

# **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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## **ATTACHMENTS:**

- Catalog of Budget Line Items
- Budget Spreadsheet By Line Item

# Department of Transportation

- Total biennial funding of \$22.1 million from the GRF is 10% above the FY 2015 level
- \$1.0 million increase in GRF each fiscal year for public transit agencies to coordinate regional services and implement efficiencies
- Flat GRF funding for rail development grants and airport capital improvement projects

## OVERVIEW

The Ohio Department of Transportation (ODOT) is the agency charged with planning, building, and maintaining the state's transportation system. Most of ODOT's resources are devoted to the state's system of highways, but the Department also spends some money overseeing its responsibilities in the areas of rail, aviation, and public transportation. Most of ODOT's total budget for all transportation modes is derived from federal sources, the state motor fuel tax, and bond revenue. Less than one-half of 1% of ODOT's overall funding for the FY 2016-FY 2017 biennium comes from the GRF. This small component of the Department's budget for the FY 2016-FY 2017 biennium is funded by appropriations in H.B. 64, the state's main operating budget bill. The GRF appropriations for ODOT in H.B. 64 fund portions of the state's public transportation, rail, and aviation programs. The following provides an analysis of the GRF portion of the ODOT budget included in H.B. 64.

### Appropriation Overview

As Table 1 below shows, the executive recommends a GRF budget of approximately \$11.1 million in each fiscal year for ODOT operations under H.B. 64. This is a \$1 million (10.0%) increase compared to estimated FY 2015 spending, and is entirely attributable to additional appropriations for public transportation under the Governor's proposal.

**Table 1. GRF Executive Budget Recommendations, FY 2016-FY 2017**

Fund	FY 2015*	FY 2016	% change, FY 2015-FY 2016	FY 2017	% change, FY 2016-FY 2017
General Revenue	\$10,050,000	\$11,050,000	10.0%	\$11,050,000	0.0%

\*FY 2015 figures represent estimated expenditures.

### By Account of Expense

Table 2 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 and purchased services.

Category of Expense	FY 2015 Estimate	FY 2016 Recommended	FY 2017 Recommended	Biennium Total	Percent of Budget
Subsidy	\$9.3	\$10.3	\$10.3	\$20.6	93.2%
Personal Services	\$0.7	\$0.7	\$0.7	\$1.4	6.3%
Other	>\$0.0	>\$0.0	>\$0.0	\$0.1	0.4%
<b>TOTAL</b>	<b>\$10.1</b>	<b>\$11.1</b>	<b>\$11.1</b>	<b>\$22.1</b>	<b>100.0%</b>

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

### By Functional Category

Of the total proposed transportation funding in H.B. 64, just over three-fourths of appropriations over the biennium are for public transportation, 18.1% are for rail transportation, and 6.8% are for aviation. Although there is an additional \$1 million provided for public transportation in each fiscal year, proposed funding for rail and aviation remains at FY 2015 levels in each year of the FY 2016-FY 2017 biennium under the Governor's budget recommendations. The proposed dollar allocations are shown alongside estimated FY 2015 spending for these transportation modes in Table 3 below.

Functional Category	FY 2015 Estimate	FY 2016 Recommended	FY 2017 Recommended	Biennium Total	Percent of Budget
Public Transportation	\$7.3	\$8.3	\$8.3	\$16.6	75.1%
Rail	\$2.0	\$2.0	\$2.0	\$4.0	18.1%
Aviation	\$0.8	\$0.8	\$0.8	\$1.5	6.8%
<b>TOTAL</b>	<b>\$10.1</b>	<b>\$11.1</b>	<b>\$11.1</b>	<b>\$22.1</b>	<b>100.0%</b>

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

### Public Transit

Between H.B. 53 and H.B. 64, the proposed state funding for public transit in the FY 2016-FY 2017 biennium is \$28.3 million. This includes \$20 million in Federal Highway Administration (FHWA) funds in each fiscal year that would go to large urban transit agencies each year under H.B. 53. Under this arrangement, the eight largest urban transit systems would utilize most, if not all, of the FHWA funding in H.B. 53. This money is apportioned in two ways. First, \$6 million each year is directed toward the large urban transit systems by formula under the Urban Transit Program. The large urban transit agencies can take advantage of these moneys because they have a local dedicated source of funding for the required federal match. Secondly, \$14 million each year will be devoted to the Ohio Transit Preservation Partnership Program and will be distributed as competitive grants for which all 27 urban transit systems are eligible. These competitive grant awards can be used for the replacement of vehicles that are beyond their useful lives, assistance with operating expenses (e.g., preventive maintenance, tires, and fuel), and aid in facility rehabilitation and

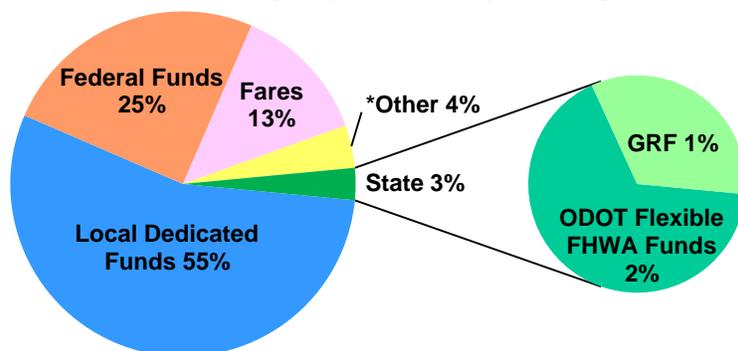
renovation. Generally, the program grants must be matched so that the FHWA funds do not exceed 80% of the total project cost. The intent of the program is to free up local funding for operating expenses of urban transit systems.

The GRF funding of \$7.3 million annually under H.B. 64 is targeted to support rural transit systems and small urban transit systems. However, based on a recommendation in the *Ohio Statewide Transit Needs Study*, there is also \$1 million in grant funding for transit systems to incentivize various features of transit service, including (1) coordination of services between the public transit agencies and human service agencies (2) investment in technology to purchase technology systems and provide training to enact efficiencies and (3) implementation of improved passenger information systems to improve transit accessibility and ease of transit use.

**Ohio Statewide Transit Needs Study**

In September 2013, ODOT commissioned a study to conduct a comprehensive assessment of transit needs across the state over the 10-year period from 2015 to 2025. The firm hired to lead the study, Nelson/Nygaard Consulting Associates Inc., produced its findings in a report titled the *Ohio Statewide Transit Needs Study* at the end of December 2014. The final report was made available to the public in mid-February 2015.<sup>1</sup> After surveying current needs, evaluating trends, and projecting future demands, the report offered policy and funding recommendations for state and local government transportation policymakers. The following tables and charts are based on the information in the *Ohio Statewide Transit Needs Study*.

**Chart 1: Ohio Transit Agency Revenue by Funding Source, 2012**



\*Other includes other advertising, contracts, and miscellaneous income.

The study found that the total amount of revenue available for public transit was approximately \$893 million in 2012. Of that amount, \$491 million (55%) was derived

<sup>1</sup> The *Ohio Statewide Transit Needs Study* can be found on ODOT's website by visiting <http://www.dot.state.oh.us/Divisions/Planning/Transit/TransitNeedsStudy/Pages/StudyReports.aspx>.

from local dedicated sources, such as sales taxes, property taxes, or local general funds. Federal Transit Administration (FTA) funds represented about a quarter of the revenue, or \$223 million, and fares made up another \$116 million (13%). Only around \$27 million (3%) of all funding received by transit agencies in Ohio came from the state. Of the state portion, \$20 million was from "flexible" Federal Highway Administration (FHWA) moneys that ODOT designated for public transit, while the remaining \$7 million (1%) originated from the GRF.

## **Rail and Aviation**

In addition to public transit, H.B. 64 provides GRF funding of \$4 million for rail and \$1.5 million for aviation over the FY 2016-FY 2017 biennium. This is in addition to the \$55.5 million provided for rail and aviation modes over the biennium under H.B. 53. Under H.B. 53, \$36.2 million in the next biennium is for rail activities, such as rail-highway grade crossing improvements and loan assistance for rail projects. Around 77.9% of this rail funding derives from the federal government, or \$28.2 million. H.B. 53 also provides about \$19.3 million over the FY 2016-FY 2017 biennium for aviation-related programs. Approximately \$13.3 million (68.7%) of this amount would support the maintenance and operation of the state's aircraft fleet.

## **Diesel Emissions Reduction Grant Program**

H.B. 64 authorizes the continuation of the Diesel Emissions Reduction Grant (DERG) Program overseen by the Ohio Environmental Protection Agency (EPA). Under this program, EPA provides grants to public and private diesel fleet owners to replace, repower, and retrofit diesel engines or install anti-idle equipment in their diesel-powered vehicles. H.B. 64 also authorizes DERG funds to be used for projects that involve the purchase or use of hybrid and alternative fuel vehicles pursuant to federal guidance. Although the program is overseen by the Ohio EPA, it is funded by federal Congestion Mitigation and Air Quality (CMAQ) funds under ODOT's budget.

Under this program, public entities are reimbursed from moneys in the Highway Operating Fund (Fund 7002) designated for the DERG Program. Private entities are reimbursed in a slightly different manner. For private entity projects, both ODOT and the local public sector agency project sponsor must approve the reimbursement. These reimbursements are then paid from Fund 7002 in the form of direct payments to the vendor doing the work in a prorated share of federal/state participation. This differs from the current reimbursement process whereby Fund 7002 moneys are transferred to the Diesel Emissions Reduction Fund (Fund 3FH0) and then distributed. Finally, the provision specifies that no new appropriations from Fund 7002 for the program be made in FY 2016, and limits new appropriations for the program to no more than \$5 million in FY 2017. In the current biennium, total expenditures for the program were limited to \$10 million per year.

## ANALYSIS OF EXECUTIVE PROPOSAL

### Category 1: Public Transportation

This category of appropriations provides GRF support for capital, operating, technical, and planning assistance to 61 transit systems. These systems can be managed by a county, regional government entity, or a government-designated nonprofit corporation. Of the 61 transit systems, 27 are present in urban areas, while 34 lie in rural areas. Service under each of the systems varies, but can broadly be categorized into two types based on population densities: (1) fixed routes, which are prevalent in big cities and (2) demand response, used often in and around small cities and rural areas. Altogether, the transit network provided over 115 million trips in 2013, which is the 14th highest transit ridership ranking in the nation.

In total, approximately 3,200 nonrail transit vehicles are currently operating in the state. The six largest transit agencies possess around 65% of these vehicles, about 2,100 in all. Comparatively, the 34 rural agencies operate 15% of the statewide fleet, or roughly 550 vehicles. The Greater Cleveland Regional Transit Authority is the lone transit agency operating rail service; however, the Cincinnati transit agency (Southwest Ohio Regional Transit Authority) will become the second when their Cincinnati Streetcar line is unveiled, expected in 2016. ODOT's Office of Transit oversees federal compliance of transit agencies on the state level, awarding grant funding from state and federal sources, providing technical assistance, and assisting in the coordination of transit service.

Governor's Recommended Funding for Public Transportation				
Fund	ALI and Name		FY 2016	FY 2017
<b>General Revenue Fund</b>				
GRF	775451	Public Transportation – State	\$8,300,000	\$8,300,000

#### Public Transportation – State (775451)

Under the Governor's proposal, this line item will be used for four purposes: (1) fund most of the Ohio Public Transportation Grant Program, (2) fund all of the Elderly and Disabled Fare Assistance Program, (3) pay for operating costs of ODOT's Office of Transit, and (4) award new grants to help transit systems coordinate service and improve service efficiencies. Overall, the \$8.3 million in each fiscal year for this line item in FY 2016 and FY 2017 is an increase of appropriations by \$1 million above the annual appropriations for the current biennium, which would support the new grants referred to in (4) above. The other \$7.3 million would allow flat funding for allocations for the two ongoing programs and the operating expenses of the Office of Transit, as shown in Table 4 on the following page.

<b>Program</b>	<b>FY 2015 Estimate</b>	<b>FY 2016 Recommended</b>	<b>FY 2017 Recommended</b>
Ohio Public Transportation Grant Program	\$4.7	\$4.7	\$4.7
Elderly and Disabled Fare Assistance Program	\$2.2	\$2.2	\$2.2
Coordination and Efficiency Incentives	\$0.0	\$1.0	\$1.0
ODOT Office of Transit Administration	\$0.4	\$0.4	\$0.4
<b>TOTAL</b>	<b>\$7.3</b>	<b>\$8.3</b>	<b>\$8.3</b>

### **Ohio Public Transportation Grant Program**

About \$4.7 million is allocated in each year under the executive proposal for the Ohio Public Transportation Grant Program (OPTGP) to award state funds for operating assistance and capital projects to the urban and rural transit systems operating throughout the state. 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. The program is divided funding for two subprograms: the Urban Transit Program and the Rural Transit Program. This GRF funding for the Urban Transit Program would support only the 19 small urban systems across the state, plus all of the rural transit systems assisted under the Rural Transit Program. The eight large urban transit systems receive federal money under the Urban Transit Program.

ODOT has historically given priority to the Rural Transit Program over the urban one in allocating GRF funding, as rural transit systems are seen as more reliant on GRF funding. In the FY 2014-FY 2015 biennium, ODOT put about \$3.1 million in GRF money toward the Rural Transit Program, while the remaining \$1.6 million went for the Urban Transit Program. For the next biennium, ODOT anticipates similar allocations among the two types of transit systems that use GRF funding.

Once the GRF funds are allocated by ODOT for each of the rural and urban components of OPTGP, the assistance to each transit system is distributed by formula. For the urban transit systems, the formula 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 funds are apportioned based on a formula that takes into account the number of passengers, revenue vehicle miles, and local contributions.

### **Elderly and Disabled Fare Assistance Program**

This Elderly and Disabled Fare Assistance Program offers affordable transportation for the elderly and people with disabilities through assistance to public transit agencies that offer half fares or lower to qualifying riders. The program is funded at \$2.2 million annually under the executive recommendations, consistent with funding in prior years. According to ODOT, this program supported over 1.6 million trips on public transit vehicles in FY 2014. For rural areas, the elderly and disabled

populations accounted for around 43% of all rural transit trips in FY 2013, according to the Department.

The allocation of funds to individual transit systems under the program is based on a formula. However, the eight large urban systems are not eligible for GRF assistance under this program, as it would cost another \$10.6 million annually to reimburse those systems under the program terms. Currently, 54 public transit systems offer half fares. The other systems have chosen not to offer reduced fares for financial reasons.

### **Coordination and Efficiency Incentives**

The \$1.0 million increase in GRF funding for each of FY 2016 and FY 2017 would be used to support activities that were recommended in the *Ohio Statewide Transit Needs Study*. One of these suggestions was that ODOT provide financial assistance to transit systems to incentivize various features of transit service, including (1) coordination of services between the public transit agencies and human service agencies, (2) investment in technology to purchase technology systems and provide training to enact efficiencies, and (3) implementation of improved passenger information systems to improve transit accessibility and ease of transit use. These grants will be supplementary to the grants that transit agencies will continue to receive under both the Ohio Public Transportation Grant Program and the Elderly and Disabled Fare Assistance Program.

### **Public Transit Operating**

This GRF funding also covers the operating costs for ODOT's Office of Transit, including payroll, supplies, and equipment. The GRF allocation recommended by the executive proposal is around \$400,000 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 in recent years moved eligible payroll to federal sources of reimbursement, among other cost-saving measures, which is appropriated funding in H.B. 53.

## Category 2: Rail

This category of appropriations is administered by the Ohio Rail Development Commission (ORDC). The Commission administers programs that promote economic development projects involved with rail, as well as 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 2016	FY 2017
<b>General Revenue Fund</b>				
GRF	776465	Rail Development	\$2,000,000	\$2,000,000

### Rail Development (776465)

This line item supports the Rail Development Grant and Loan Program overseen by ORDC. Overall, H.B. 64 includes \$2.0 million in each fiscal year for this line item. These amounts are identical to the appropriations in the current biennium.

This line item is used exclusively for grants under the Rail Development Grant and Loan Program. The program provides financial assistance to railroads, businesses, and communities for the rehabilitation, acquisition, preservation, or construction of rail and rail-related infrastructure. Loan funding is appropriated in H.B. 53 under Fund 4N40 line item 776664, Rail Transportation – Other. About \$2.0 million in each fiscal year is appropriated for loan assistance under H.B. 53; consequently, between H.B. 53 and H.B. 64, ORDC will have grant and loan funding of about \$4.0 million in each fiscal year. This amount is consistent with estimated FY 2015 assistance. Fund 4N40 line item 776664 also includes appropriations that would allocate an average of \$880,000 in each year for ORDC's payroll and administrative costs.

Loans and grants under this program are awarded to public entities, railroads, and private companies. Loans may last up to seven years, and amount to a maximum of \$500,000 per project. Grants have no such threshold and are determined at the discretion of the Commission.

### 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 2016	FY 2017
<b>General Revenue Fund</b>				
GRF	777471	Airport Improvements – State	\$750,000	\$750,000

#### 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. 64 includes \$750,000 in each fiscal year for this line item. These amounts are flat compared to FY 2015 estimated spending. Of the total appropriations, \$405,000 per year would provide GRF funding for the Airport Grant Program, and approximately \$345,000 in each year would be spent on Office of Aviation operating costs.

#### 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, 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 around \$405,000 in each fiscal year for this program, the same amount as the FY 2015 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. 53. Together, these sources provide a grant program of about \$1.1 million per year for the upcoming biennium. This will support projects at around six airports. In FY 2014, the Aviation Improvement Program awarded seven grants totaling approximately \$959,000, an amount in line with award funding in the two prior years.

### **Aviation Operating Program**

About \$345,000 in GRF funding each fiscal year is for the operating expenses of the Office of Aviation, approximately \$27,000 (8.5%) more than estimated FY 2015 spending for this purpose. 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 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. 53 under Fund 7002 line item 777475, Aviation Administration. These funds, amounting to approximately \$6.6 million per year, are primarily 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 10,600 Ohio aircraft. The appropriations to this line item in H.B. 53 for the next biennium represent a \$1.7 million increase compared to estimated FY 2015 spending. The rise is almost entirely budgeted under the supplies and maintenance expense account of the line item. ODOT intends to commit this increased funding to unmanned aerial vehicle (UAV) studies and collaboration with other state and federal agencies on UAV oversight.

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## General Revenue Fund

### GRF 775451 Public Transportation-State

FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Estimate	FY 2016 Introduced	FY 2017 Introduced
\$7,340,352	\$7,288,749	\$10,134,611	\$7,300,000	<b>\$8,300,000</b>	<b>\$8,300,000</b>
	-0.7%	39.0%	-28.0%	<b>13.7%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 5501.07; Section 397.10 of Am. Sub. H.B. 59 of the 130th G.A.

**Purpose:** This line item is currently used for three purposes. First, ODOT awards grants under the Ohio Public Transportation Grant Program to small urban and rural transit systems to provide state support for operating assistance and capital projects. Second, the line item funds the Elderly and Disabled Fare Assistance Program, which offsets farebox losses experienced by transit systems reducing their fares for these populations. The eight largest urban transit systems are not eligible for GRF funding under either of these programs. Third, these funds pay the administrative costs of the Office of Transit in managing these programs and ensuring that the transit systems comply with Federal Transit Administration requirements.

New to the FY 2016-FY 2017 biennium, ODOT anticipates an additional \$1.0 million per year through the line item to provide financial assistance for Ohio transit systems to improve system efficiencies and incentivize regionalism, shared services, and improvements of passenger information. This assistance would be supplementary to ongoing grants under the two programs listed above.

### GRF 776465 Rail Development

FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Estimate	FY 2016 Introduced	FY 2017 Introduced
\$2,368,049	\$1,007,727	\$1,522,733	\$2,000,000	<b>\$2,000,000</b>	<b>\$2,000,000</b>
	-57.4%	51.1%	31.3%	<b>0.0%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 4981.02, 4981.03, and 4981.032; Section 397.10 of Am. Sub. H.B. 59 of the 130th G.A.

**Purpose:** This line item provides grant funding to support the various types of rail development overseen by the Ohio Rail Development Commission. The grants provide assistance to railroads, businesses, and communities for rail line rehabilitation, construction of rail spurs, and other freight rail infrastructure as an incentive for companies to locate or expand in Ohio. Loans for rail development and operating costs of the Commission are paid through Fund 4N40 line item 776664.

## Department of Transportation

### GRF 777471 Airport Improvements-State

FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Estimate	FY 2016 Introduced	FY 2017 Introduced
\$625,455	\$709,506	\$884,947	\$750,000	<b>\$750,000</b>	<b>\$750,000</b>
	13.4%	24.7%	-15.2%	<b>0.0%</b>	<b>0.0%</b>

**Source:** General Revenue Fund

**Legal Basis:** ORC 4561; Section 397.10 of Am. Sub. H.B. 59 of the 130th G.A.

**Purpose:** This line item provides a portion of the funding for the Airport Grant Program, which offers capital assistance for airport pavement rehabilitation and obstruction removal or marking to publicly-owned airports in Ohio that do not receive certain funding from the Federal Aviation Administration. Currently, there are 99 such airports in Ohio eligible for the state grant program. The Airport Grant Program is also funded by Fund 5W90 appropriation item 777615, County Airport Maintenance. In addition, this line item pays some of the operating costs of the Office of Aviation through its airport safety and pavement condition inspection, airspace protection, planning, engineering, and technical assistance activities.

## Dedicated Purpose Fund Group

### 5CF0 776667 Rail Transload Facilities

FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Estimate	FY 2016 Introduced	FY 2017 Introduced
\$41,400	\$43,600	\$0	\$0	<b>\$0</b>	<b>\$0</b>
	5.3%	-100%	N/A	<b>N/A</b>	<b>N/A</b>

**Source:** Dedicated Purpose Fund Group: Transfer from the Advanced Energy Fund (Fund 5M50)

**Legal Basis:** Discontinued line item

**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 2016 - FY 2017 Introduced Appropriation Amounts

# All Fund Groups

## Line Item Detail by Agency

			FY 2014	Estimate FY 2015	Introduced FY 2016	FY 2015 to FY 2016 % Change	Introduced FY 2017	FY 2016 to FY 2017 % 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	\$ 10,134,611	\$ 7,300,000	\$ 8,300,000	13.70%	\$ 8,300,000	0.00%
GRF	776465	Rail Development	\$ 1,522,733	\$ 2,000,000	\$ 2,000,000	0.00%	\$ 2,000,000	0.00%
GRF	777471	Airport Improvements-State	\$ 884,947	\$ 750,000	\$ 750,000	0.00%	\$ 750,000	0.00%
<b>General Revenue Fund Total</b>			<b>\$ 12,542,291</b>	<b>\$ 10,050,000</b>	<b>\$ 11,050,000</b>	<b>9.95%</b>	<b>\$ 11,050,000</b>	<b>0.00%</b>
<b>Department of Transportation Total</b>			<b>\$ 12,542,291</b>	<b>\$ 10,050,000</b>	<b>\$ 11,050,000</b>	<b>9.95%</b>	<b>\$ 11,050,000</b>	<b>0.00%</b>