

Department of Transportation

(H.B. 95 Portion)

OVERVIEW

The Ohio Department of Transportation (ODOT) is the agency charged with planning, building and maintaining the state's transportation system. Most of the agency's resources are devoted to the state's system of highways, but it also has responsibilities in the areas of rail, aviation, public transportation, and water transportation. Only about 2% of the department's budget comes from the General Revenue Fund (GRF); the rest of the budget derives from federal sources, bond revenue, or the motor vehicle fuel tax. House Bill 95 (H.B. 95) includes only the GRF portion and certain state special revenues and federal special revenues of the ODOT budget. The bulk of the department's budget is contained in H.B. 73. The Redbook for H.B. 73 contains additional details about the department and its budget.

THE BUDGET

The Executive Proposal calls for a budget of \$48.86 million in fiscal year (FY) 2002, after excluding budget line items to be considered in H.B. 73, and \$47.81 million in FY 2003. The FY 2002 figure represents a 2.1% decrease compared with FY 2001, and the FY 2003 figure represents a 2.2% decrease compared with FY 2002. Nearly 75% of the appropriations in this budget are for the department's Public Transportation program, and nearly 19% of the appropriations are for the Rail Transportation program. The rest of this budget, slightly less than 8%, is for the Aviation program; all appropriations that support highway construction projects are found in H.B. 73. The Rail Transportation program line items are under the administrative control of the Ohio Rail Development Commission (ORDC), which is a separate entity from ODOT. The ORDC was formerly a division of ODOT, but was split off into a separate entity as a result of House Bill 250 of the 120th General Assembly. The ORDC is still located within the ODOT budget for fund appropriation purposes.

AVIATION STUDY

The transportation budget bill enacted during the 123rd General Assembly, Am. Sub. H.B. 163, required ODOT to conduct a study of the amount of aviation fuel sold in Ohio, the amount of tax revenue derived from that fuel, and the condition of the infrastructure at Ohio's public use general aviation airports. The ODOT report was issued in October of 1999, and found that sales of aviation fuel yields approximately \$6 million per year in sales tax revenue to the state. The report also indicated that the infrastructure at many airports in Ohio has deteriorated significantly. The report does not address the largest nine publicly-owned airports in the state, as they are regulated by and receive funding assistance from the Federal Aviation Administration. A satisfactory rehabilitation of the infrastructure would require an estimated \$8

million per year for 20 years. A supplemental request for \$2 million in FY 2002 and \$4 million in FY 2003 is intended to step up state spending to the \$8 million level required. The Executive Proposal increased the relevant line item, 777-471, Airport Improvements – State, by \$5,988, or 0.2% from FY 2001 to FY 2002, and by \$34,900, or 1.1%, from FY 2002 to FY 2003.

ADDITIONAL FACTS AND FIGURES

Department of Transportation Staffing Levels					
Program Series/Division	1996	1997	1998	1999	2000
Public Transportation	20	19	17	17	20
Rail Transportation	27	27	20	20	20
Aviation	9	9	7	6	7
Totals	56	55	44	43	47

- The Ohio Rail Development Commission (ORDC) has reduced its staff from 27 employees in FY 1996 to 20 employees in FY 2001 through attrition and transfer of duties.
- The aviation program funds about 20 to 25 grants to county airports per year.
- Approximately 146.6 million passengers are served by Ohio transit systems annually.
- The Office of Public Transportation provides financial assistance for the operation of 62 public transit systems serving 58 counties.
- Thirty of Ohio's 88 counties are unserved by public transit.
- In FYs 1999 and 2000, the ORDC provided a total of \$4.6 million in loans and \$7.0 million in grants for twenty-five freight rail projects. ORDC estimates that these projects helped create 995 jobs and retain 7,068 jobs.

ANALYSIS OF EXECUTIVE PROPOSAL

DEPARTMENT OF TRANSPORTATION

Purpose To plan, build, and maintain a safe, efficient, and accessible transportation system that integrates highway, rail, air, and water networks.

The following table shows the line items that are used to fund this agency according to fund group, as well as the Governor’s recommended funding levels.

BUDGET BY FUND GROUPS

General Revenue Fund

Fund	ALI	Title	FY 2002	FY 2003
GRF	775-451	Public Transportation – State	\$28,589,210	\$28,589,210
GRF	775-453	Waterfront Line Lease Pymts. - State	1,786,000	0
GRF	775-456	Public Trans./Discretionary Capital	2,693,774	2,555,644
GRF	775-458	Elderly and Disabled Fare Assistance	3,364,000	3,364,000
GRF	776-465	Ohio Rail Development Commission	5,519,505	5,458,917
GRF	776-466	Railroad Crossing/Grade Separation	1,000,000	1,000,000
GRF	777-471	Airport Improvements - State	3,090,700	3,125,600
GRF	777-473	Rickenbacker Lease Payments - State	600,000	600,000
Total GRF funding: Department of Transportation			\$46,643,189	\$44,693,371

Federal Special Revenue Fund

Fund	ALI	Title	FY 2002	FY 2003
3B9	776-662	Rail Transportation - Federal	\$600,000	\$600,000
Total FSR funding: Department of Transportation			\$600,000	\$600,000

State Special Revenue Fund

Fund	ALI	Title	FY 2002	FY 2003
4N4	776-663	Panhandle Lease Reserve Payments	\$770,000	\$770,000
4N4	776-664	Rail Transportation-Other	850,720	1,745,000
Total SSR funding: Department of Transportation			\$1,620,720	\$2,515,000
TOTAL ALL BUDGET FUND GROUPS			\$48,863,909	\$47,808,371

BUDGET BY PROGRAM SERIES

Specific programs within the Department of Transportation that this analysis will focus on include:

- **Public Transportation**
- **ORDC/Rail Transportation**
- **Aviation**

The following tables show the line items that are used to fund these program series, as well as the Governor’s recommended funding levels.

Public Transportation **Program Series P005**

Purpose To improve ridesharing in both rural and urban regions so that all Ohioans will be serviced with a means of transportation regardless of economic status, location or physical agility.

Fund	ALI	Title	FY 2002	FY 2003
GRF	775-451	Public Transportation - State	\$28,589,210	\$28,589,210
Total funding: Public Transportation – State			\$28,589,210	\$28,589,210

Program Description: ORC Section 5501.07. The program was first funded in 1974, to serve the general public, especially those persons dependent on public transportation such as the elderly and the disabled.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent no increase in FY 2002 over FY 2001 and no increase for FY 2003 over FY 2002.

Fund	ALI	Title	FY 2002	FY 2003
GRF	775-453	Waterfront Line Lease Pymts. - State	\$1,786,000	\$0
Total funding: Waterfront Line Lease Pymts. - State			\$1,786,000	\$0

Program Description: originally established by Am. Sub. H.B. 790 of the 120th G.A. This line item supports the debt service on the light rail transit system serving downtown Cleveland and adjacent areas.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent no increase from FY 2001 to FY 2002, and the payoff of outstanding bonds for the program in FY 2002.

Fund	ALI	Title	FY 2002	FY 2003
GRF	775-456	Public Transportation/Discretionary Capital	\$2,693,774	\$2,555,644
Total funding: Public Transportation/Discretionary Capital			\$2,693,774	\$2,555,644

Program Description: This line item supports major capital projects, and other local transit system subsidies. These are non-formula driven dollars which ODOT can use to fund its own capital project priorities.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent a 22.1 percent decrease for FY 2002 as compared with FY 2001 and a further 5.1 percent decrease for FY 2003.

Fund	ALI	Title	FY 2002	FY 2003
GRF	775-458	Elderly and Disabled Fare Assistance	\$3,364,000	\$3,364,000
Total funding: Elderly and Disabled Fare Assistance			\$3,364,000	\$3,364,000

Program Description: originally established by Am. Sub. H.B. 107 of the 121st G.A. This line item finances a program that provides reduced local transit fares for the elderly and persons with disabilities.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent no increase for FY 2002 over FY 2001 and no increase for FY 2003 over FY 2002.

ORDC/Rail Transportation

Program Series P006

Purpose The promotion of economic safety and rail development, as well as the administration of federal and state funding rail safety projects

Fund	ALI	Title	FY 2002	FY 2003
GRF	776-465	Ohio Rail Development Commission	\$5,519,505	\$5,458,917
Total funding: Ohio Rail Development Commission			\$5,519,505	\$5,458,917

Program Description: Ohio Revised Code section 4981.01 to 4981.35. The Ohio Rail Transportation Authority and the Ohio High Speed Rail Authority had responsibilities for rail planning in the past. In 1994, all such authority was transferred to the Ohio Rail Development Commission.

Implication of the Executive Recommendation: The Executive recommendation for FY 2002 represents a 4.5 percent decrease as compared with the FY 2001 estimate, and FY 2003 represents a 1.1 percent decrease from FY 2002.

Purpose Provides funds to communities most affected by rail traffic for improving rail crossing safety

Fund	ALI	Title	FY 2002	FY 2003
GRF	776-466	Railroad Crossing/Grade Separation	\$1,000,000	\$1,000,000
Total funding: Railroad Crossing and Grade Separation			\$1,000,000	\$1,000,000

Program Description: Am. Sub. H.B. 640 of the 123rd G.A. Funds the Rail Crossing Safety Initiative, which provides funds to communities most affected by rail traffic to provide improvements to railroad crossings.

Implication of the Executive Recommendation: The Executive recommendation for FY 2002 represents no increase over the FY 2001 estimate, and FY 2003 represents no increase over FY 2002.

Fund	ALI	Title	FY 2002	FY 2003
4N4	776-663	Panhandle Lease Payments	\$770,000	\$770,000
Total funding: Panhandle Lease Payments			\$770,000	\$770,000

Program Description: originally established by Am. Sub. S.B. 351 of the 119th G.A. This line is used to hold funds in reserve to meet monthly lease payments to Caprail I, Inc. for the lease of the Panhandle rail line in case of default.

Implication of the Executive Recommendation: If an annual minimum of \$770,000 is not maintained, default clauses are activated. Once all payments are made for the year, the full annual amount is transferred to line 776-664, Rail Transportation-Other. Thus, as long as there is no default, this line item expenditure history will be zero.

Fund	ALI	Title	FY 2002	FY 2003
4N4	776-664	Rail Transportation-Other	\$850,720	\$1,745,000
Total funding: Rail Transportation-Other			\$850,720	\$1,745,000

Program Description: originally established by Am. Sub. H.B. 107 of the 121st G.A. (originally established by Am. Sub. H.B. 100 of the 115th G.A.) This item helps finance rail freight assistance, planning and acquisition programs. Specifically, funds are used to rehabilitate rail lines, to construct interchanges or connections, to provide substitute service facilities, and to maintain rail properties purchased by the state. (Expenditures in FY 1994 were in line item 770-613.)

Implication of the Executive Recommendation: The Executive’s recommendation represents a 70.1 percent increase from FY 2001 to FY 2002, and a 105.1 percent increase from FY 2002 to FY 2003.

Fund	ALI	Title	FY 2002	FY 2003
3B9	776-662	Rail Transportation - Federal	\$600,000	\$600,000
Total funding: Rail Transportation – Federal			\$600,000	\$600,000

Program Description: FED: CFDA 20.308, Local Rail Freight Assistance (National Rail Service Continuation Grants) originally established by Am. Sub. H. B. 107 of the 121st G.A. Grant money may be used to assist in acquiring a railroad line or other rail properties for existing or future rail freight service. Grants may also be used for rehabilitation and improvement on lines certified by the railroad as having carried five million gross ton miles per mile or less during the prior year but more than 20 carloads per mile, and for state rail planning, rail facility construction and substitute service projects. (Expenditure history includes 770-615 in FY 1994 through 1996.)

Implication of the Executive Recommendation: The Executive’s recommendation represents a 40.0 percent decrease from FY 2001 to FY 2002, and no change in funding from FY 2002 to FY 2003.

Aviation

Program Series P007

Fund	ALI	Title	FY 2002	FY 2003
GRF	777-471	Airport Improvements - State	\$3,090,700	\$3,125,600
Total funding: Airport Improvements – State			\$3,090,700	\$3,125,600

Program Description: ORC 4561.08, 4561.09, and 5501. Originally established by Am. Sub. H.B. 117 of the 121st G.A. This line item supports the County Airport Improvement program.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent a 0.2 percent increase for FY 2002 over FY 2001 and a 1.1 percent increase for FY 2003 over FY 2002.

Fund	ALI	Title	FY 2002	FY 2003
GRF	777-473	Rickenbacker Lease Payments – State	\$600,000	\$600,000
Total funding: Rickenbacker Lease Payments – State			\$600,000	\$600,000

Program Description: originally established by Am. Sub. S.B. 310 of the 121st G.A. This line item is used to make lease payments to support a loan paying for improvements at Rickenbacker for the benefit of Southern Air Transport.

Implication of the Executive Recommendation: The Executive’s recommendations for GRF funding of this program series represent a 1.4 percent increase for FY 2002 over FY 2001 and no increase for FY 2003 over FY 2002.

PERMANENT AND TEMPORARY LAW

This section describes permanent and temporary law provisions contained in the executive budget that will affect the department's activities and spending decisions during the next biennium.

Permanent Law Provisions

No new permanent law.

Temporary Law Provisions

Aviation lease payments (Section 102)

Would permit any appropriation in line item 777-473, Rickenbacker Lease Payments – State, that are not required for the purpose intended to be transferred to line item 777-471, Airport Improvements – State.

This could increase spending on airport improvements, without exceeding overall appropriations levels.

Transfer of Appropriations – Public Transportation (Section 102)

Would permit the Director of Budget and Management to transfer appropriations between any of the following line items: 775-451, Public Transportation – State; 775-456, Pub. Transportation/Discretionary Capital; and 775-458, Elderly and Disabled Fare Assistance. The provision would require that any such transfers be reported to the Controlling Board.

No net fiscal impact.

Railroad Crossing and Grade Separation (Section 102)

Would specify the purpose of appropriation item 776-466, Railroad Crossing and Grade Separation.

No fiscal impact.

REQUESTS NOT FUNDED

P005 Public Transportation Public Transportation - State						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF 775-451	\$2,600,508	\$2,545,808	(\$54,700)	\$1,807,646	\$1,636,046	(\$171,600)

The total appropriation to this line item would remain unchanged from FY 2001 in both fiscal years. The supplemental request for this appropriation item was to maintain state funding to local transit agencies at FY 2001 levels, and to provide matching grants for increased federal grant funding. The reduction would place a greater burden on local governments to fund matching grants to obtain federal grant funding.

P005 Public Transportation Public Transportation – Discretionary Capital						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF 775-456	\$3,456,930	\$2,693,774	(\$763,156)	\$3,456,930	\$2,555,644	(\$901,286)

The total appropriation to this line item would be 22% less in FY 2002 than appropriated in FY 2001, and FY 2003 would be 5% less than the appropriation in FY 2002. The reduction in this core budget level request would reduce assistance to local transit authorities for capital projects of various kinds. As with item 775-451, the reduction would place a greater burden on local governments to fund matching grants to obtain federal grant funding.

P005 Public Transportation Transit Capital Funds						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
5E7 775-657	\$9,198,000	\$0	(\$9,198,000)	\$9,427,950	\$0	(\$9,427,950)

This core budget request would supplement the discretionary capital program funded by appropriation item 775-456. This line item was requested to leverage federal public transit funds—the \$9.2 million in FY 2002 would have leveraged approximately \$65 million from the federal government. As with line items 775-451 and 775-456, the reduction would place more burden on local governments to provide resources to match federal grants. The effect of this reduction was mitigated by a partially-offsetting increase of \$7 million in each fiscal year to the appropriation to item 775-452 in the H.B. 73 budget.

P006 Rail Transportation Ohio Rail Development Commission						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF 776-465	\$844,760	\$5,385	(\$839,375)	\$1,285,719	(\$250,134)	(\$1,535,853)

Staffing at the ORDC should not be affected by the Governor’s proposal. The supplemental request would have allowed ORDC both to maintain current funding and to expand funding for its rail subsidy and grant program. The Governor proposed funding for this appropriation item at a level below the core budget level in FY 2003, accounting for the negative number labeled “Recommended” in FY 2003.

P007 Aviation Airport Improvements - State						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF 777-471	\$2,000,000	\$60,230	(\$1,939,770)	\$4,000,000	\$43,070	(\$3,956,930)

The proposal would leave funding for airport improvement grants approximately unchanged from the FY 2001 level.

LSC Budget Spreadsheet by Line Item, FY 2002 - FY 2003

Fund	ALI	ALI Title	2000	Estimated 2001	Executive 2002	% Change 2001 to 2002	Executive 2003	% Change 2002 to 2003
DOT Transportation, Department of								
042	772-723	Highway Construction-Bonds	\$ 278,107,512	\$102,500,000	\$ 225,000,000	119.5%	\$ 102,500,000	-54.4%
045	772-428	Highway Infrastructure Bank-Bonds	\$ 24,013,147	\$0	\$ 300,000,000	N/A	\$ 30,000,000	-90.0%
4A3	776-665	Railroad Crossing Safety Devices	---	---	---	N/A	---	N/A
4N4	776-661	Rail Transportation-State	\$ 4,992,803	\$0	\$ 0	N/A	\$ 0	N/A
4Y2	774-446	Congestion Mitigation Revolving Fnd	\$ 0	\$50,000	\$ 50,000	0.0%	\$ 50,000	0.0%
State Special Revenue Fund Group Total			\$ 307,113,462	\$ 102,550,000	\$ 525,050,000	412.0%	\$ 132,550,000	-74.8%
002	770-003	Adm-State-Debt Service	\$ 15,550,137	\$15,189,900	\$ 14,799,000	-2.6%	\$ 14,403,400	-2.7%
002	771-411	Planning & Research-State	\$ 8,407,966	\$12,106,000	\$ 13,724,000	13.4%	\$ 13,408,210	-2.3%
002	771-412	Planning & Research-Federal	\$ 13,963,542	\$25,510,000	\$ 32,190,000	26.2%	\$ 32,460,000	0.8%
002	772-421	Highway Construction-State	\$ 485,746,742	\$472,482,986	\$ 440,536,920	-6.8%	\$ 372,980,940	-15.3%
002	772-422	Highway Construction-Federal	\$ 575,588,590	\$783,549,207	\$ 834,567,650	6.5%	\$ 834,230,370	0.0%
002	772-424	Highway Construction-Other	\$ 36,433,554	\$50,000,000	\$ 50,000,000	0.0%	\$ 50,000,000	0.0%
002	773-431	Highway Maintenance-State	\$ 347,855,256	\$361,027,000	\$ 372,636,000	3.2%	\$ 381,176,000	2.3%
002	775-452	Public Transportation-Federal	\$ 33,079,677	\$43,375,000	\$ 27,000,000	-37.8%	\$ 27,000,000	0.0%
002	775-454	Public Transportation-Other	\$ 708,179	\$1,002,000	\$ 1,500,000	49.7%	\$ 1,500,000	0.0%
002	775-459	Elderly & Disabled Special Equip.	\$ 2,681,071	\$3,510,000	\$ 4,230,000	20.5%	\$ 4,230,000	0.0%
002	776-462	Grade Crossings-Federal	\$ 15,184,960	\$15,000,000	\$ 15,000,000	0.0%	\$ 15,000,000	0.0%
002	777-472	Airport Improvements-Federal	\$ 147,757	\$405,000	\$ 405,000	0.0%	\$ 405,000	0.0%
002	777-475	Aviation Administration	\$ 3,537,560	\$4,557,140	\$ 4,092,010	-10.2%	\$ 4,158,690	1.6%
002	779-491	Administration-State	\$ 95,108,589	\$107,692,200	\$ 109,042,000	1.3%	\$ 110,431,850	1.3%
212	770-005	Infrastructure Debt Service - Fed	\$ 9,904,447	\$16,300,000	\$ 28,870,000	77.1%	\$ 45,650,000	58.1%
212	772-423	Infrastructure Lease Pymts - Fed	\$ 11,521,728	\$12,535,063	\$ 12,534,300	0.0%	\$ 12,537,800	0.0%
212	772-426	Highway Infrastructure Bank-Fed	\$ 4,705,545	\$5,000,000	\$ 2,500,000	-50.0%	\$ 2,500,000	0.0%
212	772-427	Highway Infrastructure Bank-State	\$ 17,284,831	\$32,030,000	\$ 11,700,000	-63.5%	\$ 11,200,000	-4.3%
212	775-406	Transit Infrastructure Bank-Fed	\$ 373,227	\$0	\$ 0	N/A	\$ 0	N/A
213	777-477	Aviation Infrastructure Bank-State	\$ 2,800,079	\$0	\$ 0	N/A	\$ 0	N/A
4T5	770-609	ODOT Memorial	\$ 1,280	\$5,000	\$ 5,000	0.0%	\$ 5,000	0.0%

LSC Budget Spreadsheet by Line Item, FY 2002 - FY 2003

<i>Fund</i>	<i>ALI</i>	<i>ALI Title</i>	<i>2000</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>% Change 2001 to 2002</i>	<i>Executive 2003</i>	<i>% Change 2002 to 2003</i>
<i>DOT Transportation, Department of</i>								
		Highway Operating Fund Group Total	\$ 1,680,584,717	\$ 1,961,276,496	\$ 1,975,331,880	0.7%	\$ 1,933,277,260	-2.1%
<i>Total All Budget Fund Groups</i>			\$ 1,987,698,179	\$ 2,063,826,496	\$ 2,500,381,880	21.2%	\$ 2,065,827,260	-17.4%

General Revenue Fund

GRF 770-501 Public Transportation Grants

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$1,820,795	\$486,626	\$45,868	\$0	\$0	\$0
	-73.3%	-90.6%	-100.0%	N/A	N/A

Source: GRF

Legal Basis: ORC section 5501.07

Purpose: This line item was used to match federal funds for urban mass transportation grants. The program was begun in FY 1974 (eliminated in previous budget bill).

GRF 770-557 County Airport Improvements

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$29,659	\$107,689	\$0	\$0	\$0	\$0
	263.1%	-100.0%	N/A	N/A	N/A

Source: GRF

Legal Basis: ORC sections 4561.08 and 4561.09

Purpose: This line item provided funding for county airports. Funding was first provided in FY 1980 (eliminated in previous budget bill).

GRF 774-447 Intermodal Capital Grants

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$2,075,627	\$1,740,416	\$670,084	\$0	\$0	\$0
	-16.1%	-61.5%	-100.0%	N/A	N/A

Source: GRF

Legal Basis: Am. Sub. H.B. 210 of the 122nd G.A.

Purpose: This is for capital grants for specific intermodal projects. Of the FY 1998 appropriation, \$2 million was for the Neomodal Facility in Navarre and \$2.5 million was for the Lima Intermodal Facility, although disbursements varied from these amounts.

GRF 775-451 Public Transportation-State

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$23,121,195	\$21,141,793	\$26,358,878	\$28,589,210	\$28,589,210	\$28,589,210
	-8.6%	24.7%	8.5%	0.0%	0.0%

Source: GRF

Legal Basis: originally established by Am. Sub. H.B. 107 of the 121st G.A.

Purpose: This line item is used to match federal funds for urban mass transportation grants pursuant to ORC 5501.07. The program, which began in FY 1974, provides funds for both operating and capital expenses. (Expenditure history includes line item 770-501 in FY1994 through 1996.)

GRF 775-453 Waterfront Line Lease Paymts-State

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$1,771,600	\$1,772,000	\$1,771,140	\$1,786,000	\$1,786,000	\$0
	0.0%	0.0%	0.8%	0.0%	-100.0%

Source: GRF

Legal Basis: originally established by Am. Sub. H.B. 790 of the 120th G.A.

Purpose: The Department has legislative authority to enter into a lease, lease-purchase, or other agreement with the City of Cleveland or the Greater Cleveland Regional Transit Authority, or both. The agreement, and financial assistance not to exceed \$10 million, is for a new light rail transit system to serve downtown Cleveland and adjacent areas. This line item supports the debt service on the \$10 million over a seven-year period.

GRF 775-456 Public Transp/Discretionary Capital

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$0	\$3,355,841	\$742,970	\$3,456,922	\$2,693,774	\$2,555,644
	N/A	-77.9%	365.3%	-22.1%	-5.1%

Source: GRF

Legal Basis: Am. Sub. H.B. 210 of the 122nd G.A.

Purpose: This line item supports major capital projects, and other local transit system subsidies.

GRF 775-458 Elderly & Disabled Fare Assist.

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$3,272,248	\$3,239,369	\$3,284,284	\$3,364,000	\$3,364,000	\$3,364,000
	-1.0%	1.4%	2.4%	0.0%	0.0%

Source: GRF

Legal Basis: originally established by Am. Sub. H.B. 107 of the 121st G.A.

Purpose: This item finances a program, which provides for reduced local transit fares for the elderly and persons with disabilities. This program compensates public transportation systems for a portion of the revenue lost in reducing their general fares for the eligible populations. In order to participate, a transit system's fares for these populations cannot exceed one-half of the fare charged to the general public. (Expenditure history includes line item 770-551 in FY 1994 through 1996.)

GRF 776-465 Ohio Rail Development Commission

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$523,009	\$414,450	\$3,939,042	\$5,780,800	\$5,519,505	\$5,458,917
	-20.8%	850.4%	46.8%	-4.5%	-1.1%

Source: GRF

Legal Basis: Am. Sub. H.B. 117 of the 121st G.A.

Purpose: This line item supports the operating functions of the Rail program. The earmark of 50% of the Corporate Franchise Tax that was previously designated to the Commission has been eliminated. This shift in funding is essential for continuing the operations of the ORDC as well as providing financial stability and inflationary funding increases.

GRF 776-466 Railroad Crossing/Grade Separation

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
	N/A	N/A	N/A	0.0%	0.0%

Source: GRF

Legal Basis: Am. Sub. H.B. 640 of the 123rd G.A.

Purpose: This item funds the Rail Crossing Safety Initiative, which provides rail crossing improvements to communities most affected by rail traffic.

GRF 777-471 Airport Improvements-State

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$3,058,198	\$2,571,895	\$3,730,187	\$3,084,712	\$3,090,700	\$3,125,600
	-15.9%	45.0%	-17.3%	0.2%	1.1%

Source: GRF

Legal Basis: originally established by Am. Sub. H.B. 117 of the 121st G.A. Elimination of the Corporate Franchise Tax Transfer (ORC Section 4981.09).

Purpose: This line item supports the County Airport Improvement program. Funding provides assistance to publicly owned airports for maintenance and capital improvements at 90 percent. Crack sealing projects are funded at 50 percent of project cost. Authority is by ORC 4561.08, 4561.09, and 5501. (Expenditure history includes 770-557 in FY 1994 through 1996.)

GRF 777-473 Rickenbacker Lease Payments-State

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$96,982	\$78,511	\$581,373	\$591,813	\$600,000	\$600,000
	-19.0%	640.5%	1.8%	1.4%	0.0%

Source: GRF

Legal Basis: originally established by Am. Sub. S.B. 310 of the 121st G.A.

Purpose: This line item is used to make lease payments to support a borrowing paying for improvements at Rickenbacker for the benefit of Southern Air Transport.

GRF 778-488 Port Assistance Grants-State

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$114,040	\$113,036	\$0	\$0	\$0	\$0
	-0.9%	-100.0%	N/A	N/A	N/A

Source: GRF

Legal Basis: established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Am. Sub. H.B. 238 of the 116th G.A.)

Purpose: This item supports local water port authorities with planning and development efforts. Moneys are used to provide the local match for federal funds for port and terminal access and general capital improvement projects. Eligible projects include port master planning, rehabilitation of dock and cargo handling facilities, port infrastructure improvements, and harbor or channel dredging. (Expenditure history includes line item 770-558 in FY 1994 through 1996.)

Federal Special Revenue Fund Group

3B9 776-662 Rail Transportation-Federal

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$894,411	\$897,541	\$125,000	\$1,000,000	\$600,000	\$600,000
	0.3%	-86.1%	700.0%	-40.0%	0.0%

Source: FED: CFDA 20.308, Local Rail Freight Assistance (National Rail Service Continuation Grants)

Legal Basis: originally established by Am. Sub. H. B. 107 of the 121st G.A.

Purpose: Grant money may be used to assist in acquiring a railroad line or other rail properties for existing or future rail freight service. Grants may also be used for rehabilitation and improvement on lines certified by the railroad as having carried five million gross ton miles per mile or less during the prior year but more than 20 carloads per mile, and for state rail planning, rail facility construction and substitute service projects. (Expenditure history includes the consolidation of 770-615).

State Special Revenue Fund Group

4N4 776-663 Panhandle Lease Reserve Payments

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$0	\$0	\$0	\$770,000	\$770,000	\$770,000
	N/A	N/A	N/A	0.0%	0.0%

Source: SSR: corporate franchise tax paid by railroads

Legal Basis: originally established by Am. Sub. S.B. 351 of the 119th G.A.

Purpose: This line is used to hold funds in reserve to meet monthly lease payments to Caprail I, Inc. for the lease of the Panhandle rail line in case of default. If an annual minimum of \$706,000 is not maintained, default clauses are activated. Once all payments are made for the year, the full annual amount is transferred to line 776-661, Rail Transportation-State. Thus, as long as there is no default, this line item expenditure history will be zero.

4N4 776-664 Rail Transportation-Other

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$241,354	\$251,575	\$0	\$500,000	\$850,720	\$1,745,000
	4.2%	-100.0%	N/A	70.1%	105.1%

Source: SSR: funds contributed by private shippers

Legal Basis: originally established by Am. Sub. H.B. 107 of the 121st G. A. (originally established by Am. Sub. H.B. 100 of the 115th G.A.)

Purpose: This item helps finance rail freight assistance, planning and acquisition programs. Specifically, funds are used to rehabilitate rail lines, to construct interchanges or connections, to provide substitute service facilities, and to maintain rail properties purchased by the state. (Expenditures in FY 1994 were in line item 770-613.)

5E7 775-657 Transit Capital Funds

1998	1999	2000	2001 Estimate	2002 Executive Proposal	2003 Executive Proposal
\$0	\$0	\$523,987	\$0	\$0	\$0
	N/A	N/A		N/A	N/A

Source: SSR: General Revenue Fund

Legal Basis: Am. Sub. H.B. 283 of the 123rd G.A. (GRF transfers authorized by Section 125 (A)(3))

Purpose: These funds are to provide local matching dollars for federal grants for public transportation.