Program (ALI 776462)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriations | FY 2025 Appropriations |
|--|-------------------|---------------------------|---------------------------|
| 7002 ALI 776462, Grade Crossings – Federal | \$9,278,664 | \$14,068,961 | \$14,068,961 |
| % change | -- | 51.6% | 0.0% |

This ALI provides federal funds for a federally mandated program to eliminate hazards at highway-railroad grade crossings by installing flashing lights and gates, closing and consolidating crossings, constructing grade separations, and resurfacing grade crossings. Additionally, H.B. 33, the main operating budget for the FY 2024-FY 2025 biennium, supplements this with \$100.0 million in rail safety crossing funding under Fund 5ZP0 ALI 776505, Rail Safety Crossing Match. According to the Railroad Information System administered by PUCO, Ohio has about 5,700 public, at-grade crossings open to traffic. Of this amount, approximately 3,360 (59%) have lights and gates, 570 (10%) have lights only, and the remaining 1,770 (31%) have passive devices at gates, such as crossbucks.

ORDC allocates funds under four different safety programs: (1) a formula-based program, allocated by statewide hazard rankings, (2) a corridor-based program, under which stretches of track with multiple grade crossings receive upgrades and improvements, including closures of redundant crossings, (3) a constituent-identified program, based on referrals from county task forces, railroads, local governments, county engineers, and ODOT districts to identify hazards and locations where warning device upgrades may be necessary, and (4) a preemptive program to interconnect grade crossings and nearby highway traffic signals so that the normal sequence of a traffic signal is interrupted to clear the grade crossing area of vehicular traffic before a train arrives.

C5:2: Rail Development Grant and Loan Program (ALI 776664)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 4N40 ALI 776664, Rail Transportation – Other | \$2,015,621 | \$2,911,491 | \$2,911,491 |
| % change | -- | 44.5% | 0.0% |

ORDC awards subsidies to railroads, businesses, and communities for projects under the Rail Development Grant and Loan Program. This line item provides loans to support the rehabilitation of rail lines, the construction of rail interchanges or connections, maintenance of rail properties purchased by the state, as well as the acquisition of rail transportation or rail property. Additionally, a portion of this line item has been used to fund ORDC's operating expenses so that all GRF funds may be used for grant projects. This funding is provided under GRF line item 776465, Rail Development, appropriated in the main operating budget bill.

Category 6: Aviation

This category of appropriations supports the operations of the Office of Aviation and the Ohio/Indiana Unmanned Aircraft Systems (UAS) Center. The Office works with airports to meet national safety standards and coordinate with the Federal Aviation Administration (FAA). Note that an additional \$10.0 million in each fiscal year for airport upgrades is provided in H.B. 23 under GRF ALI 777471, Airport Improvements – State.

C6:1: Aviation Administration (ALI 777475)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 7002 ALI 777475, Aviation Administration | \$5,573,054 | \$6,635,945 | \$6,699,938 |
| % change | -- | 19.1% | 1.0% |

Most of the funding under this ALI supports the Office of Aviation, which is responsible for (1) maintaining the state's aircraft fleet, (2) coordinating with the FAA, (3) allocating funding to local airports to make infrastructure improvements under the Ohio Airport Grant Program, and (4) registering aircraft. ODOT aircraft are used to transport state officials, including the Governor, legislators, and state personnel on official business, and to perform ODOT missions such as aerial photography, emergency management, forestry missions, homeland security, prisoner transfers, Department of Natural Resources (DNR) missions, wild animal inoculations, and assisting in marijuana eradication. ODOT maintains a fleet of 25 state aircraft, which includes 17 owned by the Ohio State Highway Patrol, three by DNR, and five by ODOT itself. Any costs arising from nonhighway use of the aircraft, such as special mission flights for DNR, the Department of Public Safety, or other state agencies, must be reimbursed to ODOT. The ALI also funds the oversight of approximately 8,000 FAA-registered general aviation aircraft based in Ohio.

In addition to the Office of Aviation, the ALI supports operations of the UAS Center along with local and state government agencies, academia, and industry organizations. The Center performs unmanned aircraft operations for ODOT and other state agencies, exploring ways drones may be of use to state activities. For ODOT, the UAS devices assist in such purposes as right-of-way studies, bridge inspections, and traffic monitoring. ODOT expects the usage of UAS to keep expanding over time.

Appropriations of \$1.0 million over the biennium related specifically to UAS are contained in H.B. 33, the main operating budget. In addition to ODOT's Division of Engineering, which uses UAS services for bridge deck inspections, thereby reducing the need to close bridges for inspections, the Department of Natural Resources and the Department of Rehabilitation and Correction also employ UAS services. Specifically, the Division of Oil and Gas within DNR has used the UAS Center to perform flight operations using a magnetometer to find abandoned well heads. The equipment and flight operations performed significantly increase DNR's ability to detect the well heads. The Ohio Department of Rehabilitation and Correction partners with the UAS Center to support the detection of other unmanned aircraft around correctional facilities.

C6:2: Ohio Airport Grant Program (ALIs 777615 and 777472)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|---|-------------------|--------------------------|--------------------------|
| 5W90 ALI 777615, County Airport Maintenance | \$206,625 | \$620,000 | \$620,000 |
| % change | -- | 200.1% | 0.0% |
| 7002 ALI 777472, Airport Improvements – Federal | \$128,495 | \$405,000 | \$405,000 |
| % change | -- | 215.2% | 0.0% |

These ALIs constitute the non-GRF component of the Ohio Airport Grant Program, providing funds to publicly owned airports for pavement maintenance and obstruction removal. The GRF program funding is contained in the main operating budget bill. The main operating budget provides funding of \$10.0 million each fiscal year for airport grants. Grants under the program cover 95% of the cost of obstruction removal or pavement resurfacing or reconstruction, not including project design expenses. There are currently 95 publicly owned airports eligible for these grants. In FY 2023, there were 19 active grant projects with total grant awards of just over \$5.2 million.

The non-GRF state funding, appropriated under ALI 777615, derives from a general aviation license tax of \$15 per aircraft seat and an annual flat rate of \$15 for gliders and balloons. The proceeds are deposited into the Airport Assistance Fund (Fund 5W90), which receives around \$450,000 in revenues annually. The federal funding contained in ALI 777472 is used any time the FAA awards funding to ODOT to support airport improvements.

C6:3: Aviation Infrastructure Bank (ALI 777477)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|---|-------------------|--------------------------|--------------------------|
| 2130 ALI 777477, Aviation Infrastructure Bank – State | \$0 | \$2,400,000 | \$2,400,000 |
| % change | -- | N/A | 0.0% |

This line item supports the Aviation Infrastructure Bank Loan Program, used to provide loans to publicly owned airports for aviation projects. The Aviation Infrastructure Bank Loan Program is part of the SIB Program discussed earlier. This funding can be used to provide low-interest loans to local governments to fund either aviation capital improvement projects at 100% or to match available federal funding. The budget provides \$2.4 million each fiscal year for Aviation Infrastructure Bank loans. Since the SIB Program's inception in 1997, a total of \$46.7 million in loans has been awarded for 19 airport projects.

Category 7: Debt Service

This category of appropriations, totaling \$348.0 million overall, pays for debt service on bonds issued to pay for highway construction and maintenance, as well as other infrastructure projects financed under the State Infrastructure Bank. Specifically, this funding is allocated to cover debt service on GARVEE (Grant Anticipation Revenue Vehicles) bonds backed by federal Highway Trust Fund allocations the state expects to receive, as well as a corresponding share the state must provide using MFT and other state-generated highway revenue. Also included in this category of funding are appropriations to cover debt service on bonds issued for ODOT's transportation maintenance facilities.

Note that there are other ODOT funding sources that rely on debt. That debt service is not paid under the ODOT budget, however. These funding sources include (1) state highway bonds, (2) Turnpike bonds, or (3) the Highway Operating Fund, used to pay for the construction of the Portsmouth Bypass project. The state highway bond debt service amounts to \$155.0 million in FY 2024 and \$136.0 million in FY 2025. This is paid for in the main operating budget bill under appropriations to the Commissioners of the Sinking Fund. To provide for this

debt service, MFT funding is transferred from the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Bond Retirement Fund (Fund 7072) on a set schedule under permanent law.

C7:1: Federal GARVEE Debt Service (ALIs 772438 and 772437)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 7002 ALI 772438, Major New State Infrastructure Bond Debt Service – Federal | \$117,327,918 | \$132,500,000 | \$132,500,000 |
| % change | -- | 12.9% | 0% |
| 7002 ALI 772437, Major New State Infrastructure Bond Debt Service – State | \$15,027,530 | \$18,500,000 | \$18,500,000 |
| % change | -- | 23.1% | 0% |

ALIs 772438 and 772437 provide the annual debt service for the \$957.5 million in federal GARVEE bond principal and interest outstanding as of January 31, 2023. GARVEE bonds allow the state to issue debt to finance qualified construction projects using the expected federal MFT revenues Ohio receives from the federal Highway Trust Fund. Around 88% of the debt service is paid off using federal highway aid received. The remaining state share of about 12% is supported by MFT and other highway-related revenues and paid through ALI 772437.

C7:2: Transportation Facilities Lease Rental Bond Payments (ALI 770003)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|--|-------------------|--------------------------|--------------------------|
| 7002 ALI 770003, Transportation Facilities Lease Rental Bond Payments | \$16,540,416 | \$23,000,000 | \$23,000,000 |
| % change | -- | 39.1% | 0% |

This funding represents the amount required to cover debt service payments on bonds issued for the rehabilitation and construction of ODOT facilities, such as full-service maintenance facilities, outposts, and supply storage facilities statewide. A total of around \$170.8 million has been issued in bonds for ODOT facilities since FY 2015. The most recent bond issuance was in FY 2018. Appropriations to use this bond funding are treated as capital appropriations, since they pay for buildings and other structures, and are spent through the Transportation Building Fund (Fund 7029). No Fund 7029 capital appropriations were included in H.B. 687 of the 134th General Assembly, the capital budget act. However, the capital reappropriations bill for this time period, H.B. 597 of the 134th General Assembly, included reappropriations of \$60.0 million through Fund 7029.

Category 8: Administration

This category of appropriations provides for the management support of all the Department's programs, including the Director's executive leadership staff, quality and human resources, financing and forecasting, information technology, and local programs. Note that the bulk of personnel is funded through appropriations for highway construction and maintenance.

C8:1: Administration – State (ALI 779491)

| Fund/ALI | FY 2023 Actual | FY 2024 Appropriation | FY 2025 Appropriation |
|---|-------------------|--------------------------|--------------------------|
| 7002 ALI 779491, Administration – State | \$101,151,700 | \$115,424,899 | \$115,593,642 |
| % change | -- | 14.1% | 0.2% |

The line item supports approximately 470 full-time equivalent (FTE) positions (9.2%) out of a total of over 5,100 FTE positions employed by ODOT. Almost all of the other FTE positions, approximately 4,300 FTEs (over 80%), are paid for within the highway-specific appropriations analyzed above in “**Category 1: Highway Construction and Maintenance**” discussed at the beginning of this analysis. Overall, the line item contains about \$231.0 million over the FY 2024-FY 2025 biennium. The three primary cost drivers under this ALI are payroll, maintenance and utility costs of various ODOT facilities, and IT expenses. The state highway bond debt service amounts to \$155.0 million in FY 2024 and \$136.0 million in FY 2025. This is paid for in the main operating budget bill under appropriations to the Commissioners of the Sinking Fund. To provide for this debt service, MFT funding is transferred from the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Bond Retirement Fund (Fund 7072) on a set schedule under permanent law.

| Line Item Detail by Agency | | | FY 2022 | FY 2023 | Appropriations | FY 2023 to FY 2024 | | Appropriations | FY 2024 to FY 2025 | |
|--|--------|--|----------------------------|----------------------|----------------------|--------------------|--------------|----------------------|--------------------|--------------|
| | | | | | FY 2024 | \$ Change | % Change | FY 2025 | \$ Change | % Change |
| Report For: Transportation Budget | | | Version: As Enacted | | | | | | | |
| DOT Department of Transportation | | | | | | | | | | |
| GRF | 775470 | Public Transportation-State | \$ 47,561,414 | \$ 36,735,679 | \$ 37,014,636 | \$ 278,957 | 0.76% | \$ 37,014,636 | \$ 0 | 0.00% |
| Sub-Total General Revenue Fund | | | \$ 47,561,414 | \$ 36,735,679 | \$ 37,014,636 | \$ 278,957 | 0.76% | \$ 37,014,636 | \$ 0 | 0.00% |
| 2120 | 772426 | Highway Infrastructure Bank - Federal | \$ 1,088,406 | \$ 1,166,630 | \$ 5,750,500 | \$ 4,583,870 | 392.92% | \$ 5,750,500 | \$ 0 | 0.00% |
| 2120 | 772427 | Highway Infrastructure Bank - State | \$ 12,544,710 | \$ 11,090,169 | \$ 15,099,500 | \$ 4,009,331 | 36.15% | \$ 15,099,500 | \$ 0 | 0.00% |
| 2120 | 772430 | Infrastructure Debt Reserve Title 23-49 | \$ 549,093 | \$ 545,366 | \$ 0 | (\$545,366) | -100.00% | \$ 0 | \$ 0 | N/A |
| 2130 | 772431 | Roadway Infrastructure Bank - State | \$ 1,160,152 | \$ 2,911,409 | \$ 3,750,000 | \$ 838,591 | 28.80% | \$ 3,750,000 | \$ 0 | 0.00% |
| 2130 | 772433 | Infrastructure Debt Reserve - State | \$ 505,000 | \$ 0 | \$ 0 | \$ 0 | N/A | \$ 0 | \$ 0 | N/A |
| 2130 | 777477 | Aviation Infrastructure Bank - State | \$ 0 | \$ 0 | \$ 2,400,000 | \$ 2,400,000 | N/A | \$ 2,400,000 | \$ 0 | 0.00% |
| 5X10 | 772504 | Ohio Highway Transportation Safety | \$ 0 | \$ 0 | \$ 2,736,000 | \$ 2,736,000 | N/A | \$ 1,600,000 | (\$1,136,000) | -41.52% |
| 7002 | 770003 | Transportation Facilities Lease Rental Bond Payments | \$ 16,535,950 | \$ 16,540,416 | \$ 23,000,000 | \$ 6,459,584 | 39.05% | \$ 23,000,000 | \$ 0 | 0.00% |
| 7002 | 771411 | Planning and Research - State | \$ 25,460,865 | \$ 26,289,553 | \$ 30,128,120 | \$ 3,838,567 | 14.60% | \$ 29,650,000 | (\$478,120) | -1.59% |
| 7002 | 771412 | Planning and Research - Federal | \$ 36,215,270 | \$ 37,044,350 | \$ 57,095,074 | \$ 20,050,724 | 54.13% | \$ 57,095,074 | \$ 0 | 0.00% |
| 7002 | 772421 | Highway Construction - State | \$ 649,601,347 | \$ 809,021,814 | \$ 902,000,000 | \$ 92,978,186 | 11.49% | \$ 734,000,000 | (\$168,000,000) | -18.63% |
| 7002 | 772422 | Highway Construction - Federal | \$ 1,174,763,923 | \$ 1,479,700,487 | \$ 2,120,000,000 | \$ 640,299,513 | 43.27% | \$ 1,950,000,000 | (\$170,000,000) | -8.02% |
| 7002 | 772424 | Highway Construction - Other | \$ 52,563,440 | \$ 76,839,181 | \$ 83,500,000 | \$ 6,660,819 | 8.67% | \$ 83,500,000 | \$ 0 | 0.00% |
| 7002 | 772425 | Highway Construction - Turnpike | \$ 102,438,514 | \$ 14,512,922 | \$ 0 | (\$14,512,922) | -100.00% | \$ 0 | \$ 0 | N/A |
| 7002 | 772437 | Major New State Infrastructure Bond Debt Service - State | \$ 14,796,228 | \$ 15,027,530 | \$ 18,500,000 | \$ 3,472,470 | 23.11% | \$ 18,500,000 | \$ 0 | 0.00% |
| 7002 | 772438 | Major New State Infrastructure Bond Debt Service - Federal | \$ 117,295,406 | \$ 117,327,918 | \$ 132,500,000 | \$ 15,172,082 | 12.93% | \$ 132,500,000 | \$ 0 | 0.00% |
| 7002 | 772603 | Brent Spence Bridge Corridor - State | \$ 0 | \$ 0 | \$ 182,800,000 | \$ 182,800,000 | N/A | \$ 0 | (\$182,800,000) | -100.00% |
| 7002 | 772604 | Brent Spence Bridge Corridor - Federal | \$ 0 | \$ 0 | \$ 1,909,200,000 | \$ 1,909,200,000 | N/A | \$ 0 | (\$1,909,200,000) | -100.00% |
| 7002 | 772605 | Brent Spence Bridge Corridor - Other | \$ 0 | \$ 0 | \$ 809,000,000 | \$ 809,000,000 | N/A | \$ 0 | (\$809,000,000) | -100.00% |
| 7002 | 773431 | Highway Maintenance - State | \$ 551,569,048 | \$ 587,581,997 | \$ 635,000,000 | \$ 47,418,003 | 8.07% | \$ 640,427,010 | \$ 5,427,010 | 0.85% |
| 7002 | 775452 | Public Transportation - Federal | \$ 47,794,156 | \$ 51,413,506 | \$ 57,445,919 | \$ 6,032,413 | 11.73% | \$ 63,004,296 | \$ 5,558,377 | 9.68% |
| 7002 | 775454 | Public Transportation - Other | \$ 548,766 | \$ 983,932 | \$ 1,570,000 | \$ 586,068 | 59.56% | \$ 1,570,000 | \$ 0 | 0.00% |
| 7002 | 776462 | Grade Crossings - Federal | \$ 12,531,602 | \$ 9,278,664 | \$ 14,068,961 | \$ 4,790,297 | 51.63% | \$ 14,068,961 | \$ 0 | 0.00% |
| 7002 | 776475 | Rail - Federal Rail Administration | \$ 4,147,202 | \$ 4,784,243 | \$ 0 | (\$4,784,243) | -100.00% | \$ 0 | \$ 0 | N/A |
| 7002 | 777472 | Airport Improvements-Federal | \$ 0 | \$ 128,495 | \$ 405,000 | \$ 276,505 | 215.19% | \$ 405,000 | \$ 0 | 0.00% |

| Line Item Detail by Agency | | | FY 2022 | FY 2023 | Appropriations FY 2024 | FY 2023 to FY 2024 \$ Change | % Change | Appropriations FY 2025 | FY 2024 to FY 2025 \$ Change | % Change |
|---|--------|---|-------------------------|-------------------------|---------------------------|---------------------------------|----------------|---------------------------|---------------------------------|----------------|
| DOT Department of Transportation | | | | | | | | | | |
| 7002 | 777475 | Aviation Administration | \$ 5,496,700 | \$ 5,573,054 | \$ 6,635,945 | \$ 1,062,891 | 19.07% | \$ 6,699,938 | \$ 63,993 | 0.96% |
| 7002 | 779491 | Administration - State | \$ 102,208,557 | \$ 101,151,700 | \$ 115,424,899 | \$ 14,273,199 | 14.11% | \$ 115,593,642 | \$ 168,743 | 0.15% |
| Sub-Total Highway Operating Fund Group | | | \$ 2,929,814,335 | \$ 3,368,913,336 | \$ 7,128,009,918 | \$ 3,759,096,582 | 111.58% | \$ 3,898,613,921 | (\$3,229,395,997) | -45.31% |
| 4N40 | 776664 | Rail Transportation - Other | \$ 1,999,257 | \$ 2,015,621 | \$ 2,911,491 | \$ 895,870 | 44.45% | \$ 2,911,491 | \$ 0 | 0.00% |
| 5CV3 | 776672 | Strategic Transportation and Development Analysis | \$ 0 | \$ 0 | \$ 10,000,000 | \$ 10,000,000 | N/A | \$ 0 | (\$10,000,000) | -100.00% |
| 5W90 | 777615 | County Airport Maintenance | \$ 129,069 | \$ 206,625 | \$ 620,000 | \$ 413,375 | 200.06% | \$ 620,000 | \$ 0 | 0.00% |
| Sub-Total Dedicated Purpose Fund Group | | | \$ 2,128,326 | \$ 2,222,247 | \$ 13,531,491 | \$ 11,309,244 | 508.91% | \$ 3,531,491 | (\$10,000,000) | -73.90% |
| 7042 | 772723 | Highway Construction - Bonds | \$ 33,102,718 | \$ 74,226,135 | \$ 94,450,000 | \$ 20,223,865 | 27.25% | \$ 94,450,000 | \$ 0 | 0.00% |
| 7045 | 772428 | Highway Infrastructure Bank - Bonds | \$ 81,302,607 | \$ 70,678,918 | \$ 83,950,000 | \$ 13,271,082 | 18.78% | \$ 83,950,000 | \$ 0 | 0.00% |
| Sub-Total Capital Projects Fund Group | | | \$ 114,405,325 | \$ 144,905,052 | \$ 178,400,000 | \$ 33,494,948 | 23.12% | \$ 178,400,000 | \$ 0 | 0.00% |
| Department of Transportation Total | | | \$ 3,093,909,400 | \$ 3,552,776,314 | \$ 7,356,956,045 | \$ 3,804,179,731 | 107.08% | \$ 4,117,560,048 | (\$3,239,395,997) | -44.03% |
| Grand Total | | | \$ 3,093,909,400 | \$ 3,552,776,314 | \$ 7,356,956,045 | \$ 3,804,179,731 | 107.08% | \$ 4,117,560,048 | (\$3,239,395,997) | -44.03% |