

Transportation Budget Bill Overview

- Total biennial federal revenue for highways is expected to exceed \$1.8 billion.
- Total biennial funding for all agencies is over \$5.5 billion

OVERVIEW

This is an analysis of all agency budgets that comprise the transportation budget bill. These agencies are the Department of Transportation (ODOT), the Department of Public Safety (DHS), and the Public Works Commission (PWC). ODOT and DHS also have General Revenue Fund (GRF) line items that are contained in the main appropriations bill (separate analyses will be provided for those items). In addition to these three agencies, the transportation budget bill also contains one line item from the Department of Development. The revenue source for the line item is the motor vehicle fuel tax (MVFT).

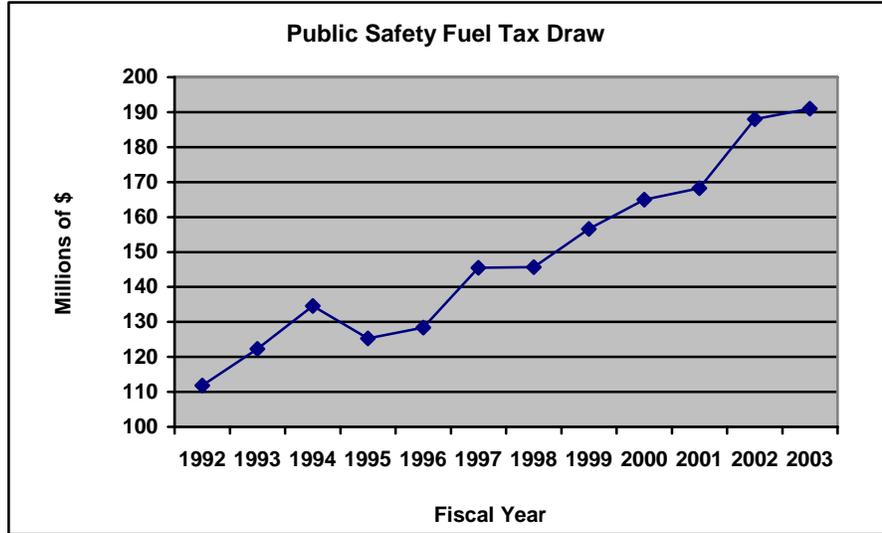
The bill makes appropriations and re-appropriations for highway purposes for the FY 2002 – FY 2003 biennium. It also places conditions and restrictions on the use of the appropriated funds and authorizes the issuance of \$257.5 million in highway bonds. Total funding for all agencies is over \$3 billion in fiscal year (FY) 2002 and over \$2.5 billion in FY 2003.

Motor Vehicle Fuel Tax (MVFT)

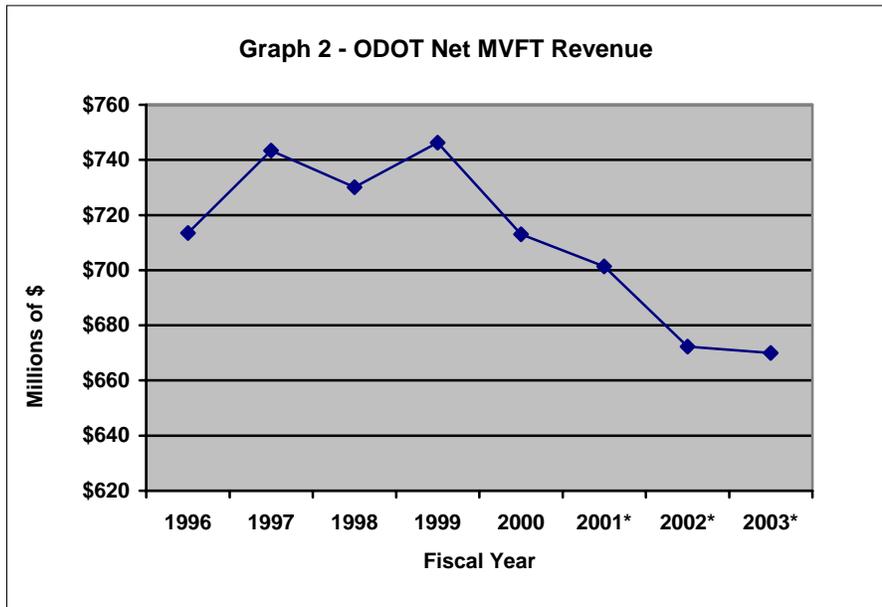
The common factor for all of the agencies contained in this bill is a funding source: the motor vehicle fuel tax. This excise tax is imposed on all motor vehicle fuel dealers (approximately 650 distributors) upon the use, distribution, or sale of motor vehicle fuel. The tax rate is made up of five levies, of which four make up the seven-cent fixed rate and the fifth is the cents per gallon levy (variable rate). The last tax increase was effective July 1, 1993. At that time, the total rate was changed from 21 cents to 22 cents per gallon.

From the amount collected, several transfers are made for specific state use (including an amount equal to one cent to the Local Transportation Improvement Program). Of the remaining receipts, approximately 71 percent is distributed to the state (for ODOT's use) and the balance to local governments. Of the portion that is distributed to ODOT, the Department of Public Safety is entitled to draw up to two cents for operating the Highway Patrol. Section 5735.05 of the Revised Code allows for up to an additional two-cent draw. However, this levy is also apportioned to municipalities and counties. Therefore, the actual amount that Public Safety realizes from this additional portion is about 8/10ths of one cent. The graph below shows the department's historical and projected draw on fuel tax revenues for six biennia.

In FY 2002, the draw is increased by over eleven percent (\$19.8 million) compared to the FY 2001 draw, for a total of \$188 million. In FY 2003 the draw is increased by slightly under two percent (\$3 million) over the FY 2002 amount for a total of \$191 million. (The decreases in FYs 1995 and 1996 were due to the use of a \$17.8 million cash balance in Public Safety's Highway Safety Fund - Fund 036. This balance was entirely depleted in FY 1997.)



Graph 2 below shows the net amount of state MVFT that has been, and is projected to be, available to the Department of Transportation after all of transfers, refunds, and additional draws are deducted from the gross tax receipts.



In FY 2002, ODOT's share of the MVFT is projected to decrease 4.1 percent from FY 2001. In FY 2003 ODOT's share of the MVFT decreases another

0.3 percent. The amount of the twenty-two cent state motor vehicle fuel tax that is available to ODOT for maintenance, repair, and new construction of highways has, or is projected to, go down in five out of the seven years from FY 1996 – FY 2003. A number of factors contribute to this phenomenon. Since the gas tax itself has proven to be a rather stable revenue source in the 1990s, the explanation for why the amount of revenue available to ODOT for current operations is decreasing lies along other lines. Specifically, increased bond repayments and increased draws on the gas tax by other agencies are the two primary explanations for the decreasing availability of state MVFT funds to the Ohio Department of Transportation.

The following table provides actual FY 2000 and estimated FY 2001, FY 2002, and FY 2003 revenue projections and details the amounts that are either budgeted or projected by agency, fund, or use. One example of the uncertainty involved in the estimates that follow is the Waterway Safety Fund line. Currently, that line receives .75% of the MVFT. The Department of Natural Resources (DNR) has

requested that their share be increased to one percent, and the executive proposal funded that request. The current version of the bill allows for DNR to receive 0.875% of MVFT receipts, and the table assumes this change. The change from current law means that approximately \$1.8 million would become unavailable for highway projects, but would become newly available for DNR projects.

State Motor Vehicle Fuel Tax Revenue Projection

	FY 2000	FY 2001	FY 2002	FY 2003
Gross Gallons ¹	6,554,057,314	6,550,000,000	6,615,500,000	6,681,655,000
Tax Rate	\$0.22	\$0.22	\$0.22	\$0.22
Gross Revenue (est.) ¹	\$1,441,892,609	\$1,441,000,000	\$1,455,410,000	\$1,469,964,100
Refunds ¹	(\$14,567,193)	(\$14,558,175)	(\$14,703,757)	(\$14,850,794)
Net Revenue¹	\$1,427,325,416	\$1,426,441,825	\$1,440,706,243	\$1,455,113,306
<i>PUCO</i>	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)
<i>Turnpike Revenue¹</i>	(\$2,451,217)	(\$2,449,700)	(\$2,474,197)	(\$2,498,939)
<i>Waterway Safety Fund¹</i>	(\$10,704,941)	(\$10,698,314)	(\$12,606,180)	(\$12,732,241)
<i>Bond Fund</i>	(\$133,739,000)	(\$165,479,600)	(\$187,344,800)	(\$199,693,200)
<i>LTIP¹</i>	(\$65,540,573)	(\$65,500,000)	(\$66,155,000)	(\$66,816,550)
Amount for Distribution ¹	\$1,213,689,685	\$1,181,114,211	\$1,170,926,066	\$1,172,172,375
Local government share¹	(\$334,922,000)	(\$334,922,000)	(\$341,559,134)	(\$341,922,682)
ODOT Share of Gas Tax¹	\$878,767,685	\$846,192,211	\$829,366,932	\$830,249,693
<i>Less: Allocation to Patrol</i>	(\$165,000,000)	(\$168,212,850)	(\$188,000,000)	(\$191,000,000)
<i>Less: Allocation to Taxation</i>	(\$3,461,979)	(\$3,462,810)	(\$3,690,700)	(\$3,889,600)
<i>Less: Allocation to Development</i>	(\$12,699,900)	(\$12,699,900)	(\$12,699,900)	(\$12,699,900)
ODOT Portion¹	\$697,605,806	\$661,816,651	\$624,976,332	\$622,660,193
Carryover of previous year's receipts			\$100,000,000	\$50,000,000
LSC estimate of ODOT receipts from MVFT¹			\$724,976,332	\$672,660,193

¹ Gallonage and all subsequent items that derive their share of the MVFT from the gallonage figure for fiscal years 2001, 2002 and 2003 are estimated. The FY 2001 figure is rounded down slightly, because revenues for the first half of the FY were running about 1.1% below the equivalent FY 2000 figures. The FY 2002 and 2003 figures are projected forward assuming a one-percent annual increase, which is conservative given experience in the years immediately prior to the current fiscal year.

The assumptions used by ODOT to project motor vehicle fuel tax receipts in fiscal years 2001, 2002, and 2003 are somewhat more optimistic than those used by LSC. LSC assumed that tax receipts would fall in FY 2001, because as of December 31, 2000 receipts were approximately 1.1% lower than the year-to-date figures the previous fiscal year. ODOT has assumed that the tax base increases by 1% each year (including the current fiscal year). Using ODOT's assumptions on taxable fuel sold in Ohio yields an estimate of ODOT receipts from the motor vehicle fuel tax that is \$28 million higher than the number shown here for FY 2002, and \$35 million higher for FY 2003.

The following summarizes the bill's appropriations by state agency, by fund group.

	FY 2002	FY 2003
Transportation		
Highway Operating Fund Group	\$ 1,976,602,445	\$ 1,934,560,581
Highway Capital Improvement Fund Group	225,000,000	102,500,000
Infrastructure Bank Obligations Fund Group	300,000,000	30,000,000
State Special Revenue Fund Group	<u>1,255,000</u>	<u>55,000</u>
TOTAL - Transportation	\$ 2,502,857,445	\$ 2,067,115,581
Public Safety		
State Highway Safety Fund Group	\$ 375,858,975	\$ 399,032,946
State Special Revenue Fund Group	1,867,275	1,936,903
Liquor Control Fund Group	8,739,650	9,266,891
General Services Fund Group	9,479,683	8,486,060
Federal Special Revenue Fund Group	15,121,100	12,243,504
Agency Fund Group	204,400	209,510
Holding Account Redistribution Fund Group	<u>2,035,000</u>	<u>2,035,000</u>
TOTAL – Public Safety	\$ 413,306,083	\$ 433,210,814
Development		
State Special Revenue Fund Group	<u>\$ 12,699,900</u>	<u>\$ 12,699,900</u>
TOTAL – Development	\$ 12,699,900	\$ 12,699,900
Public Works Commission		
Local Transportation Improvements Fund Group	\$ 74,401,481	\$ 76,426,089
Local Infrastructure Improvements Fund Group	<u>958,456</u>	<u>1,016,207</u>
TOTAL – Public Works Commission	<u>\$ 75,359,937</u>	<u>\$ 77,442,296</u>
TOTAL – Transportation Budget Bill	<u>\$ 3,004,223,365</u>	<u>\$ 2,590,468,591</u>

Transportation

- Operating expenses to continue at 2% per year growth.
- \$1.2 billion per year capital budget.
- Pavement conditions improving.

OVERVIEW

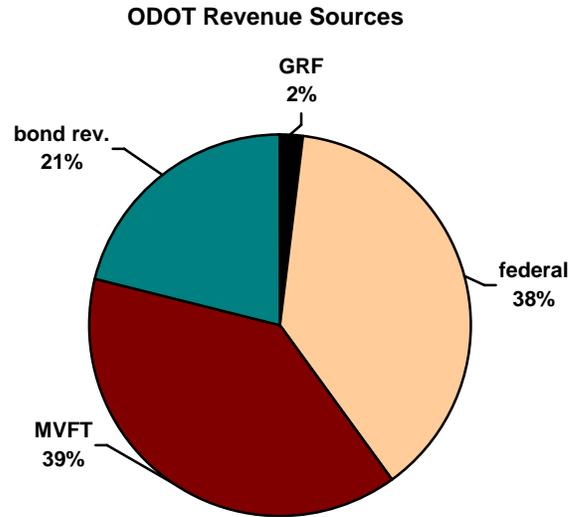
The Agency

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. As of December 30, 2000 ODOT had 962 employees at its headquarters in Columbus, but most of its 5,887 personnel are employed outside of Franklin County, in one of the twelve districts located around the state. In January 1995, ODOT introduced VISION 2000, its long-range restructuring plan designed to improve departmental quality and efficiency, and make ODOT more responsive to customer needs. As a result of this program ODOT has decentralized in order to provide for decision-making at the district level, and has decreased its divisions from 16 to 7. It has also significantly reduced the number of full-time department personnel, from a high of 7,788 in December of 1993. As a result of this restructuring effort, the department estimates that it reduced its operating costs in FY 2000 by over \$138 million. The savings were redirected to highway construction programs.

The Budget

The Executive Proposal calls for a budget of \$2.50 billion in fiscal year (FY) 2002, after excluding budget line items to be considered in the main operating budget, and \$2.07 billion in FY 2003. The FY 2002 figure represents a 21.2% increase over FY 2001, and the FY 2003 figure represents a 17.4% decrease compared with FY 2002. The substantial reduction from FY 2002 to FY 2003 is mostly due to a reduction in bond issuance by over \$390 million. The reduction in bond issuance is intended to maintain a sustainable level of debt service.

The agency's budget derives from several revenue sources. Approximately 2% of the agency's proposed spending authority for FY 2002 would come from the General Revenue Fund, and will be considered along with the state's main operating budget. Approximately 38% of the agency's proposed spending authority would be funded by federal dollars, 39% from the motor vehicle fuel tax, and 21% from bond issuance. There are also other funding sources adding up to less than 1% of the agency's proposed budget.



Project Selection (TRAC)

One of VISION 2000's primary goals was the creation of an objective, criterion-based project selection process. Project score is based on transportation factors (70 percent of score) such as efficiency and safety, and on economic development factors (30 percent). Bonus points may be earned for leveraging additional funds to augment state dollars, and for a multi-modal or regional impact. Once a ranking is determined, local governments can appeal the project's score to ODOT's Transportation Review Advisory Council (TRAC). Not only does the TRAC manage the selection process and hear community appeals, it also oversees the major new construction program.

Aviation Study

The last transportation budget bill, Am. Sub. H.B. 163 of the 123rd General Assembly, 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.

Other ODOT Studies

Am. Sub. H.B. 107 of the 121st General Assembly, required ODOT to conduct a pilot program to study the use of design/build contracts for new highway construction. Such contracts combine the design and construction of a project into a single contract, as opposed to the traditional design/bid/build method, which solicits separate bids for the design and construction of a project. In a report issued in December of 2000, ODOT concluded that the design/build method creates great time savings for certain types of projects, and some accompanying cost savings, but that certain types of projects are much more appropriate for the design/build approach than others. Accordingly, ODOT has suggested new wording in

permanent law to allow the design/build approach to be employed on up to \$250 million worth of contracts each year. Because certain types of projects are not well-suited to the design/build approach, ODOT does not recommend adopting the approach on all contracts.

Am.Sub. H.B. 163 of the 123rd General Assembly required a study on the inclusion of warranties as a requirement in highway construction contracts. In December of 2000, ODOT reported that the inclusion of warranty requirements raised the average bid received on contracts by 8.5% on asphalt paving projects, by 11% for concrete pavement projects, and by 90% for pavement marking projects. ODOT concluded that the benefits of the warranty, in the form of reductions in the costs and inconvenience associated with repair projects, justify the warranty approach for paving projects, but not for pavement marking projects.

State Infrastructure Bank

The State Infrastructure Bank (SIB) (established in Am. H.B. 748 of the 121st General Assembly) provides assistance to public and private entities in financing transportation-related projects. Ohio was selected as one of ten pilot states to participate in the revolving loan program. The revolving loan fund consists of federal and state sources to make loans or provide other assistance, and then, in turn, all loan repayments will be deposited into the fund to provide financial assistance for other projects. The fund was initially capitalized with a \$30 million GRF transfer (excess dollars) and \$70 million in federal transportation funds. An advantage to using federal dollars in the SIB is that once loaned moneys are repaid they are considered state dollars, not federal (meaning that they are freed up from direct federal oversight and monitoring). The SIB will be used to fund multi-modal and intermodal facilities, and projects that further the goals of Access Ohio (the state's long-range multi-modal transportation plan). The amount available to local governments from the SIB will be \$27.9 million over the biennium.

Assumptions

Both state and federal motor vehicle fuel tax rates are assumed to remain constant. ODOT projects its share of the state motor vehicle fuel tax to be \$820 million in FY 2002 and \$806 million in FY 2003. Federal aid is budgeted at \$958 million in FY 2002 and \$975 million in FY 2003. The increased federal money flowing into Ohio is due to changes enacted at the federal level during the legislative process that re-authorized the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The Transportation Efficiency Act for the 21st Century (TEA-21) was passed in 1998 and is effective through 2003.

Major Program Areas

The largest single program funding area is Highway Construction. This area makes up over 73% of the total annual appropriation over the 2001-2003 biennium. The next largest program area is Highway Maintenance with just over \$370 million in annual appropriations. Combined, the two program areas total over \$4.1 billion and comprise just over 90% of total appropriations over the biennium. The following tables show funding by subprogram within the Highway Construction and Highway Maintenance program areas. Additional detail on other program areas can be found in the Analysis of Executive Proposal section of this document.

Highway Construction

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	% Change
Major New	\$456,986,525	\$882,265,348	93%	\$402,403,672	-54%
Bridges	\$268,052,747	\$268,470,266	0%	\$282,732,203	5%
Pavement	\$400,437,981	\$399,439,207	-0%	\$420,247,867	5%
Safety	\$32,603,967	\$45,833,775	41%	\$47,085,363	3%
Local Government	\$280,963,000	\$282,528,234	1%	\$281,215,976	-1%
Other	\$31,043,243	\$27,172,040	-13%	\$27,914,029	3%
TOTAL	\$1,470,087,463	\$1,905,708,870	30%	\$1,461,599,110	-23%

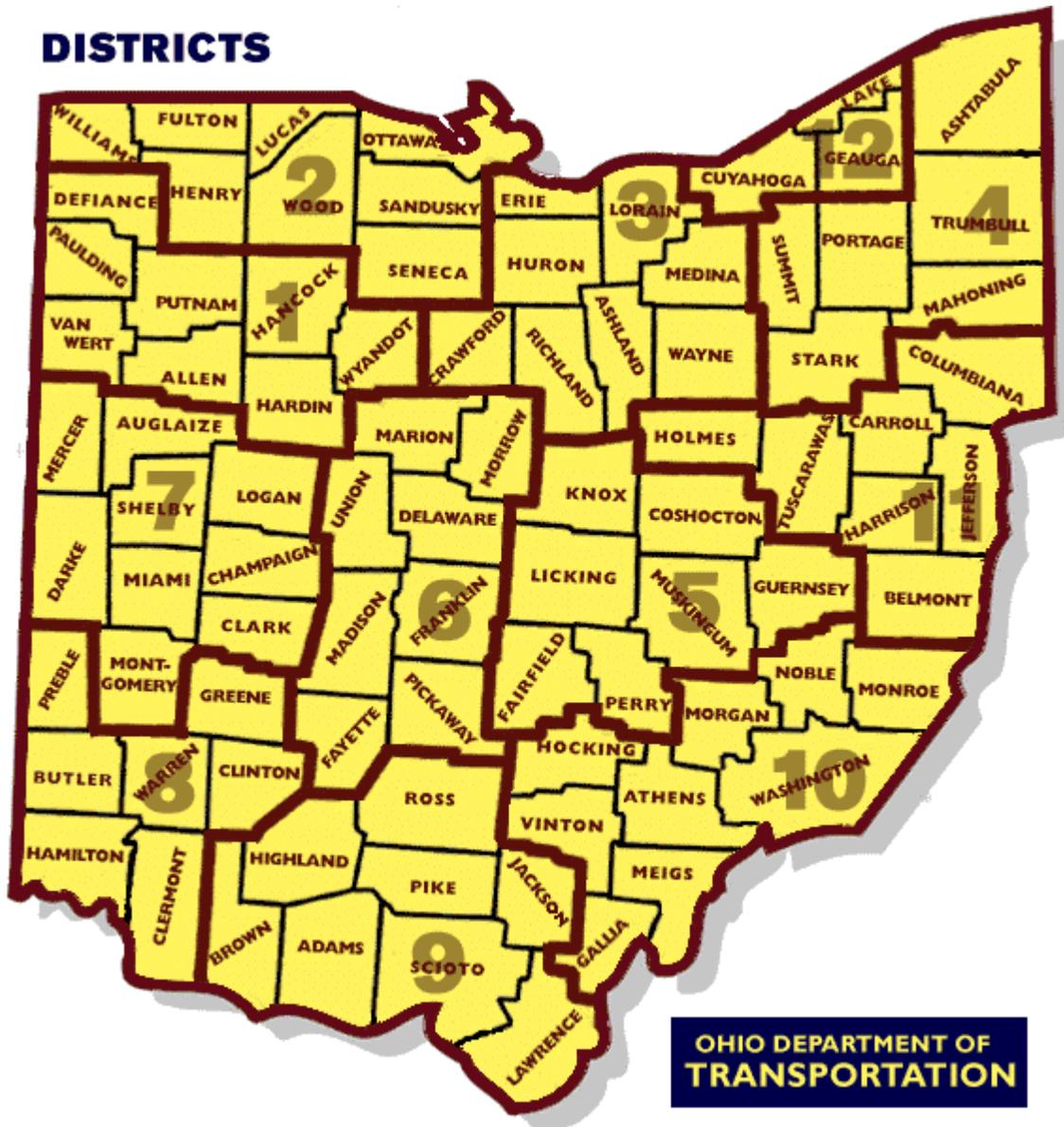
The drop in appropriations between FY 2002 and FY 2003 is due largely to a drop in issuance of new bonds; the reduction in bond issuance accounts for \$392.5 million of the \$451.1 million reduction in appropriations. The “Local Government” category is money that ODOT makes available to local governments to assist them in meeting their highway maintenance obligations. Under Ohio law, counties are responsible for maintenance on county roads and on most bridges within the county that do not carry state highways. Similarly, municipalities are responsible for maintaining roads within the boundaries of the municipality and some of the bridges within those boundaries, and townships are responsible for maintenance of township roads. The category “Other” in the table includes rest area upgrade and construction, enhancement projects, public access roads to state facilities, and noise wall retrofit.

Highway Maintenance

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	% Change
Rest Area Maintenance	\$22,000,000	\$22,707,000	3%	\$23,227,000	2%
Tourist Information Centers	\$2,000,000	\$2,000,000	0%	\$2,000,000	0%
Pavement Marking	\$30,000,000	\$31,031,000	3%	\$31,788,000	2%
Guardrail Installation & Repair	\$22,000,000	\$22,707,000	3%	\$23,227,000	2%
Signals, Signing and Lighting	\$44,500,000	\$45,931,000	3%	\$46,984,000	2%
Snow and Ice Control	\$70,000,000	\$72,251,000	3%	\$73,907,000	2%
Mowing & Landscaping	\$26,000,000	\$26,319,000	1%	\$26,923,000	2%
Other Highway Maintenance	\$124,527,000	\$129,047,000	4%	\$132,004,000	2%
Heavy Trucks and Equipment	\$20,000,000	\$20,643,000	3%	\$21,116,000	2%
TOTAL	\$361,027,000	\$372,636,000	3%	\$381,176,000	2%

ADDITIONAL FACTS AND FIGURES

The following map was copied from the Ohio Department of Transportation's web site. The map shows the counties that make up each of ODOT's twelve districts.



Staffing by District

Program Series/Division	1994	1996	1998	2000
Central Office	1,484	1,262	1,131	1,004
District One	409	403	384	366
District Two	465	427	412	391
District Three	490	468	449	413
District Four	645	597	551	483
District Five	441	416	390	372
District Six	552	529	503	473
District Seven	525	493	478	439
District Eight	649	585	516	462
District Nine	466	416	368	329
District Ten	444	401	378	357
District Eleven	477	445	398	364
District Twelve	607	568	478	434
Totals	7,654	7,010	6,436	5,887

**Agency Requested FTE's*

ANALYSIS OF EXECUTIVE PROPOSAL

Highway Construction

Role This program series conducts the design, right-of-way purchasing, and building and rehabilitation of the highway system. About 77 percent of the program’s dollars are devoted to pavement resurfacing and rehabilitation, major and new construction, and highway bridges and culverts. The balance provides for local government projects, safety improvements and upgrading, rest area upgrade and construction, enhancement projects, public access roads to state facilities, and noise wall retrofit. There are approximately 1,540 full-time staff associated with this program.

The following table shows the subprograms within this program series, as well as the Governor’s recommended funding levels.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Major New	\$456,986,525	\$882,265,348	93%	\$402,403,672	-54%
Bridges	\$268,052,747	\$268,470,266	0%	\$282,732,203	5%
Pavement	\$400,437,981	\$399,439,207	-0%	\$420,247,867	5%
Safety	\$32,603,967	\$45,833,775	41%	\$47,085,363	3%
Local Government	\$280,963,000	\$282,528,234	1%	\$281,215,976	-1%
Other	\$31,043,243	\$27,172,040	-13%	\$27,914,029	3%
TOTAL	\$1,470,087,463	\$1,905,708,870	30%	\$1,461,599,110	-23%

- Total federal funding for this program is anticipated to be approximately \$980 million per year.
- FY 2002 includes approximately \$525 million in revenue from the issuance of bonds. This figure drops to \$132.5 million in FY 2003.
- The “Other” category includes rest area upgrade and construction, enhancement projects, public access roads to state facilities, and noise wall retrofit.
- The House Passed version of the bill increased the appropriation to fund local transportation infrastructure projects by \$1,275,565 in FY 2002 and by \$1,288,321 in FY 2003. These figures would be added to those shown here in the Local Government subprogram and in the program totals.

Highway Maintenance

Role The purpose of this program series is to maintain the state highway system in a safe and attractive condition, and to provide tourist information and clean rest areas for the motoring public. There are approximately 3,925 full-time staff associated with this program series.

The following table shows the subprograms within this program series, as well as the Governor's recommended funding levels.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Rest Area Maintenance	\$22,000,000	\$22,707,000	3%	\$23,227,000	2%
Tourist Information Centers	\$2,000,000	\$2,000,000	0%	\$2,000,000	0%
Pavement Marking	\$30,000,000	\$31,031,000	3%	\$31,788,000	2%
Guardrail Installation & Repair	\$22,000,000	\$22,707,000	3%	\$23,227,000	2%
Signals, Signing and Lighting	\$44,500,000	\$45,931,000	3%	\$46,984,000	2%
Snow and Ice Control	\$70,000,000	\$72,251,000	3%	\$73,907,000	2%
Mowing & Landscaping	\$26,000,000	\$26,319,000	1%	\$26,923,000	2%
Other Highway Maintenance	\$124,527,000	\$129,047,000	4%	\$132,004,000	2%
Heavy Trucks and Equipment	\$20,000,000	\$20,643,000	3%	\$21,116,000	2%
TOTAL	\$361,027,000	\$372,636,000	3%	\$381,176,000	2%

- Safety is the number one priority of the department. It is closely followed by preservation and maintenance of the existing highway system.
- The overall maintenance program is held to a 3% increase in FY 2002 and a 2% increase in FY 2003.
- Increases or decreases in specific subprograms are due to prioritization of projects at the district level.
- Approximately 60% of the funding in this program series is devoted to salaries.

Administration

Role The General Administration program consists of the management and support staff for all department programs, and funding for major construction or renovation of department facilities. There are approximately 800 staff included in this program.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
General Administration	\$107,691,500	\$109,047,000	1%	\$110,436,850	1%
TOTAL	\$107,691,500	\$109,047,000	1%	\$11,0436,850	1%

Public Transportation

Role This program provides assistance to 62 transit systems serving portions of 58 counties. The combined systems served over 146 million passengers in calendar year 1999. About 90 percent of the funds are used for capital assistance and operating assistance programs. The balance is for elderly and disabled fare assistance, technical assistance, and transit planning and coordination. Approximately 20 full-time staff are assigned to this program.

The following table shows the subprograms within this program series, as well as the Governor’s recommended funding levels.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Capital Assistance	\$71,360,666	\$44,190,847	-38%	\$42,215,548	-5%
Operating Assistance	\$13,937,161	\$15,639,726	12%	\$15,654,478	0%
Elderly & Disabled Fare Assistance	\$3,388,194	\$3,364,000	-1%	\$3,364,000	0%
Coordination Assistance	\$1,291,940	\$1,500,000	16%	\$1,500,000	0%
Technical Assistance	\$1,943,231	\$2,128,685	10%	\$2,150,350	1%
Transit Planning	\$2,161,940	\$2,339,726	8%	\$2,354,478	1%
TOTAL	\$94,083,132	\$69,162,984	-27%	\$67,238,854	-3%

- The governor’s proposal increased funding for this program by \$7 million in FY 2002. This funding would be directed toward the Capital Assistance subprogram.
- The major subprogram, Capital Assistance, provides funds for capital projects in regional transit authorities (RTAs). The subprogram is funded partially out of the Highway Operating Fund (\$31.2 million each year of the biennium) and partially from the General Revenue Fund (\$36.4 million in FY 2002 and \$34.5 million in FY 2003).

Transportation Planning and Research

Role This program series provides for the planning for infrastructure investments and research on new methods and materials. Over 80 percent of the program's dollars are used for transportation planning, and the balance funds highway research. There are approximately 90 full-time staff associated with these activities.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Transportation Planning	\$35,686,220	\$39,939,000	12%	\$39,830,710	-0%
Highway Research	\$5,929,780	\$5,975,000	1%	\$6,037,500	1%
TOTAL	\$41,616,000	\$45,914,000	10%	\$45,868,210	-0%

Rail Transportation

Role This program is administered by the Ohio Rail Development Commission (ORDC), an independent agency within ODOT. The commission is charged with promoting economic development and rail-highway safety. There are 20 staff employed by the commission. Most of the program budget is included in the main operating budget, so only two lines are presented in detail below.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Grade Crossing Safety	\$15,000,000	\$15,000,000	0%	\$15,000,000	0%
Railroad Crossing Safety	\$0	\$1,200,000	NA	\$0	-100%
TOTAL	\$15,000,000	\$15,000,000	0%	\$15,000,000	0%

Debt Service – OBA Bonds

Role The Lands & Buildings program uses state moneys to retire bonds for capital building projects (including the Administration Program). Bond sales are handled through the Ohio Building Authority.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Lands & Buildings	\$21,100,000	\$14,799,000	-30%	\$14,403,400	3%
TOTAL	\$21,100,000	\$14,799,000	-30%	\$14,403,400	3%

Aviation

Role This program series involves working with airports to meet national safety standards, conducting improvements, coordinating with the Federal Aviation Administration (FAA), providing air transportation to state officials, and maintaining the state’s aircraft fleet. Additionally, this program provides for about 50 grants annually to county airports. There are approximately 30 staff assigned to this program.

Subprogram	FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
Aviation Safety Inspection	\$625,025	\$566,670	-9%	\$618,530	9%
Airport Improvement Grants	\$3,051,500	\$3,124,030	2%	\$3,107,070	-1%
Airport Planning & Research	\$405,000	\$405,000	0%	\$405,000	0%
State Aircraft Transportation	\$4,557,140	\$4,092,010	-10%	\$4,158,690	2%
TOTAL	\$8,638,665	\$8,187,710	-5%	\$8,289,290	1%

Intermodal

Role

This program is for projects which are a combination of two or more of ODOT's programs, including highway, rail, transit, water, and aviation. Grants may be authorized for a joint office of economic development to promote intermodal transportation, encourage the expansion of airfreight capacity within a region, and assist joint intermodal economic development regions.

FY 2001 (estimated)	FY 2002 (recommended)	% Change	FY 2003 (recommended)	%Change
\$50,000	\$50,000	0%	\$50,000	0%

PERMANENT LAW

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

Authority to acquire property (ORC Section 5501.31)

Would permit the department to acquire property from willing sellers for use to construct bikeways and bike paths, and for conservation purposes required by state or federal law.

The fiscal effect of this change would depend on the extent to which the department employed the power to acquire property in practice. If the department increases land acquisition for projects as a result of this change, spending would increase.

Real property appraisals (ORC Sections 163.10, 163.22)

Would change the laws of discovery during court proceedings involving state acquisition of real property. The change would mean that the state agency initiating appropriation proceedings would be provided with copies of any appraisals of the property in question.

May reduce the cost of acquisition of property in some cases.

Property acquisition limitations (ORC Section 5529.03)

The department may not currently acquire real property located more than 300 feet from the nearest edge of a highway for purposes of enhancing scenic beauty or for constructing rest and recreation facilities to accommodate the traveling public. This change would ensure that the department could acquire real property located more than 300 feet from a highway for conservation purposes.

Would increase costs when the authority is used.

Billboard permit filing (ORC Section 5516.10)

The law currently requires the owner of a billboard to obtain a permit from the Director of Transportation on an annual basis. This change would allow such owners to obtain permits good for two years.

ODOT intends there to be no fiscal effect from any changes in fees that would accompany this change in the law. Fees would be adjusted to reflect the time period.

Design/build construction authority (ORC Section 5517.011)

Would allow the Director of Transportation to combine the design and construction elements of a highway or bridge project into a single contract. The total dollar value of all contracts featuring such combination of design and build elements could not exceed \$250 million for the biennium. As part of a related pilot program that would end June 30, 2003, the director would be permitted to award no more than two contracts that combine these elements using the technical proposal process.

The department issued a report on its experience with design/build contracts in December of 2000. In that report, the department recommended that this authority be continued on this limited basis because the time savings from project inception through completion can be substantial—a reduction between 15% and

40% according to nationwide experience. Accompanying the time savings, there may be some reduction in costs, which vary substantially from one project to another. The report indicated that costs were reduced by 6% on one project, and by 30% on another, which illustrates the individuality of each project. The department would not recommend replacing the currently predominant design-bid-build process for most contracts.

Procurement of professional design services (ORC Sections 5501.17, 5501.18, and 5526.01 through 5526.08)

Would create a chapter in Title 55 specific to the needs of the department in procuring the following professional services: engineering, as defined in ORC Sec. 4733.01; surveying, as defined in ORC Sec. 4733.01; landscape architecture as defined in ORC Sec. 4703.30; analysis of environmental impacts; right-of-way acquisition services; administration of contract claims; and architectural services related to bridges. The department currently follows the requirements in ORC sections 153.65 through 153.71 for professional design services procurement.

Clarifies the legal status of ODOT authority to contract with certain types of professional service providers, with which it currently does contract in practice.

Motor vehicle weight limits (ORC Section 5577.04)

Would provide that the Federal Bridge Formula weight limits apply only to interstate highways, rather than to all road surfaces. Would further provide that for roads that are not part of the interstate system, the limits of either the Federal Bridge Formula or the reactivated Ohio Weight Limit Law apply, depending on which allows the highest total gross vehicle limit.

May increase expenditures for road repair in the long run, as Ohio roadways may suffer more damage with the higher weight limits.

Special permits for oversize or overweight vehicles (ORC Section 4513.34)

Would allow the Director of Transportation to designate all or part of a state highway a “special economic development highway,” and to consider economic development factors when determining whether to issue a special permit for the travel of a nonconforming vehicle on such a highway. Would allow the director to require the permit holder to pay periodic compensation for road damage as a condition of obtaining such a permit. Similarly, would allow a local authority to require a permit holder to either pay periodic compensation for damage to portions of a highway under local jurisdiction, or repair that damage, as a condition of obtaining a permit.

May increase revenues and expenditures. The amount of such increases would depend on the number of permits issued, the extent of damage caused to roadways, and how strictly this measure is enforced.

Revision to Chapter 151 (ORC Section 151.01)

Would correct an inaccurate reference within existing section 151.01.

TEMPORARY LAW

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

Bond Issuance (section 4.01 of the bill)

Would authorize the issuance of \$257.5 million in bonds for highway purposes. In the last transportation budget act, \$320 million was authorized.

Highway Obligations (section 4.01 of the bill)

Would reduce the authorization to issue bonds (Section 2i, Article VIII of O.C.) from \$1,854,695,000 to \$1,745,000,000.

Maintenance Interstate Highways (section 4.02 of the bill)

Would authorize ODOT to provide maintenance on interstate highways located within the bounds of municipal corporations, and to reimburse municipal corporations for their costs in providing such maintenance if ODOT has an agreement with such municipal corporation to provide the maintenance.

Transfer of Fund 002 Appropriations (section 4.03 of the bill)

Would allow the Director of Budget and Management to approve requests for the transfer of appropriations between various line items within the department.

Transfer of Appropriations – Federal Highway and Federal Transit (section 4.03 of the bill)

Would allow the Director of Budget and Management to approve requests for the transfer of appropriations between line items 772-422 and 775-452 within the department.

Transfer of Appropriations – State Infrastructure Bank (section 4.03 of the bill)

Would allow the Director of Budget and Management to approve requests for the transfer of appropriations between Infrastructure Bank line items and other line items within the department.

Increase Appropriation Authority – state funds (section 4.03 of the bill)

Would allow the Director of Transportation to request additional appropriation authority from the Controlling Board in the event that revenues exceed estimates.

Reappropriations (section 4.03 of the bill)

Would specify that appropriations of the Highway Operating Fund, the Highway Capital Improvement Fund, and the Infrastructure Bank funds that remain unencumbered at the end of FY 2001 and FY 2002 are automatically reappropriated for FY 2002 and FY 2003 respectively.

Public Access Roads for State Facilities (section 4.04 of the bill)

Earmarking language is included that would require the Department of Transportation to utilize \$3.146 million during each year of the biennium for the construction, reconstruction, or maintenance of public access roads to and within state facilities owned or operated by the Department of Natural Resources.

Additional earmarking language is included that would require the Department of Transportation to utilize \$2.228 million in each year of the biennium for the construction, reconstruction, or maintenance of park drives or park roads within metropolitan parks.

Liquidation of Unforeseen Liabilities (section 4.04 of the bill)

Would authorize any appropriation to the Highway Operating Fund to be used to liquidate unforeseen liabilities arising from contractual agreements of prior years.

Congestion Mitigation (section 4.04 of the bill)

Would specify the authorized uses for line item 774-446, and would authorize the fund to retain loan repayments and other earnings.

Rumble strips at railroad crossings (section 4.04 of the bill)

Would appropriate \$1,200,000 over the biennium from an existing fund (Fund 4A3) to fund grants and reimbursements to local governments to pay for rumble strips or other appropriate warning devices at railroad crossings currently marked only by a crossbuck sign. Such grants or reimbursements would be limited to \$1,500 at any single crossing. Would require the department to issue a report on or before January 1, 2003 describing how the department has complied with this section.

Department of Taxation (section 4.05 of the bill)

Would require that \$3.69 million by June 30, 2002 and \$3.89 million by June 30, 2003 be transferred from line item 779-491, Administration-State, to the GRF for the reimbursement of services provided by the Department of Taxation in administering the collection of the motor vehicle fuel tax (MVFT).

Rental Payments - OBA (section 4.05 of the bill)

Would specify the authorized uses for line item 770-003, and that the Director of Transportation shall hold title to any land purchased and structures attributable to this line item.

Composite Bridge Decks (section 4.06 of the bill)

Would authorize the governor to authorize a program to investigate the use of composite and other alternative material bridge decks.

Public Transportation Highway Purpose Grants (section 4.07 of the bill)

Would authorize the Director of Transportation to use motor vehicle fuel tax revenues to match federal grants for public transportation highway purposes, which are defined in the section.

Study of mandates imposed on local governments (section 11 of the bill)

Would require the Legislative Service Commission to conduct a study to identify any mandates associated with the use of state and federal funding made available for road and bridge projects.

The Legislative Service Commissioner believes that the provisions of this section could be met with existing staff.

Motor Fuel Tax Task Force (section 12 of the bill)

Would create the Motor Fuel Tax Task Force to study the adequacy and distribution of the motor fuel tax and the method of funding the State Highway Patrol. The task force shall issue a report on December 2, 2002 and then cease to exist.

The fiscal impact of this provision would depend on the extent of the services required from the Legislative Service Commission.

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

<i>Fund ALI ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
DOT Transportation, Department of							
042 772-723 Highway Construction-Bonds	\$102,500,000	\$ 225,000,000	\$ 225,000,000	119.5%	\$ 102,500,000	\$ 102,500,000	-54.4%
045 772-428 Highway Infrastructure Bank-Bonds	\$0	\$ 300,000,000	\$ 300,000,000	N/A	\$ 30,000,000	\$ 30,000,000	-90.0%
4A3 776-665 Railroad Crossing Safety Devices		---	\$ 1,200,000	N/A	---	\$ 0	-100.0%
4N4 776-661 Rail Transportation-State	\$0	\$ 0	\$ 0	N/A	\$ 0	\$ 0	N/A
4Y2 774-446 Congestion Mitigation Revolving Fnd	\$50,000	\$ 50,000	\$ 50,000	0.0%	\$ 50,000	\$ 50,000	0.0%
State Special Revenue Fund Group Total	\$ 102,550,000	\$ 525,050,000	\$ 526,250,000	413.2%	\$ 132,550,000	\$ 132,550,000	-74.8%
002 770-003 Adm-State-Debt Service	\$15,189,900	\$ 14,799,000	\$ 14,799,000	-2.6%	\$ 14,403,400	\$ 14,403,400	-2.7%
002 771-411 Planning & Research-State	\$12,106,000	\$ 13,724,000	\$ 13,724,000	13.4%	\$ 13,408,210	\$ 13,408,210	-2.3%
002 771-412 Planning & Research-Federal	\$25,510,000	\$ 32,190,000	\$ 32,190,000	26.2%	\$ 32,460,000	\$ 32,460,000	0.8%
002 772-421 Highway Construction-State	\$472,482,986	\$ 440,536,920	\$ 441,812,485	-6.5%	\$ 372,980,940	\$ 374,269,261	-15.3%
002 772-422 Highway Construction-Federal	\$783,549,207	\$ 834,567,650	\$ 834,567,650	6.5%	\$ 834,230,370	\$ 834,230,370	0.0%
002 772-424 Highway Construction-Other	\$50,000,000	\$ 50,000,000	\$ 50,000,000	0.0%	\$ 50,000,000	\$ 50,000,000	0.0%
002 773-431 Highway Maintenance-State	\$361,027,000	\$ 372,636,000	\$ 372,636,000	3.2%	\$ 381,176,000	\$ 381,176,000	2.3%
002 775-452 Public Transportation-Federal	\$43,375,000	\$ 27,000,000	\$ 27,000,000	-37.8%	\$ 27,000,000	\$ 27,000,000	0.0%
002 775-454 Public Transportation-Other	\$1,002,000	\$ 1,500,000	\$ 1,500,000	49.7%	\$ 1,500,000	\$ 1,500,000	0.0%
002 775-459 Elderly & Disabled Special Equip.	\$3,510,000	\$ 4,230,000	\$ 4,230,000	20.5%	\$ 4,230,000	\$ 4,230,000	0.0%
002 776-462 Grade Crossings-Federal	\$15,000,000	\$ 15,000,000	\$ 15,000,000	0.0%	\$ 15,000,000	\$ 15,000,000	0.0%
002 777-472 Airport Improvements-Federal	\$405,000	\$ 405,000	\$ 405,000	0.0%	\$ 405,000	\$ 405,000	0.0%
002 777-475 Aviation Administration	\$4,557,140	\$ 4,092,010	\$ 4,092,010	-10.2%	\$ 4,158,690	\$ 4,158,690	1.6%
002 779-491 Administration-State	\$107,692,200	\$ 109,042,000	\$ 109,042,000	1.3%	\$ 110,431,850	\$ 110,431,850	1.3%
212 770-005 Infrastructure Debt Service - Fed	\$16,300,000	\$ 28,870,000	\$ 28,870,000	77.1%	\$ 45,650,000	\$ 45,650,000	58.1%
212 772-423 Infrastructure Lease Pymts - Fed	\$12,535,063	\$ 12,534,300	\$ 12,534,300	0.0%	\$ 12,537,800	\$ 12,537,800	0.0%
212 772-426 Highway Infrastructure Bank-Fed	\$5,000,000	\$ 2,500,000	\$ 2,500,000	-50.0%	\$ 2,500,000	\$ 2,500,000	0.0%
212 772-427 Highway Infrastructure Bank-State	\$32,030,000	\$ 11,700,000	\$ 11,700,000	-63.5%	\$ 11,200,000	\$ 11,200,000	-4.3%
212 775-406 Transit Infrastructure Bank-Fed	\$0	\$ 0	\$ 0	N/A	\$ 0	\$ 0	N/A
213 777-477 Aviation Infrastructure Bank-State	\$0	\$ 0	\$ 0	N/A	\$ 0	\$ 0	N/A
4T5 770-609 ODOT Memorial	\$5,000	\$ 5,000	\$ 5,000	0.0%	\$ 5,000	\$ 5,000	0.0%

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

<i>Fund ALI ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
DOT Transportation, Department of Highway Operating Fund Group Total	\$ 1,961,276,496	\$ 1,975,331,880	\$ 1,976,607,445	0.8%	\$ 1,933,277,260	\$ 1,934,565,581	-2.1%
Total All Budget Fund Groups	\$ 2,063,826,496	\$ 2,500,381,880	\$ 2,502,857,445	21.3%	\$ 2,065,827,260	\$ 2,067,115,581	-17.4%

Federal Special Revenue Fund Group

3B9 770-615 Federal Rail

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$36,408	\$0	\$0	\$0	\$0
	N/A	-100.0%	N/A	N/A	N/A

Source: FED: Federal Special Revenue Fund Group: CFDA 20.308

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

Purpose: This line item represents monies from a federal grant, that were used to rehabilitate rail projects. This line item has been consolidated into 776-662 Rail Transportation-Federal.

State Special Revenue Fund Group

042 772-723 Highway Construction-Bonds

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$163,122,308	\$221,100,726	\$278,107,512	\$102,500,000	\$225,000,000	\$102,500,000
	35.5%	25.8%	-63.1%	119.5%	-54.4%

Source: SSR: proceeds from bond sales authorized under section 2m of Article VIII of the Ohio Constitution, and under ORC 5528.51 to 5528.56; no more than \$220 million can be issued in any fiscal year, and no more than \$1.2 billion can be outstanding at any one time

Legal Basis: ORC 5528.53 (authorizes the Highway Obligations Construction Fund); line item created by Am. Sub. H.B. 107 of the 121st G.A.

Purpose: This line item and fund are used for major/new highway construction projects (replaces the Highway Obligations Construction Bond, Fund 041). Debt service is paid from the Highway Capital Improvement Bond Retirement Fund in the Sinking Fund. The debt service in FYs 1998 and 1999 is \$49,165,000 and \$77,906,000, respectively. Under the Constitution, any highway revenues may be used for debt service.

045 772-428 Highway Infrastructure Bank-Bonds

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$19,187,359	\$37,558,099	\$24,013,147	\$0	\$300,000,000	\$30,000,000
	95.7%	-36.1%	-100.0%	N/A	-90.0%

Source: SSR: proceeds from bond sales

Legal Basis: ORC 5531.09 (originally established by Am. Sub. H.B. 627 of the 121st G.A.)

Purpose: This line item supports major highway infrastructure projects. In the FY 2001-2003 biennium, bonds are for the Maumee River Bridge, the South East Ohio Plan Project, and completion of the Spring-Sandusky project. The debt service is paid from line item 770-005.

4N4 776-661 Rail Transportation-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$5,255,108	\$5,081,403	\$4,992,803	\$0	\$0	\$0
	-3.3%	-1.7%	-100.0%	N/A	N/A

Source: SSR: corporate franchise tax paid by railroads

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

Purpose: This new line item, in conjunction with new line item 776-465, Rail Transportation Administration Supplement - State, supports the operations of the Rail program. Funding was previously provided from lines 770-900, Support of ODOT Modes Operations; 770-401, High Speed Rail Authority; 770-403, Rail Transportation; and 770-606, Rail Development. Sub. H.B. 250 of the 120th G.A. (effective October 20, 1994) dissolved ODOT's Rail Division and the High Speed Rail Authority, and created the Ohio Rail Development Commission. Additionally, Am. Sub. H.B. 790 of the 120th G.A. (effective September 12, 1994) required that 50 percent of the corporate franchise tax be used to match federal dollars for rail projects (previous line item 770-606). The amount in this line, plus the amount in 776-663, Panhandle Lease Payments, represents that 50 percent (about \$4.3 million). Future appropriations to this purpose will come from the GRF.

4Y2 774-446 Congestion Mitigation Revolving Fnd

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$0	\$50,000	\$50,000	\$50,000
	N/A	N/A	N/A	0.0%	0.0%

Source: SSR: repayment from private source

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

Purpose: This line item is used to make loans or grants for the construction, resurfacing, rehabilitation of public or private transportation facilities. Initial dollars in the fund will come from a "toll" placed on the use of such a facility that is currently under construction. These dollars are payments for ODOT's investment and, eventually, will be used to fund similar projects.

Highway Operating Fund Group

002 770-003 Adm-State-Debt Service

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$14,872,661	\$15,821,209	\$15,550,137	\$15,189,900	\$14,799,000	\$14,403,400
	6.4%	-1.7%	-2.3%	-2.6%	-2.7%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item enables the Department to use Ohio Building Authority (OBA) bonding authority to help rehabilitate and construct district and county garages and offices. Funding is used to make debt service payments to the OBA for bonds issued by the Department. (Expenditure history includes line item 770-790 in FYs 1994 and 1995.)

002 770-089 Lands and Buildings

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,700	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: Transportation Budget Bill

Purpose: This line item was used to construct, rehabilitate, and maintain ODOT's buildings and physical plants (no longer funded).

002 770-410 Research, U.S.G.S.-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$18,662	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC sections 5501.03 and 5501.11

Purpose: This line item was used to match Federal Funds obtained for planning and research projects as well as to pay for Ohio's participation in the U.S. Geological Survey (now part of 770-411).

002 770-411 Research, U.S.G.S.-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$196,393	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC sections 5501.03 and 5501.11

Purpose: This line item is a combination of former line 770-410 and portions of former lines 772-102, 772-202, and 772-302. Funds in this line item are used to: match Federal Highway Administration funds for highway planning and research projects; pay for Ohio's participation in the U.S. Geological Survey, for production of topographic maps; match federal funds in support of Ohio's 16 metropolitan planning organizations; subscribe to the Highway Research Correlation Service of the National Academy of Science's Transportation Research Board; and, pay for hydrologic studies.

002 770-414 Rural Transit Assistance-Fed.

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,890	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 02.509, Public Transportation for Nonurbanized Areas

Legal Basis: ORC 5501.07

Purpose: This line item provided capital and operating assistance to public transportation systems in small urban and rural areas.

002 770-416 M.P.O. Tech. Studies-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,268	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.505, Federal Transit Technical Studies Grants

Legal Basis: ORC 5525

Purpose: This line item provided technical assistance to transit operators in all of Ohio's urbanized areas.

002 770-706 Resurface/Rehab.-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$665,456	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC Chapter 5525.

Purpose: State funds in this line item were used for various projects designed to preserve, maintain, and refurbish existing highway surfaces and facilities (no longer funded).

002 770-707 Resurface/Rehab.-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$504,789	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program)

Legal Basis: ORC 5525

Purpose: Federal funds in this line item were used for various projects designed to preserve, maintain, and refurbish existing highway surfaces and facilities (no longer funded).

002 770-716 Bridge Inspect./Rehab.-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,631,111	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item was used for various projects designed to repair, replace, and examine bridges along state highways (no longer funded).

002 770-717 Bridge Inspect./Rehab.-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$809,313	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item was used for various projects designed to repair, replace, and examine bridges along state highways (no longer funded).

002 770-718 Safety Upgrading-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$284,573	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item supported various projects designed to improve the safety of the state highway system (no longer funded).

002 770-719 Safety Upgrading-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$84,983	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item supported various projects designed to improve the safety of the state highway system (no longer funded).

002 770-726 Grade Crossing-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$56,585	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item was used to rehabilitate rail-highway grade crossing pavements, or to provide signs and pavement markings near the crossings. Line items 770-726 and 770-751 are now combined in line item 776-462.

002 770-727 Major Reconstruction-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$456,806	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item supported various major reconstruction projects along state highways (no longer funded).

002 770-728 Major Reconstruction-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,389,542	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item supported various major reconstruction projects along state highways (no longer funded).

002 770-729 New Construction-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$546,544	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item supported the construction of new highway facilities and the relocation of existing highway facilities (no longer funded).

002 770-730 New Construction-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$4,691,444	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item supported the construction of new highway facilities and the relocation of existing highway facilities (no longer funded).

002 770-732 Access Roads-State Facilities

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,119	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item was used to construct, reconstruct, and maintain roads located in state welfare institutions, located in or leading to conservancy districts, and located in or leading to state parks, other state properties, or metropolitan park districts (no longer funded).

002 770-733 Local Govt. Projects-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$131,502	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5525

Purpose: This line item was used for right-of-way acquisition and preliminary engineering for the development and construction of various locally sponsored road and street projects (no longer funded).

002 770-734 Local Govt. Projects-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,129,448	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5525

Purpose: This line item was used for right-of-way acquisition and preliminary engineering for the development and construction of various locally sponsored road and street projects (no longer funded).

002 770-751 Grade Crossing Prot.-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$272,237	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal -Aid Highway Program)

Legal Basis: ORC 5523.31

Purpose: This line item was used to provide warning devices at rail-highway crossings. Line items 770-726 and 770-751 are now combined in line item 776-462.

002 770-772 Bridge Painting/Repair

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$10,889	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: Transportation Budget Bill

Purpose: This line item supported bridge painting and repair along state highways (no longer funded).

002 770-777 Signing, Sign Structures, Etc.

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$702	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: Transportation Budget Bill

Purpose: This line item was used to replace and install signal equipment (no longer funded).

002 770-779 Seeding, Mowing, Etc.

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,990	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: Transportation Budget bill

Purpose: This line item supported erosion control, sodding, and mowing along state highways (no longer funded).

002 771-411 Planning & Research-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$9,694,136	\$7,329,586	\$8,407,966	\$12,106,000	\$13,724,000	\$13,408,210
	-24.4%	14.7%	44.0%	13.4%	-2.3%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

Legal Basis: ORC 5501.03 & ORC 5501.11; (established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is a combination of former line item 770-410, Research, U.S. Geological Survey, M.P.O. Planning - State, and a portion of former line items 772-102, 772-202, and 772-302 for operating costs. Funds in this line item are used to: (1) match Federal Highway Administration funds for highway planning and research projects; (2) pay for Ohio's participation in the U.S. Geological Survey, for production of topographic maps; (3) match federal funds in support of Ohio's 16 metropolitan planning organizations; (4) subscribe to the Highway Research Correlation Service of the National Academy of Science's Transportation Research Board; and (5) pay for hydrologic studies.

002 771-412 Planning & Research-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$13,395,186	\$11,425,129	\$13,963,542	\$25,510,000	\$32,190,000	\$32,460,000
	-14.7%	22.2%	82.7%	26.2%	0.8%

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program)

Legal Basis: ORC 5501.03 and ORC 5501.11

Purpose: These funds are used to support highway, planning, and research projects (including comparisons of state/local traffic laws with model laws that may be required to meet federal standards); topographic mapping; and metropolitan planning organizations. (The expenditure history above includes spending in former line item 770-411, Research, U.S.G.S. - Federal in FY 1994 through 1996.)

002 772-421 Highway Construction-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$400,442,548	\$384,549,671	\$485,746,742	\$472,482,986	\$441,812,485	\$374,269,261
	-4.0%	26.3%	-2.7%	-6.5%	-15.3%

Source: HOF: fuel tax and other highway-related revenues; the federal line receives dollars through CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program); the last line is the local share

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

Purpose: This item is the state portion of three items that support the Highway Construction program series, which is the design, building and rehabilitation of the state highway system. The series includes: highway and bridge design; resurfacing, restoration, replacement, and upgrading; major and new construction; local government projects; access roads to state facilities; noise walls/barriers; and the bicycle subprogram. This line item also contains funding for payroll and equipment.

002 772-422 Highway Construction-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$575,575,958	\$520,623,539	\$575,588,590	\$783,549,207	\$834,567,650	\$834,230,370
	-9.5%	10.6%	36.1%	6.5%	0.0%

Source: HOF: fuel tax and other highway-related revenues; the federal line receives dollars through CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program); the last line is the local share

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

Purpose: This item, which is the federal portion, is one of three items that support the Highway Construction program series, which is the design, building and rehabilitation of the state highway system. The series includes: highway and bridge design; resurfacing, restoration, replacement, and upgrading; major and new construction; local government projects; access roads to state facilities; noise walls/barriers; and the bicycle subprogram. Line item 772-421, Highway Construction - State, contains funding for payroll and equipment.

002 772-424 Highway Construction-Other

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$36,627,892	\$42,973,690	\$36,433,554	\$50,000,000	\$50,000,000	\$50,000,000
	17.3%	-15.2%	37.2%	0.0%	0.0%

Source: HOF: fuel tax and other highway-related revenues; the federal line receives dollars through CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program); the last line is the local share

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

Purpose: These item, which provides the local portion, is one of three items that support the Highway Construction program series, which is the design, building and rehabilitation of the state highway system. The series includes: highway and bridge design; resurfacing, restoration, replacement, and upgrading; major and new construction; local government projects; access roads to state facilities; noise walls/barriers; and the bicycle subprogram. Line item 772-421, Highway Construction - State, contains funding for payroll and equipment.

002 773-431 Highway Maintenance-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$275,103,156	\$329,920,315	\$347,855,256	\$361,027,000	\$372,636,000	\$381,176,000
	19.9%	5.4%	3.8%	3.2%	2.3%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item supports the Highway Maintenance program series consisting of eight subprograms to maintain the state highway system. These subprograms include bridge painting and repair; pavement and drainage; guardrail reconstruction; signing and lighting; snow and ice control; and heavy equipment. Funds are also used to build and maintain ODOT buildings and the acquisition of equipment such as cars, backhoes and garage equipment.

002 774-441 Highway Amenities-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$567,814	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item supports the maintenance, improvement, and beautification of the highway system. Subprograms include: roadside rest areas, mowing and herbicidal spraying, transportation enhancement activities, landscape and wildflowers, and tree seedlings.

002 774-442 Highway Amenities-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$440,494	\$11,335	\$0	\$0	\$0	\$0
	-97.4%	-100.0%	N/A	N/A	N/A

Source: HOF: CFDA 20.205, Highway Planning and Construction

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

Purpose: This line item supports the maintenance, improvement, and beautification of the highway system. Subprograms include: roadside rest areas, mowing and herbicidal spraying, transportation enhancement activities, landscape and wildflowers, and tree seedlings.

002 774-444 Highway Amenities-Other

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$40,117	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: repayment from private source

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

Purpose: This line is used to make loans or grants for the construction, resurfacing, or rehabilitation of public or private transportation facilities. Initial dollars in the fund will come from a 'toll' placed on the use of such a facility that is currently under construction. These dollars are payment for ODOT's investment and, eventually, will be used to fund similar projects.

002 775-452 Public Transportation-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$32,283,802	\$28,191,999	\$33,079,677	\$43,375,000	\$27,000,000	\$27,000,000
	-12.7%	17.3%	31.1%	-37.8%	0.0%

Source: HOF: CFDA 20.509, Public Transportation for Non-urbanized Areas (Non-urbanized Formula Grants, Section 5311)

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

Purpose: This line item is a combination of four previous line items: 770-414, Rural Transit - Federal; 770-415, Public Transportation Block Grants; 770-416, M.P.O. Technical Studies - Federal; and 770-417, Rural Technical Assistance - Federal. These moneys are for capital and operating assistance to public transportation systems. Eligible applicants for funding are counties, cities, county transit boards, regional transit authorities, and private nonprofit organizations. Expenditures are 100 percent reimbursable.

002 775-454 Public Transportation-Other

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$627,473	\$477,041	\$708,179	\$1,002,000	\$1,500,000	\$1,500,000
	-24.0%	48.5%	41.5%	49.7%	0.0%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: Moneys in this line item are the local portion to match federal funds provided through line item 775-452, Public Transportation - Federal. These moneys were previously a part of former Fund 803, line item 770-612, Special Equipment - Elderly and Handicapped - Local and Federal.

002 775-455 Public Transportation Admin

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$15,922	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item was a consolidation of previous line items 774-104, Personal Service - Modes; 774-204, Maintenance - Modes; 774-304, Equipment - Modes; and some federal moneys. The appropriation was for the support functions of the Public Transportation program but is no longer needed with the elimination of the 900-transfer account. Operations are now funded directly from the GRF.

002 775-459 Elderly & Disabled Special Equip.

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,500,327	\$1,699,599	\$2,681,071	\$3,510,000	\$4,230,000	\$4,230,000
	-32.0%	57.7%	30.9%	20.5%	0.0%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: These funds are granted to local jurisdictions, pursuant to ORC 5501.05 and ORC 5501.07, for the purchase of special equipment needed to make mass transit vehicles accessible to the elderly and handicapped. Expenditures are 100 percent reimbursable from both the federal share and the collection of local share from program grantees (see line item 775-454, Public Transportation - Other). This line, together with 775-454, used to be former Fund 803, 770-612, Special Equipment - Elderly and Handicapped - Local and Federal, which was created by the Controlling Board in February 1978, to administer grants through Section 16 of the Federal Transit Act.

002 776-462 Grade Crossings-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$10,777,055	\$8,807,125	\$15,184,960	\$15,000,000	\$15,000,000	\$15,000,000
	-18.3%	72.4%	-1.2%	0.0%	0.0%

Source: HOF: CFDA 20.205, Highway Planning and Construction (Federal-Aid Highway Program)

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

Purpose: This line is a combination of previous line items 770-726, Grade Crossing Pavement and Other Improvements - Federal, and 770-751, Grade Crossing Protection Devices - Federal. These funds are used: to provide warning devices at rail-highway crossings; to restore and rehabilitate rail-highway grade crossing pavements; and, for signs and pavement markings near the crossings. (Expenditure history in FY 1994 through 1996 includes former line items 770-726 and 770-751.)

002 777-472 Airport Improvements-Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$304,582	\$252,077	\$147,757	\$405,000	\$405,000	\$405,000
	-17.2%	-41.4%	174.1%	0.0%	0.0%

Source: HOF: CFDA 20.106, Airport Improvement Program (AIP)

Legal Basis: originally established by Am. Sub. H.B. 107 of the 121st G.A.; established in FY 1985 and authorized by ORC 4561.06 and ORC 4561.08

Purpose: This item funds the County Airport Improvement Program. Funds are used for airport planning, maintenance, and capital improvements. FAA grants comprise 90 percent of the project amount with the remaining 10 percent provided by cash contributions from participant local airport sponsors and by Department in-kind services.

002 777-475 Aviation Administration

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,248,997	\$3,252,841	\$3,537,560	\$4,557,140	\$4,092,010	\$4,158,690
	0.1%	8.8%	28.8%	-10.2%	1.6%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item is a portion of a consolidation of previous line items 774-104, Personal Service - Modes; 774-204, Maintenance - Modes; 774-304, Equipment - Modes. The appropriation is for the administrative functions of the Aviation program.

002 779-491 Administration-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$92,486,422	\$89,958,564	\$95,108,589	\$107,692,200	\$109,042,000	\$110,431,850
	-2.7%	5.7%	13.2%	1.3%	1.3%

Source: HOF: Highway Operating Fund (fuel tax and other highway-related revenues)

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

Purpose: This line item is used to support the administrative functions of the Department such as the offices of the Director, Assistant Director, Finance, Legislative Services, Office of Equal Employment Opportunity, Administration, and the Department's Computer Services operations; and the administration functions in the districts. This line is a combination of former line items 771-101 through 771-301, 771-405, Employee Incentives, and 770-089, Lands and Buildings.

212 770-005 Infrastructure Debt Service - Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$10,251,305	\$9,904,447	\$16,300,000	\$28,870,000	\$45,650,000
	N/A	-3.4%	64.6%	77.1%	58.1%

Source: HOF: federal dollars

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

Purpose: This line item, which is in the State Infrastructure Bank, services debt on bonds issued by the state. The bond fund is Fund 045 in which bonds are sold for the Maumee River Bridge, the South East Ohio Plan project, and completion of the Spring-Sandusky project.

212 772-423 Infrastructure Lease Pymts - Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$12,882,145	\$12,896,875	\$11,521,728	\$12,535,063	\$12,534,300	\$12,537,800
	0.1%	-10.7%	8.8%	0.0%	0.0%

Source: HOF: federal dollars

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

Purpose: This line item, which is in the State Infrastructure Bank, services debt on bonds sold by an entity. The first bonds for which debt was paid from this account were issued by the Butler County Transportation Improvement District. In the FY 2000-2001 biennium, debt service from this account included bonds issued by Transportation Improvement Districts in Butler, Hamilton, Medina, and Stark counties.

212 772-426 Highway Infrastructure Bank-Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$20,000	\$186,952	\$4,705,545	\$5,000,000	\$2,500,000	\$2,500,000
	834.8%	2417.0%	6.3%	-50.0%	0.0%

Source: HOF: federal dollars

Legal Basis: established by Controlling Board on September 16, 1996

Purpose: This line item, which is in the State Infrastructure Bank, represents federal dollars used for loans to entities for highway construction.

212 772-427 Highway Infrastructure Bank-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$8,680,078	\$17,739,930	\$17,284,831	\$32,030,000	\$11,700,000	\$11,200,000
	104.4%	-2.6%	85.3%	-63.5%	-4.3%

Source: HOF: GRF

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

Purpose: This line item, which is in the State Infrastructure Bank, represents state dollars used for loans to entities for highway infrastructure projects.

212 775-406 Transit Infrastructure Bank-Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$45,000	\$373,227	\$0	\$0	\$0
	N/A	729.4%	-100.0%	N/A	N/A

Source: HOF: federal dollars

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

Purpose: This line item is the federal share of transit infrastructure projects funded through the State Infrastructure Bank.

213 777-477 Aviation Infrastructure Bank-State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$2,800,079	\$0	\$0	\$0
	N/A	N/A	-100.0%	N/A	N/A

Source: HOF: GRF

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

Purpose: This line item is the state share of aviation infrastructure projects funded through the State Infrastructure Bank.

4T5 770-609 ODOT Memorial

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$3,247	\$1,280	\$5,000	\$5,000	\$5,000
	N/A	-60.6%	290.6%	0.0%	0.0%

Source: HOF: donations (employees, private, civic organizations)

Legal Basis: originally established by Controlling Board on August 15, 1994

Purpose: This line item is used for the creation of granite memorials for those ODOT employees who lost their lives while building Ohio's highways.

Highway Obligation Construction Fund Group

041 770-706 Const Cap Imp Cnt Resf Rhab Rest St

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,507	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2i of Article VIII of the Ohio Constitution and sections 5528.30 and 5528.31 of the ORC

Legal Basis: ORC 5528.41 (authorizes the Highway Obligations Construction Fund)

Purpose: State funds in this line item were used for various projects designed to preserve, maintain, and refurbish existing highway surfaces and facilities (no longer funded).

041 770-716 Const Cap Imp Cnt Brdg Insp Rhab St

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$887,309	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2i of Article VIII of the Ohio Constitution and sections 5528.30 and 5528.31 of the ORC

Legal Basis: ORC 5528.41 (authorizes the Highway Obligations Construction Fund)

Purpose: This line item was used for various projects designed to repair, replace, and examine bridges along state highways (no longer funded).

041 770-718 Const Cap Imp Cnt Safety Upgrde St

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$77,452	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2i of Article VIII of the Ohio Constitution and sections 5528.30 and 5528.31 of the ORC

Legal Basis: ORC 5528.41 (authorizes the Highway Obligations Construction Fund)

Purpose: This line item supported various projects designed to improve the safety of the state highway system (no longer funded).

041 770-727 Const Cap Imp Cnt Major Reconstr St

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$34,467	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2i of Article VIII of the Ohio Constitution and sections 5528.30 and 5528.31 of the ORC

Legal Basis: ORC 5528.41 (authorizes the Highway Obligations Construction Fund)

Purpose: This line item supported various major reconstruction projects along state highways (no longer funded).

041 770-729 Const Cap Imp Cnt New Constr State

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$406,058	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2i of Article VIII of the Ohio Constitution and sections 5528.30 and 5528.31 of the ORC

Legal Basis: ORC 5528.41 (authorizes the Highway Obligations Construction Fund)

Purpose: This line item supported the construction of new highway facilities and the relocation of existing highway facilities (no longer funded).

041 772-723 Highway Construction-Bonds

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$13,752,478	\$2,363,984	\$0	\$0	\$0	\$0
	-82.8%	-100.0%	N/A	N/A	N/A

Source: HOC: proceeds from bond sales authorized under section 2m of Article VIII of the Ohio Constitution, and under ORC 5528.51 to 5528.56; no more than \$220 million can be issued in any fiscal year, and no more than \$1.2 billion can be outstanding at any one time

Legal Basis: ORC 5528.53 (authorizes the Highway Obligations Construction Fund); line item created by Am. Sub.H.B. 107 of the 121st G.A.

Purpose: This line item and fund are used for major/new highway construction projects (replaces the Highway Obligations Construction Bond, Fund 041). Debt service is paid for the Highway Capital Improvement Bond Retirement Fund in the Sinking Fund. The debt service in FY 1998 and 1999 is \$49,165,000 and 77,906,000, respectively. Under the Constitution, highway revenues may be used for debt service.

Public Safety

- EMS implements "Trauma Bill"
- BMV expands technology uses
- Highway Patrol operating budget up 8%, BMV up 7% in FY 2002

OVERVIEW

The Agency

The Department of Public Safety (DHS) is charged with various responsibilities of which the intended impact is to save lives and reduce injuries. The agency is organized into the following six divisions in order to accomplish this mission:

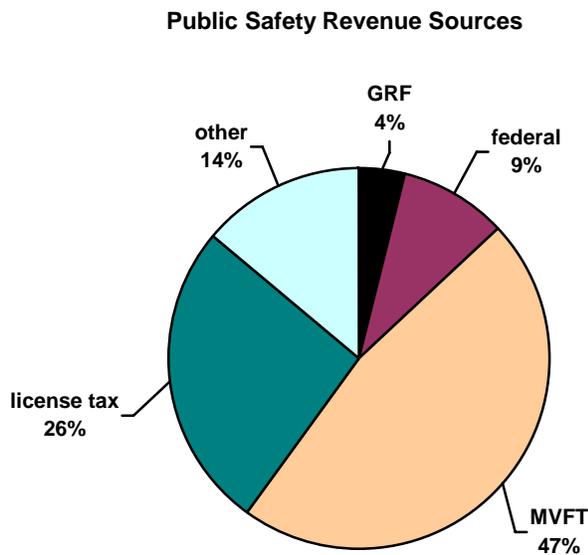
- the State Highway Patrol
- the Bureau of Motor Vehicles
- the Investigative Unit
- the Emergency Management Agency
- Emergency Medical Services
- Administration

The largest of these divisions is the Highway Patrol (OSHP), which employed approximately 2,585 personnel as of December 31, 2000, with seventy eight trainees at the Academy scheduled to graduate in March 2001. Of these personnel, approximately 272 worked at the headquarters in Columbus. OSHP is organized into ten districts located throughout the state. The second largest division is the Bureau of Motor Vehicles (BMV), which employed about 885 full-time, and 17 part-time, personnel. The substantial majority of BMV personnel are located in Columbus. The other divisions are markedly smaller, so that the total personnel employed full-time by the agency numbered about 3,794. A copy of the organizational chart submitted in the agency's budget request is reproduced below. Among the smaller divisions: 1) the Investigative Unit investigates liquor violations and food stamp trafficking, 2) the Emergency Management Agency (EMA) coordinates the support for local disaster-relief efforts, and provides support for mitigation programs that would alleviate future disasters, 3) Emergency Medical Services (EMS) tests and certifies Ohio's Emergency Medical Technicians and firefighters, and 4) the Administration Division provides administrative support for the other divisions, and administers highway safety and information programs.

The Budget

The Executive Proposal calls for a budget of \$413.3 million in fiscal year (FY) 2002, after excluding budget line items to be considered in the main operating budget, and \$433.2 million in FY 2003. The FY 2002 figure represents a 2.7% increase over FY 2001, and the FY 2003 figure represents a 4.8% increase compared with FY 2002.

The agency's budget derives from several revenue sources. Approximately 4% of the agency's proposed spending authority for FY 2002 would come from the General Revenue Fund, and will be considered along with the state's main operating budget. Approximately 9% of the agency's proposed spending authority would be funded by federal dollars, 47% from the motor vehicle fuel tax, and 26% from vehicle license and registration fees and other vehicle-related fees. Other funding sources, consisting mostly of intragovernmental transfers, add up to about 14% of the agency's proposed budget.



Multi-Agency Radio Communications System

DHS will be one of the heaviest users of the Multi-Agency Radio Communications System, or MARCS. The contract for system construction was awarded in late 1998, and the system will begin to be put into operation during the 2001-2003 biennium. By the end of the biennium, it is anticipated that approximately 80% of the MARCS system will be in operation. The OSHP will be responsible for the system's maintenance and will need to hire additional dispatchers who are well-trained in the capabilities provided by MARCS, such as computer-aided dispatching. The EMA plans to operate a mobile MARCS unit. The system will be operated by the Department of Administrative Services (DAS), so the 23 personnel that EMA had been authorized to hire to operate the system will be employed at DAS instead. Three of the six divisions, OSHP, the Investigative Unit, and EMA, have MARCS-related supplemental budget requests.

The fact that several agencies will use the MARCS system provides fiscal advantages and disadvantages. On the advantage side, the more agencies use the system, the lower the cost per agency. And the less duplication of radio communications systems across state agencies, the lower the cost to state

government. Thus the fact that the Department of Natural Resources has rejoined the MARCS system means that MARCS-related costs should fall for the divisions of the Department of Public Safety (DHS) that use the system. On the disadvantage side, the cross-agency nature of MARCS means that the costs of the system must somehow be allocated to the agencies concerned. MARCS-related costs will be paid by DAS, with DAS being reimbursed by other agencies through user charges.

Impact of Legislation Passed in the 123rd G.A.

Several bills were passed in the previous General Assembly that will have budgetary impacts on DHS, including H.B. 138, H.B. 163, H.B. 600, and S.B. 239. The previous transportation budget bill, H.B. 163, merged the liquor control and food stamp trafficking programs into one division, now known as the Investigative Unit. That division's experience with the merger is described in the Analysis of Executive Proposal section of the Redbook. H.B. 138, often referred to as the "Trauma Bill," created several new duties for Emergency Medical Services. EMS submitted a supplemental budget request to fund five new positions to comply with the bill's provisions; more details are presented in the Analysis of Executive Proposal section. H.B. 600 placed restrictions on the ability of the Registrar or any Deputy Registrar to sell personal information gleaned from BMV records. DHS reports that the revenue loss for the first six months of fiscal year 2001 (through December 31, 2000) was approximately \$800,000 as compared with the equivalent period during FY 2000.

New Technology at the BMV

The BMV requested funding, which the executive proposal approved, to update the imaging system that it employs to store approximately 14.5 million documents, a number that is growing by about 3.2 million each year. Fifty percent of the cost of replacing the current system would come from the self-supporting Financial Responsibility Fund; there is a supplemental request to fund the other fifty percent of the cost (from the State Highway Fund Group).

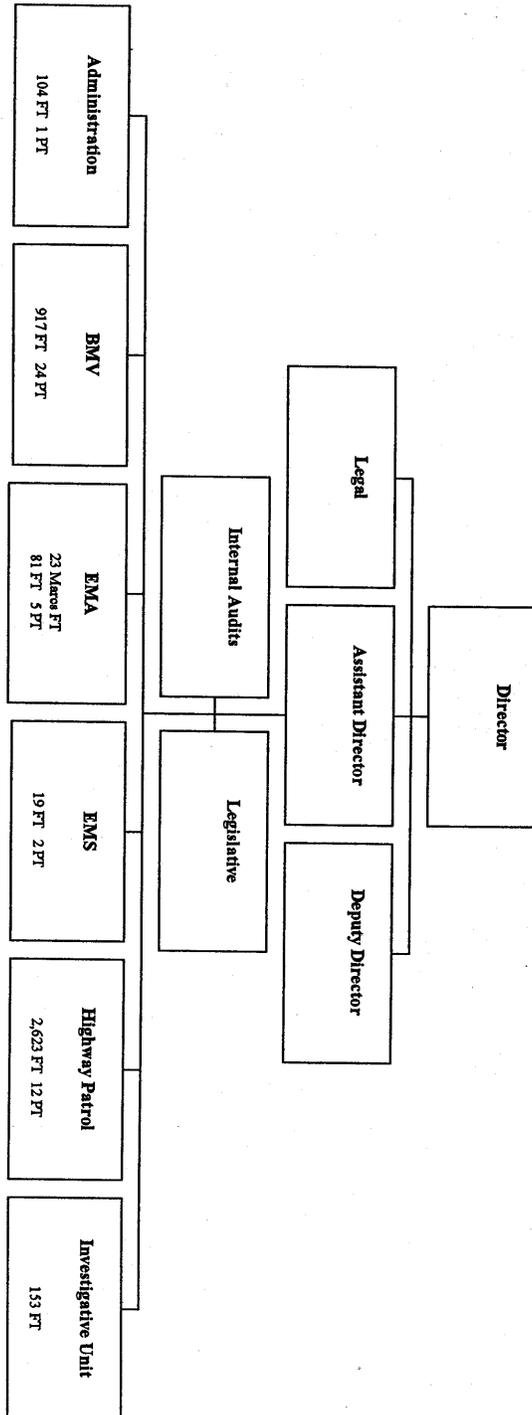
Also, in an effort to make it more convenient for Ohio drivers to register their vehicles, BMV has begun to enable them to renew using the phone or the Internet (at www.oplates.com). These capabilities were introduced in October of 2000. By the end of January 2001, approximately 40,000 Ohioans had registered via the Internet, and 9,000 by phone.

Executive Proposal

The governor is proposing that the total funding for the department's operations be set at \$413.3 million in FY 2002 and \$433.1 million in FY 2003. The FY 2002 figure would represent a 2.7% increase compared with the estimated FY 2001 expenditures of \$403.0 million. While these numbers indicate an increase in funding for the department overall, a number of individual line items are proposed to be reduced. Operating expenses are increased for the Highway Patrol, the BMV, the EMS, and the Investigative Unit, but are reduced for Administration and its Information and Education program (operating expenses for EMA are contained in the main operating budget). The \$4 million fall in line item 762-627 is simply a return to normal after historically high funding levels in the 1999-2001 biennium to replace an extensive network of equipment. There are similarly large decreases in two of the disaster relief line items, specifically items 763-609 and 763-645, which are reduced by a total of approximately \$7 million. While disaster relief funding is critical for the state, funding needs in this area are by nature idiosyncratic, so that this would not be considered a reduction in operating funds. More details by division and by line item can be found in the Analysis of Executive Proposal section.

ADDITIONAL FACTS AND FIGURES

Organizational Chart reproduced from agency budget request.



Ohio Department of Public Safety

ANALYSIS OF EXECUTIVE PROPOSAL

Highway Safety Information and Education

Role This program is made up of two subprograms: Public Information and the Governor’s Highway Safety Representative Office. The first subprogram is responsible for the preparation and dissemination of safety messages via a variety of media forms. The second subprogram distributes federal funds (about \$12 million annually) from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). There are approximately 65 positions assigned to this program.

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

Fund	ALI	Title	FY 2002	FY 2003
036	761-321	Operating Expense – Information and Education	\$2,798,221	\$3,071,756
036	761-402	Traffic Safety Match	\$277,137	\$277,137
831	761-610	Information and Education – Federal	\$684,501	\$706,238
83N	761-611	Elementary School Seat Belt Program	\$407,166	\$447,895
832	761-612	Traffic Safety – Federal	\$12,508,783	\$12,910,149
844	761-613	Seatbelt Education Program	\$235,128	\$258,657
846	761-625	Motorcycle Safety Education	\$1,316,145	\$1,358,917
847	761-622	Film Production Reimbursement	\$45,259	\$46,390
5J9	761-678	Federal Salvage/GSA	\$204,400	\$209,510
Total funding: Highway Safety Information and Education			\$18,476,740	\$19,286,649

- The operating budget for this program would be reduced by about 3% between FY 2001 and FY 2002 as a result of the executive proposal.

Bureau of Motor Vehicles

Role The Bureau is responsible for titling, driver licensure, and vehicle registration. Total program funding is provided from motor vehicle taxes, fees, fines and from a variety of self-supporting funds. As of December 31, 2000, this division employed 885 full-time and 17 part-time personnel.

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

Fund	ALI	Title	FY 2002	FY 2003
4U0	762-638	Collegiate License Plate Program	\$481,842	\$493,888
4U2	762-641	Pro Football Hall of Fame License Plate Program	\$150,000	\$150,000
5G8	762-668	Ohio CASA/GAL License Plates	\$307,200	\$307,200
5G9	762-669	Rotary International License Plates	\$20,480	\$20,480
5J0	762-670	Pro Sports Team License Plates	\$1,250,000	\$1,250,000
5J1	762-671	Boy Scouts License Plates	\$25,000	\$25,000
5J2	762-672	Girl Scouts License Plates	\$25,000	\$25,000
5J3	762-673	Eagle Scouts License Plates	\$25,000	\$25,000
5J4	762-674	FOP License Plates	\$15,000	\$15,000
5J5	762-675	FOP Associates License Plates	\$30,000	\$30,000
539	762-614	Motor Vehicle Dealers Board	\$233,476	\$239,902
4W4	762-321	Operating Expense-BMV	\$63,822,261	\$69,503,140
4W4	762-410	License Supplement	\$33,647,970	\$34,988,363
83R	762-639	Law Enforcement Reimbursement	\$970,000	\$994,250
835	762-616	Financial Responsibility Compliance	\$5,534,464	\$8,911,789
849	762-627	Automated Title Processing Board	\$7,771,434	\$8,185,803
5J6	762-677	Ducks Unlimited License Plates	\$25,000	\$25,000
5M7	762-679	Future Farmers of America License Plates	\$25,000	\$25,000
Total funding: Bureau of Motor Vehicles			\$114,359,127	\$125,214,815

- Full funding is recommended to replace the department’s image processing system. The existing system is used to capture, store, and retrieve images of the millions of documents processed in the Financial Responsibility, Medical, and Administrative Licensing Suspension Sections. Half of the cost of the new system will be paid by the self-supporting Financial Responsibility Fund.
- The operating budget for this division would be increased by approximately 7% between FY 2001 and FY 2002 as a result of the governor’s proposal.

Enforcement

Role The Highway Patrol is responsible for enforcing laws on state highways. This program also contains numerous other services that may not at first be associated with the Patrol. These include controlling and regulating the operation of commercial motor vehicles, conducting driver's license testing, investigating crimes related to state-owned or leased property, and providing security for the Statehouse, Governor's residence, and the Ohio State Fairgrounds. There were 2,585 employees assigned to this division at the end of calendar year 2000, including a class of 78 cadet trainees scheduled to graduate from the Patrol Academy in March of 2001.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
036	764-033	Minor Capital Projects	\$2,531,302	\$1,732,358
036	764-321	Operating Expense – Highway Patrol	\$185,264,130	\$195,245,402
83C	764-630	Contraband, Forfeiture, Other	\$603,296	\$622,894
83F	764-657	Law Enforcement Auto. Data System	\$5,050,151	\$5,277,569
83G	764-633	OMVI Fines	\$781,051	\$820,927
831	764-610	Patrol/Federal	\$2,210,831	\$2,336,609
831	764-659	Transportation Enforcement – Federal	\$3,919,153	\$4,087,361
837	764-602	Turnpike Policing	\$8,803,786	\$9,306,325
838	764-606	Patrol Reimbursement	\$216,690	\$222,108
840	764-607	State Fair Security	\$1,306,015	\$1,384,660
840	764-617	Security and Investigations	\$4,484,313	\$4,749,103
840	764-626	State Fairgrounds Police Force	\$783,175	\$829,631
840	761-667	Security Assessment	\$152,324	\$160,982
841	764-603	Salvage and Exchange – Highway Patrol	\$1,243,025	\$1,274,101
4S2	764-660	MARCS Maintenance	\$241,811	\$227,222
Total funding: Enforcement			\$217,591,053	\$228,277,252

- Fund 4S2, MARCS Maintenance, contains appropriations of \$241,811 in FY 2002 and \$227,222 in FY 2003. The Patrol will provide maintenance for the system of which the costs for the service will be reimbursed by the Department of Administrative Services (DAS).
- The Highway Patrol's operating budget would be increased by approximately 8% between FY 2001 and FY 2002 based on the governor's proposal.

Emergency Medical Services

Role This program's function is primarily the certification of Emergency Medical Technicians (EMTs) and firefighters. New duties created by Am. Sub. H.B. 138 of the 123rd G.A. include developing statewide protocols for trauma care, an Incident Run Registry, and a Trauma Registry. Most funding is provided by seat belt fine revenue. One of EMS' functions is the distribution of grant dollars. In fact, of the total program funding, \$4 million annually is grant dollars. These grants, made available from seat belt fine money, are distributed to local governments for training and the purchase of EMS equipment. There were 17 full-time employees and one part-time employee assigned to this division as of December 31, 2000.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
83M	765-624	Operating Expenses – EMS	\$2,370,708	\$2,292,960
83P	765-637	EMS Grants	\$5,694,384	\$5,836,744
831	765-610	EMS/Federal	\$263,475	\$270,062
Total funding: Emergency Medical Services			\$8,328,567	\$8,399,756

- Grants are increased to \$5.6 million in FY 2002 and \$5.8 million in FY 2003 (from \$4 million annually). These grants fund the training needs of local EMS organizations, as well as equipment purchases for training and patient care equipment.
- Four additional staff members would be funded by the executive proposal because of the new duties created by H.B. 138, often referred to as “the Trauma Bill.” The new staff would be responsible for the implementation of the Trauma Registry and the Statewide Incident Run Report, and would serve as regional liaisons to firefighters across the state. One of the four positions would be a clerical position.
- The EMS operating budget would increase approximately 15.5% as a result of the executive proposal.

Special Enforcement

Role This division consists of both Liquor and Food Stamp Enforcement. The two enforcement areas were merged in the last transportation budget bill. Liquor Enforcement investigates and enforces laws related to the sale of alcohol. Food Stamp Enforcement is responsible for the investigation of alleged criminal conduct involving any improper use of food stamps. As of the end of calendar year 2000 the division employed 125 personnel.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
831	767-610	Liquor Enforcement – Federal	\$483,710	\$514,184
043	767-321	Liquor Enforcement – Operations	\$8,739,650	\$9,233,527
622	767-615	Investigative Contraband and Forfeiture	\$394,255	\$404,111
831	769-610	Food Stamp Enforcement - Fed	\$974,809	\$1,022,315
Total funding: Special Enforcement			\$10,592,424	\$11,174,137

- The total budget of this division would increase by approximately 5% under the executive proposal.
- The merger of the two enforcement areas has largely been accomplished. All agents have been cross-trained in both areas, but some division of labor remains: about 20 of the agents will remain dedicated to food stamp enforcement due to the highly specialized nature of the investigation methods.
- The division had several supplemental requests that were not funded, including a supplemental request to maintain current service levels.

Emergency Management Agency

Role This division coordinates and manages the emergency planning, response, and recovery for emergencies and disasters affecting the state and local governments. Its goal is to minimize the effects of disasters on Ohio’s citizens. The EMA is located at the relatively new Emergency Operation Center (EOC) in Columbus (opened October, 1994). There are approximately 83 full-time and five part-time positions in the EMA.

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

Fund	ALI	Title	FY 2002	FY 2003
3N5	763-644	U.S. DOE Agreement	\$200,000	\$215,000
329	763-645	IFG Federal Match/NOAA	\$296,100	\$303,504
337	763-609	Federal Disaster Relief	\$6,100,000	\$2,000,000
339	763-647	Emergency Management Assistance and Training	\$8,525,000	\$9,725,000
4V3	763-662	Storms/NOAA Maintenance	\$175,772	\$182,685
4W6	763-663	MARCS Operations	\$0	\$0
533	763-601	State Disaster Relief	\$8,500,000	\$7,500,000
4Y0	763-654	EMA Utility Payment	\$146,657	\$146,657
4Y1	763-655	Salvage & Exchange – EMA	\$28,285	\$28,992
657	763-652	Utility Radiological Safety	\$874,602	\$927,241
681	763-653	SARA title III HAZMAT Planning	\$190,000	\$190,000
Total funding: Emergency Management Agency			\$25,036,416	\$21,219,079

- Funding for MARCS operations will be moved to the Department of Administrative Services. EMA will continue to operate the mobile MARCS unit, which serves as the primary backup system as well as serving as a command post during disaster situations.
- The executive proposal did not fund EMA’s request for STORMS system maintenance. Although the current budget allows for maintenance of the existing system, not funding this request would mean that the system will not be expanded beyond its current range, as the budget would not allow for proper maintenance of the new gauges. The current system covers the parts of the state at highest-risk for flash-flooding, but some parts of the state, mostly in the northwest region, will be left without the enhanced flash-flood warning capability provided by STORMS.
- The operating budget for EMA is contained in the main operating budget.

Administration

Role This program provides support services for Public Safety’s administrative operations (director and staff, shared computer services, and shared divisional operations). There were 99 full-time employees and one part-time employee in this division as of December 31, 2000, with most of them employed in the Highway Safety Information and Education Program.

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

Fund	ALI	Title	FY 2002	FY 2003
036	766-321	Operating Expense – Administration	\$4,146,125	\$4,233,612
830	761-603	Salvage and Exchange – Administration	\$21,531	\$22,070
4S3	766-661	Hilltop Utility Reimbursement	\$562,100	\$576,153
Total funding: Administration			\$4,729,756	\$4,831,835

Debt Service Payments

Role This program provides for total debt service to support the bonds issued for the Hilltop complex. Of the total, 45 percent is charged to the Department of Transportation, and 55 percent is charged to Public Safety. Of the latter, the Bureau of Motor Vehicle's share is 33 percent.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
036	761-401	Lease Rental Payments	\$12,157,000	\$12,735,500
Total funding: Debt Service			\$12,157,000	\$12,735,500

Revenue Distribution

Role This program is for the receipt of funds that are then redistributed.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2000	FY 2001
R24	762-619	Unidentified Motor Vehicle Receipts	\$1,750,000	\$1,750,000
R27	764-608	Patrol Fee Refunds	\$35,000	\$35,000
R52	762-623	Security Deposits	\$250,000	\$250,000
Total funding: Revenue Distribution			\$2,035,000	\$2,035,000

PERMANENT LAW

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

Permit the printing of validation and county stickers at point of sale (ORC Section 4503.191)

Would authorize the Registrar of Motor Vehicles to adopt rules permitting validation stickers and county identification stickers to be printed at the point of sale.

BMV estimates that adopting this change would lead to savings of approximately \$236,000 annually.

Delete the requirement that DPS furnish copies of crash reports (ORC Section 5502.12)

Would place the requirement to provide accident reports on the law enforcement agency that submitted the report. Local law enforcement agencies and the Highway Patrol could charge a fee of up to four dollars to recover the costs of providing reports.

Would reduce department revenues by about \$30,000 to \$35,000 annually, and reduce costs by between \$200,000 and \$275,000. In addition, adopting this change would allow the department to avoid an expense of approximately \$1.5 million for document imaging storage equipment.

Collection of Highway Patrol fees (ORC Section 5503.12)

The Highway Patrol collects fees from conducting vehicle inspections for title transfers, from conducting bus inspections, and from inspecting off-road motorcycles and all-purpose vehicles. This change would allow the Registrar and deputy registrars to collect such fees on behalf of the Highway Patrol. They would be permitted to levy an additional service fee of \$2.25, as allowed by section 4503.10 of the ORC, for each fee collected on behalf of the patrol.

Create Film Production Reimbursement Fund (ORC Section 4501.35)

This item would transfer the language creating this fund from uncodified law to codified law. The language has been carried in uncodified law for the last two transportation budget bills.

Create Financial Responsibility Security Deposit Fund and Repeal ORC Section 4509.27 (ORC Section 4509.27)

Would create a new fund for security deposits that the Registrar may assess under ORC 4509.12 as a result of a vehicle accident. Such security deposits are currently paid into a custodial account through a process and using forms that are determined centrally by the BMV in Columbus. The new arrangement would facilitate customer payments at satellite locations.

TEMPORARY LAW

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

Motor Vehicle Registration (section 5.01 of the bill)

Would authorize the Registrar to deposit money collected by the license taxes of ORC Sec. 4503.02 and 4504.02 into the State Bureau of Motor Vehicles Fund (Fund 4W4) if the Registrar deems that fund to need the cash, rather than into the Auto Registration Distribution Fund, as required under ORC Sec. 4501.03.

Moneys in the Auto Registration Distribution Fund, which are left over after BMV and administrative expenses, are distributed to local governments for road and bridge work.

Capital Projects (section 5.01 of the bill)

Would authorize the Registrar to transfer funds from the State Bureau of Motor Vehicles Fund to the State Highway Safety Fund to meet specified obligations.

Custodial Fund Cash Transfer (section 5.01 of the bill)

Would authorize the Director of Budget and Management to transfer the cash balance of the Treasurer of State's custodial fund created in former ORC Section 4509.27 to the Security Deposit Fund created in the new ORC Section 4509.27.

Collective Bargaining Increases (section 5.02 of the bill)

Would authorize the Controlling Board to increase the appropriation of any fund as necessary for the department to pay the increase in costs of employee compensation arising due to new collective bargaining agreements.

Sara Title III HAZMAT Planning (section 5.05 of the bill)

Would authorize the SARA Title III HAZMAT Planning Fund to receive grant funds from the Emergency Response Commission to finance the implementation of EMA responsibilities.

State Disaster Relief (section 5.05 of the bill)

Would authorize line item 763-601 to accept cash and appropriations to fund relief to local governments, private nonprofit organizations, and low income households in certain cases that local officials or the Governor declare a disaster.

OBA Bond Authority/Lease Rental Payments (section 5.07 of the bill)

Would authorize the Ohio Building Authority to lease capital facilities to the department, and would specify that line item 761-401 shall be used to make lease payments to OBA.

Hilltop Transfer (section 5.07 of the bill)

Would authorize the Director of Budget and Management to transfer funds from the Highway Operating Fund to the Highway Safety Fund. The amount that could be transferred would be the Department of Transportation's share of the Hilltop Building Project, such amount to be determined by the Director of Public Safety, with the agreement of the Director of Transportation.

Transfer of Funds (section 5.09 of the bill)

Would authorize the Director of Budget and Management to transfer funds from the Highway Operating Fund to the Highway Safety Fund as needed to meet the needs of the Highway Safety Fund.

Cash Balance Fund Review (section 5.09 of the bill)

Would require the Director of Budget and Management to determine annually if any funds within the State Highway Safety Fund Group, except for the State Highway Safety Fund, contain balances which should be transferred to either the State Highway Safety Fund or to the Bureau of Motor Vehicles Fund, and to make the appropriate recommendation to the Controlling Board.

REQUESTS NOT FUNDED

S01 Information & Education – Maintain current service levels						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
036-761-321	-0-	-0-	-0-	\$277,775	\$178,708	-99,067

This request was submitted to provide adequate funding to maintain current services that could not be funded in the Continued Budget Level (CBL).

S02 Continued Budget Level Restoration – Investigative Unit						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
043-767-321	451,580	-0-	-451,580	300,742	-0-	-300,742

The DPS Investigative Unit, which enforces liquor and food stamp laws, requests funding to maintain current service levels including inflation and collective bargaining requirements.

S03 OSP Maintain Current Service Level						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
036-764-321	14,471,354	13,284,930	-1,186,424	21,262,411	21,262,411	-0-

The OSP requests funding to maintain current service levels and to cover the cost of inflation and collective bargaining costs affecting these activities.

S04 Emergency Management Agency – Maintain Current Service Levels						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF763-403	656,614	421,000	-235,614	768,078	454,636	-313,442

The EMA division of DPS requests funding to maintain its current level of service. The costs requested above the continued budget level are required for inflation and collective bargaining.

S05 Special Enforcement MARCS Radio Purchases						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
043-767-321	380,486	196,471	-184,015	721,474	563,855	-157,619
831-769-610	38,965	20,121	-18,844	61,839	56,720	-5,119
GRF-769-321	38,965	20,121	-18,844	61,839	56,720	-5,119

The DPS Investigative Unit requests funds for its share of the operation and equipment needed to implement MARCS. The House Passed version of the bill increased funding in FY 2003 by \$36,781 in FY 2003. Of that increase \$3,417 would increase line item 769-610 and \$33,364 would increase line item 767-321.

S06 OSP MARCS – Related Operating Expenses						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
036-764-321	858,970	573,517	-285,453	3,678,048	2,537,323	-1,140,725

The OSP requests funding sufficient to support their portion of MARCS related operating expenses and to hire ten (10) additional dispatchers in each year. Funding was recommended for five (5) additional dispatchers and four (4) support staff each year. User subscriber fees were recommended by OBM.

DHS (Transportation Budget Bill) - Requests Not Funded

S07 Emergency Management Agency - MARCS						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF-763-403	180,626	143,426	-37,200	328,318	328,318	-0-
4W6-763-663	10,000	-0-	-10,000	41,242	-0-	-41,242

The EMA requests funding for its share of the MARCS implementation including funding for two (2) existing positions.

S08 OSP Increased Officers – 55 New Troopers						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
036-764-321	2,080,746	-0-	-2,080,746	3,772,876	-0-	-3,772,879

The OSP requests that a total of 55 Trooper positions be added during the biennium: 28 in FY 2002 and 27 in FY 2003. The funding for the request was not recommended.

S10 Emergency Management Agency – VHS/S.T.O.R.M.S. Maintenance						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF-763-403	192,280	-0-	-192,280	223,015	-0-	-223,015

The EMA requests funding for personnel and maintenance costs associated with equipment funded through the current Capital and Operation budgets. S.T.O.R.M.S is the acronym for State of Ohio Rain/Snow Monitoring System.

S12 Emergency Medical Services – HB 138 Trauma Bill Implementation						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
83M-765-624	732,879	682,936	-49,943	555,507	501,569	-53,938

The EMS division, to fully implement HB 138 and to make necessary service oriented improvements, requested five (5) additional positions as well as funding for additional test sites and technology projects.

S15 Investigative Unit – Enforcement Expansion						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
043-767-321	682,142	-0-	-682,142	596,455	-0-	-596,455
831-769-610	69,857	-0-	-69,857	61,083	-0-	-61,083
GRF-769-321	69,857	-0-	-69,857	61,083	-0-	-61,083

The Investigative Unit requests seven (7) new positions, supplies and equipment to expand their statewide enforcement efforts.

S16 OSP Additional Federal MCSAP Funding for Motor Carrier						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
831-764-659	2,000,000	1,200,000	-800,000	2,000,000	1,200,000	-800,000

OSP requests spending authority increases for anticipated receipt of additional federal funding. The initial request was reduced to \$1.2 million, which was recommended.

S17 OSP Additional MCSAP Match Funding for Motor Carrier						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
GRF-764-404	400,000	-0-	-400,000	400,000	-0-	-400,000

OSP requests additional match (GRF) funding for the MCSAP motor carrier safety program. The increased funding was not recommended.

S18 OSP Load Limit Inspectors for Stationary Scales						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
036-764-321	112,140	75,784	-36,356	228,144	115,769	-112,375

The OSP requests funding to add six (6) new Load Limit Inspectors to the workforce to assist with over load inspections. Funding for three (3) Load Limit Inspectors was recommended.

S19 Seat Belt Usage Promotion						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
844-761-613	218,456	16,672	-201,784	223,917	34,750	-189,167

DPS submitted this request to bring expenditure levels equal to income levels per LBO's income report for recently enacted HB 138. Funding is generated from fines collected for non-use of safety belts and funds promotional programs.

S20 3rd Grade Program						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
83N-761-611	171,081	26,907	-144,174	160,377	57,032	-103,345

DPS requested that appropriation levels be increased to match anticipated income levels per LBO's income projection report for HB 138. Funding provides seat belt usage encouragement to elementary school children.

S22 OSP MARCS Maintenance						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
4S2-764-660	144,966	-0-	-144,966	168,145	-0-	-168,145

The OSP requests funding to cover additional costs in the MARCS maintenance self-supporting rotary. The increase would have provided funding to hire five (5) of the originally planned seven (7) positions including collective bargaining increases.

S23 Investigative Unit Legal Fund						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
043-767-321	100,000	-0-	-100,000	100,00	-0-	-100,000

The investigative Unit of DPS requests the establishment of a legal fund to provide contingency amounts to handle settlements without burdening its operation accounts.

S24 Future Farmers of America License Plate						
Fund Line Item	FY 2002 Requested	FY 2002 Recommended	Difference	FY 2003 Requested	FY 2003 Recommended	Difference
5M7-762-769	25,000	25,000	-0-	25,625	25,000	-625

The BMV requests spending authority to equal anticipated sales of the Future Farmers of America specialized license plate.

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

<i>Fund ALI ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
DHS Public Safety, Department of							
4S2 764-660 MARCS Maintenance	\$303,550	\$ 241,811	\$ 241,811	-20.3%	\$ 227,222	\$ 227,222	-6.0%
4S3 766-661 Hilltop Utility Reimbursement	\$550,000	\$ 562,100	\$ 562,100	2.2%	\$ 576,153	\$ 576,153	2.5%
4V3 763-662 STORMS/NOAA Maintenance	\$167,943	\$ 175,772	\$ 175,772	4.7%	\$ 182,685	\$ 182,685	3.9%
4W6 763-663 MARCS Operations	\$115,000	\$ 0	\$ 0	-100.0%	\$ 0	\$ 0	N/A
533 763-601 State Disaster Relief	\$7,048,634	\$ 8,500,000	\$ 8,500,000	20.6%	\$ 7,500,000	\$ 7,500,000	-11.8%
General Services Fund Group Total	\$ 8,185,127	\$ 9,479,683	\$ 9,479,683	15.8%	\$ 8,486,060	\$ 8,486,060	-10.5%
329 763-645 Individual/Family Grant-Fed.	\$1,968,750	\$ 296,100	\$ 296,100	-85.0%	\$ 303,504	\$ 303,504	2.5%
337 763-609 Federal Disaster Relief	\$11,672,556	\$ 6,100,000	\$ 6,100,000	-47.7%	\$ 2,000,000	\$ 2,000,000	-67.2%
339 763-647 Emergency Mgmt. Assist. & Training	\$10,190,434	\$ 8,525,000	\$ 8,525,000	-16.3%	\$ 9,725,000	\$ 9,725,000	14.1%
3N5 763-644 US DOE Agreement	\$195,961	\$ 200,000	\$ 200,000	2.1%	\$ 215,000	\$ 215,000	7.5%
Federal Special Revenue Fund Group Total	\$ 24,027,701	\$ 15,121,100	\$ 15,121,100	-37.1%	\$ 12,243,504	\$ 12,243,504	-19.0%
4Y0 763-654 EMA Utility Payment	\$146,657	\$ 146,657	\$ 146,657	0.0%	\$ 146,657	\$ 146,657	0.0%
4Y1 763-655 Salvage & Exchange-EMA	\$27,676	\$ 28,285	\$ 28,285	2.2%	\$ 28,992	\$ 28,992	2.5%
539 762-614 Motor Vehicle Dealers Board	\$227,506	\$ 233,476	\$ 233,476	2.6%	\$ 239,902	\$ 239,902	2.8%
622 767-615 Inv. Unit Contraband & Forfeit	\$385,768	\$ 394,255	\$ 394,255	2.2%	\$ 404,111	\$ 404,111	2.5%
657 763-652 Utility Radiological Safety	\$806,339	\$ 874,602	\$ 874,602	8.5%	\$ 927,241	\$ 927,241	6.0%
681 763-653 SARA Title III HAZMAT Planning	\$188,452	\$ 190,000	\$ 190,000	0.8%	\$ 190,000	\$ 190,000	0.0%
State Special Revenue Fund Group Total	\$ 1,782,398	\$ 1,867,275	\$ 1,867,275	4.8%	\$ 1,936,903	\$ 1,936,903	3.7%
036 761-321 Operating Expense-Info and Educ	\$2,893,048	\$ 2,798,221	\$ 2,798,221	-3.3%	\$ 3,071,756	\$ 3,071,756	9.8%
036 761-401 Lease Rental Payments	\$12,599,100	\$ 12,157,000	\$ 12,157,000	-3.5%	\$ 12,735,500	\$ 12,735,500	4.8%
036 761-402 Traffic Safety Match	\$277,137	\$ 277,137	\$ 277,137	0.0%	\$ 277,137	\$ 277,137	0.0%
036 764-033 Minor Capital Projects	\$1,689,075	\$ 2,531,302	\$ 2,531,302	49.9%	\$ 1,732,358	\$ 1,732,358	-31.6%
036 764-321 Operating Expense-Hwy Patrol	\$171,329,899	\$ 185,264,130	\$ 185,264,130	8.1%	\$ 195,245,402	\$ 195,245,402	5.4%
036 766-321 Operating Expense-Admin	\$4,442,000	\$ 4,146,125	\$ 4,146,125	-6.7%	\$ 4,233,612	\$ 4,233,612	2.1%
4U0 762-638 Collegiate License Plates	\$471,470	\$ 481,842	\$ 481,842	2.2%	\$ 493,888	\$ 493,888	2.5%
4U2 762-641 Football Hall of Fame Lic. Plates	\$259,046	\$ 150,000	\$ 150,000	-42.1%	\$ 150,000	\$ 150,000	0.0%
4W4 762-321 Operating Expenses-BMV	\$59,584,303	\$ 63,822,261	\$ 63,822,261	7.1%	\$ 69,503,140	\$ 69,503,140	8.9%

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

<i>Fund</i>	<i>ALI</i>	<i>ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
DHS Public Safety, Department of									
4W4	762-410	Registrations Supplement	\$32,197,278	\$ 33,647,970	\$ 33,647,970	4.5%	\$ 34,988,363	\$ 34,988,363	4.0%
5G8	762-668	Ohio CASA/GAL License Plates	\$307,200	\$ 307,200	\$ 307,200	0.0%	\$ 307,200	\$ 307,200	0.0%
5G9	762-669	Rotary International Lic. Plates	\$20,480	\$ 20,480	\$ 20,480	0.0%	\$ 20,480	\$ 20,480	0.0%
5J0	762-670	Pro Sports Teams License Plates	\$2,500,000	\$ 1,250,000	\$ 1,250,000	-50.0%	\$ 1,250,000	\$ 1,250,000	0.0%
5J1	762-671	Boy Scouts License Plates	\$25,000	\$ 25,000	\$ 25,000	0.0%	\$ 25,000	\$ 25,000	0.0%
5J2	762-672	Girl Scouts License Plates	\$25,000	\$ 25,000	\$ 25,000	0.0%	\$ 25,000	\$ 25,000	0.0%
5J3	762-673	Eagle Scouts License Plates	\$25,000	\$ 25,000	\$ 25,000	0.0%	\$ 25,000	\$ 25,000	0.0%
5J4	762-674	FOP License Plates	\$15,000	\$ 15,000	\$ 15,000	0.0%	\$ 15,000	\$ 15,000	0.0%
5J5	762-675	FOP Associates License Plates	\$60,000	\$ 30,000	\$ 30,000	-50.0%	\$ 30,000	\$ 30,000	0.0%
5J6	762-677	Ducks Unlimited License Plates	\$25,000	\$ 25,000	\$ 25,000	0.0%	\$ 25,000	\$ 25,000	0.0%
5M7	762-679	FFA License Plates	\$10,000	\$ 25,000	\$ 25,000	150.0%	\$ 25,000	\$ 25,000	0.0%
830	761-603	Salvage and Exchange-Admin	\$21,067	\$ 21,531	\$ 21,531	2.2%	\$ 22,070	\$ 22,070	2.5%
831	761-610	Information & Education-Fed	\$739,964	\$ 684,501	\$ 684,501	-7.5%	\$ 706,238	\$ 706,238	3.2%
831	764-610	Patrol/Federal	\$2,049,980	\$ 2,210,831	\$ 2,210,831	7.8%	\$ 2,336,609	\$ 2,336,609	5.7%
831	764-659	Transportation Enforcement Federal	\$2,499,615	\$ 3,919,153	\$ 3,919,153	56.8%	\$ 4,087,361	\$ 4,087,361	4.3%
831	765-610	EMS/Federal	\$257,803	\$ 263,475	\$ 263,475	2.2%	\$ 270,062	\$ 270,062	2.5%
831	767-610	Liquor Enforcement/Federal	\$443,771	\$ 483,710	\$ 483,710	9.0%	\$ 514,184	\$ 514,184	6.3%
831	769-610	Food Stamp Enforcement - Fed	\$878,704	\$ 974,809	\$ 974,809	10.9%	\$ 1,022,315	\$ 1,025,732	5.2%
832	761-612	Traffic Safety Federal	\$12,312,386	\$ 12,508,783	\$ 12,508,783	1.6%	\$ 12,910,149	\$ 12,910,149	3.2%
835	762-616	Financial Responsibility Compliance	\$5,674,529	\$ 5,534,464	\$ 5,534,464	-2.5%	\$ 8,911,789	\$ 8,911,789	61.0%
837	764-602	Turnpike Policing	\$8,314,392	\$ 8,803,786	\$ 8,803,786	5.9%	\$ 9,306,325	\$ 9,306,325	5.7%
838	764-606	Patrol Reimbursement	\$212,025	\$ 216,690	\$ 216,690	2.2%	\$ 222,108	\$ 222,108	2.5%
83C	764-630	Contraband, Forfeitures, Other	\$583,057	\$ 603,296	\$ 603,296	3.5%	\$ 622,894	\$ 622,894	3.2%
83E	762-632	Mail-In Registration-Operating	\$0	\$ 0	\$ 0	N/A	\$ 0	\$ 0	N/A
83F	764-657	Law Enforcement Automated Data Sys	\$5,001,358	\$ 5,050,151	\$ 5,050,151	1.0%	\$ 5,277,569	\$ 5,277,569	4.5%
83G	764-633	OMVI Enforcement/Education	\$731,550	\$ 781,051	\$ 781,051	6.8%	\$ 820,927	\$ 820,927	5.1%
83M	765-624	Operating Expenses - EMS	\$2,051,681	\$ 2,370,708	\$ 2,370,708	15.5%	\$ 2,292,960	\$ 2,292,960	-3.3%

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

<i>Fund ALI ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
DHS Public Safety, Department of							
83N 761-611 Elementary Seat Belt Program	\$370,151	\$ 407,166	\$ 407,166	10.0%	\$ 447,895	\$ 447,895	10.0%
83P 765-637 EMS Grants	\$5,571,804	\$ 5,694,384	\$ 5,694,384	2.2%	\$ 5,836,744	\$ 5,836,744	2.5%
83R 762-639 Local Immobilization Reimbursement	\$1,292,260	\$ 970,000	\$ 970,000	-24.9%	\$ 994,250	\$ 994,250	2.5%
840 764-607 State Fair Security	\$1,241,747	\$ 1,306,015	\$ 1,306,015	5.2%	\$ 1,384,660	\$ 1,384,660	6.0%
840 764-617 Security and Investigations	\$4,249,861	\$ 4,484,313	\$ 4,484,313	5.5%	\$ 4,749,103	\$ 4,749,103	5.9%
840 764-626 State Fairgrounds Police Force	\$750,364	\$ 783,175	\$ 783,175	4.4%	\$ 829,631	\$ 829,631	5.9%
840 764-667 Security Assessment	\$139,416	\$ 152,324	\$ 152,324	9.3%	\$ 160,982	\$ 160,982	5.7%
841 764-603 Salvage and Exchange-Hwy Patrol	\$1,216,267	\$ 1,243,025	\$ 1,243,025	2.2%	\$ 1,274,101	\$ 1,274,101	2.5%
844 761-613 Seat Belt Education Program	\$213,753	\$ 235,128	\$ 235,128	10.0%	\$ 258,657	\$ 258,657	10.0%
846 761-625 Motorcycle Safety Education	\$1,271,962	\$ 1,316,145	\$ 1,316,145	3.5%	\$ 1,358,917	\$ 1,358,917	3.2%
847 761-622 Film Production Reimbursement	\$44,285	\$ 45,259	\$ 45,259	2.2%	\$ 46,390	\$ 46,390	2.5%
849 762-627 Automated Title Processing Board	\$11,858,624	\$ 7,771,434	\$ 7,771,434	-34.5%	\$ 8,185,803	\$ 8,185,803	5.3%
State Highway Safety Fund Group Total	\$ 358,747,412	\$ 375,858,975	\$ 375,858,975	4.8%	\$ 399,029,529	\$ 399,032,946	6.2%
043 767-321 Liquor Enforcement-Operations	\$8,379,000	\$ 8,739,650	\$ 8,739,650	4.3%	\$ 9,233,527	\$ 9,266,891	6.0%
Liquor Control Fund Group Total	\$ 8,379,000	\$ 8,739,650	\$ 8,739,650	4.3%	\$ 9,233,527	\$ 9,266,891	6.0%
5J9 761-678 Federal Salvage/GSA	\$200,000	\$ 204,400	\$ 204,400	2.2%	\$ 209,510	\$ 209,510	2.5%
Agency Fund Group Total	\$ 200,000	\$ 204,400	\$ 204,400	2.2%	\$ 209,510	\$ 209,510	2.5%
R24 762-619 Unidentified Motor Vehicle Receipts	\$1,600,000	\$ 1,750,000	\$ 1,750,000	9.4%	\$ 1,750,000	\$ 1,750,000	0.0%
R27 764-608 Patrol Fee Refunds	\$35,000	\$ 35,000	\$ 35,000	0.0%	\$ 35,000	\$ 35,000	0.0%
R52 762-623 Security Deposits		\$ 250,000	\$ 250,000	N/A	\$ 250,000	\$ 250,000	0.0%
Holding Account Redistribution Fund Group Total	\$ 1,635,000	\$ 2,035,000	\$ 2,035,000	24.5%	\$ 2,035,000	\$ 2,035,000	0.0%
Total All Budget Fund Groups	\$ 402,956,638	\$ 413,306,083	\$ 413,306,083	2.6%	\$ 433,174,033	\$ 433,210,814	4.8%

General Services Fund Group

4S2 764-660 MARCS Maintenance

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$3,038	\$161,781	\$303,550	\$241,811	\$227,222
	N/A	5225.2%	87.6%	-20.3%	-6.0%

Source: GSF: Department of Administrative Services and MARCS user agencies

Legal Basis: ORC 4501.16 (Am. Sub. H.B. 210 of the 122nd G.A.)

Purpose: Moneys are for the maintenance of MARCS (Multi-Agency Radio Communications System) related equipment, located at both the MARCS facilities and tower sites. All investment earnings are credited to the line.

4S3 766-661 Hilltop Utility Reimbursement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$11,160	\$162,770	\$187,523	\$550,000	\$562,100	\$576,153
	1358.5%	15.2%	193.3%	2.2%	2.5%

Source: GSF: charge-backs to other funds in the departments of Public Safety and Transportation

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

Purpose: This line is for the utility expenses of the Charles D. Shipley Building on West Broad Street in Columbus.

4V3 763-662 STORMS/NOAA Maintenance

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$63,197	\$127,646	\$81,646	\$167,943	\$175,772	\$182,685
	102.0%	-36.0%	105.7%	4.7%	3.9%

Source: GSF: GSF: reimbursement from the owners of rain gauges, Counsel of State Government, other entities and through a contract with the National Oceanic and Atmospheric Administration (NOAA) of the National Weather Service

Legal Basis: originally established by Controlling Board on September 16, 1996

Purpose: This line item is used to pay the costs associated with labor, travel and parts for the maintenance of rain gauges in the cities of Columbus and Findlay and others that own the gauges and pay EMA to maintain them. These gauges are part of the state Ohio Rain/Snow Monitoring System (STORMS). This line item also includes funding that represents reimbursement for activities associated with work performed for the Counsel of State Government, NOAA, Corp of Engineers and Radiological Instrument Calibration and Repair (RIMC) facility contracts.

4W6 763-663 MARCS Operations

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$0	\$115,000	\$0	\$0
	N/A	N/A	N/A	-100.0%	N/A

Source: GSF: Department of Administrative Services and MARCS user agencies

Legal Basis: (ORC 4501.28) Am. Sub. H.B. 210 of the 122nd G.A.

Purpose: This line item is for the support of the daily operations of MARCS (Multi-Agency Radio Communications System).

533 763-601 State Disaster Relief

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$6,196,555	\$6,321,540	\$7,491,930	\$7,048,634	\$8,500,000	\$7,500,000
	2.0%	18.5%	-5.9%	20.6%	-11.8%

Source: GSF: state emergency funds from the Controlling Board's GRF line item 911-401, Emergency Purposes

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

Purpose: Dollars go to local government units in cases of disaster. When a federal disaster is declared and the amount of damages is determined, governmental assistance is as follows: 75 percent federal; and normally 12 ½ percent state; 12 ½ percent local. If the disaster is not a federally declared disaster and exceeds 1/2 percent of the local budget of the affected area the state may provide 75 percent of the costs. (Expenditure history includes line item 745-601 in FY 1994 through 1996.)

5C7 762-664 Data Services

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,268,096	\$37,685	\$0	\$0	\$0	\$0
	-98.3%	-100.0%	N/A	N/A	N/A

Source: GSF: charge-backs to other funds in the Department of Public Safety

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

Purpose: This line item is for shared data service expenses of the Charles D. Shipley Building on West Broad Street in Columbus.

5C8 764-665 Hilltop Security

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$524,533	\$871,540	\$0	\$0	\$0	\$0
	66.2%	-100.0%	N/A	N/A	N/A

Source: GSF: charge-backs to other funds in the departments of Public Safety and Transportation

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

Purpose: This line item is for the shared security expenses of the Charles D. Shipley Building on West Broad Street in Columbus. This line item is eliminated in the FY 2000-2001 budget request. Funding for this activity is moved into line item 036-764-321, Operating Expense Highway Patrol.

Federal Special Revenue Fund Group

329 763-645 Individual/Family Grant-Fed.

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,673,237	\$3,720,651	\$365,290	\$1,968,750	\$296,100	\$303,504
	122.4%	-90.2%	439.0%	-85.0%	2.5%

Source: FED: CFDA 83.543, Individual and Family Grants

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Am. Sub. H.B. 204 of the 113th G.A.)

Purpose: This line item is used to pass through federal grants to individuals and families in cases of disaster (federal portion of GRF line item 763-507). Since disasters can not be anticipated, appropriations are used as seed money to facilitate timely processing of disaster grants. Additional authority is secured from the Controlling Board as needed. (Expenditure history includes line item 745-608 in FY 1996.)

337 763-609 Federal Disaster Relief

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$19,789,808	\$26,420,012	\$8,651,891	\$11,672,556	\$6,100,000	\$2,000,000
	33.5%	-67.3%	34.9%	-47.7%	-67.2%

Source: FED: CFDA 83.544, Public Assistance Grants; 83.548 Hazard Mitigation Grant

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A.

Purpose: Nearly all funds are passed through to local governments for disaster relief in the event of a federally declared disaster. Administrative costs are prescribed by FEMA. The federal portion provides for 75 percent of the total cost. The state share is provided through line item 763-601, State Disaster Relief. (Expenditure history includes line item 745-609 in FY 1994 through 1996.)

338 763-646 Direction, Control and Warning

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$32,270	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: FED: CFDA 83.534, State and Local Assistance

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A.

Purpose: These funds are used to reimburse local governments for approximately 50 percent of the cost of civil defense equipment (such as tornado warning sirens and communication equipment). (Expenditure history includes line item 745-610 in FY 1996.)

339 763-647 Emergency Mgmt. Assist. & Training

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,698,415	\$3,649,184	\$4,016,906	\$10,190,434	\$8,525,000	\$9,725,000
	-1.3%	10.1%	153.7%	-16.3%	14.1%

Source: FED: CFDA 83.552, Emergency Management Performance Grants; 83.551, Project Impact: Building Disaster Resistant Communities; 20.703, Interagency Hazardous Materials Public Sector Training and Planning Grants; 83.536 Flood Mitigation Assistance and 16.007, State Domestic Preparedness Equipment Support Program; and 83.011, Hazardous Materials Training Program for Implementation of the Superfund Amendment and Reauthorization Act (SARA) of 1986

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A.

Purpose: In the FY 1998-1999 biennium, accounting changes provided that federal funds formerly deposited into the GRF and funds 344, 345, and 346 are deposited into this fund (Fund 339). These federal funds are used to reimburse FEMA-approved local emergency management organizations (approximately 80) for up to 50 percent of their administrative (personnel costs, equipment, etc.) costs. Other activities funded include Project Impact, Flood Mitigation Assistance Hazardous Material Emergency Preparedness, Hazardous Material Training Program and Terrorist Training and Planning. (Expenditure history includes line item 745-611 in FY 1996.)

344 763-621 Population Protection Planning

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$952	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: FED: CFDA 83.534, State and Local Assistance

Legal Basis: originally established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Controlling Board on August 31, 1981)

Purpose: These moneys are used to develop emergency operations plans by funding hazard analysis, capability assessment, and multi-year development plans. No state match is required. In the FY 1998-1999 biennium, this line item was folded into Fund 339 due to the fact that the federal government has combined their funding sources. (Expenditure history includes line item 745-621 in FY 1996.)

345 763-648 Radiological Protection Planning

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$30,338	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: FED: CFDA 83.534, State and Local Assistance

Legal Basis: agency line by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Am. Sub. S.B. 350 of the 114th G.A.)

Purpose: The primary objective of the radiological officer program is to develop, exercise and maintain fully operable radiological protection systems throughout the state. The state assists local governments in developing these systems, which are designed to help protect citizens from the effects of fallout radiation from nuclear attack, as well as from various types of potential peacetime radiological incidents. In the FY 1998-1999 biennium, this line item was folded into Fund 339 due to the fact that the federal government has combined their funding sources. (Expenditure history includes line item 745-622 in FY 1994 through 1996.)

346 763-649 Survival Crisis Management

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$35	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: FED: CFDA 83.534, State and Local Assistance

Legal Basis: agency line by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Controlling Board action on March 14, 1983)

Purpose: Moneys are used to cover the payroll and maintenance costs of the Facility Surveys program. This includes building design, shelter survey, and survival crisis planning. In the FY 1998-1999 biennium, this line item was folded into Fund 339 due to the fact that the federal government has combined their funding sources. (Expenditure history includes line item 745-625 in FY 1994 through 1996.)

3N5 763-644 US DOE Agreement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$45,276	\$74,178	\$102,606	\$195,961	\$200,000	\$215,000
	63.8%	38.3%	91.0%	2.1%	7.5%

Source: FED: FED: CFDA 81.104, Office of Science and Technology for Environmental Management

Legal Basis: agency line authorized by Am. Sub. H.B. 117 of the 121st G.A. (created by the Controlling Board on February 7, 1994)

Purpose: This line item is for the operation of a Federal Facility Oversight Program at Department of Energy sites located in Ohio. Moneys are used to cover costs associated with Coordination and Public Awareness; Emergency Planning and Exercising; Hazardous Assessments; and Data Management. (Expenditure history includes line item 745-607 FY 1996.)

State Special Revenue Fund Group

4M3 769-656 Food Stamp Contraband, Forfeiture

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$9,687	\$6,255	\$0	\$0	\$0	\$0
	-35.4%	-100.0%	N/A	N/A	N/A

Source: SSR: from the sale of assets seized during enforcement activities

Legal Basis: ORC 2933.43(D)(1)(c) (originally established by Am. Sub. S.B. 162 of the 121st G.A.)

Purpose: The money must be used for enforcement activities. This line item is combined with line item 863-767-643, Liquor Enforcement, Contraband, Forfeiture in the FY 2000-2001 biennium into new line item 622-767-615, Investigative Contraband and Forfeiture. This combination is part of the consolidation of the Food Stamp and Liquor Enforcement units.

4Y0 763-654 EMA Utility Payment

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$79,521	\$85,715	\$90,396	\$146,657	\$146,657	\$146,657
	7.8%	5.5%	62.2%	0.0%	0.0%

Source: SSR: from other state agencies that share in the use (space and utilities) of the EMA building

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

Purpose: Moneys support the operation and maintenance of the EMA building, including the Emergency Operations Center/Joint Dispatch Facility. This line item helps to absorb the expenditures that EMA's operating line (GRF line 763-403) would ordinarily have to pay for.

4Y1 763-655 Salvage & Exchange-EMA

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,308	\$0	\$0	\$27,676	\$28,285	\$28,992
	-100.0%	N/A	N/A	2.2%	2.5%

Source: SSR: proceeds from the sale of salvaged equipment

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

Purpose: This line item is used to purchase equipment (similar in nature to that which was salvaged).

538 763-651 Radiological Emergency Response

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$210,559	\$8,694	\$0	\$0	\$0	\$0
	-95.9%	-100.0%	N/A	N/A	N/A

Source: SSR: moneys paid by Ohio's utility companies

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Controlling Board on November 9, 1982)

Purpose: This line item is for expenses associated with the Ohio Radiological Emergency Response Plan, which was developed to comply with federal regulations. (Expenditure history includes line item 745-626 in FY 1996.)

539 762-614 Motor Vehicle Dealers Board

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$89,419	\$121,006	\$105,439	\$227,506	\$233,476	\$239,902
	35.3%	-12.9%	115.8%	2.6%	2.8%

Source: SSR: four cents from each automobile title fee collected by county clerks of courts from motor vehicle owners

Legal Basis: ORC 4505.09 (originally established by Am. Sub. H.B. 295 of the 114th G.A.)

Purpose: These fees are used by BMV to help pay for investigations and related costs. The Bureau investigates criminal actions of the state's motor vehicle dealers and salespersons, and felony crimes such as odometer rollback, failure to deliver title, and receiving stolen property. Investment earnings are credited to the fund as of the FY 1996-1997 biennium (121st G.A.).

622 767-615 Inv. Unit Contraband & Forfeit

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$264,909	\$385,768	\$394,255	\$404,111
	N/A	N/A	45.6%	2.2%	2.5%

Source: SSR: Existing cash balances from the Liquor Enforcement Contraband, Forfeiture and Other Fund (Fund 863) and the Food Stamp Contraband, Forfeiture and Other Fund (Fund 4M3) were transferred into the Investigative Contraband, Forfeiture and Other Fund (Fund 622). In the course of some enforcement activity, cash and/or assets are seized and held as evidence. Once a court determination is made, assets may be sold or destroyed. Cash and asset forfeitures may then placed into this fund and must be spent for enforcement related purposes.

Legal Basis: OCR 5502.14; the Department of Public Safety received authority to enforce liquor control and food stamp laws through Am. Sub. H.B. 162 of the 121st G.A. This authority was transferred from the Department and Liquor Control and the Department of Human Services. Am. Sub. H.B. 163 of the 123rd G.A. combines the separate staffs into a single enforcement group.

Purpose: The Liquor Enforcement and Food Stamp Contraband funds were consolidated into a single fund, Investigative Contraband, Forfeiture and Other Fund. Funds must be used for enforcement activities related to liquor and food stamps contraband and forfeiture.

657 763-652 Utility Radiological Safety

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$518,180	\$696,150	\$628,615	\$806,339	\$874,602	\$927,241
	34.3%	-9.7%	28.3%	8.5%	6.0%

Source: SSR: SSR: money from three electric utility companies to fund emergency response planning and preparedness

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Controlling Board in July 1988)

Purpose: The funds are used to enhance Ohio's Radiological Emergency Response Planning and Preparedness in the following areas: evacuation, response, ingestion zone planning, training, exercises, equipment and public education. (Expenditure history includes line item 745-631 in FY 1996.)

681 763-653 SARA Title III HAZMAT Planning

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$148,998	\$165,061	\$183,662	\$188,452	\$190,000	\$190,000
	10.8%	11.3%	2.6%	0.8%	0.0%

Source: SSR: portion of the fees collected by the Environmental Protection Agency from users and manufacturers of hazardous materials

Legal Basis: agency line established by Am. Sub. H.B. 117 of the 121st G.A. (originally established by Am. Sub. H.B. 111 of the 118th G.A.)

Purpose: These funds support planning for hazardous and toxic chemical emergencies. The Superfund Amendments and Reauthorization Act (SARA), enacted in 1987, requires Hazardous Materials Emergency Response Plans to be prepared for the state and for 87 planning districts.

863 767-643 Liquor Enforcement Contraband

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$98,909	\$193,722	\$0	\$0	\$0	\$0
	95.9%	-100.0%	N/A	N/A	N/A

Source: SSR: from the sale of assets seized in enforcement activities

Legal Basis: ORC 2933.43(D)(1)(c) (agency line established by Am. Sub. S.B. 162 of the 121st G.A.)

Purpose: In the course of enforcement activity, cash is seized and held as evidence. Forfeitures are then placed into this fund and must be spent for enforcement-related purposes. (Expenditure history includes line item 960-604 in FY 1996.) This line item is combined with line item 4M3-769-656, Food Stamp Contraband, Forfeiture in the FY 2000-2001 biennium into new line item 622-767-615, Investigative Contraband and Forfeiture. This combination is part of the consolidation of the Food Stamp and Liquor Enforcement units.

State Highway Safety Fund Group

036 761-321 Operating Expense-Info and Educ

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,445,476	\$2,936,734	\$2,577,047	\$2,893,048	\$2,798,221	\$3,071,756
	20.1%	-12.2%	12.3%	-3.3%	9.8%

Source: HSF: vehicle registration tax and fees charged for dealer plates, driver and vehicle registration abstracts, and other miscellaneous items

Legal Basis: ORC 5502.02

Purpose: This line item provides the operating moneys for the support services of the Information and Education Program. In the FY 1996-1997 biennium (121st G.A.), this line item was divided into two to form line item 766-321, Operating Expense - Administration. Prior to this programmatic change, the original line item supported the Division of Administration.

036 761-401 Lease Rental Payments

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$8,430,506	\$10,067,193	\$10,106,044	\$12,599,100	\$12,157,000	\$12,735,500
	19.4%	0.4%	24.7%	-3.5%	4.8%

Source: HSF: prorated rent dollars between the Bureau of Motor Vehicles and the Highway Patrol according to the amount of space each occupies; the balance is paid from fuel tax revenues

Legal Basis: originally established by Am. Sub. H.B. 904 of the 119th G.A. (no expenditures were made until FY 1995)

Purpose: This line item is for debt service to support the bonds issued for the new office building (Hilltop). Although all this funding appears in the Department's Fund 036, 45 percent of the debt service is charged to the Department of Transportation and 37 percent is charged to the Bureau of Motor Vehicles Fund (Fund 4W4). This fund also contains the debt service for the Highway Patrol's MARCS equipment totaling \$500,000 in FY 1998 and \$1.1 million in FY 1999.

036 761-402 Traffic Safety Match

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$227,137	\$227,137	\$277,137	\$277,137	\$277,137	\$277,137
	0.0%	22.0%	0.0%	0.0%	0.0%

Source: HSF: fuel tax and motor vehicle related fees and revenues

Legal Basis: ORC 4501.09 (originally established by Am. Sub. H.B. 656 of the 113th G.A.)

Purpose: These funds are used to match federal moneys for the operation of the Federal Highway Safety Program (Fund 832).

036 764-033 Minor Capital Projects

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,872,106	\$2,561,773	\$2,575,447	\$1,689,075	\$2,531,302	\$1,732,358
	36.8%	0.5%	-34.4%	49.9%	-31.6%

Source: HSF: fuel tax

Legal Basis: originally established by the Controlling Board in FY 1988

Purpose: This line item is used to fund minor capital projects at Highway Patrol posts.

036 764-321 Operating Expense-Hwy Patrol

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$148,113,845	\$154,591,627	\$169,693,674	\$171,329,899	\$185,264,130	\$195,245,402
	4.4%	9.8%	1.0%	8.1%	5.4%

Source: HSF: two cents of the fuel tax and a portion of another two-cent fuel tax levy

Legal Basis: ORC 5735.29 and ORC 5735.05

Purpose: This line item is for the operating expenses of the Highway Patrol.

036 764-405 State Fair Assistance

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$6,039	\$0	\$0	\$0	\$0	\$0
	-100.0%	N/A	N/A	N/A	N/A

Source: HSF: fuel tax

Legal Basis: ORC 5735.29 and ORC 5735.05

Purpose: This line item was historically used to pay the cost of highway-related duties (parking activities) of the State Highway Patrol at the State Fair. In the FY 1998-1999 biennium, the line was folded into line item 764-607, State Fair Security (formerly paid for troopers involved in non-parking activities).

036 766-321 Operating Expense-Admin

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,499,366	\$2,914,492	\$3,778,963	\$4,442,000	\$4,146,125	\$4,233,612
	-16.7%	29.7%	17.5%	-6.7%	2.1%

Source: HSF: vehicle registration tax and fees charged for dealer plates, driver and vehicle registration abstracts, and other miscellaneous items

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

Purpose: The Division of Administration provides support services for the Department's support operations. This line item is a result of the division of line item 761-321, Operating Expense, into two items in order to accommodate the revised program structure (121st G.A.).

4U0 762-638 Collegiate License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$334,245	\$458,975	\$450,375	\$471,470	\$481,842	\$493,888
	37.3%	-1.9%	4.7%	2.2%	2.5%

Source: HSF: \$40 contribution

Legal Basis: ORC 4501.20 (originally established by Controlling Board on December 5, 1994 as a result of Am. Sub. H.B. 687 of the 120th G.A.)

Purpose: The program has been in existence since September 1992. Prior to the FY 1998-1999 biennium, both the Bureau fee and contribution were deposited into this fund. The transportation budget act of the 122nd G.A. (Am. Sub. H.B. 210) provided for the Bureau fee to be deposited into the Bureau of Motor Vehicles Fund (4W4). Contributions are paid to the general scholarship fund of the respective college or university. All investment earnings are credited to the fund.

4U2 762-641 Football Hall of Fame Lic. Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$93,330	\$82,950	\$71,145	\$259,046	\$150,000	\$150,000
	-11.1%	-14.2%	264.1%	-42.1%	0.0%

Source: HSF: \$15 contribution

Legal Basis: ORC 4501.22 (originally established by Controlling Board on December 5, 1994 as a result of Am. Sub. H.B. 687 of the 120th G.A.)

Purpose: Prior to the FY 1998-1999 biennium, both the Bureau fee and contribution were deposited into this fund. The transportation budget act of the 122nd G.A. (Am. Sub. H.B. 210) provided for the Bureau fee to be deposited into the Bureau of Motor Vehicles Fund (4W4). The contributions are paid to the City of Canton (home of the Football Hall of Fame) to be used to encourage economic development in the Canton area through the promotion of the Hall of Fame as a travel destination. Investment earnings are credited to the fund.

4W4 762-321 Operating Expenses-BMV

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$49,198,218	\$54,326,123	\$54,229,303	\$59,584,303	\$63,822,261	\$69,503,140
	10.4%	-0.2%	9.9%	7.1%	8.9%

Source: HSF: vehicle registration tax and fees charged for dealer plates, driver and vehicle registration abstracts, and other miscellaneous items

Legal Basis: ORC 4501.25

Purpose: Moneys are used to pay the Bureau's administrative costs. In the FY 1996-1997 biennium (121st G.A.), this fund was created by dividing the Highway Safety Fund (Fund 036) in two. This action generally separates revenues generated by vehicle-related taxes, fees, and fines. All investment earnings are credited to this fund.

4W4 762-410 Registrations Supplement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$14,511,744	\$17,326,123	\$25,774,386	\$32,197,278	\$33,647,970	\$34,988,363
	19.4%	48.8%	24.9%	4.5%	4.0%

Source: HSF: fees for plates and stickers

Legal Basis: ORC 4503.02

Purpose: This line item (formerly in Fund 036) is used to defray the cost of manufacturing and distributing license plates and stickers. The moneys also cover the cost of motor vehicle registration. The increasing expenditure history is due to using old inventory and restocking with new universal plates. All investment earnings are credited to the fund.

5G8 762-668 Ohio CASA/GAL License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$28,875	\$176,445	\$235,245	\$307,200	\$307,200	\$307,200
	511.1%	33.3%	30.6%	0.0%	0.0%

Source: HSF: Not to exceed a \$40 contribution

Legal Basis: OCR 4501.30; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 224 of the 122nd G.A.)

Purpose: The Ohio Court- Appointed Advocate/Guardian Ad Litem License Plate Fund (Ohio CASA/GAL) remits contribution revenues to the Ohio CASA/GAL Association. Funds are used to pay the expenses incurred in administering a program to secure the proper representation of abused, neglected and dependent children in the courts of Ohio, and for training and supervising those participating in the program. All investment earnings are credited to the fund.

5G9 762-669 Rotary International Lic. Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,275	\$2,925	\$11,580	\$20,480	\$20,480	\$20,480
	129.4%	295.9%	76.9%	0.0%	0.0%

Source: HSF: \$15 contribution

Legal Basis: ORC 4501.29; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 224 of the 122nd G.A.)

Purpose: The Rotary International License Plate fund was created to disperse funds for educational and humanitarian programs of the Rotary Foundations. All investment earnings are credited to the fund.

5J0 762-670 Pro Sports Teams License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$22,675	\$2,500,000	\$1,250,000	\$1,250,000
	N/A	N/A	10925.4%	-50.0%	0.0%

Source: HSF: \$25 contribution

Legal Basis: ORC 4501.32 ; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 462 of the 122nd G.A.)

Purpose: Allows professional sports teams, located in Ohio, to form sports commissions to expend license plate related contributions. Funds are used to encourage economic development of municipal corporations, counties or townships by attracting amateur regional, national and international sporting events to these areas. Any sports commission receiving these funds is expected to encourage the economic development of Ohio through the promoting of tourism within the entire state.

5J1 762-671 Boy Scouts License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$4,320	\$25,000	\$25,000	\$25,000
	N/A	N/A	478.7%	0.0%	0.0%

Source: HSF: \$15 contribution

Legal Basis: agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (ORC 4501.41 originally established by Am. Sub. H.B. 462 of the 122nd G.A.)

Purpose: Contributions will be paid to the Dan Beard council for distribution to regional councils of the boy scouts.

5J2 762-672 Girl Scouts License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$2,565	\$25,000	\$25,000	\$25,000
	N/A	N/A	874.7%	0.0%	0.0%

Source: HSF: \$15 contribution

Legal Basis: ORC 4501.61; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 462 of the 122nd G.A.)

Purpose: Contributions will be paid to the Great River Council for distribution through the state to regional councils of the girl scouts.

5J3 762-673 Eagle Scouts License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$4,680	\$25,000	\$25,000	\$25,000
	N/A	N/A	434.2%	0.0%	0.0%

Source: HSF: \$15 contribution

Legal Basis: ORC 4501.71; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 462 of the 122nd G.A.)

Purpose: Contributions will be paid to the Dan Beard council for distribution to regional councils of the boy scouts.

5J4 762-674 FOP License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$8,308	\$15,000	\$15,000	\$15,000
	N/A	N/A	80.5%	0.0%	0.0%

Source: HSF: \$2 additional fee is assessed for interested members of the fraternal order of police

Legal Basis: ORC 4501.311; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established through section 4503.40 of the ORC which created an administrative process and reestablished by Am. Sub. H.B. 224 of the 122nd G.A. and amended by Am. Sub. H.B. 462 of the 122nd G.A.).

Purpose: Members, in good standing, of the Fraternal Order of Police may apply for this license plate type. Funds are provided for the fraternal order of police license plate fund.

5J5 762-675 FOP Associates License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$10,425	\$60,000	\$30,000	\$30,000
	N/A	N/A	475.5%	-50.0%	0.0%

Source: HSF: \$15 contribution

Legal Basis: ORC 4503.251; agency line established by Am. Sub. H.B. 163 of the 123rd G.A. (originally established by Am. Sub. H.B. 462 of the 122nd G.A.)

Purpose: The Fraternal Order of Police Associates receives these funds for the education and advancement of law enforcement purposes. All investment earnings are credited to the fund.

5J6 762-677 Ducks Unlimited License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$5,400	\$25,000	\$25,000	\$25,000
	N/A	N/A	363.0%	0.0%	0.0%

Source: HSF: HSF: \$15 contribution

Legal Basis: ORC 4501.33 (originally established by S.B. 33 of the 123rd G.A.)

Purpose: Contributions will be paid to the state of Ohio chapter of Ducks Unlimited, Inc., which shall use the funds to protect, restore, and manage wetlands and to conserve wildlife habitat. All investment earnings are credited to the fund.

5M7 762-679 FFA License Plates

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$0	\$10,000	\$25,000	\$25,000
	N/A	N/A	N/A	150.0%	0.0%

Source: HSF: HSF: \$15 contribution.

Legal Basis: ORC 4501.40 (originally established by S.B. 259 of the 123rd G.A.)

Purpose: Contributions will be paid to the Future Farmers of America Foundation, which shall use them for the educational and scholarship purposes of that foundation. All investment earnings will be retained by the fund.

830 761-603 Salvage and Exchange-Admin

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$7,579	\$2,421	\$16,471	\$21,067	\$21,531	\$22,070
	-68.1%	580.3%	27.9%	2.2%	2.5%

Source: HSF: proceeds from the sale of motor vehicles and related equipment

Legal Basis: ORC 4501.10 (originally established by Controlling Board in FY 1974)

Purpose: This line item is used to purchase replacement equipment, primarily automobiles. The fund retains its investment earnings.

831 761-610 Information & Education-Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$242,699	\$120,545	\$129,331	\$739,964	\$684,501	\$706,238
	-50.3%	7.3%	472.1%	-7.5%	3.2%

Source: HSF: CFDA 20.600, State and Community Highway Safety (Section 402 grants)

Legal Basis: ORC 4501.08 (originally established by Controlling Board in FY 1968)

Purpose: These federal dollars are used to reimburse moneys spent on selective enforcement projects. In the FY 1996-1997 biennium (121st G.A.), this line item was divided into three in order to support specific programs within the Department. In addition to this line item, a line was designated for the Highway Patrol and one for Emergency Medical Services. Moneys are directed into programs that promote highway safety by reducing traffic accidents, deaths, injuries and property damage. The fund retains its investment earnings.

831 764-610 Patrol/Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,658,037	\$1,474,466	\$1,522,091	\$2,049,980	\$2,210,831	\$2,336,609
	-11.1%	3.2%	34.7%	7.8%	5.7%

Source: HSF: CFDA 20.600, State and Community Safety (Section 402 grants)

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

Purpose: This line item is for selective enforcement projects, which are fully reimbursed by the federal government. In the FY 1996-1997 biennium (121st G.A.), line item 761-610, Federal Reimbursement, was divided into three lines in order to support specific programs within the Department. Moneys are directed into programs that promote highway safety by reducing traffic accidents, deaths, injuries and property damage. The patrol portion includes a program that reimburses overtime by troopers working to cause a reduction in alcohol-related traffic accident fatalities. The fund retains its investment earnings.

831 764-659 Transportation Enforcement Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,566,370	\$2,397,859	\$2,332,385	\$2,499,615	\$3,919,153	\$4,087,361
	53.1%	-2.7%	7.2%	56.8%	4.3%

Source: HSF: CFDA 20.218, Motor Carrier Safety Assistance Program (MCSAP)

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

Purpose: This line item is a portion of the Motor Carrier Safety Fund (Fund 350), line item 870-608, of the Public Utilities Commission. These federal funds are used to administer the Motor Carrier Safety Program which enforces both federal and state laws pertaining to the safe operation of commercial motor vehicles. To receive the grant, the state must contribute 20 percent of total costs, and use the funds to enhance the program, not to support existing activities. Moneys are also used for hazardous materials training and covert operations.

831 765-610 EMS/Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$64,572	\$164,086	\$108,252	\$257,803	\$263,475	\$270,062
	154.1%	-34.0%	138.2%	2.2%	2.5%

Source: HSF: CFDA 20.600, State and Community Highway Safety (Section 402 grants)

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

Purpose: This line item is for selective projects that are fully reimbursed by the federal government. This line is actually the result of the division of line item 761-610, Federal Reimbursement, which was divided into three line items in order to support specific programs within the Department. Moneys are directed into programs that promote highway safety by reducing traffic accidents, deaths, injuries and property damage. The fund retains its investment earnings.

831 767-610 Liquor Enforcement/Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$4,216	\$61,575	\$58,251	\$443,771	\$483,710	\$514,184
	1360.5%	-5.4%	661.8%	9.0%	6.3%

Source: HSF: CFDA 20.600, State and Community Highway Safety (Section 402 grants)

Legal Basis: originally established by Am. Sub. H.B. 117 of the 121st G.A. (agency line established by Controlling Board on November 14, 1994)

Purpose: These federal funds are used to reimburse overtime expenses for liquor agents and first level supervisors participating in directed enforcement through sobriety checkpoints to cause a reduction in alcohol-related traffic accident fatalities. This account is a full replacement of the Federal Special Revenue Fund (Fund 862) of the former Department of Liquor Control. (Expenditure history includes Fund 862 in FY 1996.)

831 769-610 Food Stamp Enforcement - Fed

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$595,848	\$646,347	\$716,457	\$878,704	\$974,809	\$1,025,732
	8.5%	10.8%	22.6%	10.9%	5.2%

Source: HSF: CFDA 10.561, State Administrative Matching Grants for Food Stamp Administration

Legal Basis: ORC 5502.15 (originally established by Am. Sub. S.B. 162 of the 121st G.A.)

Purpose: This item is from a portion of line item 400-610, Food Stamps and State Administration (Fund 834) of the Department of Human Services. These federal funds are used to pay the state and county human services departments' costs of administering the food stamp trafficking enforcement operations. The state share is contained in the GRF line item 769-321, Food Stamp Trafficking Enforcement Operations.

832 761-612 Traffic Safety Federal

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$6,377,044	\$6,436,225	\$6,873,528	\$12,312,386	\$12,508,783	\$12,910,149
	0.9%	6.8%	79.1%	1.6%	3.2%

Source: HSF: CFDA 20.600, State and Community Highway Safety (Section 402 grants)

Legal Basis: ORC 4501.09 (originally established by Am. Sub. H.B. 102 of the 114th G.A.)

Purpose: These federal funds are used to operate the Office of the Governor's Highway Safety Representatives. In addition, this line item is used to pass through federal traffic safety funds to other state agencies and to local governments. The required 50 percent state match is appropriated in line item 761-402, Traffic Safety Match.

835 762-616 Financial Responsibility Compliance

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,454,803	\$3,392,940	\$4,334,935	\$5,674,529	\$5,534,464	\$8,911,789
	-1.8%	27.8%	30.9%	-2.5%	61.0%

Source: HSF: \$75 fee for a first offense paid by operators whose licenses have been suspended under 4509.101 for failure to provide proof of financial responsibility; a second offense is \$250, and a third or subsequent offense is \$500

Legal Basis: ORC 4509.101(F) (originally established by Am. Sub. S.B. 250 of the 114th G.A.)

Purpose: Moneys pay for costs incurred in administering the financial responsibility law. The fund retains its investment earnings. The increase starting in FY 1996 is due to an internal adjustment that changed the funding source for 44 positions (previously funded from 762-321, Operating Expense - BMV), and 17 additional positions to handle increased workload necessitated by legislative mandates and increased public awareness.

837 764-602 Turnpike Policing

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$7,268,117	\$7,340,968	\$7,664,850	\$8,314,392	\$8,803,786	\$9,306,325
	1.0%	4.4%	8.5%	5.9%	5.7%

Source: HSF: reimbursement by the Ohio Turnpike Commission

Legal Basis: ORC 5503.32

Purpose: This line item is used by the State Highway Patrol to cover the costs of policing turnpike projects, including the salaries of patrol employees assigned to such policing, employee fringe benefits, supplies and equipment, training, and housing. Investment earnings are retained by the fund.

838 764-606 Patrol Reimbursement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$115,011	\$114,474	\$118,656	\$212,025	\$216,690	\$222,108
	-0.5%	3.7%	78.7%	2.2%	2.5%

Source: HSF: rental fees charged to deputy motor vehicle registrars who occupy space in driver's license examining stations (moneys collected are based upon the percentage of space occupied by the deputy registrar in relation to the total area of the station)

Legal Basis: ORC 4507.011(A) (originally established by Am. Sub. H.B. 58 of the 115th G.A.)

Purpose: Funds in the line item (which, in permanent law, is called the Registrar Rental special account) may be used only to pay rent and other expenses of the driver's license examining stations. The fund retains its investment earnings.

83C 764-630 Contraband, Forfeitures, Other

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$517,319	\$3,036,202	\$2,743,101	\$583,057	\$603,296	\$622,894
	486.9%	-9.7%	-78.7%	3.5%	3.2%

Source: HSF: from the sale of assets seized in drug busts

Legal Basis: ORC 2933.43(D)(1)

Purpose: The money must be used for drug law enforcement activities. Investment earnings are retained by the fund as of the FY 1996-1997 biennium (121st G.A.).

83E 762-632 Mail-In Registration-Operating

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$5,521,465	\$4,859,774	\$5,571	\$0	\$0	\$0
	-12.0%	-99.9%	-100.0%	N/A	N/A

Source: HSF: \$2.25 fee charged to motor vehicle owners who use mail-in registration

Legal Basis: ORC 4501.14 (originally established by Sub. S.B. 1 of the 117th G.A.)

Purpose: This line item funds the cost of mail-in motor vehicle registration. The fund retains its investment earnings.

83F 764-657 Law Enforcement Automated Data Sys

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,879,566	\$3,690,635	\$4,377,336	\$5,001,358	\$5,050,151	\$5,277,569
	-4.9%	18.6%	14.3%	1.0%	4.5%

Source: HSF: monthly user fees

Legal Basis: ORC 4501.18 (originally established by Am. Sub. S.B. 336 of the 118th G.A., which transferred LEADS from DAS)

Purpose: This line item is used to operate and maintain the Law Enforcement Automated Data System (LEADS), a computer communications network. This network allows local, state, and federal law enforcement agencies to access information on vehicle registration, titling, licensing, outstanding warrants, stolen vehicles, wanted and missing persons, individual criminal histories, and emergency data. The fund retains its investment earnings.

83G 764-633 OMVI Enforcement/Education

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$450,877	\$491,972	\$844,782	\$731,550	\$781,051	\$820,927
	9.1%	71.7%	-13.4%	6.8%	5.1%

Source: HSF: fine revenue from OMVI (Operating a Motor Vehicle Under the Influence) violations

Legal Basis: ORC 4501.17 (originally established by Controlling Board on May 29, 1990)

Purpose: These funds are used by the Highway Patrol for enforcement and educational programs.

83L 762-636 Registrar Site Control

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$273,965	\$413,968	\$0	\$0	\$0	\$0
	51.1%	-100.0%	N/A	N/A	N/A

Source: HSF: rental payments from deputy registrars

Legal Basis: ORC 4507.011(B) (originally established by Am. Sub. H.B. 154 of the 120th G.A.)

Purpose: Moneys are paid to building lessors in which deputy registrar sites are located. The Bureau assumes control of deputy registrar sites as existing deputy registrar contracts expire. The fund retains its investment earnings.

83M 765-624 Operating Expenses - EMS

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,044,978	\$1,050,110	\$1,077,158	\$2,051,681	\$2,370,708	\$2,292,960
	0.5%	2.6%	90.5%	15.5%	-3.3%

Source: HSF: 28 percent of the fine money generated from the enforcement of the mandatory seat belt law

Legal Basis: ORC 4513.263(E)(4) (originally established by Controlling Board on October 26, 1992 as a result of Am. Sub. S.B. 98 of the 119th G.A.)

Purpose: Moneys are used to pay the administrative costs of the EMS Division and the EMS Board. Prior to FY 1994 moneys were paid from Fund 844 and then accounting changes were made in Am. Sub. H.B. 154 of the 120th G.A. when Fund 83M was created.

83N 761-611 Elementary Seat Belt Program

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$223,455	\$221,804	\$223,529	\$370,151	\$407,166	\$447,895
	-0.7%	0.8%	65.6%	10.0%	10.0%

Source: HSF: 10 percent of the revenue from the enforcement of the mandatory seat belt law

Legal Basis: ORC 4513.263 (originally established by Controlling Board on October 26, 1992 as a result of Am. Sub. S.B. 98 of the 119th G.A.)

Purpose: Moneys in the fund are used to administer elementary school programs that encourage seat belt education programs.

83P 765-637 EMS Grants

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,671,099	\$1,251,525	\$1,480,828	\$5,571,804	\$5,694,384	\$5,836,744
	-25.1%	18.3%	276.3%	2.2%	2.5%

Source: HSF: prior to July 1, 1997 (FY 1997), 50 percent of the fine revenue generated from the enforcement of the mandatory seat belt law; Am. Sub. H.B. 215 of the 122nd G.A. provides for 51 percent in FYs 1998 and 1999 only (this temporary increase comes from the share that distributed to the Ambulance Licensing Board for operations)

Legal Basis: ORC 4513.263(E)(5) (originally established by Controlling Board on October 26, 1992 as a result of Am. Sub. S.B. 98 of the 119th G.A.)

Purpose: Moneys are distributed to local governments in the form of grants for training and the purchase of EMS equipment.

83R 762-639 Local Immobilization Reimbursement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$810,462	\$901,935	\$812,961	\$1,292,260	\$970,000	\$994,250
	11.3%	-9.9%	59.0%	-24.9%	2.5%

Source: HSF: \$100 immobilization fee

Legal Basis: ORC 4503.233(A)(3) (originally established by Am. Sub. H.B. 154 of the 120th G.A.)

Purpose: Moneys are used to reimburse local law enforcement agencies for costs incurred for impoundment, immobilization, and forfeiture procedures for state OMVI. The fund retains its investment earnings.

840 761-667 Security Assessment

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$27,947	\$69,654	\$0	\$0	\$0	\$0
	149.2%	-100.0%	N/A	N/A	N/A

Source: HSF: fines resulting from arrests made by State Highway Patrol troopers

Legal Basis: Am. Sub. H.B. 215 of the 122nd G.A.

Purpose: This line item was renumbered 764-667 in the transportation budget bill of the 124th G.A. It funded a personal services contract with a security firm relative to the needs of state-owned or state-leased facilities. Its creation was based on a recommendation of the Building Security Review Committee.

840 764-607 State Fair Security

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$966,161	\$1,078,293	\$1,124,021	\$1,241,747	\$1,306,015	\$1,384,660
	11.6%	4.2%	10.5%	5.2%	6.0%

Source: HSF: fines resulting from arrests made by State Highway Patrol troopers

Legal Basis: ORC 4501.11(B)(4) (originally established by Am. Sub. H.B. 656 of the 113th G.A.)

Purpose: Historically, these funds were used only to pay the cost of non-highway-related duties of the State Highway Patrol at the Ohio State Fair. In the FY 1998-1999 biennium, the line item was combined with 764-405, State Fair Assistance that paid the cost of parking activities at the Fair. With the combination, both parking and non-parking activities are paid from the same line item (fine moneys only rather from both fuel tax and fine money).

840 764-617 Security and Investigations

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$2,981,644	\$3,600,730	\$3,919,953	\$4,249,861	\$4,484,313	\$4,749,103
	20.8%	8.9%	8.4%	5.5%	5.9%

Source: HSF: fines resulting from arrests made by State Highway Patrol troopers

Legal Basis: ORC 4501.11 (B)(1) and (2) (originally established by Am. Sub. H.B. 373 of the 115th G.A.)

Purpose: Moneys are for the security of the Governor, other officials and dignitaries, the capital square, and other state property. Funds also pay for the investigation of crimes involving state property.

840 764-626 State Fairgrounds Police Force

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$625,714	\$587,632	\$724,806	\$750,364	\$783,175	\$829,631
	-6.1%	23.3%	3.5%	4.4%	5.9%

Source: HSF: combination of Ohio Exposition Commission and Highway Patrol appropriations; the Patrol portion is fine and bond forfeiture money from those apprehended or arrested by the Patrol

Legal Basis: ORC 4501.11 (B)(3)

Purpose: This line item is used to support a full-time, year-round security and traffic control force for the Ohio Expositions Commission. (Expenditure history includes Fund 848 in FYs 1994 and 1995.)

840 764-667 Security Assessment

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$0	\$139,416	\$152,324	\$160,982
	N/A	N/A	N/A	9.3%	5.7%

Source: HSF: fines resulting from arrests made by State Highway Patrol troopers

Legal Basis: Am. Sub. H.B. 215 of the 122nd G.A.

Purpose: This line item was formerly numbered 761-667. It funds a personal services contract with a security firm relative to the needs of state-owned or state-leased facilities. Its creation was based on a recommendation of the Building Security Review Committee.

841 764-603 Salvage and Exchange-Hwy Patrol

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,405,840	\$0	\$4,742,826	\$1,216,267	\$1,243,025	\$1,274,101
	-100.0%	N/A	-74.4%	2.2%	2.5%

Source: HSF: proceeds from the sale of salvaged automobiles and equipment

Legal Basis: ORC 4501.10 (originally established by Controlling Board in FY 1974)

Purpose: These funds are used to purchase replacement automobiles and related equipment. The increase in the FY 2000 appropriation was for Commercial Vehicle Enforcement MARCS equipment, funded by transfers from the salvage and exchange fund of the Public Utilities Commission. The fund retains its investment earnings.

844 761-613 Seat Belt Education Program

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$50,697	\$206,995	\$60,967	\$213,753	\$235,128	\$258,657
	308.3%	-70.5%	250.6%	10.0%	10.0%

Source: HSF: 10 percent of the revenue generated from enforcement of the mandatory seat belt law

Legal Basis: ORC 4513.263 (originally established by Controlling Board on October 26, 1992 as a result of Am. Sub. S.B. 98 of the 119th G.A.)

Purpose: Moneys in the fund are used to continue the Seat Belt Public Information Program previously paid through line item 761-620, Seat Belt Education Special Account. Program costs include design and development of media strategies, and the purchase of advertising and printed materials.

846 761-625 Motorcycle Safety Education

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$763,556	\$803,884	\$850,498	\$1,271,962	\$1,316,145	\$1,358,917
	5.3%	5.8%	49.6%	3.5%	3.2%

Source: HSF: \$6 of each motorcycle registration fee (increased from \$4 to \$6 in Am. Sub. H.B. 107 of the 121st G.A.)

Legal Basis: ORC 4501.13 (originally established by Am. Sub. H.B. 291 of the 117th G.A.)

Purpose: This line item is used to fund motorcycle safety and education training programs primarily for, but not limited to, 16- to 18-year olds.

847 761-622 Film Production Reimbursement

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$298	\$9,257	\$11,052	\$44,285	\$45,259	\$46,390
	3006.4%	19.4%	300.7%	2.2%	2.5%

Source: HSF: amounts paid by other state agencies for services rendered

Legal Basis: originally established by Am. Sub. H.B. 419 of the 117th G.A.

Purpose: This line item is used for services and supplies used to produce public service announcements for other state agencies. Funds are used only for supplies and maintenance of equipment used in the performance of such services.

849 762-627 Automated Title Processing Board

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$3,521,308	\$6,237,907	\$15,851,214	\$11,858,624	\$7,771,434	\$8,185,803
	77.1%	154.1%	-25.2%	-34.5%	5.3%

Source: HSF: \$2 of each vehicle title fee

Legal Basis: ORC 4505.08(B)(3) (originally established by Am. Sub. H.B. 419 of the 117th G.A.)

Purpose: Moneys are used by the Automated Title Processing Board to maintain the automation of all clerks of courts' vehicle titling operations (ATPS, Automated Title Processing System). Investment earnings are credited to the fund as of the FY 1996-1997 biennium (121st G.A.). The increase in the FY 2000-2001 biennium provided for the replacement of the original ATPS equipment and software.

Liquor Control Fund Group

043 767-321 Liquor Enforcement-Operations

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$7,491,889	\$7,861,800	\$8,436,848	\$8,379,000	\$8,739,650	\$9,266,891
	4.9%	7.3%	-0.7%	4.3%	6.0%

Source: LCF: GRF

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

Purpose: This line item is used to pay the personnel who enforce liquor laws. They were previously funded from the 100, 200, and 300 line items in the former Department of Liquor Control. These positions are created in ORC 5502.61.

Agency Fund Group

5J9 761-678 Federal Salvage/GSA

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$4,002	\$200,000	\$204,400	\$209,510
	N/A	N/A	4897.5%	2.2%	2.5%

Source: AGY: Local governments.

Legal Basis: Established by Controlling Board on 9/27/99, agenda item DHS068.

Purpose: To make purchases on behalf of local governments participating in a federal salvage program.

Holding Account Redistribution Fund Group

R24 762-619 Unidentified Motor Vehicle Receipts

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$1,284,904	\$1,571,339	\$1,587,503	\$1,600,000	\$1,750,000	\$1,750,000
	22.3%	1.0%	0.8%	9.4%	0.0%

Source: 090: deputy registrar receipts for which a final account destination cannot be immediately determined; most of the receipts are eventually transferred to Fund 51- Auto Registration Distribution for distribution to the taxing districts

Legal Basis: ORC 4501.26

Purpose: Disbursements from the line item represent refunds of any overpayments to the line item. All investment earnings are credited to the fund.

R27 764-608 Patrol Fee Refunds

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$13,771	\$12,389	\$21,991	\$35,000	\$35,000	\$35,000
	-10.0%	77.5%	59.2%	0.0%	0.0%

Source: 090: contingent money for licenses or inspection fees, photographic copies, accident reports, and similar evidentiary material

Legal Basis: ORC 4501.12 (originally established by Controlling Board in FY 1969)

Purpose: The fund, which retains its investment earnings, is used to make refunds of such money.

R52 762-623 Security Deposits

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$0	\$0	\$0	\$0	\$250,000	\$250,000
	N/A	N/A	N/A	N/A	0.0%

Source: 090: Security deposits that the Registrar of Motor Vehicles requires to be paid as a result of a motor vehicle accident under ORC section 4509.12, and earnings of the fund.

Legal Basis: Transportation budget bill of the 124th General Assembly.

Purpose: Moneys in the fund shall be applied only to the payment of a judgment for damages arising out of an accident, as provided in section 4509.28 of the ORC.

As Introduced

As Passed by the House

Permanent Law Changes

- | | |
|--|-------------------|
| <p>1 Create film production reimbursement fund
 section: 4501.35, 13</p> <p>Creates the film production reimbursement fund in the state treasury. The fund will be used to receive payments from other agencies to the Department of Public Safety for production of public service announcements, media materials, and training materials.</p> <p>No fiscal impact. The fund has been authorized in the past in uncodified law contained in the transportation budget bill.</p> | <p>No change.</p> |
| <p>2 Printing validation and county stickers at point of sale
 section: 4503.191</p> <p>Authorizes the Registrar of Motor Vehicles to adopt rules permitting validation stickers and county identification stickers to be printed at the point of sale.</p> <p>BMV estimates that this would save approximately \$236,000 per fiscal year.</p> | <p>No change.</p> |
| <p>3 Financial Responsibility Security Deposit Fund
 section: 4509.27, 13</p> <p>Creates the security deposit fund in the state treasury. The fund will receive funds the Registrar of Motor Vehicles may assess under section 4509.12 of the Revised Code.</p> <p>No fiscal impact. Such deposits are currently paid into a custodial account through a process and using forms that are determined centrally by the BMV in Columbus.</p> | <p>No change.</p> |

As Introduced

As Passed by the House

Permanent Law Changes**4 Delete the requirement that the DHS furnish copies of crash reports****section: 5502.12**

Requires the law enforcement agency that submitted an accident report to the Department of Public Safety to furnish copies of the report upon request. Currently the Department of Public Safety is required to furnish such copies.

No change.

Reduces Department of Public Safety receipts by an estimated \$30,000 to \$35,000 annually, and reduces costs by an estimated \$200,000 to \$275,000 annually. It would also allow the department to avoid an expense of approximately \$1.5 million for document imaging storage equipment. Local law enforcement agencies are allowed to charge a fee of up to four dollars to recover costs of providing reports.

5 Collection of Highway Patrol fees**section: 5503.12**

Authorizes the Bureau of Motor Vehicles to collect fees on behalf of the Highway Patrol. The fees are generated by the Highway Patrol conducting vehicle inspections for title transfers, conducting bus inspections, and inspecting off-road motorcycles and all-purpose vehicles.

No change.

Permits the Bureau to assess a \$2.25 service fee to cover costs of collecting the fees. No other fiscal impact.

As Introduced

As Passed by the House

Temporary Law Changes

6 Motor vehicle registration**Section: 5.01**

Authorizes the Registrar of Motor Vehicles to deposit money collected by the license taxes of sections 4503.02 and 4504.02 into the State Bureau of Motor Vehicles Fund (Fund 4W4) if the Registrar deems that fund to need the cash, rather than into the Auto Registration Distribution Fund, as required under section 4501.03 of the Revised Code.

The BMV has deposited \$1.7 million per month into Fund 4W4 during fiscal years 2000 and 2001. Funds in the Auto Registration Distribution Fund are distributed to local governments for road and bridge work.

No change.

7 Custodial fund cash transfer**Section: 5.01**

Authorizes the Director of Budget and Management to transfer the cash balance of the Treasurer of State's custodial fund created in former section 4509.27 of the Revised Code to the Security Deposit Fund created in the new section 4509.27.

No fiscal impact.

No change.

As Introduced

As Passed by the House

Temporary Law Changes

<p>8 Collective bargaining increases</p> <p>Section: 5.02</p> <p>Authorizes the Controlling Board to increase the appropriation of any fund as necessary for the department to pay the increase in costs of employee compensation arising from a new collective bargaining agreement.</p> <p>Fiscal impact depends on the bargaining agreement negotiated.</p>	<p>No change.</p>
<p>9 SARA Title III HAZMAT planning</p> <p>Section: 5.05</p> <p>Authorizes the SARA Title III HAZMAT Planning Fund to receive grant funds from the Emergency Response Commission to fund the implementation of EMA responsibilities.</p> <p>Fiscal impact depends on the size of grants received.</p>	<p>No change.</p>
<p>10 State disaster relief</p> <p>Section: 5.05</p> <p>Authorizes line item 763-601 to accept cash and appropriations to fund relief to local governments, private nonprofit organizations, and low income households in certain cases that are declared disasters by local governments or the Governor.</p>	<p>No change.</p>

As Introduced

As Passed by the House

Temporary Law Changes

11 **OBA bond authority/lease rental payments****Section: 5.07**

Authorizes the Ohio Building Authority to lease capital facilities to the Department of Public Safety, and specifies that appropriation item 761-401 be used to make lease payments to OBA.

No fiscal impact.

No change.

12 **Hilltop transfer****Section: 5.07**

Authorizes the Director of Budget and Management to transfer funds from the Highway Operating Fund to the Highway Safety Fund. The amount that could be transferred would be the Department of Transportation's share of the Hilltop Building Project, such amount to be determined by the Director of Public Safety, with the agreement of the Director of Transportation.

No net fiscal impact. Effects a transfer from ODOT to the Department of Public Safety.

No change.

As Introduced

As Passed by the House

Temporary Law Changes

13 **Transfer of funds****Section: 5.09**

Authorizes the Director of Budget and Management to transfer funds from the Highway Operating Fund to the Highway Safety Fund as needed to meet the needs of the Highway Safety Fund.

No net fiscal impact. May effect a transfer from ODOT to the Department of Public Safety.

No change.

14 **Cash balance fund review****Section: 5.09**

Requires the Director of Budget and Management to determine annually if any funds within the State Highway Safety Fund Group, except for the State Highway Safety Fund, contain balances which should be transferred to either the State Highway Safety Fund or to the Bureau of Motor Vehicles Fund, and to make the appropriate recommendation to the Controlling Board.

No net fiscal impact. May effect a transfer between funds within the Department of Public Safety.

No change.

Public Works Commission

- Total operating decrease of 7.5 % in FY 2002 and a 6.1% increase in FY 2003
- Cumulative approval of 1,500 projects resulting in \$415 million of direct assistance to local governments

OVERVIEW

The Public Works Commission (PWC) is responsible for the implementation of two infrastructure assistance programs for local governments: the State Capital Improvements Program (SCIP) and the Local Transportation Improvements Program (LTIP). The transportation budget bill contains the operating dollars for both programs, and the capital dollars for the LTIP. The capital money for the SCIP is appropriated in the capital budget bill.

The staff of the Public Works Commission has been reduced over time from a high of 18 to 12 in the upcoming biennium. Twelve staff represents a reduction of one position from the current biennium.

ANALYSIS OF EXECUTIVE PROPOSAL

State Capital Improvement Program

Role To preserve and expand the public infrastructure of local subdivisions so as to ensure the public health, safety, and welfare and to create and preserve jobs.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
038	150-321	Operating Expenses	\$958,456	\$1,016,207
Total funding: State Capital Improvement			\$958,456	\$1,016,207

Specific program issues within the State Capital Improvement program series that this analysis will focus on include:

■ State Capital Improvement Program

State Capital Improvement Program

Program Description: SCIP provides low-interest loans and grants to local governments. Funding for SCIP comes from bonds originally authorized by a constitutional amendment approved by voters in November 1987, and then re-authorized by voter approval in November 1995. SCIP moneys can be used to fund the following infrastructure facilities for local governments:

- Roadways and bridges
- Fresh water supply treatment and distribution systems
- Waste water collection and treatment facilities
- Storm sewer systems and solid waste disposal facilities

SCIP bond revenues of \$120 million annually plus interest earnings are first set aside for the SCIP's subprograms. The subprograms of SCIP are:

Small Government Program (SGP): Funds for this program are set aside for villages and townships with populations of less than 5,000. SGP gives smaller subdivisions, which have projects that may not be as highly prioritized as other district projects, a second opportunity for assistance. A \$12 million maximum is available each fiscal year for the SGP.

Emergency Assistance Program: Emergency assistance moneys, amounting to \$2.5 million each fiscal year, are for the immediate preservation of health, safety, and welfare. Moneys for emergency assistance are awarded at the discretion of PWC's director.

Small Counties Capital Improvement Program: Am. Sub. S.B. 257 of the 121st G.A. created this SCIP subprogram, which is modeled after the SGP, targets districts that include a county with a population of less than 85,000. Each integrating committee must appoint a subcommittee to select and submit projects to PWC for this program. Funding of \$2 million was allocated from the capital budget in FY1999 and another \$2 million is allocated for FY 2001 (Program years 12 and 14 respectively) for this program. This program is not scheduled to continue beyond FY 2001.

Funding for public works districts

After moneys are allocated to the above subprograms, PWC allocates remaining moneys to the 19 District Public Works Integrating Committees on a per-capita basis. Therefore, allocations are made to the districts and not to the counties. Although the per capita share is by district, the per capita share by county must still be computed. If a county's per capita share would be less than \$300,000, PWC must allocate to the district in which that county is located an amount equal to the difference between \$300,000 and the county's per capita share.

The 19 District Committees evaluate the projects using ten criteria established in the Ohio Revised Code. How those criteria are weighted and applied is up to the each committee's discretion. The district committees use the criteria to rank the programs in the district. This list is then submitted to PWC. The ten criteria that must be considered by the District Committees are:

1. The infrastructure repair and replacement needs of the district
2. The age and condition of the system to be repaired or replaced
3. Whether the project would generate revenue in the form of user fees or assessments
4. The importance of the project to the health and safety of the citizens of the district
5. The cost of the project and whether it is consistent with division (G) of section 164.05 of the Revised Code and the district's allocation for grants, loans, and local debt support and credit enhancements for that year
6. The effort and ability of the benefited local subdivisions to assist in financing the project
7. The availability of federal or other funds for the project
8. The overall economic health of the particular local subdivision
9. The adequacy of the planning for the project and the readiness of the applicant to proceed should the project be approved
10. Any other factors relevant to a particular project

Revolving Loan Program

In FY 2001, the commission released about \$14.5 million from the Revolving Loan Fund for the Revolving Loan Program (RLP); this amount should increase to about \$18 million in FY 2002 and \$20 million in FY 2003. These allocations will pay for 50 to 80 loans each fiscal year. SCIP requires each District to allocate a percentage of their budgets for loans. All repayments of loans made under SCIP are deposited into the RLP fund. These moneys are disbursed back to the integrating committees to be used for loans. Appropriations for RLP were made in the last capital reappropriations budget, Am. Sub. S.B. 230.

To date, PWC has approved over 900 loans under SCIP. Repayment moneys have gone into the Revolving Loan Fund to capitalize RLP. Each district public works integrating committee is allocated an amount equal to the sum of all loan repayments made to the state capital improvements revolving loan fund by local subdivisions that are part of the district. The repayments received are on loans made under the SCIP's initial authorization. Money not used in a program year can be carried over to the next year for the same purpose.

Loans approved under RLP are not subject to the 20 percent new and expansion limitations required in the SCIP, and may fund up to 100 percent of the total project costs. Investment earnings credited to the fund that exceed the amount required for estimated federal arbitrage rebate requirements are to be used to administer the RLP. Any investment earning balance is to be allocated to the districts on a per capita basis. Loan repayments for loans from the Small Government Program and those for loans from the Emergency Assistance Program are to be used for each program respectively.

SCIP Bond Schedule

Program Year	Fiscal Year	Issuance Date	Issuance Amount	Date Applications Received	Date Projects Released
1	89	12/88	\$120,000,000	06/89-11/89	06/89-11/89
2	90	12/89	\$120,000,000	12/89-02/90	01/90-04/90
3	91	--	--	12/90-01/91	01/91-04/91
4	92	12/91	\$120,000,000	09/91-01/92	01/92-04/92
5	93	12/92	\$120,000,000	03/92-08/92	07/92-09/92
6 ¹	93	12/93	\$120,000,000	10/92-01/93	12/92-03/93
7	94	02/94	\$120,000,000	10/92-05/93	03/93-07/93
8	95	02/95	\$120,000,000	01/94-03/94	07/94
9	96	01/96	\$120,000,000	01/95-03/95	07/95
10	97	01/97	\$120,000,000	01/96-03/96	07/96
11	98	01/98	\$120,000,000	01/97-03/97	07/97
12 ²	99	07/98	\$120,000,000	01/98-03/98	07/98
13	00	07/99	\$120,000,000	01/99-03/99	07/99
14	01	07/00	\$120,000,000	01/00-03/00	07/00
15	02	07/01	\$120,000,000	01/01-03/01	07/01
16	03	07/02	\$120,000,000	01/02-03/02	07/02
17	04	07/03	\$120,000,000	01/03-03/03	07/03
18	05	07/04	\$120,000,000	01/04-03/04	07/04
19	06	07/05	\$120,000,000	01/05-03/05	07/05
20	07	07/06	\$120,000,000	01/06-03/06	07/06
Total			\$2,400,000,000		

Funding Source: Investment earnings

Line Items: 150-321

¹ Three bond issuances of \$120 million each were authorized for the FY 1993-1994 biennium in order to accelerate the program (supported program years 5, 6, and 7).

² This is the first year in which bonds were sold under the new authorization.

Implication of Recommendation: Funding at the requested level will permit PWC to:

- Maintain existing staff levels and current information systems capabilities
- Implement years 15 and 16 of SCIP resulting in approval of more than 1,500 local government projects costing more than \$415 million
- Continue the Revolving Loan Program by approving 50 to 80 loans worth more than \$38 million over the biennium
- Effectively monitor projects funded by PWC and provide on-going technical assistance to local governments and the district integrating committees
- Continue development of PWC's state-wide infrastructure needs database

Local Transportation Improvement Program

Role To preserve and expand the public transportation infrastructure of local subdivisions so as to ensure the public health, safety, and welfare and to create and preserve jobs.

The following table shows the line items that are used to fund this program series, as well as the Governor's recommended funding levels.

Fund	ALI	Title	FY 2002	FY 2003
052	150-402	Operating Expenses	\$401,481	\$426,089
052	150-701	Local Transportation Improvement Program	\$74,000,000	\$76,000,000
Total funding: Local Transportation Improvement			\$74,401,481	\$76,426,089

Specific program issues within the Local Transportation Improvement program series that this analysis will focus on include:

■ Local Transportation Improvement Program

Local Transportation Improvement Program

Program Description: Local Transportation Improvement Program (LTIP) was created in the transportation budget act (Am. Sub. H.B. 381) of the 118th G.A. This act increased the motor vehicle fuel tax by 3.2 cents, and set aside one cent of the increase for LTIP. This one-cent share, with interest, approximates \$65 million annually. This amount has been growing by 2% per year in recent years, but it fell by 1% during the first half of FY 2001, as compared with the comparable period in FY 2000.

Moneys are distributed on a per capita basis for local road and bridge projects with useful lives of at least seven years. Assistance is in the form of grants that may pay for all or part of a project's cost. This program is implemented in a manner similar to that of the SCIP and is, in fact, used to complement that program.

Funding Source: One cent of the motor vehicle fuel tax

Line Items: 150-321

Implication of Recommendation: Funding at the requested level will permit PWC to:

- Maintain existing staff levels and current information systems capabilities
- Implement years 15 and 16 of LTIP resulting in approval of local government projects costing \$140 million (the state's \$70 million will leverage matches of approximately equal value from the local governments)
- Effectively monitor projects funded by PWC and provide on-going technical assistance to local governments and the district integrating committees
- Continue development of PWC's state-wide infrastructure needs database

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

<i>Fund</i>	<i>ALI</i>	<i>ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
<i>PWC Public Works Commission</i>									
038	150-321	Operating Expenses	\$1,019,665	\$ 958,456	\$ 958,456	-6.0%	\$ 1,016,207	\$ 1,016,207	6.0%
Local Infrastructure Improvement Fund Group Total			\$ 1,019,665	\$ 958,456	\$ 958,456	-6.0%	\$ 1,016,207	\$ 1,016,207	6.0%
052	150-402	Loc Trans Impv Prog Operating	\$450,980	\$ 401,481	\$ 401,481	-11.0%	\$ 426,089	\$ 426,089	6.1%
052	150-701	Local Transportation Improvmt Prog	\$67,500,000	\$ 74,000,000	\$ 74,000,000	9.6%	\$ 76,000,000	\$ 76,000,000	2.7%
Local Transportation Improvement Program Fund Group			\$ 67,950,980	\$ 74,401,481	\$ 74,401,481	9.5%	\$ 76,426,089	\$ 76,426,089	2.7%
Total All Budget Fund Groups			\$ 68,970,645	\$ 75,359,937	\$ 75,359,937	9.3%	\$ 77,442,296	\$ 77,442,296	2.8%

Local Infrastructure Improvement Fund Group

038 150-321 Operating Expenses

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$801,481	\$893,784	\$850,325	\$1,019,665	\$958,456	\$1,016,207
	11.5%	-4.9%	19.9%	-6.0%	6.0%

Source: LIF: investment earnings

Legal Basis: ORC 164.08 (Am. Sub. H.B. 152 of the 120th G.A.)

Purpose: This line item pays for the administrative costs of the State Capital Improvement Program, and supports about 70 percent of operations.

Local Transportation Improvement Program Fund Group

052 150-402 Loc Trans Impv Prog Operating

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$341,148	\$382,972	\$348,789	\$450,980	\$401,481	\$426,089
	12.3%	-8.9%	29.3%	-11.0%	6.1%

Source: 052: portion of one cent of the motor vehicle fuel tax (pursuant to ORC 5735.23, and subject to the limitation of ORC 5735.05, primarily the repair and replacement of local roads and bridges)

Legal Basis: ORC 164.14 (originally established by Am. Sub. H.B. 298 of the 119th G.A.)

Purpose: This line item pays for the administrative costs of the Local Transportation Improvement Program, and supports about 30 percent of operations.

052 150-701 Local Transportation Improvmt Prog

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$59,045,912	\$54,279,283	\$64,664,422	\$67,500,000	\$74,000,000	\$76,000,000
	-8.1%	19.1%	4.4%	9.6%	2.7%

Source: 052: one cent of the motor vehicle fuel tax (pursuant to ORC 5735.23, and subject to the limitation of ORC 5735.05, primarily the repair and replacement of local roads and bridges)

Legal Basis: ORC 164.14 (Am. Sub. H.B. 381 of the 118th G.A.)

Purpose: Moneys are used to provide grants to local governments to finance roads and bridges.

As Introduced

As Passed by the House

Temporary Law Changes

1 **District administration costs****Section: 7**

Authorizes the Director of the Public Works Commission to use earnings of the State Capital Improvements Fund and the Local Transportation Improvements Fund to pay or reimburse administrative costs for the nineteen public works districts. Each of the districts may receive up to \$40,000 per fiscal year to help defray administrative costs.

No change.

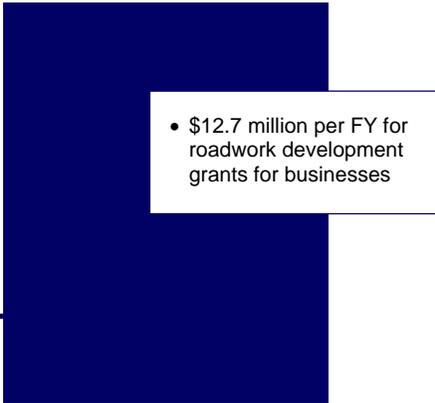
Reduces the amount that would otherwise be available to fund local transportation infrastructure projects by up to \$760,000 per fiscal year.

2 **Reappropriations****Section: 7**

Authorizes the reappropriation of any funds remaining unencumbered in the Local Transportation Improvement Program Fund (Fund 052) on June 30, 2001 for FY 2002, and any unencumbered balance remaining in that fund on June 30, 2002 for FY 2003.

No change.

Department of Development

- 
- \$12.7 million per FY for roadwork development grants for businesses

OVERVIEW

Road Work Development

Am. Sub. H.B. 298 of the 119th General Assembly created line item 195-629, Roadwork Development, within the Department of Development. This line item is for grants to businesses to pay for road improvements associated with economic development opportunities that will retain or attract businesses for Ohio.

The executive recommendation is \$12.7 million in each fiscal year of the biennium, a 1.6% increase over the amount for FY 2001. The House Passed version of the bill earmarked \$1 million of this amount in each fiscal year to be divided equally between the Transportation Improvement Districts in Butler, Hamilton, Medina, and Stark counties.

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

<i>Fund ALI ALI Title</i>	<i>Estimated 2001</i>	<i>Executive 2002</i>	<i>House 2002</i>	<i>% Change Est. 2001 to House 2002</i>	<i>Executive 2003</i>	<i>House 2003</i>	<i>% Change House 2002 to House 2003</i>
<i>DEV Development, Department of</i>							
4W0 195-629 Roadwork Development	\$12,499,900	\$ 12,699,900	\$ 12,699,900	1.6%	\$ 12,699,900	\$ 12,699,900	0.0%
Highway Operating Fund Group Total	\$ 12,499,900	\$ 12,699,900	\$ 12,699,900	1.6%	\$ 12,699,900	\$ 12,699,900	0.0%
<i>Total All Budget Fund Groups</i>							
	\$ 12,499,900	\$ 12,699,900	\$ 12,699,900	1.6%	\$ 12,699,900	\$ 12,699,900	0.0%

Highway Operating Fund Group

4W0 195-629 Roadwork Development

1998	1999	2000	2001 Estimate	2002 House Passed	2003 House Passed
\$11,352,742	\$14,400,983	\$9,466,950	\$12,499,900	\$12,699,900	\$12,699,900
	26.9%	-34.3%	32.0%	1.6%	0.0%

Source: HOF: Department of Transportation item 770-706, Resurfacing, Rehabilitation and Restoration (Appropriations are contained in H.B. 73 of the 124th G.A., the transportation budget act.)

Legal Basis: originally established by Am. Sub. H.B. 201 of the 119th General Assembly.

Purpose: Road Work Development moneys are used for road improvements associated with economic development opportunities that retain or attract business for Ohio. The Department of Transportation, under the direction of the Department of Development, provides these funds in accordance with all guidelines and requirements established for item 195-412, Business Development. Moneys in the line item may be spent only after the Controlling Board approves the agency's planned use of funds.

As Introduced

As Passed by the House

Temporary Law Changes

1 Roadwork development fund**Section: 6**

Specifies the authorized uses of the Roadwork Development Fund (Fund 4W0) and authorizes the Director of Budget and Management to transfer money from the Highway Operating Fund to the Roadwork Development Fund as needed to fund the appropriation.

No net fiscal impact.

No change.

2 Transportation Improvement Districts**Section: 6**

No provision.

Earmarks \$1,000,000 in each fiscal year out of appropriation item 195-629. Equal \$250,000 shares of this amount are earmarked in each fiscal year for the transportation improvement districts in Butler, Hamilton, Medina, and Stark counties.

No net fiscal effect.