

# **LSC Redbook**

**Analysis of the Executive Budget Proposal**

## **Department of Transportation**

**(Including the Ohio Rail Development Commission)**

### **Main Operating Budget Funding**

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# Department of Transportation

- Total biennial funding of \$20.1 million from the GRF is flat from FY 2013 levels
- GRF public transit funding for the eight largest urban systems was eliminated in FY 2012, but is offset by flexible federal funding
- Flat GRF funding for rail development grants and loans and airport capital improvement projects

## OVERVIEW

### Agency Overview

The Ohio Department of Transportation (ODOT) is the agency charged with planning, building, and maintaining the state's transportation system. Most of the agency's resources are devoted to the state's system of highways, but it also has responsibilities in the areas of rail, aviation, and public transportation. Less than one-half of 1% of the Department's budget comes from the General Revenue Fund (GRF). Most of the budget is derived from federal sources, the state motor fuel tax, and bond revenue. The following provides an analysis of the GRF portion of the ODOT budget, which includes appropriations provided in the main operating budget bill for the state's public transportation, rail, and aviation programs. The majority of the Department's biennial funding is contained in H.B. 35, the transportation budget act for FY 2014-FY 2015.

### Appropriation Overview

As Table 1 below shows, the executive proposal recommends a GRF budget of approximately \$10.1 million in each fiscal year for ODOT operations, an amount that is flat compared to estimated FY 2013 spending. The FY 2013 estimate equals the appropriations for that year provided in H.B. 153 of the 129th General Assembly, the main operating budget act for FY 2012 and FY 2013.

Fund Group	FY 2013*	FY 2014	% change, FY 2013-FY 2014	FY 2015	% change, FY 2014-FY 2015
General Revenue	\$10,050,000	\$10,050,000	0.0%	\$10,050,000	0.0%

\*FY 2013 figures represent estimated expenditures.

### Funding Distribution

#### By Functional Category

Of the total proposed funding, 72.6% of appropriations are for public transportation, 19.9% are for rail transportation, and 7.5% are for aviation. Table 2 below provides a summary of recommended appropriations for these programs by

fiscal year as well as the share each makes up of the biennium's total GRF allocation. Under the Governor's proposal, GRF funding for all these purposes is maintained at current levels.

<b>Functional Category</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Recommended</b>	<b>FY 2015 Recommended</b>	<b>Biennium Total</b>	<b>Percent of Budget</b>
Public Transportation	\$7.3	\$7.3	\$7.3	\$14.6	72.6%
Rail Transportation	\$2.0	\$2.0	\$2.0	\$4.0	19.9%
Aviation	\$0.8	\$0.8	\$0.8	\$1.5	7.5%
<b>Total</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>\$20.1</b>	<b>100.0%</b>

Note: Individual amounts may not add to totals due to rounding.

Though GRF public transit funding remains flat under the executive proposal, the amount recommended is below allocations for this purpose in previous years. However, as in the current biennium, ODOT will continue to direct \$6 million per year in flexible federal funds to the Urban Formula component of the Ohio Public Transportation Grant Program, which was funded by the GRF only prior to the current biennium. This allows the eight largest urban transit systems, which are no longer eligible to receive GRF funding through the Ohio Public Transportation Grant Program or through the Elderly and Disabled Fare Assistance Program, and potentially several small urban systems, to use local funds to backfill the recent loss of GRF dollars. This strategy minimizes the recent GRF funding cuts to small urban transit systems and mitigates the GRF funding reduction to rural transit systems, which receive priority due to heavier past reliance on GRF funding. In addition, \$14 million per year in flexible federal funds will be competitively awarded for vehicle replacements, transit facility capital improvements, or capitalized operating expenses, which will further enable the transit agencies receiving these awards to shift local funds toward operating purposes. These flexible federal funds are appropriated in H.B. 35, the transportation budget act for FY 2014 and FY 2015.

### **By Category of Expense**

Table 3 below shows the budget by category of expense. As can be seen, most of ODOT's GRF appropriations over the biennium will be used for subsidies associated with public transit, rail, and aviation grants. The "Other" category includes minimal costs associated with supplies and maintenance, purchased services, and equipment.

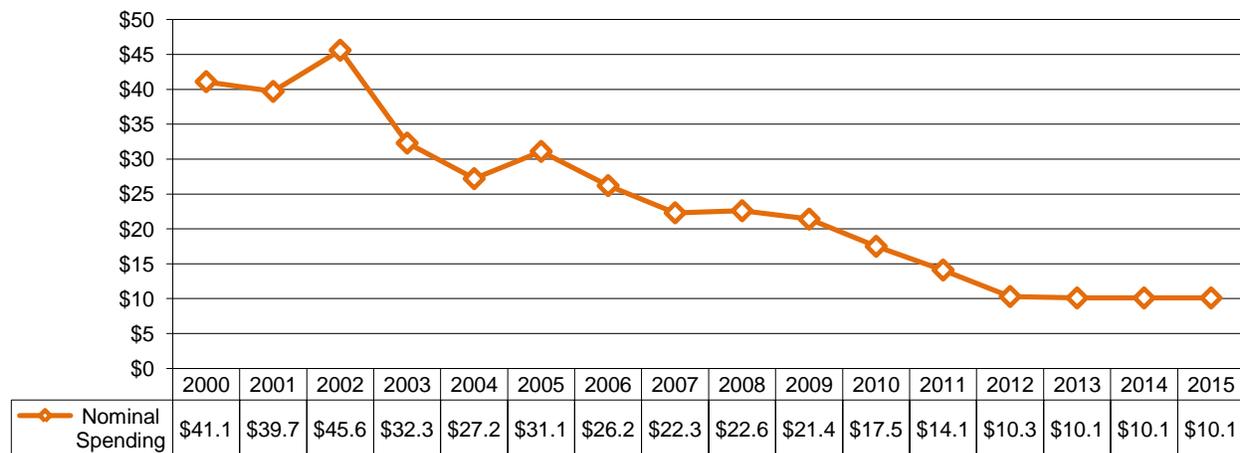
Table 3. FY 2014-FY 2015 GRF Budget by Category of Expense (\$ in millions)					
Category of Expense	FY 2013 Estimate	FY 2014 Recommended	FY 2015 Recommended	Biennium Total	Percent of Budget
Subsidy	\$9.2	\$9.2	\$9.2	\$18.4	91.5%
Personal Services	\$0.8	\$0.8	\$0.8	\$1.6	8.0%
Other	\$0.0	\$0.0	\$0.0	\$0.1	0.5%
<b>Total</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>\$20.1</b>	<b>100%</b>

Note: Individual amounts may not add to totals due to rounding.

### GRF Funding History

To put the funding recommendations in historical perspective, the \$10.1 million recommended for each fiscal year continues ODOT's allocation of GRF funds for public transit, rail, and aviation grant programs at the lowest amount in recent memory. Chart 1 below shows ODOT's GRF spending from FY 2000 to FY 2012, the FY 2013 spending estimate, and the FY 2014-FY 2015 recommendations. Overall, the chart shows that FY 2014 and FY 2015 GRF recommendations are 77.9% lower in nominal terms than peak GRF spending of \$45.6 million in FY 2002.

**Chart 1: Historical GRF Spending vs. FY 2014-FY 2015 Recommendations (\$ in millions)**



### Summary of ODOT Funding in the Transportation Budget Bill

Though GRF support for nonhighway modes has dwindled in the last 15 years or so, the transportation budget bill for FY 2014-FY 2015, H.B. 35, includes other sources of funding for those modes. H.B. 35 allocates approximately \$53.8 million for public transit purposes, nearly all of which is derived from federal funds; \$17.0 million per year for rail purposes, such as rail-highway grade crossing improvements and financial assistance for rail-related projects; and about \$6.9 million per year for aviation-related

programs, the largest of which is the maintenance and operation of the state's aircraft fleet. Altogether, H.B. 35 appropriates about \$155.5 million for these nonhighway modes of transportation over the biennium, amounting to 2.5% of the biennial funding included in the transportation budget.

Roughly \$5.7 billion (92.8%) of the total will go toward the Department's various highway construction and maintenance responsibilities. The remainder, \$284.4 million (4.6%), funds the Department's administration and planning and research activities. Overall, H.B. 35 funds ODOT at approximately \$6.13 billion over the biennium. The majority of the Department's appropriations are funded from the Highway Operating Fund (Fund 7002), whose main source of funding is state and federal motor fuel taxes. The Department is also funded through the issuance of bonds and other highway related revenues.

## ANALYSIS OF EXECUTIVE PROPOSAL

### Category 1: Public Transportation

This category of appropriations provides capital, operating, technical, and planning assistance to 62 transit systems. Of the 62 transit systems, 27 systems are in urban areas and 35 are in rural areas. In the main operating appropriations bill, GRF dollars provide formula funding for operating and capital grants to public transit systems to match federal funding. GRF funds also provide reimbursements to public transit systems offering reduced fares for the elderly and disabled and support the operating expenses of the Office of Transit. The following table shows the recommended funding for the GRF line item that funds a portion of the Public Transportation category.

Governor's Recommended Funding for Public Transportation				
Fund	ALI and Name		FY 2014	FY 2015
<b>General Revenue Fund</b>				
GRF	775451	Public Transportation – State	\$7,300,000	\$7,300,000

#### Public Transportation – State (775451)

This line item provides funding for the Ohio Public Transportation Grant Program and the Elderly and Disabled Fare Assistance Program. Funding is also used to provide technical assistance to individual transit systems. Overall, H.B. 59 provides \$7.3 million in each fiscal year for this line item. These amounts are flat compared to the FY 2013 appropriation. The table below summarizes the programs funded by this line item followed by a brief description of the programs.

Program	FY 2013 Estimate	FY 2014 Recommended	FY 2015 Recommended
Public Transit Assistance	\$4.8	\$4.8	\$4.8
Elderly and Disabled Assistance	\$2.1	\$2.1	\$2.1
Public Transit Operating	\$0.4	\$0.4	\$0.4
<b>Total</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>

#### Public Transit Assistance

This program, for which about \$4.8 million is allocated in each year under the executive proposal, provides partial funding for operating assistance and capital projects to the urban and rural transit systems operating throughout the state under the Ohio Public Transportation Grant Program (OPTGP). OPTGP provides grants to transit systems for operating assistance as well as for planning and capital projects. State funding is only available to match a federal grant. Of the 27 urban transit systems, there

are eight "large urban" systems and 19 "small urban" systems. For the purposes of allocating funds under the Urban Formula component of the OPTGP, the 27 urban systems are placed into five categories based on system size. Each category is allocated a fixed percentage of the available funds. Within each category, funds are suballocated to transit systems based on a formula that takes into account factors such as ridership, revenue service miles, farebox revenue, cost per hour, passengers carried per mile and fare recovery rates. For rural systems, OPTGP Rural Formula funds are allocated based on a formula that takes into account the number of passengers, revenue vehicle miles, and local contributions. ODOT has allocated about \$4.4 million for this program annually in the current biennium, a level which is likely to continue under the executive recommendations. Overall, the impact of the executive recommendations on the Public Transit Assistance Program will vary depending on the size of each transit system.

**Large urban transit systems.** At the appropriation levels provided under the Governor's proposal, the eight largest urban transit systems (operating in and around Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Toledo, and Youngstown) will continue to be ineligible for GRF funding through the OPTGP. This will limit GRF funding to small urban transit systems and rural transit systems, which are a higher priority due to their heavier past reliance on GRF funding compared to their urban counterparts. However, H.B. 35, the pending transportation budget bill for FY 2014 and FY 2015, includes \$20 million per year in flexible Federal Highway Administration (FHWA) funds that will be used to assist transit agencies during the upcoming biennium, the same amount available in the current biennium. Of the \$20 million in flexible federal funds allocated for this purpose, \$6 million annually will be included in the Urban Formula Program for expenses eligible for federal reimbursement. The use of these federal dollars allows the eight largest transit systems to use local resources to backfill the GRF funds for which these systems are no longer eligible.

**Rural transit systems.** Within the OPTGP, ODOT has historically given priority to the Rural Formula Program over the Urban Formula Program in allocating GRF funding, as rural transit systems were much more reliant on GRF funding than their urban counterparts. Under the Governor's proposal, rural transit systems would receive about the same amount in GRF funding as that provided in the current biennium.

**Small urban transit systems.** The 19 small urban transit systems have borne most of the GRF funding reductions in recent fiscal years. Nevertheless, several of these small urban systems may be able to take advantage of some of the \$6 million in flexible federal funds being inserted into the Urban Formula Program if they have sufficient local revenues to use as a match to draw down the additional federal funds. If several small urban systems are able to qualify for the flexible federal funds, additional GRF resources would be made available for the other small urban systems, which would mitigate the effects of the recently diminished overall supply of GRF funding for those agencies.

**Transit System Preservation Discretionary Program.** Under the Governor's proposal, \$14 million per year of the flexible federal funding being provided for transit purposes has been allocated for competitively awarded grants. The priority for these discretionary grants, for which all 62 transit systems will be eligible, will be to assist transit agencies in replacing vehicles and transit system infrastructure, though they may also be used for capitalized operating expenses if necessary. These funds will assist transit agencies in freeing up local resources for other noncapital purposes, such as operating costs.

#### **Elderly and Disabled Assistance**

This program offers affordable transportation for the elderly and people with disabilities through reduced fare assistance to public transit agencies offering half fare or less rides to passengers within those population groups. The program is funded at \$2.1 million annually under the executive recommendations, entirely with state GRF dollars. In order to qualify for funding under this program, a transit system must receive an allocation from either the urban or rural component of the OPTGP. The allocations of funds to individual transit systems under the program are based on the actual ridership of the elderly and people with disabilities for the prior calendar year and the actual loss of farebox revenue from the reduced fares offered. Currently, 53 public transit systems offer half fares. The other systems have chosen not to offer reduced fares for financial reasons. According to ODOT, it would take about \$13.5 million to reimburse transit systems for their foregone revenue from reduced fares. The current fare assistance program allocation of \$2.1 million annually, which is maintained under this budget proposal, comprises only about 15.5% of that. As a result, ODOT will continue to provide no reduced fare assistance funding to the eight largest urban transit systems to minimize the cuts in funding to rural and small urban transit systems, which rely on GRF funds more so than their urban area counterparts.

#### **Public Transit Operating**

This program covers the operating costs, such as payroll, supplies, and equipment, for ODOT's Office of Transit. The GRF allocation recommended by the executive proposal is \$407,492 annually, the same allocation as in the current biennium. The Office's administration and oversight duties include program development, application review and project selection, contract preparation, invoice payment, quality assurance, site visits, data collection reviews, drug and alcohol audits, financial audits, training, and technical assistance. To reduce GRF expenses, the Office of Transit has moved eligible payroll to federal sources of reimbursement, among other cost-saving measures. These dollars are accounted for in the portion of the Public Transit Assistance program funded in H.B. 35.

## Category 2: Rail Transportation

This category of appropriations is administered by the Ohio Rail Development Commission (ORDC). ORDC administers programs that promote economic development and rail-highway safety. The following table shows the recommended funding for the GRF appropriation item that supports a portion of the Rail Transportation category.

Governor's Recommended Funding for Rail Transportation				
Fund	ALI and Name		FY 2014	FY 2015
<b>General Revenue Fund</b>				
GRF	776465	Ohio Rail Development Commission	\$2,000,000	\$2,000,000

### Ohio Rail Development Commission (776465)

This line item supports the Rail Development Grant and Loan Program overseen by ORDC. Overall, H.B. 59 includes \$2.0 million in each fiscal year for this line item. These amounts are identical to the FY 2013 appropriation. Beginning in FY 2013, this line item has been used exclusively for the Rail Development Grant and Loan Program as ORDC's operating costs have been assumed by non-GRF sources. This cost shift was possible as a result of the completion of lease reserve payments for the Panhandle rail line.

#### Rail Development Grant and Loan

The Rail Development Grant and Loan Program provides financial assistance in the form of grants and loans to railroads, businesses, and communities for the rehabilitation, acquisition/preservation, or construction of rail and rail-related infrastructure. The loans and grants are distributed through the following programs:

**Rail Line Rehabilitation Program.** This program keeps select rail lines in good and safe operating condition in order to provide rail transportation services to Ohio businesses. These lines are typically those divested by large Class I railroads (Norfolk Southern and CSX Transportation) that were in need of maintenance at the time of divestiture. In determining loan and grant awards, ORDC evaluates a project's contribution toward job creation, effectiveness of rail service, economic development potential, preventing derailments, and keeping up train speeds.

**Freight Rail Development/Spur Program.** This program helps provide rail spurs and other rail infrastructure as an incentive for companies to locate or expand in Ohio. Funds are recouped if requisite jobs or carloads are not created within three years of project completion.

**Rail Line Acquisition/Preservation Program.** This program consists of loans and grants to prevent cessation of service or preserve the line or right-of-way for future rail development. ORDC may also provide funding for an entity to acquire a rail line as long as the acquisition enhances the rail line's viability.

Over the course of FY 2011 and FY 2012, ORDC approved grant or loan assistance to 29 rail development projects totaling \$4.2 million in grants and \$1.8 million in loans, for an average of about \$207,000 in state assistance per project. These projects are expected to leverage millions of dollars more in additional capital investment and generate an estimated 3,000 carloads of freight, reducing congestion from commercial truck traffic on the state's highways.

Under H.B. 59, the executive recommends \$2.0 million in GRF funding each fiscal year for these programs, the same amount allocated in FY 2013. However, readers should note that this funding is augmented with \$2.1 million in each fiscal year for grants and loans through appropriation item 776664, Rail Transportation – Other, contained in H.B. 35, the FY 2014-FY 2015 transportation budget bill. Line item 776664 also supports about \$700,000 in each year for ORDC's payroll and administrative costs.

Between H.B. 35 and H.B. 59, ORDC will have grant and loan funding of about \$4.1 million in each fiscal year. This amount is comparable to FY 2013, but is more than the approximately \$3.0 million available in FY 2012 because of the completion of payments for the Panhandle Rail Line lease reserve.<sup>1</sup>

### Category 3: Aviation

This category of appropriations provides funding that enables the Office of Aviation to work with airports to meet national safety standards, make infrastructure improvements, coordinate with the Federal Aviation Administration (FAA), register aircraft, provide air transportation to state officials, and maintain the state's aircraft fleet. The following table shows the recommended funding for the GRF appropriation item that funds a portion of the Aviation category.

Governor's Recommended Funding for Aviation			
Fund	ALI and Name	FY 2014	FY 2015
<b>General Revenue Fund</b>			
GRF	777471 Airport Improvements – State	\$750,000	\$750,000

<sup>1</sup> FY 2012 was the last year of bond payments on the certificates of participation (COPs) used to finance the state's purchase of the Panhandle Rail Line in 1992. The contract operator of the rail line is responsible for maintaining the line and for repayment of the COPs. The lease reserve was only to be used in the event of nonpayment by the contract operator.

### **Airport Improvements – State (777471)**

This line item is used to support grant funding as well as airport and pavement condition inspections and airspace protection, planning, engineering, and technical assistance to Ohio's general aviation airports. Overall, H.B. 59 includes \$750,000 in each fiscal year for this line item. These amounts are flat compared with FY 2013 funding levels.

#### **Airport Grant Program**

The Airport Grant Program provides capital improvement grants to publicly owned airports that do not receive FAA passenger or air cargo entitlements. These are typically small general aviation airports. Grant funds may provide up to 90% of the construction costs associated with airport pavement resurfacing or obstruction removal and marking projects. The grant program operates on a reimbursement basis. In order to be awarded grant funds, an airport must have a current Airport Safety Plan that complies with Transportation Security Administration (TSA) guidelines. There are currently 99 publicly owned airports eligible to receive grant funding.

The executive proposal provides GRF grant funding of \$283,206 in each fiscal year for this purpose, the same amount as the FY 2013 allocation. GRF funding for airport grants is augmented by funding of \$620,000 per fiscal year in aircraft license tax revenues deposited into the Airport Assistance Fund (Fund 5W90), which is appropriated in H.B. 35. Together, these sources provide a grant program of about \$903,000 per year for the upcoming biennium, which will support projects at four to six airports. Despite the flat funding proposed in this budget, state appropriations for this program has declined overall in recent years. Given the diminished level of state support, ODOT predicts the average Pavement Condition Index (PCI) for runways, taxiways, and aprons across the state to decline.

#### **Aviation Operating**

GRF funds provide about \$467,000 in each fiscal year for the operating expenses of the Office of Aviation, the same amount as in FY 2013. Activities funded by the GRF include administration of the Airport Safety Program, enforcement of the Ohio Airport Protection Law, and administration of the Airport Grant Program. These functions are described briefly below.

**Airport Safety Program.** Under the Airport Safety Program, Office of Aviation officials conduct safety and pavement condition inspections at 157 noncommercial service public use airports on a three-year cycle to ensure airport operations comply with Federal Aviation Administration (FAA) standards and the Ohio Airport Protection Law. After inspections, airports are advised of deficiencies and assisted in developing a corrective action plan. The salaries of the inspectors conducting the inspections are paid out of the GRF. However, the federal government reimburses the state a set amount per inspection, the proceeds of which are deposited into the GRF. The information gathered

from airport pavement condition inspections is used to assess the maintenance needs of Ohio's airports and to assist with the selection of projects receiving Airport Grant Program funds.

**Ohio Airport Protection Law Enforcement.** The Office of Aviation enforces the Ohio Airport Protection Law by reviewing any proposed construction that will take place within a specified distance of an airport runway. If the construction is determined to pose no obstruction hazard to airport navigation, the Office issues a permit to proceed. If there is a potential hazard, the Office works with project officials to change the location or design of the structure under construction so that it does not obstruct airport operations.

**Airport Grant Program Administration.** As noted above, the Airport Grant Program provides capital improvement funds to certain publicly owned airports. Office of Aviation staff verify and evaluate grant applications, rank proposed projects based on merit and availability of funds, execute grant contracts, and so on to carry out the grant program. The Office currently employs one part-time employee as a Grants Planner after the previous Grants Planner retired.

The majority of funding for the Aviation Operating Program is appropriated in H.B. 35, the transportation budget bill for FY 2014 and FY 2015. These funds, amounting to approximately \$4.9 million per year from the Highway Operating Fund (Fund 7002), primarily are used to operate and maintain the state's aircraft fleet. The aircraft are used to transport the Governor, legislators, and state personnel, and to perform aerial photography, emergency management, forestry missions, homeland security, prisoner transfers, Department of Natural Resources missions, wild animal inoculations, and marijuana eradication assistance. ODOT maintains a fleet of 24 aircraft, which include those of the Ohio State Highway Patrol and the Department of Natural Resources. Any costs arising from the nonhighway use of the aircraft must be reimbursed to ODOT. Fund 7002 resources also support the costs associated with the registration and oversight of about 11,000 Ohio aircraft.

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## Department of Transportation

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### General Revenue Fund

#### GRF 775451 Public Transportation-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
\$13,086,564	\$9,759,669	\$7,340,352	\$7,300,000	<b>\$7,300,000</b>	<b>\$7,300,000</b>
	-25.4%	-24.8%	-0.5%	<b>0.0%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 5501.07; Section 405.10 of Am. Sub. H.B. 153 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

**Purpose:** This line item supports the Ohio Public Transportation Grant Program, which provides partial funding for operating assistance and capital projects to urban and rural transit systems. The line item also supports the Elderly and Disabled Fare Assistance Program, which offsets farebox losses experienced by transit systems reducing their fares for elderly and disabled passengers. In addition, these funds may be used to pay for the administrative costs of these programs.

For FY 2014 and FY 2015, the eight largest urban transit systems are not eligible for GRF funding through this line item. Rather, flexible federal funds will be used to provide formula and competitively-awarded funds to urban systems, which will allow them to use local funds to backfill the loss of GRF dollars. This strategy minimizes the GRF funding cuts to small urban systems and nearly eliminates any GRF funding reduction to rural transit systems, both of which rely more heavily on GRF funding than large urban systems.

## Department of Transportation

### GRF 776465 Ohio Rail Development Commission

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
\$2,953,653	\$2,578,512	\$2,368,049	\$2,000,000	<b>\$2,000,000</b>	<b>\$2,000,000</b>
	-12.7%	-8.2%	-15.5%	<b>0.0%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 4981.02, 4981.03, and 4981.032; Section 405.10 of Am. Sub. H.B. 153 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

**Purpose:** This line item provides funding for various rail development grant programs overseen by the Ohio Rail Development Commission. These programs provide assistance to railroads, businesses, and communities for rail line rehabilitation and construction of rail spurs and other freight rail infrastructure as an incentive for companies to locate or expand in Ohio. The line item is also used to pay for the Commission's operating expenses associated with agency leadership, project development, and project oversight.

### GRF 776466 Railroad Crossing/Grade Separation

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
\$73,562	\$0	\$0	\$0	<b>\$0</b>	<b>\$0</b>
	-100%	N/A	N/A	<b>N/A</b>	<b>N/A</b>

**Source:** General Revenue Fund

**Legal Basis:** Discontinued line item (originally established by Am. Sub. H.B. 640 of the 123rd G.A.)

**Purpose:** This line item funded the Rail Crossing Safety Initiative and the Grade Separation Program, which provided funds for rail crossing improvements to communities most affected by rail traffic.

## Department of Transportation

### GRF 777471 Airport Improvements-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
\$1,359,571	\$1,028,875	\$625,455	\$750,000	<b>\$750,000</b>	<b>\$750,000</b>
	-24.3%	-39.2%	19.9%	<b>0.0%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 4561; Section 405.10 of Am. Sub. H.B. 153 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

**Purpose:** This line item primarily funds the Airport Grant Program, which provides capital funding for airport pavement rehabilitation and obstruction removal or marking to publicly-owned airports in Ohio that do not receive FAA Air Carrier Enplanement Funds or FAA Air Cargo Entitlements. Currently, there are 99 such airports in Ohio eligible for the grant program. Airport Grant Program funding is also provided in SSR Fund 5W90 appropriation item 777615, County Airport Maintenance. In addition to the grant program, this line item supports the operating expenses of the Office of Aviation through its airport safety and pavement condition inspection, airspace protection, planning, engineering, and technical assistance activities.

## State Special Revenue Fund Group

### 5CF0 776667 Rail Transload Facilities

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
\$200,000	\$0	\$41,400	\$0	<b>\$0</b>	<b>\$0</b>
	-100%	N/A	-100%	<b>N/A</b>	<b>N/A</b>

**Source:** State Special Revenue Fund Group: FY 2006 fund transfer of \$500,000 from the Advanced Energy Fund (Fund 5M50), used by the former Department of Development (now the Development Services Agency)

**Legal Basis:** Discontinued line item (originally established in Sections 203.99.45 and 212.12 of Am. Sub. H.B. 66 of the 126th G.A.)

**Purpose:** These moneys were used to fund the Rail Transload Initiative, a statewide pilot program administered by the Ohio Rail Development Commission to provide grants to assist communities, railroads, and other businesses to develop facilities that enhance the ability of railroads to work with other transport modes to move bulk commodities more efficiently and safely.

# FY 2014 - FY 2015 Introduced Appropriation Amounts

# All Fund Groups

Line Item Detail by Agency			FY 2012	Estimate FY 2013	Introduced FY 2014	FY 2013 to FY 2014 % Change	Introduced FY 2015	FY 2014 to FY 2015 % Change
<b>Report For Main Operating Appropriations Bill</b>			<b>Version: As Introduced</b>					
<b>DOT Department of Transportation</b>								
GRF	775451	Public Transportation-State	\$ 7,340,352	\$ 7,300,000	\$ 7,300,000	0.00%	\$ 7,300,000	0.00%
GRF	776465	Ohio Rail Development Commission	\$ 2,368,049	\$ 2,000,000	\$ 2,000,000	0.00%	\$ 2,000,000	0.00%
GRF	777471	Airport Improvements-State	\$ 625,455	\$ 750,000	\$ 750,000	0.00%	\$ 750,000	0.00%
<b>General Revenue Fund Total</b>			<b>\$ 10,333,856</b>	<b>\$ 10,050,000</b>	<b>\$ 10,050,000</b>	<b>0.00%</b>	<b>\$ 10,050,000</b>	<b>0.00%</b>
5CF0	776667	Rail Transload Facilities	\$ 41,400	\$0	\$0	N/A	\$0	N/A
<b>State Special Revenue Fund Group Total</b>			<b>\$ 41,400</b>	<b>\$0</b>	<b>\$0</b>	<b>N/A</b>	<b>\$0</b>	<b>N/A</b>
<b>Department of Transportation Total</b>			<b>\$ 10,375,256</b>	<b>\$ 10,050,000</b>	<b>\$ 10,050,000</b>	<b>0.00%</b>	<b>\$ 10,050,000</b>	<b>0.00%</b>