LSC Redbook

Analysis of the Executive Budget Proposal

Transportation Budget Bill

(H.B. 35 of the 130th General Assembly)

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Catalog of Budget Line Items
Budget Spreadsheet By Line Item

Transportation Budget Bill

- Total proposed biennial funding is $7.6 billion
- Proposed use of Turnpike bond revenues to support ODOT Major New construction projects; ODOT continues to focus motor fuel tax revenue on system preservation
- Public Works Commission to fund program years 27 and 28 of the Local Transportation Improvement Program
- Proposed merger between DPS and Medical Transportation Board
- Development Services Agency to provide $30.4 million for roadwork development grants

Overview

The transportation budget bill contains funding for four agencies that are primarily responsible for the construction and maintenance of the state highway system, funding local infrastructure projects, and ensuring the public's safety. These agencies are the Ohio Department of Transportation (ODOT), the Department of Public Safety (DPS), the Public Works Commission (PWC), and the Development Services Agency (DSA). Unlike the main operating appropriations bill, the transportation budget bill does not contain GRF appropriations. Instead, most of the appropriations are backed by motor vehicle fuel taxes and fees. This Overview highlights the major features of the Governor's proposed transportation budget for the four agencies included in the bill. More detailed information can be found under the tabs for each agency within this Redbook. This Redbook also contains a section devoted to the Ohio Turnpike and Infrastructure Commission (renamed from the Ohio Turnpike Commission under the executive proposal), which is not a state agency and does not receive appropriations from the General Assembly, but is impacted by provisions of the proposed transportation budget.

Department of Transportation

ODOT's proposed budget for FY 2014 and FY 2015 is influenced by a number of factors, including moderation in the growth of state motor fuel tax revenue, flat federal funding with an uncertain outlook, rising construction costs, and the proposed use of Turnpike bond proceeds to fund certain Major New construction projects. Income from the state motor fuel tax, one of ODOT's two primary sources of funding for highway construction and maintenance operations, has either declined or grown slowly in recent years as a result of the slower economy and increasingly fuel efficient vehicles on the road. In addition, there is uncertainty regarding the level of future federal transportation funding, the other major component of ODOT's budget, due to the series of short-term authorizations enacted by Congress, the most recent of which extends through the end of federal fiscal year (FFY) 2014. Federal funding is also influenced by sluggish revenues and increasing spending from the federal Highway Trust Fund,

which in recent years have required billions of dollars in transfers from the federal general fund to support federally funded highway projects. Under the budget proposed by the Governor, ODOT will continue to focus its state and federal motor fuel tax revenue on the preservation and maintenance of the state's highway system ahead of new construction projects. However, the bill authorizes the Ohio Turnpike Commission to issue bonds to support "infrastructure projects" approved as part of ODOT's Major New Construction Program, which is intended to expand that program's ability to complete large-scale highway construction projects while not diverting motor fuel tax revenue away from core system preservation needs. The bill appropriates $500 million over the biennium for this purpose. ODOT's bonding authority is also increased in this budget, from $123.0 million in the FY 2012-FY 2013 biennium to $220.0 million in the FY 2014-FY 2015 biennium. Finally, ODOT will continue to explore public-private partnerships as a means for developing and financing selected construction projects throughout the state.

Ohio Turnpike and Infrastructure Commission

The bill renames the Ohio Turnpike Commission to the Ohio Turnpike and Infrastructure Commission, expands its ability to issue bonds for non-Turnpike projects, and more closely aligns it with ODOT with regard to this bonding authority. The Governor's proposal authorizes the Commission to issue bonds for "infrastructure projects," the proceeds of which will be available to ODOT for Major New construction projects as approved by the Commission and the Transportation Review Advisory Council (TRAC). The proposal also makes changes to the Commission's membership and provides for excess Turnpike toll revenues to be used for Turnpike projects unrelated to those for which the tolls were specifically collected.

Department of Public Safety

The executive budget proposes merging the Medical Transportation Board with the Board of Emergency Medical Services within the Department of Public Safety. The bill also proposes that all fees and fines collected by the Medical Transportation Board be deposited to the credit of the Trauma and Emergency Medical Services Fund (Fund 83M0), rather than the Occupational Licensing and Regulatory Fund (Fund 4K90) as under current law.

The bill also proposes moving the Investigative Unit's operating expenses out of the Liquor Control Fund (Fund 7043) and, instead, funding the Unit via the GRF. This GRF line item can be found in the main operating appropriations bill.

Public Works Commission

Funding for local infrastructure projects administered by PWC has reverted to typical levels in recent years after large infusions of cash from the Highway Operating

Fund under H.B. 554, the Jobs Stimulus Bill that was enacted in the summer of 2008. In FY 2014 and FY 2015, the Governor's proposal appropriates approximately $52.3 million per year for the LTIP program. However, some funds remaining from the stimulus transfers continue to be carried over for disbursements related to ongoing projects.

Development Services Agency

Finally, the executive recommends continuing the Development Services Agency's Roadwork Development Grant Program with funding of $15.2 million in each fiscal year of the FY 2014-FY 2015 biennium. Local governments, port authorities, transportation improvement districts, and companies may apply for these grants to make public road and highway improvements that benefit economic development.

Executive Recommendations for FY 2014-FY 2015

The executive proposes funding of $3.7 billion in FY 2014 and $3.9 billion in FY 2015, for a total of $7.6 billion over the biennium. Overall, this is an increase of approximately 1.3% from the FY 2012-FY 2013 estimated expenditures of $7.5 billion.

Appropriations by Agency and Fund Group

Specifically, the executive recommends $6.1 billion for ODOT, accounting for 80.3% of the proposed funding in the bill. DPS funding of $1.3 billion makes up a further 17.1% of the total recommended. Finally, the proposed outlay for PWC and DSA amounts to $136.8 million, or 1.8% of the funding included in the transportation budget bill. The funding recommendations proposed by the executive are detailed by agency and fund in the table below.

FY 2014-FY 2015 Executive Transportation Budget by Department and Fund Group			
Fund Group	**FY 2013* Estimated Expenditures**	**FY 2014 Recommendation**	**FY 2015 Recommendation**
Department of Transportation			
Highway Operating Fund Group	$2,655,418,393	$2,795,280,255	$2,912,086,567
Highway Capital Improvement Fund Group	$91,600,000	$100,294,652	$119,617,631
Infrastructure Bank Obligations Fund Group	$98,000,000	$96,092,215	$97,000,000
State Special Revenue Fund Group	$3,495,800	$3,495,800	$3,495,800
Subtotal	**$2,848,514,193**	**$2,995,162,922**	**$3,132,199,998**
Department of Public Safety			
State Highway Safety Fund Group	$490,381,271	$511,114,660	$513,148,564
Federal Special Revenue Fund Group	$141,478,565	$133,322,715	$133,767,715
State Special Revenue Fund Group	$15,157,224	$15,049,767	$15,039,767
General Services Fund Group	$16,700,128	$6,541,746	$6,516,746
Holding Account Redistribution Fund Group	$2,235,000	$2,235,000	$2,235,000
Agency Fund Group	$1,500,000	$1,500,000	$1,500,000
Liquor Control Fund Group**	$11,000,000	$0	$0
Subtotal	**$678,452,188**	**$669,763,888**	**$672,207,792**

FY 2014-FY 2015 Executive Transportation Budget by Department and Fund Group			
Fund Group	**FY 2013* Estimated Expenditures**	**FY 2014 Recommendation**	**FY 2015 Recommendation**
Public Works Commission			
Local Transportation Improvements Fund Group	$221,825,485	$52,292,526	$52,296,555
Local Infrastructure Fund Group	$910,000	$902,579	$909,665
Subtotal	**$222,735,485**	**$53,195,105**	**$53,206,220**
Development Services Agency			
State Special Revenue Fund Group	$15,199,900	$15,199,900	$15,199,900
Subtotal	**$15,199,900**	**$15,199,900**	**$15,199,900**
Total All Budget Fund Groups	**$3,764,901,766**	**$3,773,321,815**	**$3,872,813,910**

* FY 2013 figures represent estimated expenditures.

** The executive budget proposes eliminating the Investigative Unit's funding from the Liquor Control Fund Group and, instead, proposes to fund the Unit via the GRF in the main operating appropriations bill.

Department of Transportation

The Department of Transportation's recommended transportation budget appropriation is approximately $3.0 billion for FY 2014, an increase of $146.6 million, or 5.2%, from estimated FY 2013 expenditures of $2.85 billion. The FY 2015 executive recommendation of $3.13 billion represents an increase of $137.0 million, or 4.6%, over the amount recommended for FY 2014. Programs related to highway construction and maintenance account for over 90% of the proposed funding. The remaining portion is directed toward planning and research, public transit, rail, aviation, and administrative programs.

Department of Public Safety

The Department of Public Safety's recommended budget for FY 2014 totals $669.8 million, a decrease of approximately $8.7 million, or 1.3%, from the total FY 2013 adjusted appropriation of $678.5 million. For FY 2015, the executive budget recommends a total of $672.2 million, an increase of $2.4 million, or 0.4% above the FY 2014 recommendation. The primary reason for the decrease from FY 2013 to FY 2014 is due to the executive proposal to eliminate the funding that DPS receives from the Liquor Control Fund (Fund 7043) for the Investigative Unit's operating expenses. To make up for this loss, the executive proposes funding the Unit with GRF. This GRF line item can be found in the main operating appropriations bill.

Public Works Commission

The Public Works Commission's recommended budget is $53.2 million per year over the biennium. Almost all of this amount provides grants to local governments for road and bridge projects using revenue received from one cent per gallon of the state

motor fuel tax. These funds will support program years 27 and 28 of the Local Transportation Improvement Program.

Development Services Agency

The executive recommends approximately $15.2 million in each fiscal year for the Development Services Agency's Roadwork Development Fund. This is the same level of funding the program received in the last transportation budget bill. The grants are available to businesses and political subdivisions for road improvements that retain and attract business in Ohio. The source of funding is transfers from ODOT's Highway Operating Fund. As of February 2013, DSA had awarded 16 Roadwork Development Grants for a total of $6.9 million from FY 2013 funds.

Department of Transportation

- Total biennial budget of over $6.1 billion with focus on system preservation
- Proposed ability for ODOT to apply for funding from the Ohio Turnpike for certain eligible infrastructure projects

Overview

Agency Overview

The Ohio Department of Transportation (ODOT) plans, designs, constructs, and maintains the state's network of highways and bridges and provides financial and technical assistance to the state's public transit systems, general aviation airports, and railways. ODOT's primary funding sources include state and federal motor fuel taxes and bonds, the proceeds of which are appropriated in the transportation budget bill. The Department also receives a small portion of its funding from the GRF for nonhighway programs, such as rail, transit, and aviation; these GRF appropriations are provided in the main operating budget bill. ODOT is the state's second largest agency in terms of employees by headcount, with a staff of approximately 5,600 located in 12 districts throughout the state, as well as a central office in Columbus.

Appropriation Overview

As shown in Table 1 below, ODOT's executive budget is just under $3.0 billion in FY 2014, a $146.6 million (5.2%) increase from FY 2013 funding of $2.85 billion. The proposed FY 2015 appropriation is $3.13 billion, an increase of $137.0 million (4.6%) over the funding levels recommended for FY 2014. The Highway Operating Fund Group provides about 93% of the operating and capital support for the agency's programs in each year of the biennium. The next largest funding sources are state and federal bond proceeds in the Highway Capital Improvement Fund and Infrastructure Bank Obligations Fund. Lastly, the State Special Revenue Fund Group supports rail and aviation projects.

Table 1. Executive Budget Recommendations by Fund Group, FY 2014-FY 2015

Fund Group	FY 2013*	FY 2014	% Change, FY 2013-FY 2014	FY 2015	% Change, FY 2014-FY 2015
Highway Operating	$2,655,418,393	$2,795,280,255	5.3%	$2,912,086,567	4.2%
Hwy. Capital Improvement	$91,600,000	$100,294,652	9.5%	$119,617,631	19.3%
Infrastr. Bank Obligations	$98,000,000	$96,092,215	-2.0%	$97,000,000	0.9%
State Special Revenue	$3,495,800	$3,495,800	0.0%	$3,495,800	0.0%
TOTAL	**$2,848,514,193**	**$2,995,162,922**	**5.2%**	**$3,132,199,998**	**4.6%**

* FY 2013 figures represent estimated expenditures.

Funding Distribution

By Functional Category

As shown in Table 2 below, the vast majority of ODOT's budget continues to be dedicated to highway construction, comprising 92.8% of appropriations over the biennium. Other categories of spending include program management, planning and research, public transportation, rail transportation, and aviation.

Table 2. FY 2014-FY 2015 Budget by Functional Category (in millions)

Functional Category	FY 2014	FY 2015	Biennium Total	% of Total Budget
Highway Transportation	$2,776.2	$2,911.2	$5,687.4	92.8%
Administration	$91.2	$92.5	$183.7	3.0%
Public Transportation	$53.8	$53.8	$107.6	1.8%
Planning and Research	$50.0	$50.7	$100.7	1.6%
Rail Transportation	$17.0	$17.0	$34.0	0.6%
Aviation	$6.9	$7.0	$13.9	0.2%
TOTAL	**$2,995.2**	**$3,132.2**	**$6,127.4**	**100.0%**

Figures may not add to totals due to rounding.

By Category of Expense

Of the $6.13 billion recommended for ODOT in FY 2014 and FY 2015, 85.4% is budgeted for capital improvements and personnel costs. Capital spending is planned to grow by 5.6%, from $2.11 billion in FY 2014 to $2.22 billion in FY 2015, while the budget provides for the Department's personnel expenses to increase by 3.0%, from $444.6 million in FY 2014 to $457.8 million in FY 2015. Table 3 below shows the budget by category of expense.

Table 3. FY 2014-FY 2015 Budget by Category of Expense (in millions)

Category of Expense	FY 2014	FY 2015	Biennium Total	% of Total Budget
Personal Services	$444.6	$457.8	$902.4	14.7%
Purchased Services	$18.2	$18.2	$36.5	0.6%
Supplies and Maintenance	$166.1	$169.9	$336.0	5.5%
Equipment	$42.3	$42.8	$85.3	1.4%
Subsidies	$32.5	$32.5	$64.9	1.1%
Capital Improvements	$2,106.8	$2,223.9	$4,330.7	70.7%
Debt Service	$168.4	$170.8	$339.2	5.5%
Transfers and Other	$16.3	$16.2	$32.5	0.5%
TOTAL	**$2,995.2**	**$3,132.2**	**$6,127.4**	**100.0%**

Figures may not add to totals due to rounding.

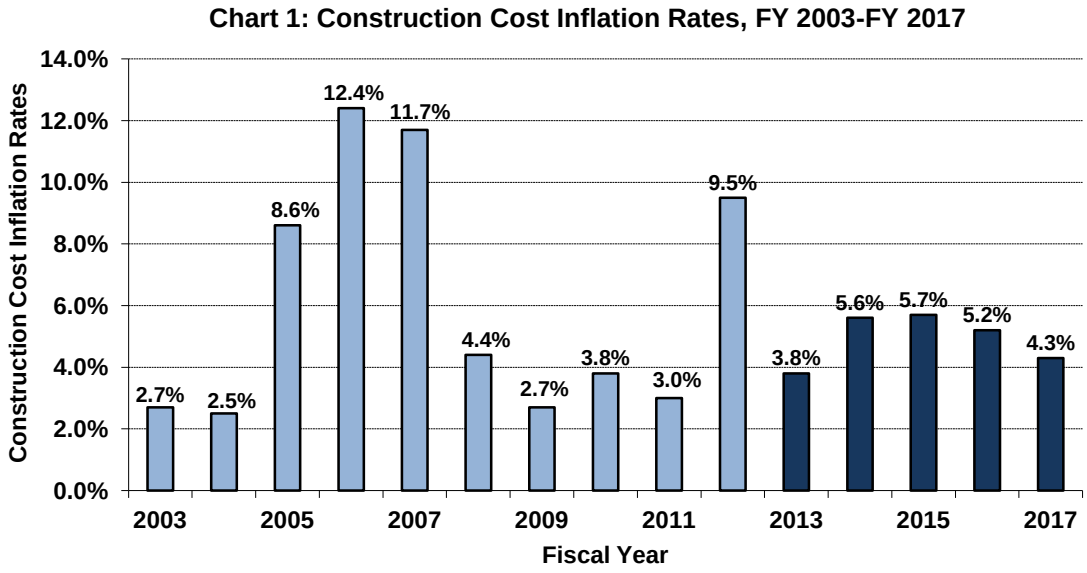
The Transportation Budget in Context

The major factors that affect the development of the executive transportation budget are construction cost inflation, state motor fuel tax revenue growth, and federal investments. The Department currently operates based on a "fix it first" policy, emphasizing the maintenance of existing highway infrastructure over "Major New" construction. Put another way, ODOT prioritizes its spending so that after it pays for debt service and routine operations, it prioritizes system preservation, safety, and federal funds for local projects over funding for projects that add system capacity or reduce congestion.

In addition to these factors, in the FY 2012-FY 2013 biennium, ODOT has begun exploring nontraditional means of developing and financing transportation projects. Am. Sub. H.B. 114 of the 129th General Assembly, the FY 2012-FY 2013 transportation budget, authorized ODOT to enter into public-private partnerships (P3s) to augment public funding and leverage private investment in the state's transportation system. As a result, ODOT created the Division of Innovative Delivery to develop the use of P3s for "Major New" highway projects and other initiatives, and is actively developing such arrangements for the Portsmouth Bypass project and the second phase of the I-90 Cleveland Innerbelt Bridge replacement project. These initiatives are described in further detail below.

Highway Construction Cost Inflation

As shown in Chart 1 below, construction cost inflation has fluctuated substantially over the last decade. After lower annual rates of inflation between FY 2008 and FY 2011 due to the recession's effect on demand for construction commodities and energy prices, inflation increased again in FY 2012, affecting ODOT's purchasing power. While the lower inflation in the latter part of the decade of the 2000s allowed more projects to be funded than originally planned, inflation in FY 2012 partially contributed to rising costs for certain maintenance activities as well as the delay of certain Major New highway construction projects. The primary drivers of this increase in costs, according to ODOT's Bid Analysis and Review Team, are rising energy costs and increasing contractor margins resulting from greater competition for bids among fewer contractors. However, ODOT expects inflation rates to moderate in FY 2013 and begin growing slightly through the middle of the decade before declining somewhat by FY 2017. ODOT's July 2012 Construction Cost Outlook and Forecast, released at the end of FY 2012, anticipates steady inflation of 4.0% after FY 2017.



State Motor Fuel Tax Revenues

State Motor Fuel Tax Receipts on a Modest Upswing

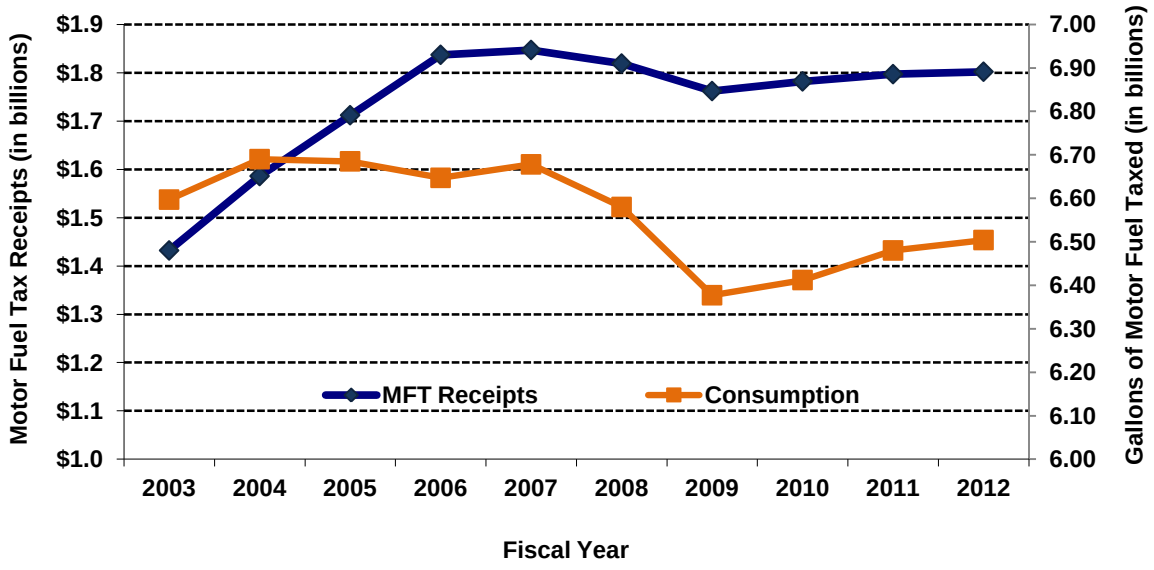
Receipts from the 28-cent-per-gallon state motor fuel tax (MFT), the principal source of state revenue to ODOT, have rebounded modestly in recent years after having declined between FY 2007 and FY 2009. Net MFT receipts (the amount collected by the state after refunds) grew by 2.3% between FY 2009 and FY 2012. According to data from the Ohio Department of Taxation (TAX), FY 2012 net MFT revenue was $1.80 billion, 0.3% above FY 2011 receipts and the highest amount collected since FY 2008. However, this amount is still shy of the record $1.85 billion received from the tax during FY 2007.

Chart 2 below illustrates the change in MFT receipts and motor fuel consumption over the past ten fiscal years, since FY 2003, based on MFT collection reports compiled by TAX. The large increase from FY 2004 to FY 2006 is due to the cumulative six-cent increase in the MFT in those years, bringing it up to the current level of 28 cents per gallon. Meanwhile, the number of gallons of fuel taxed remained relatively steady from FY 2004 through FY 2007 before decreasing sharply in FY 2008 and FY 2009 due to higher fuel prices and the economic slowdown. Since then, consumption has generally tracked with MFT receipts, showing modest gains starting in FY 2010. Most recently, MFT was collected on just over 6.50 billion gallons of fuel in FY 2012, up 0.4% from the 6.48 billion gallons taxed in FY 2011.

Some of the growth in fuel consumption and, by extension, MFT receipts can likely be attributed to increasing employment and the ongoing economic recovery at the national and state levels. However, the increase in MFT receipts in FY 2012 did not outpace the inflation of construction costs in that year, and MFT revenue growth overall is somewhat tempered by similarly modest growth in fuel consumption, reflecting more

stringent fuel efficiency standards for new vehicles. ODOT is forecasting continued MFT revenue growth of 1% annually in FY 2014 and FY 2015, slightly higher than the flatter increases seen in the last two fiscal years. According to the state's accounting system, the tax has provided roughly $830 million to $925 million in revenue for ODOT in recent fiscal years after accounting for certain draws of motor fuel tax funds distributed to local governments and certain state agencies. Changes in MFT revenue not only impact ODOT programs, but also have a ripple effect on the other recipients of the MFT, such as local governments and other state agencies like the Public Works Commission, which operates the Local Transportation Improvement Program using one cent per gallon of the MFT.

Chart 2: Motor Fuel Tax Revenue vs. Gallons Taxed, FY 2003-FY 2012



Uncertainty of Federal Funding

In addition to the state motor fuel tax, ODOT relies heavily upon its share of the federal motor fuel tax, which taxes gasoline at 18.4 cents per gallon and diesel at 24.4 cents per gallon. These taxes are deposited into the federal Highway Trust Fund (HTF) and apportioned to the states. Ohio received approximately $1.6 billion of these funds in FY 2012. However, there is much uncertainty regarding the sustainability of federal highway funding that results from a number of factors. First, federal gas tax receipts in the Trust Fund have been declining in recent years due to a variety of factors, including more fuel-efficient vehicles and a reduction in the number of vehicle miles traveled. Additionally, HTF revenue has not been sufficient to support the Trust Fund's spending levels, which has necessitated transfers from the federal general fund totaling

$36.1 billion[1] and the federal Leaking Underground Storage Tank Trust Fund totaling $2.4 billion[2] since federal fiscal year (FFY) 2008. Finally, recent federal legislation authorizing funding for surface transportation has been enacted only on a short-term basis. The previous reauthorization bill, the Safe Accountable Flexible Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), expired on September 30, 2009. Since then, Congress enacted ten short-term reauthorizations of SAFETEA-LU until July of 2012, when it passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 authorizes federal highway funds for two fiscal years, basing state apportionments on the most recent amounts apportioned under the SAFETEA-LU extensions. MAP-21 keeps Ohio's share of federal funding relatively flat in FFYs 2013 and 2014, at about $1.3 billion in each year. However, because MAP-21 does not authorize federal transportation funding beyond FFY 2014, ODOT assumes 0% growth in federal revenues beyond that point, until a longer-term federal reauthorization is enacted.

Division of Innovative Delivery

A major initiative undertaken by ODOT in the current biennium involves the creation of the Division of Innovative Delivery to coordinate public-private partnerships (P3s) and revenue-generating activities, as authorized in the previous transportation budget bill (Am. Sub. H.B. 114 of the 129th General Assembly). These projects take the form of long-term highway construction projects financed through P3s or other initiatives intended to generate revenue or savings for the Department. Among the activities of the Division have been investigations into ODOT's ability to develop rest areas on noninterstate highways into commercial service plazas and the exploration of advertising and marketing initiatives surrounding ODOT assets. Major P3 projects being pursued are the second phase of the Cleveland Innerbelt Bridge replacement project on I-90 over the Cuyahoga River and the Portsmouth Bypass project in Scioto County. Additionally, ODOT is exploring other possible opportunities for future development, such as the Brent Spence Bridge in Cincinnati, the Opportunity Corridor and Innerbelt Corridor in Cleveland, and a statewide managed lanes study that would investigate the feasibility of such projects as high-occupancy vehicle lanes and tolling lanes on certain highways.

[1] $8.02 billion transferred in FFY 2008 pursuant to P.L. 110-318, $7.17 billion transferred in FFY 2009 pursuant to P.L. 111-46, $14.70 billion transferred in FFY 2010 pursuant to P.L. 111-147, and $2.40 billion transferred in FFY 2012 and $6.20 billion transferred in FFY 2013 pursuant to P.L. 112-141.

[2] $2.4 billion transferred in FFY 2012 pursuant to P.L. 112-141.

Budget Highlights

Use of Turnpike Revenues for Major New Infrastructure Projects

The Governor's proposed budget allows ODOT to apply to the newly renamed Ohio Turnpike and Infrastructure Commission for funding to support eligible infrastructure projects, as determined by the Commission in administrative rules. This arrangement, along with expanded bonding authority granted to the Commission in the bill, would allow for a new stream of financing for select projects that have an expected transportation or economic benefit to the Turnpike and the state's infrastructure system, and would additionally allow for increased flexibility for the use of toll revenues for Turnpike-related projects. The executive proposal provides for the Commission to set up one or more new infrastructure funds to collect the proceeds of revenue bonds it issues for infrastructure projects, which will be used to finance the ODOT projects it approves for funding. Infrastructure project bonds would be retired using future income to the Commission's infrastructure funds.

In order to be eligible for funding from the Turnpike and Infrastructure Commission, ODOT projects must first be approved by the Transportation Review Advisory Council (TRAC), then recommended to the Commission by the Director of Transportation, and finally approved by the Commission itself. This would add a final step to the process for any Major New project that is funded using Turnpike bond proceeds. The executive recommendation creates a new line item within the Highway Operating Fund (Fund 7002) for these purposes. Appropriation item 772425, Highway Construction – Turnpike, is proposed with total funding of $500 million over the course of the FY 2014-FY 2015 biennium. Funding would be set at $200 million in FY 2014 and $300 million in FY 2015, substantially increasing the amount available for projects on TRAC's Major New project list.

Toll Enforcement under Public-Private Partnerships

The bill makes changes to the Revised Code relative to ODOT's relationship with private entities with which it enters into P3s. Particularly, if ODOT enters into a public-private partnership that allows for the collection of tolls on a transportation facility, ODOT would be permitted to adopt rules providing for enforcement of toll payments by assessing certain penalties against motorists who evade tolls. ODOT would be permitted to assess civil penalties against violators, which would be considered revenue of the Department or the private operator, as applicable under rules and P3 agreements. The bill also provides for criminal penalties, which would be credited to the GRF, the Trauma and Emergency Medical Services Fund (Fund 83M0) used by the Department of Public Safety, and local governments, depending on where the prosecution takes place.

Bonding in the Highway Construction Program

In addition to state motor fuel tax funds and federal highway program revenues, ODOT also receives proceeds from bond issuances in order to finance highway construction projects. The transportation budget provides the appropriations necessary to spend these proceeds. Overall, the Governor's proposal provides total bond appropriations of $413.1 million over the FY 2014-FY 2015 biennium. This is $141.5 million (52.1%) greater than the $271.6 million in combined bond appropriations for FY 2012 and FY 2013. There are two types of bonds that are issued on behalf of ODOT: state highway bonds, which are retired with state motor fuel tax revenues, and federal grant anticipation revenue vehicle (GARVEE) bonds, which are retired primarily with federal highway program revenues. For each type of bond, the sections below briefly discuss the amount of FY 2014-FY 2015 bond appropriations included in the Governor's proposal.

State Highway Bonding

The executive budget provides the authority to issue up to $220 million in state highway bonds over the FY 2014-FY 2015 biennium. This is a 78.9% increase in bonding authority over the $123 million provided for in the FY 2012-FY 2013 biennium, and is equal to the maximum amount of highway bonds allowed by the Ohio Constitution in any single fiscal year. Under the Governor's proposal, about three-quarters of state highway bond proceeds in the upcoming biennium are directed toward pavement and bridge preservation, while the remainder is dedicated to Major New construction projects. The debt service on state highway bonds will total approximately $150.8 million in FY 2013. FY 2014 appropriations for this purpose are $127.1 million. ODOT maintains a policy of dedicating no more than 20% of state revenue to debt service on these bonds. According to the Department's FY 2012 annual report, the debt service on state highway bonds has decreased every year since FY 2009, dropping from 17.0% in that year to 11.6% in FY 2012.

GARVEE Bonding

The executive proposal provides GARVEE bond appropriations of $193.1 million over the biennium. All GARVEE bond appropriations will be programmed toward pavement and bridge preservation projects for the FY 2014-FY 2015 biennium. The debt service on GARVEE bonds is paid out of the Highway Operating Fund (Fund 7002) and amounted to $152.2 million (16.3% from state gas tax funds and 83.7% from federal gas tax funds) in FY 2012. FY 2013 appropriations for this purpose are $205.7 million (21.6% state and 78.4% federal). Similar to the policy on state debt service costs, ODOT's policy is to have no more than 20% of federal revenue dedicated to GARVEE bond debt service. Such debt service amounted to 11.1% of federal revenues in FY 2012.

State Debt

To provide perspective on the bonding picture, as of January 31, 2013, ODOT had outstanding debt (principal and interest) of nearly $2.4 billion. The table below displays the total outstanding debt on both state bonds and GARVEE bonds.

Table 4. Total ODOT Outstanding Debt (in millions)			
	Principal	Interest	Total
GARVEE Bonds	$990.8	$207.3	**$1,198.1**
State Highway Bonds	$817.5	$214.2	**$1,031.7**
TOTAL	**$1,808.3**	**$421.5**	**$2,229.8**

Force Account Changes

The bill makes changes to the law regarding ODOT's use of force accounts (that is, its ability to perform certain work without having to competitively bid for a third-party contractor) for highway, bridge, and traffic control signal maintenance projects. The bill generally narrows the scope of work for projects that use force accounts by applying them to projects for which the size or amount of materials used fall below certain thresholds, and if the overall costs fall below $30,000 per centerline mile of highway, exclusive of traffic control signals, or $60,000 for any traffic control signal or any other project. This differs from the $50,000 cost threshold for any project in current law. By narrowing the scope of work for force account projects and setting thresholds tailored to specific types of eligible projects, ODOT could reduce its own direct labor, materials, and equipment costs for these smaller-scale projects. Conversely, this provision could have the effect of increasing the amount ODOT spends on contracting for certain smaller projects that exceed the cost thresholds and scope of work established in the bill. The overall fiscal effect will depend on the number of such projects that are engaged in by ODOT.

Highway Access Fees

The executive proposal allows the Director of Transportation to charge a one-time processing fee for a permit to access or occupy a state road or highway. The fees are set at a maximum of $30 for agricultural access, $70 for residential access, and $300 for commercial or industrial access. Depending on the number of each type of permit issued, this could result in some additional revenue to the Highway Operating Fund (Fund 7002).

Single Construction Manager for Constructability Input and Construction

The Governor's proposal would allow ODOT to engage in a pilot project under which it would contract with a construction manager during the design phase of a project in order to provide constructability input, and then retain that construction manager for the construction phase. This provision would allow for separate

constructability input and construction contracts with the construction manager at a guaranteed maximum price. When letting the pilot project using a single construction manager, ODOT would be permitted to develop and use a value-based selection process combining technical qualifications and competitive bidding elements that include consideration for disadvantaged or minority businesses, including joint ventures.

If the pilot project using a single construction manager for constructability input and construction results in a need for fewer changes in plans and change orders throughout the design and construction process, ODOT could realize some savings to this particular project. The exemption of ODOT from certain state laws relative to contracting and public improvements could also have some impact on the Department's procurement costs, although this would be difficult to quantify.

Changes to Public Bid Advertising Requirements

Currently, before entering into a construction contract, ODOT must advertise for bids for two weeks in a newspaper of general circulation in the county in which all or part of the construction is to occur. The executive proposal modifies this requirement by permitting ODOT, after the first advertisement has been published, to publish an abbreviated second advertisement. This potentially reduces the Department's costs of advertising for construction bids.

Roadwork at State Historic Sites

The executive budget allows ODOT to perform roadwork on behalf of the Ohio Historical Society (OHS), including reconstruction or maintenance of public access roads at OHS facilities. Funding for these activities is to come from Highway Operating Fund (Fund 7002) appropriation item 772421, Highway Construction – State. This provision is comparable to continuing provisions included in this transportation budget that allow ODOT to perform similar roadwork at Department of Natural Resources' facilities or the state fairgrounds at the Ohio Expo Center.

Contractor Performance Bond Changes

Under current law, ODOT contractors must post a performance bond for 100% of the estimated cost of the work they are to perform. The executive proposal changes this requirement so that the bond must be for 100% of the amount of the contract. This potentially reduces the amount of the performance bond some contractors would pay if the contract amount is less than the estimated cost of the work.

Selected Continuing Provisions with Fiscal Effects

Use of Flexible Federal Funds for Public Transit Assistance

For FY 2014 and FY 2015, as in the current biennium, the Governor's proposal designates $20 million per year in flexible federal highway dollars to further assist transit agencies. Six million dollars per year will be distributed to transit systems by formula while the remaining $14 million per year will be competitively awarded to fund replacement of transit vehicles that are beyond their useful lives, capitalized operating expenses (e.g., preventive maintenance, tires, and fuel), and facility rehabilitation and renovation.

Evaporation Discount for Fuel Dealers/Retailers

The Ohio Revised Code requires motor fuel dealers to report and pay the MFT on the number of gallons of taxable fuel handled. Statutorily, motor fuel dealers are allowed to subtract 3% of those gallons as an allowance for shrinkage (except that only 2% could be claimed for fuel sold to a retail dealer) while retail dealers of motor fuel are permitted to apply for a refund under the tax base of 1% of the gallons that they handle on which tax has been paid.

Recent budgets have temporarily reduced the amount of this credit. The executive recommendation continues this for the FY 2014-FY 2015 biennium by setting the shrinkage allowance at the same amount authorized in the FY 2012-FY 2013 transportation budget. This allows wholesalers to subtract 1.0% of those gallons as an allowance for shrinkage minus 0.5% on gallons sold to retailers, while retail dealers, with some exceptions, may apply for a refund of 0.5% of the gallons that they handle. Retail dealers in motor fuel do not pay the MFT directly, but they purchase fuel from wholesalers who have paid the tax. The price that retailers pay to wholesalers therefore includes the MFT.

Deputy Inspector General for ODOT Fund

The bill authorizes the transfer of a total of $400,000 in cash per fiscal year from the Highway Operating Fund (Fund 7002) in $200,000 semiannual payments to the Deputy Inspector General for ODOT Fund (Fund 5FA0). If additional amounts are necessary to fund the Deputy Inspector General's operations, the bill specifies that the Inspector General, with the consent of the Director of OBM, may seek Controlling Board approval for additional transfers of cash and appropriations. The cash transfers are appropriated in line item 965603, Deputy Inspector General for ODOT, which falls under the Office of the Inspector General's section of the main operating budget.

Transfers and Reappropriations

The bill includes several continuing provisions of temporary law that provide for the transfer of appropriations and cash in the Highway Operating Fund and other

funds, including the reappropriation of unspent amounts. The bill allows the Director of Budget and Management, subject to Controlling Board approval, to (1) approve requests for the transfer of appropriations between various line items within the Highway Operating Fund (Fund 7002) to cover unforeseen costs and optimize the use of federal funds, (2) transfer appropriations and cash between various State Infrastructure Bank funds and line items, (3) transfer appropriations and cash from the Highway Operating Fund to the State Infrastructure Bank funds subject to certain requirements, and (4) transfer appropriations and cash of the Ohio Toll Fund and any subaccounts created within the Ohio Toll Fund. Additionally, the bill permits the Director of Transportation to request the Controlling Board to increase appropriations out of the Highway Operating Fund in the event that revenues or apportionments or allocations from the federal and local governments exceed estimates. Finally, the bill specifies that appropriations of the Highway Operating Fund (Fund 7002), the Highway Capital Improvement Fund (Fund 7042), and the State Infrastructure Bank funds remaining unencumbered at the end of FY 2013 and FY 2014 be reappropriated for the same purposes in FY 2014 and FY 2015, respectively, subject to the approval of the Director of Budget and Management.

Monthly Transfers to Gasoline Excise Tax Fund

This provision requires the Director of Budget and Management to transfer cash in equal monthly increments totaling $171.7 million in FY 2014 and in equal monthly increments totaling $173.9 million in FY 2015 from the Highway Operating Fund (Fund 7002) to the Gasoline Excise Tax Fund (Fund 7060). Municipal corporations receive 42.86%, counties receive 37.14%, and townships receive 20% of the revenues from this source. The total amounts transferred for FY 2014 and FY 2015 are greater than the $170.4 million transferred each fiscal year to local governments under this provision in FY 2013. As a result, this provision would modestly increase the share of motor fuel tax revenue received by local governments.

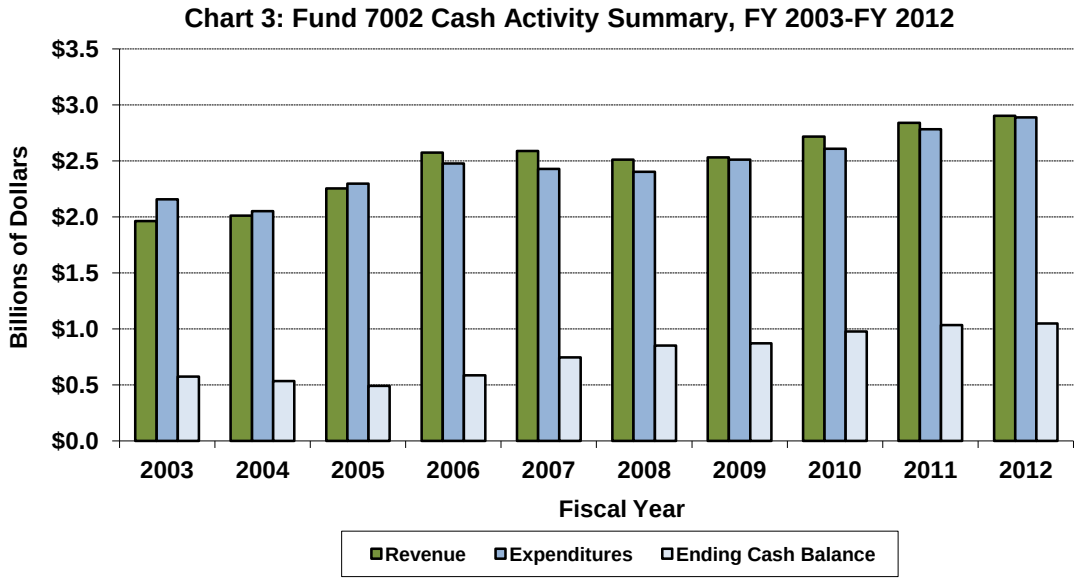
ODOT Environmental Reviews

The bill permits the Director of ODOT to enter into agreements with an agency of the U.S. government for the purposes of dedicating staff to the review of environmentally related documents submitted by ODOT that are necessary for the approval of federal permits. The Director of ODOT is required to submit a request to the Controlling Board indicating the amount of the agreement, the services to be performed by the federal agency, and the circumstances giving rise to the agreement. This provision allows ODOT to maintain agreements with federal agencies to assist in expeditious environmental reviews, potentially limiting project delays. Similar language authorizing these state-federal agreements exists in the current transportation budget.

FACTS AND FIGURES

Highway Operating Fund Revenue and Expenditures

The Highway Operating Fund (Fund 7002) is ODOT's primary operating fund, supporting highway construction and maintenance activities, administration, as well as portions of the public transportation, rail, and aviation programs. Chart 3 below depicts both revenue to (including transfers in) and expenditures from (including transfers out) Fund 7002 over the last ten fiscal years. As the chart shows, revenue and expenditures increased through FY 2006 commensurate with an increase in the gas tax, which was phased in over three years. Revenues and expenditures dipped in the FY 2007-FY 2009 period during the economic downturn, but have rebounded since FY 2010. The fund's fiscal year-end cash balance has continued its upward trend even during the years of lower revenues and spending, and exceeded $1 billion for the first time in FY 2011. At the close of FY 2012, Fund 7002 had a balance of approximately $1.05 billion, up 1.3% from the preceding year.



During this ten-year span, federal funds have made up an average of 47.6% of Fund 7002 resources while state motor fuel tax revenue has averaged 42.8%. Most of the remainder of Fund 7002's contributions is comprised of motor vehicle license tax receipts, local government participation dollars, motor fuel use tax receipts, and miscellaneous revenues and transfers in. In FY 2012, fund revenues and transfers in reached $2.90 billion while fund expenditures and transfers out amounted to $2.89 billion.

Roughly 90% of the fund's disbursements are devoted to highway-related purposes, including the payment of debt service on federal GARVEE bonds. The remainder funds administration, public transportation, rail, and aviation programs. Transfers out of the fund consist of distributions of motor fuel tax revenues to local governments (via Fund 7060), the Development Services Agency for Roadwork Development grants, and the Inspector General's Office to fund the Deputy Inspector General for the Department of Transportation.

Federal Stimulus Spending

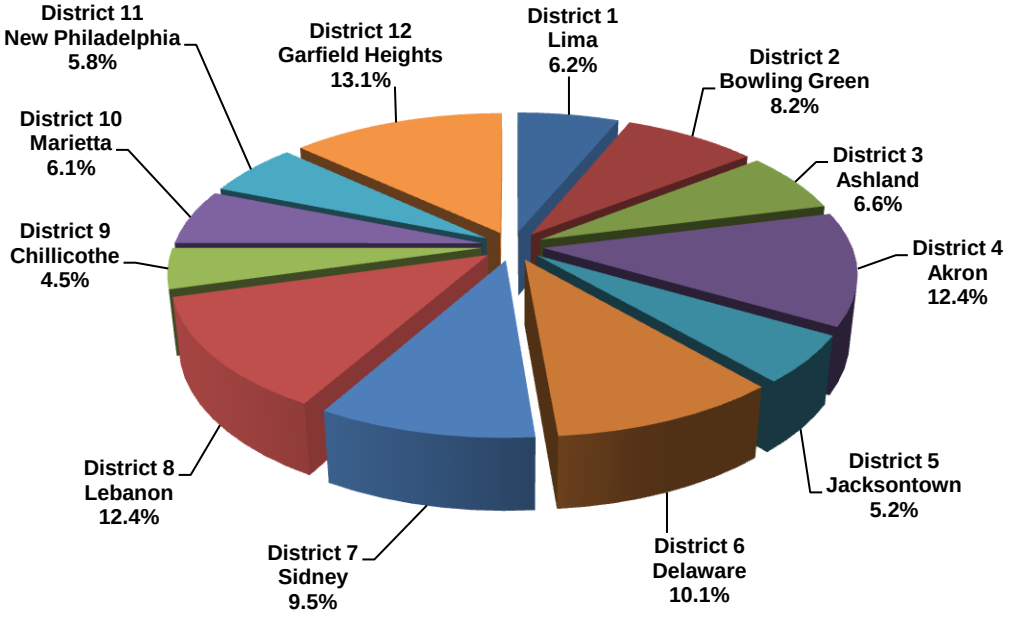
Through FY 2012, ODOT has spent approximately $937 million in funds routed through it under the American Recovery and Reinvestment Act of 2009 (ARRA), according to ODOT's FY 2012 Financial and Statistical Report. This represents approximately 97% of the $966 million allocated to ODOT for spending on highways, public transit, and other modes of transportation, and approximately 68% of the $1.38 billion in ARRA transportation funding allocated to Ohio overall, including funds that go to ODOT and moneys distributed directly to recipients by the federal government.

Highway construction funding under ARRA has totaled $907 million between FY 2009 and FY 2012. Of this amount, about 83% was used by ODOT for state or local highway projects, and the remainder was suballocated to Metropolitan Planning Organizations (MPOs). This highway spending accounts for approximately 94% of the total $966 million in highway funding allocated to ODOT under ARRA. ODOT was also allocated a $29.8 million share of ARRA funds for capital and operating assistance to nonurbanized (rural) transit agencies, spending for which has totaled approximately $29 million since FY 2009. Overall, ODOT is beginning to reach the end of its available ARRA funds in FY 2013, and the FY 2014-FY 2015 executive budget does not rely on future ARRA allocations.

ODOT Spending by District

ODOT divides its highway spending among 12 districts throughout the state, based on the projects undertaken in each geographic region. Over the last five years, the highest percentage of ODOT's highway construction expenditures have occurred in northeastern and southwestern Ohio. Specifically, spending in District 12, which includes Cleveland, totaled $1.43 billion between FY 2008 and FY 2012, or 13.1% of all ODOT highway spending during that period. District 4, which includes Akron, and District 8, which includes Cincinnati, each totaled $1.35 billion (12.4%). As shown in Chart 4 below, more highway spending tends to occur in districts that encompass Ohio's large urban areas, which have greater levels of traffic and congestion.

Chart 4. Percentage of ODOT Expenditures by District, FY 2008-FY 2012



Analysis of Executive Proposal

Introduction

This section provides an analysis of the Governor's recommended funding for each non-GRF appropriation item in ODOT's budget. The Department's GRF appropriations are provided in the main operating budget bill. In this analysis, ODOT's line items are grouped into six major categories. For each category a table is provided listing the recommended appropriation in each year of the biennium. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation that are proposed by the Governor. If the appropriation is earmarked, the earmarks are listed and described. The six categories used in this analysis are as follows:

1. Highway Construction
2. Transportation Planning and Research
3. Public Transportation
4. Rail Transportation
5. Aviation
6. Administration

To aid the reader in finding each item in the analysis, the following table shows the category into which each appropriation has been put, listing the line items in order within their respective fund groups and funds. This is the same order the items appear in the transportation budget bill.

Table 5. Categorization of ODOT's Line items for Analysis of Executive Proposal				
Fund	**ALI**	**ALI Name**	**Category**	
Highway Operating Fund Group				
2120	772426	Highway Infrastructure Bank – Federal	1	Highway Construction
2120	772427	Highway Infrastructure Bank – State	1	Highway Construction
2120	772430	Infrastructure Debt Reserve Title 23-49	1	Highway Construction
2130	772431	Roadway Infrastructure Bank – State	1	Highway Construction
2130	772433	Infrastructure Debt Reserve – State	1	Highway Construction
2130	777477	Aviation Infrastructure Bank – State	5	Aviation
7002	771411	Planning and Research – State	2	Transportation Planning and Research
7002	771412	Planning and Research – Federal	2	Transportation Planning and Research
7002	772421	Highway Construction – State	1	Highway Construction
7002	772422	Highway Construction – Federal	1	Highway Construction
			3	Public Transportation
7002	772424	Highway Construction – Other	1	Highway Construction
7002	772425	Highway Construction – Turnpike	1	Highway Construction
7002	772437	GARVEE Debt Service – State	1	Highway Construction
7002	772438	GARVEE Debt Service – Federal	1	Highway Construction
7002	773431	Highway Maintenance – State	1	Highway Construction
7002	775452	Public Transportation – Federal	3	Public Transportation
7002	775454	Public Transportation – Other	3	Public Transportation
7002	775459	Elderly and Disabled Special Equipment	3	Public Transportation
7002	776462	Grade Crossings – Federal	4	Rail Transportation
7002	777472	Airport Improvements – Federal	5	Aviation
7002	777475	Aviation Administration	5	Aviation
7002	779491	Administration – State	6	Administration
State Special Revenue Fund Group				
4N40	776664	Rail Transportation – Other	4	Rail Transportation
5W90	777615	County Airport Maintenance	5	Aviation
Infrastructure Bank Obligations Fund Group				
7045	772428	Highway Infrastructure Bank – Bonds	1	Highway Construction
Highway Capital Improvement Fund Group				
7042	772723	Highway Construction – Bonds	1	Highway Construction

Category 1: Highway Construction

This category of appropriations includes the major sources of state and federal funding for the design, purchase of right-of-way, building, and rehabilitation of the highway system.

Governor's Recommended Amounts for Highway Construction				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Highway Operating Fund Group				
7002	772422	Highway Construction – Federal	$1,045,253,182	$1,043,145,274
7002	772421	Highway Construction – State	$583,246,763	$585,240,020
7002	773431	Highway Maintenance – State	$485,165,521	$497,506,152
7002	772425	Highway Construction – Turnpike	$200,000,000	$300,000,000
7002	772438	GARVEE Debt Service – Federal	$136,039,500	$138,027,800
7002	772424	Highway Construction – Other	$80,000,000	$80,000,000
7002	772437	GARVEE Debt Service – State	$31,139,500	$31,635,300
2120	772427	Highway Infrastructure Bank – State	$10,350,000	$10,350,000
2120	772426	Highway Infrastructure Bank – Federal	$5,000,000	$5,000,000
2130	772431	Roadway Infrastructure Bank – State	$2,475,000	$2,475,000
2130	772433	Infrastructure Debt Reserve – State	$650,000	$650,000
2120	772430	Infrastructure Debt Reserve Title 23-49	$525,000	$525,000
		Highway Operating Fund Group Subtotal	***$2,579,844,466***	***$2,694,554,546***
Highway Capital Improvement Fund Group				
7042	772723	Highway Construction – Bonds	$100,294,652	$119,617,631
		Highway Capital Improvement Fund Group Subtotal	***$100,294,652***	***$119,617,631***
Infrastructure Bank Obligations Fund Group				
7045	772428	Highway Infrastructure Bank – Bonds	$96,092,215	$97,000,000
		Infrastructure Bank Obligations Fund Group Subtotal	***$96,092,215***	***$97,000,000***
Total Funding: Highway Construction			**$2,776,231,333**	**$2,911,172,177**

Highway Construction and Maintenance (772421, 772422, 772424, 772425, and 773431)

Summary

This group of five line items funds ODOT's highway construction and maintenance programs using a combination of state, federal, and local participation funds. Line items 772421, Highway Construction – State and 773431, Highway Maintenance – State use state motor fuel tax revenues. Line item 772422, Highway Construction – Federal, uses revenues from the federal motor fuel tax apportioned to the state by Congress, while line item 772424, Highway Construction – Other, uses local

participation dollars. Finally, the executive proposal creates line item 772425, Highway Construction – Turnpike, to use revenues from the proposed expansion of the Ohio Turnpike's bonding authority to fund eligible infrastructure projects.

Appropriation items 772421 and 772422 are the primary source of state and federal dollars for pavement and bridge preservation, local government road projects, Major New construction, road safety, special discretionary programs, construction and rehabilitation of public access roads, and construction of grade crossing separations. Appropriation item 772424 provides for local highway and bridge design, resurfacing, restoration, replacement, and upgrading; new construction; noise walls and barriers; and pedestrian and bicycle facilities. Appropriation item 773431 funds a portion of the Highway Operating Program, while the balance funds ODOT's maintenance contracts, both of which are discussed in greater detail below. Appropriation item 772425 is intended to support infrastructure projects under the Major New program approved by the Transportation Review Advisory Council (TRAC) and the Ohio Turnpike and Infrastructure Commission.

This core collection of appropriations comprises the largest component of ODOT's budget, totaling approximately $2.41 billion in FY 2014 and $2.53 billion in FY 2015 when all five line items described above are aggregated, for an increase of 5.0% over the biennium. The majority of funding in these line items is devoted to system preservation and operating expenses. Other funds are dedicated to local government programs, highway maintenance contracts, safety programs, and other expenses. A portion of these funds also supports Major New construction, which covers projects that add new capacity to the state highway system, reduce congestion, or add highway connections, and that have costs of at least $12 million per project.

The table below summarizes the proposed appropriations by program for the five core highway construction and maintenance line items described above, followed by a detailed description of each program. Please note that the figures listed in the table below may represent only a portion of the total for that program if it is funded by other line items. The funding directed toward rail-highway grade crossings is discussed in conjunction with appropriation item 776462, Grade Crossings – Federal, in the Rail Transportation category.

Highway Construction and Maintenance Program Allocations (in millions)			
Program	**FY 2013 Est.**	**FY 2014 Rec.**	**FY 2015 Rec.**
Preservation of Pavement and Bridges	$797.0	$889.7	$928.7
Highway Operating	$509.4	$587.7	$603.4
Local Government Programs	$373.2	$378.5	$379.0
Major New Construction	$77.9	$305.5	$361.8
Safety Programs	$81.5	$102.0	$102.0
Other Construction Programs	$308.6	$76.9	$76.7
Highway Maintenance Contracts	$45.5	$52.3	$53.3
Public Transit Assistance	$20.0	$20.0	$20.0
Rail-Highway Grade Crossings	$1.0	$1.1	$1.1
TOTAL	**$2,214.1**	**$2,413.7**	**$2,525.9**

Program Details

Preservation of Pavement and Bridges

This program is the basis for the Department's "fix it first" policy and provides funds to ODOT districts in order to maintain the existing programs on two-lane state routes (the General System); interstate routes, freeways, and multi-lane roads (the Priority System); and U.S. and state routes within municipal boundaries (the Urban System). In addition, the program remedies deficiencies in bridge paint condition, wearing surfaces, and deck condition. In the FY 2014-FY 2015 biennium, ODOT intends to prioritize pavement projects that target raised pavement markers and striping, as well as bridge projects that involve maintenance and repairs to culverts.

All of this program's funds over the biennium will be budgeted for capital expenditures, such as engineering and design services, right-of-way acquisition, utility relocation, construction, and construction inspection. All of the funding allocated to the 12 districts throughout the state is goal-driven and based on roadway condition indicators. Generally, two-thirds of this program's funding is allocated to pavement projects while the remaining one-third is allocated to bridge preservation projects. Because of the "fix it first" philosophy, pavement and bridge preservation needs are fully funded prior to addressing new capacity or congestion reduction projects.

Within the core highway construction and maintenance line items mentioned above, the executive recommendation provides $889.7 million in FY 2014 and $928.7 million in FY 2015. However, the executive recommendation also supplements the state and federal motor fuel tax revenues used for the Pavement and Bridge Preservation Program with an additional $173.6 million in FY 2014 and $182.8 million in FY 2015 generated from bond proceeds (in line items 772428 and 772723). This brings the total Pavement and Bridge Preservation recommendation to $1.06 billion in FY 2014 and $1.11 billion in FY 2015. The total FY 2014 recommendation for the program is 7.8%

higher than estimated FY 2013 program spending of $986.5 million, while the FY 2015 recommended budget is 4.5% higher than that for FY 2014.

Highway Operating

This program covers the operating costs, such as payroll, supplies, and equipment for all of ODOT's highway construction programs. Specifically, this program funds both district and central office personnel that administer ODOT operations, such as facilities and equipment management, aerial and geotechnical engineering, real estate management, snow and ice control, special hauling permits, coordination with federal authorities, traffic policies and procedures, legal counsel and contract administration, and construction project administration. Beginning in the FY 2014-FY 2015 biennium, this program will also fund the capital costs of ODOT's facilities.

Over 5,000 full-time equivalent employees (FTEs) are funded with the executive recommendations of $587.7 million in FY 2014 and $603.4 million in FY 2015. The FY 2014 amount is 15.4% above the estimated FY 2013 amount of $509.4 million for this purpose. The growth in this area between FY 2013 and FY 2014 is largely attributable to line item 773431, Highway Maintenance – State, picking up $55 million in each fiscal year for departmental capital costs that were formerly paid out of line item 779491, Administration – State. These represent the costs of maintaining and operating ODOT's facilities, including its 12 district headquarters, 88 county garages, and 107 outposts statewide, as well as the central office in Columbus. The assumption of these costs by the Highway Operating Program is also reflected in increased funding in this area for supplies and maintenance, which is also partially driven by overall rising prices in the construction industry and a larger anticipated volume of work in the coming biennium. Over the next two fiscal years, $763.3 million (64.0%) will be directed to wages and fringe benefits, $234.7 million (19.7%) to supplies and maintenance, $110.0 million (9.3%) to capital expenditures related to ODOT's facilities, $67.9 million (5.7%) to equipment, and $15.2 million (1.3%) to purchased services and other miscellaneous expenses.

Local Government Programs

This program allocates federal funds for several local government programs, which are described in further detail below. The executive recommendation provides $378.5 million in FY 2014 and $379.0 million in FY 2015 for these programs. The FY 2014 amount is $5.3 million, or 1.4%, greater than FY 2013 funding of $373.2 million for these programs. The FY 2015 recommendation is 0.1% higher than the FY 2014 recommendation.

Metropolitan Planning Organizations. This program provides funds to each of the 17 Metropolitan Planning Organizations (MPOs) and four large cities for multi-modal transportation system improvement projects and programs in Ohio's urban

areas. Of the amount set aside for MPOs, ODOT sub-allocates a portion of federal Surface Transportation Program (STP) funds each year to urbanized areas with populations over 200,000. ODOT also provides Transportation Enhancement funds to MPOs and Congestion Mitigation and Air Quality (CMAQ) funds to eligible MPOs based on U.S. EPA air quality criteria. STP funding can be used for a wide variety of multi-modal maintenance, operational, and new construction projects within urban areas. Overall, Ohio's share of federal transportation funds has generally been provided to MPOs at levels greater than required by federal standards. MPO programs typically receive a majority of the funding available under the Local Government Programs area.

Local Participation. Local participation funding represents the local share of construction projects to be awarded and administered by ODOT. Funding could be supplied entirely by the local government or funded 80% by the federal government with the local government supplying the 20% match.

County Bridge and Surface Programs. These consist of the County Local Bridge (CLB) and the County Surface Transportation (CST) subprograms. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria, and program priorities in both of these areas. The CLB Program provides counties with federal money for bridge replacement or rehabilitation. Each county has a $7.5 million federal funding limit for projects within any four-year program period, subject to a six-year statewide programming limit.

The CST Program has two components: (1) a regular construction funding program for eligible roadway improvements and (2) a program administered by the Department of Public Safety (DPS) for safety studies. Out of the CST Program, $1 million is set aside for safety studies. Like the CLB Program, each county is permitted to program eligible construction projects up to a $7.5 million overall CST funding limit for projects within any four-year program period, subject to a six-year statewide programming limit. Specific project funding limits under the CST Program are $300,000 per county for each guardrail project, $150,000 per county for each pavement marking project, $75,000 per county for each raised pavement marker project, and $50,000 per county for each sign upgrade project.

Transportation Alternatives Program. This program provides assistance to local governments using federal Transportation Alternatives funding allocated under MAP-21. The program is designed to integrate transportation facilities into their surrounding communities and natural environment, including the preservation of historic transportation facilities, environmental mitigation, and the addition of pedestrian bicycle and walking paths throughout Ohio. Generally, local governments outside the boundaries of Metropolitan Planning Organizations are eligible for funding.

Small Cities Program. This federally funded program provides assistance to cities with populations between 5,000 and 24,999. This program may be used by incorporated localities for any road, safety, or signal project on the federal-aid highway system.

Municipal Bridge Program. This program provides federal funds for municipal bridge projects. Federal funding provides up to 80% of the eligible costs for construction only. The municipality is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design, and right-of-way. The local match for construction is required to be cash.

Safe Routes to Schools. This program provides funds to local communities to make walking and bicycling to school a safe and routine activity. Funding is available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Other Construction Programs

There are a number of programs that fall under the Other Construction Programs banner, for which the executive recommendation provides $76.9 million in FY 2014 and $76.7 million in FY 2015 from state and federal motor fuel tax sources. Uses of these moneys include (1) the allocation of federally earmarked funds to the appropriate local government, (2) the construction of the Appalachian corridor highways in Ohio, (3) funding for geological site management projects, including slopes and slides, rockfalls, underground mines, and erosion, (4) provision of emergency funds for the repair or reconstruction of federal-aid highways and roads on federal lands that have suffered serious damage by natural disasters or catastrophic failures from an external cause, (5) funding for the replacement and rehabilitation for the rest areas on the state and national highway system, (6) construction, reconstruction, and maintenance of public access roads to and within facilities owned or operated by the Department of Natural Resources, the Ohio Expositions Commission, the Ohio Historical Society, and within the boundaries of metropolitan parks, (7) funding for retrofitting roadways with noise barriers statewide, and (8) funding for transportation improvement projects that improve safety for motorists and horse drawn vehicles in areas with substantial Amish populations.

Safety Programs

This program provides funding for safety projects that contribute to improving safety and reducing the severity, frequency, and rate of crashes on the state highway system and local roads. The program's goals are to reduce the state's crash fatality rate by 5% and to reduce the number of serious crashes by 10% by 2015. Ohio's fatality rate

per 100 million vehicle miles traveled was 0.97 in 2010, the most recent year for which the National Highway Traffic Safety Administration (NHTSA) has published data. This is a slight increase over a rate of 0.92 in 2009, but an overall improvement of approximately 26% from the rate of 1.31 in 2002.

Eligible safety projects include signing, striping, clearing brush, traffic signal coordination, two-way left turn lanes, additional lanes, and other roadway modifications. The executive recommends $102.0 million in each fiscal year of the FY 2014-FY 2015 biennium for these purposes. This is an approximately 25% increase over estimated FY 2013 spending of $81.5 million for these projects, owing to a large gain in federal funds for the Highway Safety Improvement Program under MAP-21. The recommended amount will enable ODOT to support approximately 200 safety projects statewide over the course of the biennium.

Highway Maintenance Contracts

These contracts provide for the maintenance of the state highway system, including keeping the system in a safe and attractive condition, providing tourist information and clean rest areas for the motoring public, and maintaining ODOT facilities and equipment. Appropriation item 773431, Highway Maintenance – State, is the sole appropriation item for this program, which funds contracts that support several activities, described below. Recommended appropriations are $52.3 million in FY 2014 and $53.3 million in FY 2015, an increase of 14.8% over estimated FY 2013 spending of $45.5 million. The bulk of these additional funds are budgeted in the category of capital expenses, and a portion of these represent contingency funds that ODOT holds for such occurrences as revenue shortfalls or weather emergency events (e.g., flooding). If necessary, excess funds in this and other operating line items can be moved to other line items to assist in funding capital projects.

Rest Area Maintenance/District Cleaning. This program employs individuals with disabilities to clean roadside rest areas and ODOT facilities along the highway system. ODOT uses contracted cleaning services to carry out this work. ODOT currently has 106 rest areas, 88 central county garages, 107 outpost facilities, and 12 district headquarters, in addition to the central office headquarters.

Traffic System Maintenance. This program maintains traffic control devices on the state highway system. Examples of traffic control signals include highway lighting, signage, striping, and raised pavement markers. The program also includes the state's Intelligent Traffic Systems (ITS), which provides real-time travel information to ODOT managers and the traveling public for travel route decision making.

Roadway Maintenance. This program consists of pothole patching, chip and crack sealing, surface paving and treatment, spot berming and restoration, and full depth repair of roadways to repair isolated damage. Also included are upgrades and

repairs to guardrail systems to meet current standards. The replacement schedule for a guardrail is 20 years. ODOT invoices drivers for damage caused if cited by the State Highway Patrol. Finally, this program also is responsible for the removal of vegetation, mowing, tree/flower planting, erosion control, drainage ditch obstructions, litter, and the repair of pavement drop-offs.

Major New Construction

This program provides funding for projects that increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility, and reduce congestion throughout the state. These projects must have costs of $12 million or more. Motor fuel tax funds are dedicated to Major New construction only after basic system maintenance and operational needs are met. Once a Major New project is approved by the Transportation Review Advisory Council (TRAC), the project moves through a series of phases before completion. These phases include planning and engineering, design, right-of-way acquisition, and construction. Since the Major New Program is funded last on ODOT's list of funding priorities, the program usually absorbs the brunt of the impact if state and federal revenues decrease or if other program costs increase.

In the executive recommendations for FY 2014 and FY 2015, Major New is given a substantial boost in appropriations resulting from the proposal to allow the Ohio Turnpike to issue additional bonds, the proceeds of which would be used for ODOT Major New projects that qualify under administrative rules and that have been cleared by TRAC. These funds would be appropriated in line item 772425, Highway Construction – Turnpike, which is created in this budget bill. This line item is funded at $200 million in FY 2014 and $300 million in FY 2015 under the executive proposal. Overall, the executive budget recommends $305.5 million in FY 2014 and $361.8 million in FY 2015 for the Major New Construction Program, using state and federal motor fuel tax funds and these anticipated Turnpike bond revenues. This represents a significant increase over FY 2013 estimated spending of $77.9 million. Over the biennium, the $500 million in appropriations from Turnpike revenues are planned to account for 74.9% of all Major New funding, with the remainder derived from the state and federal gas tax.

Earmarks

The executive budget earmarks funds out of appropriation item 772421, Highway Construction – State, for the construction, reconstruction, or maintenance of certain roads. For instance, $5 million in each fiscal year is slated for work on public access roads, including support features, to and within state facilities owned or operated by the Department of Natural Resources. An additional approximately $2.2 million in each fiscal year is slated for park drives or park roads within the

boundaries of metropolitan parks. The line item may also be used to perform road reconstruction or maintenance work on behalf of the Ohio Expositions Commission at the state fairgrounds and for the Ohio Historical Society at state historic sites. These earmarks, with the exception of the proposal to provide roadwork at historic sites, which is new in this bill, have also been included in recent transportation budget acts.

The transportation bill also earmarks up to $3.5 million in each fiscal year for distribution to transportation improvement districts (TIDs) out of line item 772421, Highway Construction – State. These funds are to be distributed to TIDs to assist with eligible transportation improvement projects in amounts of up to 10% of a project's cost or $250,000 per project, whichever is greater. Funds may be used for preliminary engineering, detailed design, right-of-way acquisition, and construction costs, and may not be used for administrative or staffing expenses. This same provision was in place for the FY 2012-FY 2013 biennium under Am. Sub. H.B. 114 of the 129th General Assembly.

GARVEE Debt Service (772437 and 772438)

Appropriation items 772437, GARVEE Debt Service – State and 772438, GARVEE Debt Service – Federal, provide the annual debt service for the $1.2 billion in federal grant anticipated revenue vehicle bond (GARVEEs) principal and interest outstanding as of January 31, 2013. GARVEE bonds allow the state to issue debt to finance qualified construction projects using the expected federal motor fuel tax revenues appropriated from the federal Highway Trust Fund. The executive recommendation provides $167.2 million in FY 2014 and $169.7 million in FY 2015 under these line items. Total GARVEE bond debt service appropriations for FY 2014 are $10.7 million (6.4%) below FY 2013 appropriations of $177.9 million for this purpose. The FY 2015 amount is $2.5 million (1.5%) greater than the FY 2014 amounts.

State Infrastructure Bank (772426, 772427, 772430, 772431, and 772433)

These line items support the State Infrastructure Bank (SIB) revolving loan program. The program provides direct loans to public entities for local highway projects in order to accelerate projects and spur economic development. Funds can be used for right-of-way and construction costs. Local governments may pledge their gas tax revenues as loan repayments. SIB was originally capitalized in 1997 with $87 million in federal funds, $40 million in General Revenue Funds (GRF), and $10 million of motor fuel tax funds for a total of $137 million. The availability of dollars is dependent upon SIB activity and loan repayments. SIB may also issue bonds on behalf of the borrower. There is no set limit and 100% financing is available. Loans have ranged in size from $72,000 up to $20 million and require the borrower to pay closing costs. Loans are offered to projects that typically do not qualify for federal or state funds. As of the end of FFY 2012, SIB has issued 136 loans and three bonds totaling over $424 million since

its inception. Most of this funding has gone to highway-related projects (83.1%), though SIB has also funded rail, transit, airport, and bikeway projects. There were a total of 70 active loans and three active bonds as of June 30, 2012, with 64 loans having been completely paid back. The average loan size is $2.9 million, and the average bond amount is $9.3 million.

The various line items that support SIB are comprised of first generation federal dollars that require a 20% state match or second generation funds, which are nonfederal funds used to pay back original loans financed with federal funds and do not require a state match. The executive recommendation funds these highway SIB line items with combined funding of $19.0 million in each fiscal year. This is a decrease of $4.5 million (1.9%) from the $23.5 million estimated to be spent in FY 2013.

Highway Construction – Bonds (772723)

This line item is used for pavement preservation and Major New construction projects. Bond sales that fund this line item are dependent on cash needs related to project expenditures. The debt service on state bonds is paid from state motor fuel tax revenues from the Highway Operating Fund (Fund 7002). The bill authorizes the state to issue up to $220.0 million in general obligation bonds over the FY 2014-FY 2015 biennium to finance highway projects. Similar to GARVEE bonds, ODOT uses state highway bonds to finance large construction projects to avoid tying up cash that could be used elsewhere. To provide flexibility with respect to cash needs, a provision in the bill permits the Director of Budget and Management to transfer cash from the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Fund (Fund 7042) and to transfer the amounts from Fund 7042 to Fund 7002 up to the amounts previously transferred. The issuance of these bonds is constitutionally restricted to no more than $220.0 million in any fiscal year and no more than $1.2 billion can be outstanding at any one time. The debt service on the bonds issued is paid out of Fund 7072, line item 155902, Highway Capital Improvement Bond Retirement Fund, which appears under the Commissioners of the Sinking Fund section of the main operating budget.

The executive recommendation provides bond appropriations of $100.3 million in FY 2014 and $119.6 million in FY 2015 for a biennium total of $219.9 million, just under the $220 million authorized to be issued for the two-year period. The appropriation recommended for FY 2014 is 9.5% above FY 2013 appropriations of $91.6 million. The table below shows the recommended allocation of state highway construction bonds between the Preservation of Pavement and Bridges Program and the Major New Construction Program for the FY 2014-FY 2015 biennium.

ALI 772723, Highway Construction – Bonds, Program Allocation (in millions)				
Program	**FY 2014**	**FY 2015**	**Biennium Total**	**Percent**
Preservation of Pavement and Bridges	$77.5	$85.8	$163.3	74.3%
Major New Construction	$22.8	$33.8	$56.6	25.7%
TOTAL	**$100.3**	**$119.6**	**$219.9**	**100.0%**

Highway Infrastructure Bank – Bonds (772428)

This line item funds system preservation projects with GARVEE bonds, which are issued against and retired primarily with ODOT's federal highway revenues. The debt service on these bonds is paid out of the Highway Operating Fund (Fund 7002) in line items 772437 and 772438 (discussed above within this section of the Redbook). Although the fund group and line item reference the "Infrastructure Bank," neither have anything to do with the State Infrastructure Bank Bond and Loan Program.

For the FY 2014-FY 2015 biennium, recommended GARVEE bond appropriations are $193.1 million over the biennium. Taking a look at the Governor's proposal by fiscal year, the executive recommendation provides GARVEE bond appropriations of $96.1 million in FY 2014 and $97.0 million in FY 2015. The amount recommended for FY 2014 is 1.9% lower than FY 2013 appropriations of $98.0 million. The amount recommended for FY 2015 is 19.3% higher than the amount for FY 2014. While some of these funds have supported Major New projects in the past, all FY 2014 and FY 2015 GARVEE bond appropriations are allocated to pavement and bridge preservation projects.

Category 2: Transportation Planning and Research

This category of appropriations is used to fund the Transportation Planning and Research Program.

Governor's Recommended Amounts for Transportation Planning and Research				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Highway Operating Fund Group				
7002	771412	Planning and Research – Federal	$28,835,906	$28,959,514
7002	771411	Planning and Research – State	$21,144,581	$21,738,277
Total Funding: Transportation Planning and Research			**$49,980,487**	**$50,697,791**

Planning and Research – Federal (772412)

This line item provides the federal dollars to support planning and research operations. MAP-21, the most recent federal highway program reauthorization, continues the requirement that states set aside 2% of their federal-aid highway program apportionments for statewide planning and research. Within this set aside, states must use at least 25% for research purposes, including research, development, and technology transfer activities necessary for planning, constructing, and maintaining highway, public transit, and intermodal systems. Most research and development requires a 20% state match, the funding for which is provided in appropriation item 771411, Planning and Research – State. ODOT is also required by the federal government to support urban transportation planning programs in each of Ohio's 17 Metropolitan Planning Organizations (MPOs), which cover 30 urban counties. Those programs are 80% federally funded with 10% matches each from the state and local governments.

Planning and research funds can be used for transportation planning for highways, transit (intercity passenger rail, urban passenger rail, and other transit services), and rail freight. Planning operations include traffic and roadway monitoring, roadway inventory, local road mileage certification, computer mapping and database development, air quality monitoring, special planning projects, updates to the Department's long-range plan, coordination with MPOs, and review of traffic congestion and travel demand. Research projects are conducted through contracts with research institutions. The Department also participates in pooled fund studies led by other states or the Federal Highway Administration, which generates substantial research with minimal financial investment. Estimated spending for these activities in FY 2013 is approximately $28.9 million. The proposed funding for the FY 2014-FY 2015 biennium is comparable, with the executive recommending $28.8 million in FY 2014 and $29.0 million in FY 2015 for this line item. The amounts for the biennium are essentially flat from FY 2013 appropriations.

Planning and Research – State (771411)

Approximately 69.5% of this line item provides all of the funding for payroll, supplies, and equipment for the ODOT staff involved in planning and research operations. Activities include the collection, analysis, and maintenance of various data, such as traffic information, the state's official road inventory, pavement condition ratings, environmental, geotechnical, travel demand models, and geographic information systems. A large initiative in the FY 2014-FY 2015 biennium will be the development of the Department's next long-range plan. The line item also funds the coordination and the state-match for the State Planning and Research Program, described in more detail under line item 771412, Planning and Research – Federal, as well as the Local Technical Assistance Program (LTAP), which assists local government personnel in understanding and adopting the latest data concerning roads, bridges, safety regulations, and transportation.

The executive recommends $21.1 million for this line item in FY 2014 and $21.7 million for FY 2015. These amounts fully fund the Department's request for this line item. The amount recommended for FY 2014 is 8.3% below FY 2013 appropriations of $23.1 million while the amount recommended for FY 2015 is 2.8% higher than the FY 2014 recommendation. Overall, FY 2014 and FY 2015 recommendations for this line item are below the FY 2013 level due to lower payroll costs resulting from staff attrition and cuts to vacancy funding.

Category 3: Public Transportation

This category of appropriations funds the state's capital, operating, technical, and planning assistance to the 62 transit systems receiving state assistance. Of the 62 transit systems, 27 systems are in urban areas and 35 are in rural areas. The majority of assistance funds is from federal dollars and is used for grants to transit systems – both for operating assistance and capital purchases. Funding is also provided from the GRF and the Highway Operating Fund. Like the federal dollars, GRF dollars and other Highway Operating Fund dollars also provide operating and capital grants to public transit systems. The capital assistance grants allow transit systems to purchase transit vehicles, computer equipment, and build transit facilities.

Approximately 60% of public transit trips in urban areas are work-related. In rural areas, many public transit services are used heavily by senior citizens and the disabled. Data gathered by ODOT show that over 111 million passenger trips were provided by the state's transit systems during CY 2011. This amount has been declining in recent years due to the economic recession, which decreased both GRF and local funding for transit agencies. The recession's effect on employment also reduced the demand for transit services.

Governor's Recommended Amounts for Public Transportation				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Highway Operating Fund (HOF) Group				
7002	772422	Highway Construction – Federal	$20,000,000	$20,000,000
7002	775452	Public Transportation – Federal	$27,590,748	$27,590,748
7002	775459	Elderly & Disabled Special Equipment	$4,730,000	$4,730,000
7002	775454	Public Transportation – Other	$1,500,000	$1,500,000
Total Funding: Public Transportation			**$53,820,748**	**$53,820,748**

Public Transit Assistance (772422 and 775452)

Highway Construction – Federal (772422)

Under the Governor's proposal, $20.0 million in flexible federal dollars each year will be used to provide additional funding to Ohio's transit systems out of line item 772422, Highway Construction – Federal. For FY 2014 and FY 2015, ODOT will continue to distribute $6.0 million per year to transit systems by formula while the remaining $14.0 million per year will be competitively awarded to fund replacement of transit vehicles that are beyond their useful lives, capitalized operating expenses (e.g., preventive maintenance, tires, and fuel), and facility rehabilitation and renovation. This is the same allocation of these funds that has been in effect during the FY 2012-FY 2013 biennium.

Temporary law in the bill permits the Director of Transportation to use revenue from the motor fuel tax to match approved federal grants awarded to ODOT, regional transit authorities, or eligible public transportation systems, for public transportation highway purposes, or to support local or state-funded projects for public transportation highway purposes. However, motor fuel tax revenues may not be used for operating assistance or for the purchase of vehicles, equipment, or maintenance facilities. This language also appeared in the transportation budget for the FY 2012-FY 2013 biennium.

Public Transportation – Federal (775452)

This line item provides federal funding for the Ohio Public Transportation Grant Program and Ohio Coordination Program. The Ohio Public Transportation Grant Program provides grants to transit systems, both rural and urban, to cover wages, fuel, insurance, training, and vehicle and facility maintenance, as well as for planning assistance and capital purchases. Funds are allocated to transit systems based on the number of passengers transported, miles traveled, cost per mile, and the amount of local funds contributed. Capital items that are covered under the grant program include purchasing transit vehicles, computer equipment, and the construction of transit buildings.

The Ohio Coordination Program provides funding to public entities to assist in the coordination of transportation services among local human service agencies. All projects must demonstrate some level of interagency coordination in their local area to be eligible for funding. Funds are allocated to counties that do not have a public transportation system. The funding may be used for operating expenses only and is typically allocated to county offices of aging, job and family services, developmental disabilities facilities, county commissioners, senior citizen councils, and transit boards.

The recommended funding of $27.6 million for each fiscal year is about 2.0% above the amount budgeted for FY 2013. A small portion of this line item, about $1.1 million (4.0%), also pays for oversight of the above programs as well as the Specialized Transportation Program, and the federally mandated Rail Fixed Guideway State Safety and Security Oversight Program. MAP-21 also requires technical assistance for two new regulations: the Transit Asset Management Plan and Public Transportation Agency Safety Plan. The technical assistance ODOT provides is designed to ensure all grantees are in compliance with federal regulations and state program requirements. ODOT staff serve as consultants to public transit systems, offer guidance on ODOT grant programs, and conduct program reviews and quality assurance reviews, site visits, and training workshops. At this funding level, ODOT expects to conduct 48 quality assurance reviews of grant recipients, attend eight Rail Fixed Guideway State Safety and Security Oversight Program meetings with the Greater Cleveland Regional Transit Authority, conduct 60 site visits to various grant recipients, and provide 24

training workshops. In addition, the Department estimates that 20 scholarships for a total of $10,000 will be awarded to grant recipients to assist with training opportunities.

Elderly and Disabled Special Equipment (775459)

This line item provides federal capital assistance under the Specialized Transportation Program (STP) for the purchase of vehicles for urban and rural nonprofit agencies providing transportation services to the elderly and people with disabilities. STP requires a 20% local match, the funds for which are deposited into the Highway Operating Fund (Fund 7002) and expended through line item 775454, Public Transportation – Other. ODOT is recognized as the recipient of the federal funds and is required to oversee their distribution and subsequent investment in local transportation services. Thus, ODOT purchases the vehicles on behalf of the recipient agencies and receives reimbursement from the Federal Transit Administration. The executive recommends $4.73 million in each fiscal year for this line item, the same amounts appropriated annually for the FY 2012-FY 2013 biennium.

Public Transportation – Other (775454)

This line item provides the 20% local matching funds collected for vehicles purchased through STP described above. The Department requires the local portion of funding up front and then purchases vehicles on behalf of the recipient agencies. The federal funding for this program is found in line item 775459, Elderly and Disabled Special Equipment. The executive recommends $1.5 million per fiscal year for this line item, the same levels as the FY 2012-FY 2013 biennium.

Category 4: Rail Transportation

This category of appropriations is administered by the Ohio Rail Development Commission (ORDC), an independent commission within ODOT. ORDC programs support economic development and rail-highway safety, including equipment upgrades and removal of hazardous rail crossings. ORDC also receives GRF funding in the main operating appropriations bill that is used for operating expenses as well as financial assistance to railroads, businesses, and communities for rail-related infrastructure.

Governor's Recommended Amounts for Rail Transportation				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Highway Operating Fund (HOF) Group				
7002	776462	Grade Crossing – Federal	$14,136,500	$14,129,500
		Highway Operating Fund Group Subtotal	***$14,136,500***	***$14,129,500***
State Special Revenue (SSR) Fund Group				
4N40	776664	Rail Transportation – Other	$2,875,800	$2,875,800
		State Special Revenue Fund Group Subtotal	***$2,875,800***	***$2,875,800***
Total Funding: Rail Transportation			**$17,012,300**	**$17,005,300**

Grade Crossing – Federal (776462)

This line item, which constitutes 83.1% of the recommended funding in the rail transportation category, provides federal funds for a federally mandated program that provides for the elimination of hazards at highway-railroad grade crossings by installing flashing lights and gates, closing and consolidating crossings, constructing grade separations, and resurfacing grade crossings. Implementing these safety measures helps to eliminate collisions between vehicles and trains.

According to the Railroad Information System, a database that is maintained by ORDC and the Public Utilities Commission of Ohio that contains a comprehensive listing of highway-railroad grade crossings in the state, there are 5,795 public, at-grade crossings open to traffic. Of this amount, 3,808 (65.7%) have lights or gates and 1,987 (34.3%) do not. ORDC uses these funds to operate multiple grade crossing safety programs. A formula-based program for upgrading warning devices saw 77 projects initiated between FY 2011 and FY 2012. ORDC's corridor-based program, under which stretches of track with multiple grade crossings receive upgrades and improvements, including closures of redundant crossings, has two new corridors with 203 crossings under development. A constituent-identified program relies on referrals from county task forces, railroads, local governments, county engineers, and ODOT districts to identify hazards and locations where warning device upgrades may be necessary; this program had 36 projects initiated in FY 2011 and FY 2012. Finally, the funding supports

preemption projects that interconnect grade crossings and nearby highway traffic signals so that the normal sequence of a traffic signal is interrupted to clear the grade crossing area of vehicular traffic before a train arrives. Approximately 270 locations have been identified for preemption projects, of which 40 had active projects in development in FY 2012, with 20 more beginning work in FY 2013.

The executive recommends $14.1 million in each year for this line item, an amount that is 0.7% lower than the FY 2013 appropriation of $14.2 million. However, the executive recommendation supplements the funding provided to the grade crossing program with roughly $1.1 million per fiscal year in state motor fuel tax funds appropriated under line item 772421, Highway Construction – State, thus maintaining the overall level of funding for the program near prior fiscal year levels. The actual number of projects completed at this funding level will depend on the cost associated with each project, which can vary based on site conditions and complexity.

Rail Transportation – Other (776664)

This line item provides loans to support the rehabilitation of rail lines, the construction of rail interchanges or connections, maintenance of rail properties purchased by the state, as well as the acquisition of rail transportation or rail property. Grants for these same purposes are provided through GRF line item 776465, Ohio Rail Development Commission, which is appropriated in the main operating budget bill. Loans and grants under this program are awarded to public entities, railroads, and private companies.

The executive recommendation provides approximately $2.9 million in each fiscal year for line item 776664, the same amount as in FY 2013. Overall, the number and amount of grants or loans issued will depend on the characteristics of projects that apply for ORDC support. A portion of this line item is also used to fund ORDC's operating expenses so that all GRF funds may be used for grant projects.

Category 5: Aviation

This category of appropriations supports the operations of the Office of Aviation. This Office is responsible for working with airports to meet national safety standards, making infrastructure improvements, coordinating with the Federal Aviation Administration (FAA) registering aircraft, providing air transportation to state officials, and maintaining the state's aircraft fleet. These programs are supplemented with a GRF appropriation in the main operating budget bill.

Governor's Recommended Amounts for Aviation				
Fund		**ALI and Name**	**FY 2014**	**FY 2015**
Highway Operating Fund (HOF) Group				
7002	777475	Aviation Administration	$4,875,000	$4,935,000
2130	777477	Aviation Infrastructure Bank – State	$1,000,000	$1,000,000
7002	777472	Airport Improvements – Federal	$405,000	$405,000
		Highway Operating Fund Group Subtotal	***$6,280,000***	***$6,340,000***
State Special Revenue (SSR) Fund Group				
5W90	777615	County Airport Maintenance	$620,000	$620,000
		State Special Revenue Fund Group Subtotal	***$620,000***	***$620,000***
Total Funding: Aviation			**$6,900,000**	**$6,960,000**

Aviation Administration (777475)

This line item, along with a portion of a GRF allocation funded in the main operating budget, funds the Aviation Operating Program, which is responsible for operating ODOT's aircraft. ODOT aircraft are used to transport state officials, including the Governor, legislators, and state personnel on official business, and to perform ODOT missions such as aerial photography, emergency management, forestry missions, homeland security, prisoner transfers, Department of Natural Resources (DNR) missions, wild animal inoculations, and assisting in marihuana eradication. ODOT maintains a fleet of 24 state aircraft, which includes those of the Ohio State Highway Patrol and DNR. Any costs arising from nonhighway use of the aircraft, such as special mission flights for DNR, the Department of Public Safety, or other state agencies, must be reimbursed to ODOT. In addition, the line item funds the oversight of about 11,000 FAA-registered general aviation aircraft based in Ohio.

The executive recommends approximately $4.9 million in each fiscal year for this line item. The FY 2014 amount is 9.3% lower than FY 2013 appropriations of $5.4 million, while the amount recommended for FY 2015 is 1.2% greater than that for FY 2014. The driving factors in the budget for this line item are fuel prices and aircraft maintenance costs.

Aviation Infrastructure Bank – State (777477)

This line item supports the Aviation Infrastructure Bank Loan Program, which provides an additional resource that publicly owned airports may use to fund aviation projects. Like the Transit Infrastructure Bank Loans, the Aviation Infrastructure Bank Loan Program is a part of the State Infrastructure Bank (SIB) Program. Moneys from an initial program capitalization of GRF, federal, and motor fuel tax funds allow the program to operate as a revolving loan program. The line items are used to provide low-interest loans to local governments to fund either aviation capital improvement projects at 100% or to match available federal funding. The executive recommendation provides $1.0 million each fiscal year for Aviation Infrastructure Bank loans, lower than the $1.25 million budgeted for FY 2013.

County Airport Maintenance (777615)

This line item is supported by a general aviation license tax of $15 per aircraft seat and an annual flat rate of $15 for gliders and balloons that is deposited into the Airport Assistance Fund (Fund 5W90). Fund 5W90 received approximately $450,000 in revenues from these sources in FY 2012. The executive recommends funding of $620,000 in each fiscal year for the line item, the same amount appropriated for FY 2013.

In conjunction with GRF and federal dollars, this line item supports the Aviation Improvement Program by providing funds to publicly owned airports for pavement maintenance and obstruction removal. These grants cover 90% of the cost of obstruction removal or pavement resurfacing or reconstruction, not including project design expenses. Ninety-nine publicly owned airports are eligible for these grants. In FY 2012, the Aviation Improvement Program awarded five grants totaling approximately $954,000. This is down from the $1.2 million awarded in FY 2011 and the $1.4 million awarded in FY 2010. Changes to permanent law proposed in the executive budget would permit moneys in Fund 5W90 to be used for administrative costs of the Office of Aviation, which could further reduce the amount available for airport pavement and obstruction removal projects.

Airport Improvements – Federal (777472)

This line item, also a component of the Aviation Improvement Program, provides expenditure authority for any grants the Department might receive from the FAA. The executive recommendation provides $405,000 annually for this line item, the same amounts appropriated annually for the FY 2012-FY 2013 biennium, to provide the authority to spend any federal moneys received for general aviation airport improvements.

Category 6: Administration

This category of appropriations provides for the management support of all the Department's programs and supports capital improvements to ODOT facilities.

Governor's Recommended Amounts for Administration				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Highway Operating Fund (HOF) Group				
7002	779491	Administration – State	$91,218,054	$92,543,982
Total Funding: Administration			**$91,218,054**	**$92,543,982**

Administration – State (779491)

This line item provides the management support needed to administer the Department's programs, including the Director's executive leadership staff, quality and human resources, financing and forecasting, information technology, and local programs. The line item supports approximately 375 positions with an operating program budget of about $183.8 million over the FY 2014-FY 2015 biennium ($91.2 million in FY 2014 and $92.5 million in FY 2015). These amounts are substantially lower than the $133.2 million budgeted for FY 2013 because funding that supports ODOT's facilities management functions is moved from this line item to the Highway Operating Program under the executive proposal (consult the detailed explanation of this change covered in Category 1: Highway Construction). Overall, this new arrangement results in lower payroll, supplies, maintenance, equipment, and capital items costs budgeted for this line item. This change has the effect of aligning the costs of ODOT's facilities maintenance more closely with those of the highway projects that those facilities support, and more accurately reflecting the costs of ODOT's central administrative functions in one line item.

Highway Operating Fund Group

2120 772426 Highway Infrastructure Bank-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,576,301	$3,430,729	$3,873,770	$6,725,000	**$5,000,000**	**$5,000,000**
	-4.1%	12.9%	73.6%	**-25.7%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments, associated fees, and interest; originally capitalized by federal motor fuel tax revenues received to fund the State Infrastructure Bank

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on September 16, 1996)

Purpose: This line item is used to account for original federal dollars used for State Infrastructure Bank (SIB) loans to public entities for highway construction. Projects must be eligible under federal Title 23 (Highways) or Title 49 (Transportation) and follow all federal regulations. Only right of way purchases and construction costs are eligible for SIB funding. Federal funds may cover up to 80% of the project cost, with state motor fuel tax revenues covering the state match.

2120 772427 Highway Infrastructure Bank-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$12,340,914	$3,429,475	$4,692,086	$12,750,000	**$10,350,000**	**$10,350,000**
	-72.2%	36.8%	171.7%	**-18.8%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments, associated fees, and interest; originally capitalized by state motor fuel tax revenues received to fund the State Infrastructure Bank

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 210 of the 122nd G.A.)

Purpose: This line item accounts for second generation funds and state motor fuel tax funds used for State Infrastructure Bank (SIB) loans for highway infrastructure projects. Second generation funds are non-federal funds that were used to pay back SIB loans originally financed with federal funds. Only right of way purchases and construction costs are eligible for SIB funding. The only federal requirement placed on using these funds is that the project qualifies as federal Title 23 or Title 49 eligible. No match is required to use these funds.

2120 772430 Infrastructure Debt Reserve Title 23-49

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$515,961	$484,491	$511,259	$525,000	**$525,000**	**$525,000**
	-6.1%	5.5%	2.7%	**0.0%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established in Am. Sub. H.B. 68 of the 126th G.A.)

Purpose: This line item supports the State Infrastructure Bank (SIB) Bond Program by paying the debt service on bonds sold to create a $5 million reserve fund for the Federal Title 23 Transportation Infrastructure Bond Fund established in July 2008. As a last resort, the appropriation may also be used if ODOT has to make a debt service payment to the bond trustee due to default by a local borrower. Before the reserve fund is used, federal Title 23 loan repayments or cash from existing loan accounts are pledged to support any bond borrower repayment shortfall. Overall, the bond program leverages incoming SIB loan repayments to issue bonds on a project-by-project basis on behalf of eligible Ohio political subdivisions. Bond proceeds are used to fund loans to borrowers.

2130 772431 Roadway Infrastructure Bank - State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$7,149,783	$761,488	$3,414,912	$2,500,000	**$2,475,000**	**$2,475,000**
	-89.3%	348.5%	-26.8%	**-1.0%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments, associated fees, and interest; originally capitalized by state motor fuel tax revenues received to fund the State Infrastructure Bank

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established in Am. Sub. H.B. 68 of the 126th G.A., as amended by Am. Sub. H.B. 66 of the 126th G.A.)

Purpose: This line item accounts for state funds used for State Infrastructure Bank (SIB) loans for local highway infrastructure projects. Only right of way purchases and construction costs are eligible for SIB funding. No match is required to use these funds. These funds will not be loaned to any local government if the repayment stream is made with original federal funds.

2130 772433 Infrastructure Debt Reserve - State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$290,076	$292,220	$361,869	$1,000,000	**$650,000**	**$650,000**
	0.7%	23.8%	176.3%	**-35.0%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established in Am. Sub. H.B. 68 of the 126th G.A., as amended by Am. Sub. H.B. 66 of the 126th G.A.)

Purpose: This line item supports the State Infrastructure Bank (SIB) Bond Program by paying the debt service on bonds sold to create a $5 million reserve fund for the GRF State Transportation Infrastructure Bond Fund established in September 2006. As a last resort, the appropriation may also be used if ODOT has to make a debt service payment to the bond trustee due to default by a local borrower. Before the reserve fund is used, GRF loan repayments or cash from existing loan accounts are pledged to support any bond borrower repayment shortfall. Overall, the bond program leverages incoming SIB loan repayments to issue bonds on a project-by-project basis on behalf of eligible Ohio political subdivisions. Bond proceeds are used to fund loans to borrowers.

2130 775457 Transit Infrastructure Bank - State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$250,000	**$0**	**$0**
	N/A	N/A	N/A	**-100%**	**N/A**

Source: Highway Operating Fund Group: Moneys transferred from the GRF to capitalize the State Infrastructure Bank

Legal Basis: Discontinued line item. ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established in Am. Sub. H.B. 68 of the 126th G.A., as amended by Am. Sub. H.B. 66 of the 126th G.A.)

Purpose: This line item was used to provide transit loans to projects under the State Infrastructure Bank (SIB) that are not eligible for funding under federal Title 23 or Title 49. Only right of way and capital costs were eligible uses of the funds. There was no required match in order to qualify for funding.

2130 777477 Aviation Infrastructure Bank-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$1,250,000	**$1,000,000**	**$1,000,000**
	N/A	N/A	N/A	**-20.0%**	**0.0%**

Source: Highway Operating Fund Group: Loan repayments, associated fees, and interest; originally capitalized by GRF revenues transferred to the State Infrastructure Bank

Legal Basis: ORC 5531.09; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 210 of the 122nd G.A.)

Purpose: This line item is used to provide State Infrastructure Bank (SIB) loans for aviation projects, such as those related to hangars, safety, infrastructure, and right of way. Operating costs are not an eligible expense. There is no required match in order to qualify for funding. Only moneys originating from the GRF are used to fund SIB aviation projects.

7002 770003 Administration-State-Debt Service

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,408,989	$1,800,975	$0	$0	**$0**	**$0**
	-47.2%	-100%	N/A	**N/A**	**N/A**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: Discontinued line item (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item was used to make debt service payments on the bonds issued for the rehabilitation and construction of district and county garages and outposts, as well as ODOT's central office in Columbus. The last debt service payment occurred in FY 2011.

7002 771411 Planning and Research-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$14,970,391	$16,267,059	$15,916,301	$23,057,800	**$21,144,581**	**$21,738,277**
	8.7%	-2.2%	44.9%	**-8.3%**	**2.8%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: ORC 5501.03 and 5501.11; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item provides the state share of funds used for collection and review of statewide traffic monitoring data, maintaining the state road inventory, collection of data for the national Highway Performance Monitoring System, long-range and urban plan development, and other planning activities.

7002 771412 Planning and Research-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$22,668,185	$21,918,784	$22,704,721	$28,925,138	**$28,835,906**	**$28,959,514**
	-3.3%	3.6%	27.4%	**-0.3%**	**0.4%**

Source: Highway Operating Fund Group: Federal motor fuel tax revenues (CFDA 20.205, Highway Planning and Construction - Federal-Aid Highway Program, Federal Lands Highway Program)

Legal Basis: ORC 5501.03 and 5501.11; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item provides the federal share of funds used for collection and review of statewide traffic monitoring data, maintaining the state road inventory, collection of data for the national Highway Performance Monitoring System, long-range and urban plan development, and other planning activities.

7002 772421 Highway Construction-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$401,409,085	$406,296,880	$458,013,872	$555,504,438	**$583,246,763**	**$585,240,020**
	1.2%	12.7%	21.3%	**5.0%**	**0.3%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: ORC 5501.11 and 5501.31; Sections 203.10, 203.20, 203.30, 203.30.20, and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is used to spend the state share of capital costs for the following: pavement and bridge preservation, Major New construction; roadside rest areas; noisewalls; geologic site management; construction of grade crossing separations; emergency road construction; and road safety projects. The line item also provides operating dollars for the payroll, supplies, and equipment associated with those programs. The executive proposal earmarks $5 million in each fiscal year for public access roads to and within state facilities owned or operated by the Department of Natural Resources and $2.2 million in each fiscal year for park drives or park roads within the boundaries of metropolitan parks. ODOT is also authorized to use funding in this line item to perform related road work on behalf of the Ohio Expositions Commission for the state fairgrounds and on behalf of the Ohio Historical Society for its properties.

7002 772422 Highway Construction-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,000,136,852	$1,238,952,797	$1,387,758,129	$1,180,471,714	**$1,065,253,182**	**$1,063,145,274**
	23.9%	12.0%	-14.9%	**-9.8%**	**-0.2%**

Source: Highway Operating Fund Group: Federal motor fuel tax revenues and other federal-highway related revenues (CFDA 20.205, Highway Planning and Construction - Federal-Aid Highway Program, Federal Lands Highway Program)

Legal Basis: ORC 5501.11 and 5531; Sections 203.10, 203.50, and 203.80 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is used to spend federal capital dollars for pavement and bridge preservation, ARRA highway infrastructure projects, local government road and bridge projects, Major New construction, special discretionary projects, Safe Routes to Schools projects, geologic site management, diesel emissions reduction projects, noise walls, grade crossing separations, emergency road construction, and road safety projects.

7002 772424 Highway Construction-Other

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$61,574,327	$55,520,522	$62,026,416	$80,000,000	**$80,000,000**	**$80,000,000**
	-9.8%	11.7%	29.0%	**0.0%**	**0.0%**

Source: Highway Operating Fund Group: Local government project participation dollars

Legal Basis: ORC 5501.11; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: Moneys in this line item represent the local share of funding for the following projects: local highway and bridge design; resurfacing, restoration, replacement, and upgrading; new construction; noise walls/barriers; pedestrian/bicycle facilities; and any other local highway transportation projects. A local government may supply the entire amount of project costs or contribute nothing, depending on the type of federal funding being used.

7002 772425 Highway Construction - Turnpike

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$200,000,000**	**$300,000,000**
	N/A	N/A	N/A	**N/A**	**50.0%**

Source: Highway Operating Fund Group: Payments of bond proceeds from the Ohio Turnpike and Infrastructure Commission

Legal Basis: Proposed by the executive budget

Purpose: This line item will be used to fund eligible Major New highway construction projects that are approved by the Transportation Review Advisory Council (TRAC) and recommended to the Ohio Turnpike and Infrastructure Commission for funding from the proceeds of Turnpike bonds issued for infrastructure purposes. Eligible infrastructure projects must enhance mobility and economic development in Ohio, as determined by the Commission and ODOT.

7002 772437 GARVEE Debt Service - State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$17,550,249	$21,774,976	$24,836,806	$33,276,100	**$31,139,500**	**$31,635,300**
	24.1%	14.1%	34.0%	**-6.4%**	**1.6%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: ORC 5531.10; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 67 of the 127th G.A.)

Purpose: This line item provides the state share of debt service on federal grant anticipated revenue vehicles (GARVEE bonds). GARVEE bonds are used to leverage federal motor fuel tax revenues appropriated from the federal Highway Trust Fund. The proceeds of GARVEE bond issuances are appropriated in Fund 7045 line item 772428, Highway Infrastructure Bank - Bonds.

7002 772438 GARVEE Debt Service - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$127,253,563	$124,977,432	$127,362,658	$144,590,400	**$136,039,500**	**$138,027,800**
	-1.8%	1.9%	13.5%	**-5.9%**	**1.5%**

Source: Highway Operating Fund Group: Federal motor fuel tax revenues

Legal Basis: ORC 5531.10; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 67 of the 127th G.A.)

Purpose: This line item provides the federal share of debt service on federal grant anticipated revenue vehicles (GARVEE bonds). GARVEE bonds are used to leverage federal motor fuel tax revenues appropriated from the federal Highway Trust Fund. The proceeds of GARVEE bond issuances are appropriated in Fund 7045 line item 772428, Highway Infrastructure Bank - Bonds.

7002 772453 Federal Stimulus - Forest Highways

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$85,662	$0	$0	$0	**$0**	**$0**
	-100%	N/A	N/A	**N/A**	**N/A**

Source: Highway Operating Fund Group: Federal allocation of American Recovery and Reinvestment Act of 2009 (ARRA) funding for forest highways under the Federal Lands Highway Program (CFDA 20.205, Highway Planning and Construction - Federal-Aid Highway Program, Federal Lands Highway Program)

Legal Basis: Discontinued line item (originally established by the Controlling Board on April 20, 2009)

Purpose: This line item was used to pay for a federal stimulus-funded repaving project on County Road 9 in Washington County under the federal Forest Highway Program.

7002 772454 Department of Agriculture - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$15,557	$744,698	$0	**$0**	**$0**
	N/A	4,687.0%	-100%	**N/A**	**N/A**

Source: Highway Operating Fund Group: Federal allocation of American Recovery and Reinvestment Act of 2009 (ARRA) funding from the U.S. Department of Agriculture Forest Service (CFDA 10.687, Capital Improvement and Maintenance)

Legal Basis: Discontinued line item. ORC 5501.11 and 5531; Section 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by the Controlling Board on May 10, 2010)

Purpose: These funds supported the completion of three projects: (1) a bridge replacement on State Route 26 in Monroe County, (2) roadway realignment and culvert replacement on State Route 26 in Monroe County, and (3) a bridge replacement on State Route 26 in Washington County. For these projects, ODOT worked in cooperation with the Wayne National Forest.

7002 773431 Highway Maintenance-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$360,521,774	$402,738,412	$401,029,971	$398,132,464	**$485,165,521**	**$497,506,152**
	11.7%	-0.4%	-0.7%	**21.9%**	**2.5%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: ORC 5501.11, 5501.31, 5501.41, and 5501.42; Sections 203.10, 203.50, and 203.60 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: Moneys appropriated to this line item fund ODOT's maintenance program, including rest area maintenance; guardrail maintenance; garage operations; snow and ice control; roadside maintenance; pavement and bridge maintenance; traffic system maintenance, and intelligent traffic systems. This line item also funds custodial maintenance for ODOT buildings and the procurement of equipment, including cars, backhoes, and garage equipment. Several maintenance services are accomplished by ODOT employees while others are contracted out. Under the executive proposal, this line item will assume the costs, including capital costs, of ODOT's Land and Buildings Program in the FY 2014-FY 2015 biennium.

7002 775452 Public Transportation-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$25,530,082	$30,006,011	$41,371,187	$27,060,785	**$27,590,748**	**$27,590,748**
	17.5%	37.9%	-34.6%	**2.0%**	**0.0%**

Source: Highway Operating Fund Group: CFDAs 20.509, Formula Grants for Other Than Urbanized Areas; 20.516, Job Access/Reverse Commute; 20.521, New Freedom Program; and 20.505, State Planning and Research

Legal Basis: ORC 5501.07 and 5501.071; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is primarily used to provide federal funding to rural transit systems for partial operating assistance and capital assistance. It also provides federal funding to rural and small urban transit systems for a portion of operating and capital project costs under the Job Access/Reverse Commute and New Freedom programs. Also supported is the Ohio Coordination Program, which provides funding to public and private non-profit entities in counties that have nonexistent or inadequate public transportation to assist in the coordination of transportation services among local human service agencies. Finally, this line item is used to provide technical assistance to individual transit systems and to assist in transit planning activities. Note that federal transit funding for large urban areas is not distributed by the state. Instead, it flows directly to the transit systems serving those areas.

7002 775454 Public Transportation-Other

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$741,516	$828,457	$797,897	$1,500,000	**$1,500,000**	**$1,500,000**
	11.7%	-3.7%	88.0%	**0.0%**	**0.0%**

Source: Highway Operating Fund Group: Local matching funds

Legal Basis: ORC 5501.07 and 5501.071; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item provides the 20% local matching funds collected for vehicles purchased through the federal Specialized Transportation Program, which provides funds that support transportation services for elderly and disabled persons. The department requires the local portion of funding up front and then purchases vehicles on behalf of the recipient agencies. The federal funding for this program is found in appropriation item 775459, Elderly and Disabled Special Equipment.

7002 775459 Elderly and Disabled Special Equipment

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,173,349	$3,812,824	$3,840,952	$4,730,000	**$4,730,000**	**$4,730,000**
	20.2%	0.7%	23.1%	**0.0%**	**0.0%**

Source: Highway Operating Fund Group: CFDA 20.513, Capital Assistance Program for Elderly Persons and Persons with Disabilities

Legal Basis: ORC 5501.07 and 5501.071; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item provides federal capital assistance under the Specialized Transportation Program (STP) for the purchase of vehicles for urban and rural non-profit agencies providing transportation services to the elderly and people with disabilities. The STP program requires a 20% local match, the funds for which are deposited into the Highway Operating Fund (Fund 7002) and expended through appropriation item 775454, Public Transportation - Other. ODOT is designated as the recipient of these funds and is required to oversee their distribution and their subsequent investment in local transportation services. Thus, ODOT purchases the vehicles on behalf of the recipient agencies and receives reimbursement from the FTA.

7002 775463 Federal Stimulus - Transit

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$6,680,059	$5,910,901	$6,571,987	$0	**$0**	**$0**
	-11.5%	11.2%	-100%	**N/A**	**N/A**

Source: Highway Operating Fund Group: Federal allocation of American Recovery and Reinvestment Act of 2009 (ARRA) moneys for formula transit capital assistance to rural areas (CFDA 20.509, Formula Grants for Other Than Urbanized Areas)

Legal Basis: Discontinued line item. ORC 5501.07 and 5501.071; Section 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 2 of the 128th G.A.)

Purpose: This line item accounts for Ohio's share of American Recovery and Reinvestment Act (ARRA) funding for capital assistance grants to transit systems in rural areas. The state's ARRA allocation for rural transit grants was $29.8 million. The funds were used for any capital purpose eligible under 49 U.S.C. 5302(a)(1), including vehicle replacements, facilities renovation or construction, preventive maintenance, and mobility management. Under federal law, recipients could use up to 10% of the amount apportioned for operating expenses. In addition, the state could use up to 15% for planning and program administration.

7002 776462 Grade Crossings-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$17,473,031	$8,035,951	$15,983,558	$14,240,000	**$14,136,500**	**$14,129,500**
	-54.0%	98.9%	-10.9%	**-0.7%**	**0.0%**

Source: Highway Operating Fund Group: CFDA 20.205, Highway Planning and Construction - Federal-Aid Highway Program, Federal Lands Highway Program

Legal Basis: ORC 5531.03; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item funds the installation of warning devices at rail-highway crossings, the restoration and rehabilitation of rail-highway grade crossing pavements, and the placement of signs and pavement markings near crossings. The payroll costs associated with oversight of these activities are accounted for in Fund 7002 appropriation item 772421, Highway Construction - State.

7002 777472 Airport Improvements-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$45,204	$0	$0	$405,000	**$405,000**	**$405,000**
	-100%	N/A	N/A	**0.0%**	**0.0%**

Source: Highway Operating Fund Group: CFDA 20.106, Airport Improvement Program (AIP)

Legal Basis: ORC 4561.08; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item provides expenditure authority for any grants the department might receive from the Federal Aviation Administration (FAA). In recent years, the line item has been used to spend federal funds provided to ODOT for a new airport database software package.

7002 777475 Aviation Administration

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,673,413	$2,831,375	$3,114,643	$5,374,144	**$4,875,000**	**$4,935,000**
	5.9%	10.0%	72.5%	**-9.3%**	**1.2%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues; flight fees

Legal Basis: ORC 4561.021 and 4561.18; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item funds the Aviation Operating Program, which is responsible for maintaining and operating ODOT's aircraft. ODOT aircraft are used to transport state officials, including the Governor, legislators, and officials from ODOT and other departments. If the aircraft are used for highway purposes, expenses are paid with gas tax revenues. If the aircraft are used for non-highway purposes, the user is billed for the cost of the flight. In addition, the line item funds the oversight of about 11,000 registered aircraft.

7002 779491 Administration-State

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$107,073,181	$118,716,708	$115,226,227	$133,150,410	**$91,218,054**	**$92,543,982**
	10.9%	-2.9%	15.6%	**-31.5%**	**1.5%**

Source: Highway Operating Fund Group: State motor fuel tax revenues and other highway-related revenues

Legal Basis: ORC 5501.03 and 5501.04; Sections 203.10 and 203.50 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is used to fund the administrative functions of the Department, such as the offices of the director, assistant directors, district deputy directors, business management (information technology, finance, personnel, facilities), district business and human resource administrators, chief of staff, legal counsel, and major and local programs administration. Most operating and capital support for ODOT's Lands and Buildings Program is shifted from this line item to line item 773431, Highway Maintenance - State.

Continuing temporary language in the executive proposal requires that $400,000 in each fiscal year be transferred from the Highway Operating Fund (Fund 7002) to the Deputy Inspector General for ODOT Fund (Fund 5FA0). These funds will be used to reimburse the Inspector General for costs incurred by the Deputy Inspector General for ODOT in carrying out investigations.

Federal Special Revenue Fund Group

3B90 776662 Rail Transportation-Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$460,832	$0	**$0**	**$0**
	N/A	N/A	-100%	**N/A**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 20.308, Local Rail Freight Assistance (National Rail Service Continuation Grants)

Legal Basis: Discontinued line item (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item was used to provide grants to assist in acquiring railroad lines, rail property, state rail planning, and rail facility construction.

State Special Revenue Fund Group

4N40 776664 Rail Transportation-Other

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$681,998	$948,000	$1,058,783	$2,875,800	**$2,875,800**	**$2,875,800**
	39.0%	11.7%	171.6%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: Principal and interest payments on loans, revenues from easements, and other lease payments

Legal Basis: ORC 4981.09 and 4981.14; Section 203.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 100 of the 115th G.A.)

Purpose: This line item provides loans to public entities, businesses, and railroads for the rehabilitation of rail lines, the construction of rail interchanges or connections, and the acquisition or preservation of rail property. This line item also funds the payroll costs associated with Ohio Rail Development Commission personnel responsible for the execution of grant and loan agreements, repayment of loan funds, and management of state-owned rail property. Grant assistance for rail projects is provided in GRF appropriation item 776465, Ohio Rail Development Commission.

5W90 777615 County Airport Maintenance

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$685,603	$548,468	$413,340	$620,000	**$620,000**	**$620,000**
	-20.0%	-24.6%	50.0%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: General aviation license tax ($15 per aircraft seat); annual flat rate of $15 for gliders and balloons

Legal Basis: ORC 4561.18 and 4561.21; Section 203.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 95 of the 125th G.A.)

Purpose: This line item supports 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. Funding for these grants is also provided in GRF appropriation item 777471, Airport Improvements-State.

Infastructure Bank Obligations Fund Group

7045 772428 Highway Infrastructure Bank-Bonds

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$227,941,097	$185,563,794	$167,735,344	$98,000,000	**$96,092,215**	**$97,000,000**
	-18.6%	-9.6%	-41.6%	**-1.9%**	**0.9%**

Source: Infastructure Bank Obligations Fund Group: Proceeds from GARVEE bonds issued against and retired with ODOT's Federal-Aid Highway Program revenues and state highway revenues

Legal Basis: ORC 5531.09 and 5531.10; Section 203.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 627 of the 121st G.A.)

Purpose: This line item funds system preservation and Major/New highway construction projects using the proceeds from federal grant anticipated revenue vehicles (GARVEE bonds) issued against and retired with ODOT's state and federal highway revenues. The debt service on these bonds is paid out of Fund 7002 appropriation items 772437, GARVEE Debt Service-State, and 772438, GARVEE Debt Service-Federal.

Highway Capital Improvement Fund Group

7042 772723 Highway Construction-Bonds

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$131,692,568	$136,770,685	$101,235,419	$91,600,000	**$100,294,652**	**$119,617,631**
	3.9%	-26.0%	-9.5%	**9.5%**	**19.3%**

Source: Highway Capital Improvement Fund Group: Proceeds from general obligation highway 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; Section 203.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item funds system preservation and major new highway construction projects. The debt service on the bonds issued for these projects is paid from state motor fuel tax revenues via Fund 7072 appropriation item 155902, Highway Capital Improvement Bond Retirement Fund, which appears under the budget of the Commissioners of the Sinking Fund. The executive proposal authorizes the state to issue $220 million in general obligation bonds to finance highway projects for the FY 2014-FY 2015 biennium.

FY 2014 - FY 2015 Introduced Appropriation Amounts

All Fund Groups

Line Item Detail by Agency

Report For Transportation Budget **Version: As Introduced**

			FY 2012	Estimate FY 2013	Introduced FY 2014	FY 2013 to FY 2014 % Change	Introduced FY 2015	FY 2014 to FY 2015 % Change
DOT	**Department of Transportation**							
2120	772426	Highway Infrastructure Bank-Federal	$ 3,873,770	$ 6,725,000	$ 5,000,000	-25.65%	$ 5,000,000	0.00%
2120	772427	Highway Infrastructure Bank-State	$ 4,692,086	$ 12,750,000	$ 10,350,000	-18.82%	$ 10,350,000	0.00%
2120	772430	Infrastructure Debt Reserve Title 23-49	$ 511,259	$ 525,000	$ 525,000	0.00%	$ 525,000	0.00%
2130	772431	Roadway Infrastructure Bank - State	$ 3,414,912	$ 2,500,000	$ 2,475,000	-1.00%	$ 2,475,000	0.00%
2130	772433	Infrastructure Debt Reserve - State	$ 361,869	$ 1,000,000	$ 650,000	-35.00%	$ 650,000	0.00%
2130	775457	Transit Infrastructure Bank - State	$ 0	$ 250,000	$ 0	-100.00%	$ 0	N/A
2130	777477	Aviation Infrastructure Bank-State	$ 0	$ 1,250,000	$ 1,000,000	-20.00%	$ 1,000,000	0.00%
7002	771411	Planning and Research-State	$ 15,916,301	$ 23,057,800	$ 21,144,581	-8.30%	$ 21,738,277	2.81%
7002	771412	Planning and Research-Federal	$ 22,704,721	$ 28,925,138	$ 28,835,906	-0.31%	$ 28,959,514	0.43%
7002	772421	Highway Construction-State	$ 458,013,872	$ 555,504,438	$ 583,246,763	4.99%	$ 585,240,020	0.34%
7002	772422	Highway Construction-Federal	$ 1,387,758,129	$ 1,180,471,714	$ 1,065,253,182	-9.76%	$ 1,063,145,274	-0.20%
7002	772424	Highway Construction-Other	$ 62,026,416	$ 80,000,000	$ 80,000,000	0.00%	$ 80,000,000	0.00%
7002	772425	Highway Construction - Turnpike	$0	$ 0	$ 200,000,000	N/A	$ 300,000,000	50.00%
7002	772437	GARVEE Debt Service - State	$ 24,836,806	$ 33,276,100	$ 31,139,500	-6.42%	$ 31,635,300	1.59%
7002	772438	GARVEE Debt Service - Federal	$ 127,362,658	$ 144,590,400	$ 136,039,500	-5.91%	$ 138,027,800	1.46%
7002	772454	Department of Agriculture - Federal	$ 744,698	$0	$0	N/A	$0	N/A
7002	773431	Highway Maintenance-State	$ 401,029,971	$ 398,132,464	$ 485,165,521	21.86%	$ 497,506,152	2.54%
7002	775452	Public Transportation-Federal	$ 41,371,187	$ 27,060,785	$ 27,590,748	1.96%	$ 27,590,748	0.00%
7002	775454	Public Transportation-Other	$ 797,897	$ 1,500,000	$ 1,500,000	0.00%	$ 1,500,000	0.00%
7002	775459	Elderly and Disabled Special Equipment	$ 3,840,952	$ 4,730,000	$ 4,730,000	0.00%	$ 4,730,000	0.00%
7002	775463	Federal Stimulus - Transit	$ 6,571,987	$0	$0	N/A	$0	N/A
7002	776462	Grade Crossings-Federal	$ 15,983,558	$ 14,240,000	$ 14,136,500	-0.73%	$ 14,129,500	-0.05%
7002	777472	Airport Improvements-Federal	$ 0	$ 405,000	$ 405,000	0.00%	$ 405,000	0.00%
7002	777475	Aviation Administration	$ 3,114,643	$ 5,374,144	$ 4,875,000	-9.29%	$ 4,935,000	1.23%
7002	779491	Administration-State	$ 115,226,227	$ 133,150,410	$ 91,218,054	-31.49%	$ 92,543,982	1.45%
Highway Operating Fund Group Total			**$ 2,700,153,916**	**$ 2,655,418,393**	**$ 2,795,280,255**	**5.27%**	**$ 2,912,086,567**	**4.18%**
3B90	776662	Rail Transportation-Federal	$ 460,832	$0	$0	N/A	$0	N/A
Federal Special Revenue Fund Group Total			**$ 460,832**	**$0**	**$0**	**N/A**	**$0**	**N/A**

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
DOT	**Department of Transportation**							
4N40	776664	Rail Transportation-Other	$ 1,058,783	$ 2,875,800	$ 2,875,800	0.00%	$ 2,875,800	0.00%
5W90	777615	County Airport Maintenance	$ 413,340	$ 620,000	$ 620,000	0.00%	$ 620,000	0.00%
State Special Revenue Fund Group Total			**$ 1,472,123**	**$ 3,495,800**	**$ 3,495,800**	**0.00%**	**$ 3,495,800**	**0.00%**
7045	772428	Highway Infrastructure Bank-Bonds	$ 167,735,344	$ 98,000,000	$ 96,092,215	-1.95%	$ 97,000,000	0.94%
Infastructure Bank Obligations Fund Group Total			**$ 167,735,344**	**$ 98,000,000**	**$ 96,092,215**	**-1.95%**	**$ 97,000,000**	**0.94%**
7042	772723	Highway Construction-Bonds	$ 101,235,419	$ 91,600,000	$ 100,294,652	9.49%	$ 119,617,631	19.27%
Highway Capital Improvement Fund Group Total			**$ 101,235,419**	**$ 91,600,000**	**$ 100,294,652**	**9.49%**	**$ 119,617,631**	**19.27%**
Department of Transportation Total			**$ 2,971,057,634**	**$ 2,848,514,193**	**$ 2,995,162,922**	**5.15%**	**$ 3,132,199,998**	**4.58%**

Ohio Turnpike and Infrastructure Commission

- Total CY 2013 revenue estimated at $273.8 million
- $97.0 million capital budget for new projects in CY 2013
- Expanded bonding capability to finance eligible ODOT infrastructure projects
- New ability to use excess tolls for Turnpike projects other than those for which they were collected

Overview

The Ohio Turnpike is a publicly built, 241-mile east-west tolled expressway spanning northern Ohio. The Turnpike was built during the 1950s by the Ohio Turnpike Commission, is renamed the Ohio Turnpike and Infrastructure Commission in the Governor's proposed FY 2014-FY 2015 transportation budget, which will continue to own and operate it. The Commission contracts with the Ohio State Highway Patrol (District 10) to provide law enforcement and motorist assistance along the Ohio Turnpike. The Turnpike maintained a staff of 996 full- and part-time employees as of the end of June 2012.

The Commission is not a state agency and is not appropriated money from any state funds included within the transportation or main operating budgets. However, it is required to submit its proposed budget to the Office of Budget and Management, the General Assembly, and the Legislative Service Commission under section 5537.17 of the Revised Code. The following overview presents information that legislators may find helpful in reviewing the Turnpike's operations.

Proposed Changes to Bonding Authority and Toll Revenue Flexibility

The Governor's proposed FY 2014-FY 2015 transportation budget expands the Commission's authority to issue revenue bonds to encompass the financing of infrastructure projects undertaken by the Ohio Department of Transportation (ODOT). The executive proposal provides for the Commission to set up one or more new infrastructure funds to collect the proceeds of the bonds it issues for such projects, which will be used to finance the ODOT projects it approves for funding. Infrastructure project bonds would be retired using future income to the Commission's infrastructure funds. Infrastructure projects receiving financing through this means would fall under ODOT's Major New Construction Program, which is designed for projects with total costs of over $12 million and that add new highway capacity, reduce congestion, or improve connectivity. Major New projects must be approved by the Transportation Review Advisory Council (TRAC) in various phases of development, and projects receiving Turnpike bond funding would still require TRAC approval. The executive

budget for ODOT provides $500 million for these projects over the course of the FY 2014-FY 2015 biennium.

In expanding the Commission's bonding authority, the Turnpike and Infrastructure Commission is also granted additional flexibility for the use of toll revenues for Turnpike projects by allowing excess toll revenues related to a specific Turnpike project to be used for Turnpike projects other than that for which the tolls were collected. The executive proposal for the transportation budget also allows the Commission to assess tolls in amounts "at least sufficient," rather than simply "sufficient," to cover the costs of maintenance and construction on the Turnpike. This would allow the Commission to collect additional revenues that could be directed to other purposes. Finally, the executive proposal would allow the Commission to pledge certain revenues and amounts in special funds to debt service payments that are senior or subordinate to, or on parity with, other outstanding bonds, whether previously issued or to be issued in the future. This would have the effect of enabling the Commission to pay off certain debts faster than others.

Proposed Changes in Commission Membership

The executive proposal alters the membership structure of the Commission, expanding the total number of members from nine to ten, and allowing for geographic representation on the Commission. Under current law, the Commission consists of four members appointed by the Governor; two legislative members, one from each chamber, appointed by the Speaker of the House and the President of the Senate, respectively; and three uncompensated ex officio members (the directors of Transportation, Development, and Budget and Management). The bill changes this to require the Governor to appoint six members, and allows these members to represent different areas of the state, taking into account the Turnpike and infrastructure projects funded by the Commission. The bill also requires no more than three Commission members (rather than two, as under current law) to be members of the same political party. Additionally, the bill removes the Director of Development as an ex officio member of the Commission.

CY 2013 Operating Budget

The Commission's annual operating budget for CY 2013 was adopted on December 17, 2012, under Resolution 57-2012. In a separate resolution (58-2012), the Commission also approved the Turnpike's CY 2013 capital projects budget, which will cover the costs of specific Turnpike projects. Table 2 below displays the Turnpike's actual revenues and expenditures for CY 2011, as well as the budgeted amounts adopted for CY 2012 and CY 2013, not including depreciation. The table shows continued expected increases in toll revenue following the changes made to the Turnpike's toll rate structure in CY 2009. Operating expenditures are slated to decrease

as a result of staffing reductions and other cost savings measures, including negotiated decreases in vendor payments and changes in employee benefits. Net operating profits, shown on the bottom line of the table, are used to finance the Turnpike's capital improvements program.

OTC Operating Budget, CY 2009-CY 2011				
	CY 2011 Actual	CY 2012 Adopted*	CY 2013 Adopted	% CY 2012-CY 2013
Revenue Sources				
Tolls	$231.0	$249.1	$254.0	2.0%
Concessions	$14.0	$13.7	$14.1	2.9%
Fuel Tax Allocation	$2.1	$2.1	$2.1	0.0%
Investment Earnings	$1.0	$0.9	$0.6	-33.3%
Other	$6.4	$2.6	$3.1	19.2%
Total Revenues	**$254.4**	**$268.4**	**$273.8**	**2.0%**
Operating Expenditures				
Services and Toll Operations	$50.5	$54.9	$53.5	-2.6%
Roadway and Structure Maintenance	$36.1	$40.9	$37.3	-8.8%
Traffic Control, Safety, Patrol, and Comm.	$14.9	$15.6	$14.3	-8.3%
Administration and Insurance	$8.8	$11.0	$10.9	0.9%
Debt Service Payments	$51.1	$55.7	$56.2	0.9%
Total Operating Expenditures	**$161.4**	**$178.1**	**$172.1**	**-3.4%**
Net Operating Profit	**$93.0**	**$90.3**	**$101.7**	**12.6%**

Note: Individual amounts may not add to totals due to rounding.
* CY 2012 actuals were not available at the time of publication.

CY 2013 Capital Projects

As noted above, the Commission's increased toll revenue and expected operating savings will allow for capital expenditures to be maintained at a higher level in order to complete a number of planned and ongoing improvements to the Turnpike. The Commission has approved approximately $97.0 million for system capital projects in CY 2013, of which $91.9 million is expected to be spent, with the remainder uncommitted. Major capital projects for CY 2013 include ongoing third lane construction in Lucas County ($15.0 million), complete replacement of approximately 22 lane miles of base pavement in Sandusky and Cuyahoga counties ($33.8 million), and major resurfacing projects in various locations ($27.8 million). Other capital projects include various bridge repair and resurfacing projects and slope failure corrections.

In addition to the major capital construction and maintenance projects on the Turnpike itself, the Commission has budgeted $9.3 million for renewal and replacement of equipment and for smaller roadwork projects. These include the continuation of a project to update the Commission's fleet of snow and ice control dump trucks, the

replacement of various maintenance and service vehicles and equipment, various maintenance projects at Commission garages and toll plazas, including the installation of automated toll payment machines to support E-Z Passes, landscaping, and routine roadwork such as replacing guardrails and performing surface repairs to pavement.

Finally, the Commission has set aside about $4.4 million for improvements at service plazas. This includes the completion of renovations at the Mahoning Valley and Glacier Hills plazas in Mahoning County, as well as work at the Erie Islands and Commodore Perry plazas in Sandusky County. The last remaining set of original service plazas dating to 1955, the Fallen Timbers and Oak Openings plazas in Williams County, were demolished in 2012, but no work is currently being performed at these sites.

Department of Public Safety

- 50% of budget allocated for payroll-related expenses
- Funding levels sufficient to maintain existing service delivery systems
- Proposed merger of Medical Transportation Board and EMS

Overview

Duties and Responsibilities

The stated mission of the Department of Public Safety is "to save lives, reduce injuries and economic loss, administer Ohio's motor vehicle laws, and preserve the safety and well-being of all citizens with the most cost-effective and service-oriented methods available." For the purposes of accomplishing this mission, the Department is organized into the following eight divisions:

- **Ohio State Highway Patrol.** Enforces traffic laws and commercial motor safety regulations and protects state property, the Governor, and visiting dignitaries.
- **Bureau of Motor Vehicles.** Oversees driver and motor vehicle licensing and registration.
- **Emergency Management Agency.** Coordinates statewide preparation, response, and recovery to emergencies and disasters.
- **Criminal Justice Services.** Administers federal financial assistance intended to improve state and local criminal justice systems. Also, administers driver training and traffic safety education.
- **Emergency Medical Services.** Oversees the certification of emergency medical technicians (EMTs) and firefighters and provides that these people are properly trained, educated, and prepared for emergency situations.
- **Investigative Unit.** Enforces Ohio's liquor, tobacco sale, and food stamp rules, and oversees the licensing and regulation of private investigators and security guards.
- **Homeland Security.** Coordinates all homeland security activities of state agencies, as well as local entities.
- **Administration.** Provides management, coordination, and oversight for the Department.

Staffing Levels

Under the executive proposal, Public Safety's budget supports 3,943 positions including full-time, part-time, and seasonal employees. Of the total employee count, 3,911, or 99.2%, are full-time permanent, and of that number, 1,472 are uniformed personnel.

Appropriations Overview

For the Department of Public Safety, the executive transportation budget recommends FY 2014 appropriations totaling $669.8 million, a decrease of $8.9 million (1.3%) from the total adjusted FY 2013 appropriation of $678.5 million. For FY 2015, the executive transportation budget recommends appropriations totaling $672.2 million, an increase of $2.4 million (0.4%) from the FY 2014 recommendation. The executive also recommends GRF appropriations totaling $10.5 million in each fiscal year in the main operating appropriations budget, which brings the Department's recommended appropriations to $680.3 million in FY 2014 and $682.7 million in FY 2015. This Redbook analysis only includes the recommendations included in the transportation budget.

Appropriations by Fund Group

Table 1 below shows the executive budget recommendations by fund group. Of the Department's total biennial budget, the State Highway Safety Fund (HSF) Group comprises approximately 76.3% and the Federal Special Revenue Fund (FED) Group makes up another 19.9%. The remaining 3.8% of budgetary funding comes from a mix of moneys appropriated from other revenue sources in the state treasury: the General Services Fund (GSF) Group (1.0%), the State Special Revenue Fund (SSR) Group (2.2%), the Holding Account Redistribution Fund (090) Group (0.3%), and the Agency Fund (AGY) Group (0.2%).

Table 1. Executive Budget Recommendations by Fund Group, FY 2014-FY 2015

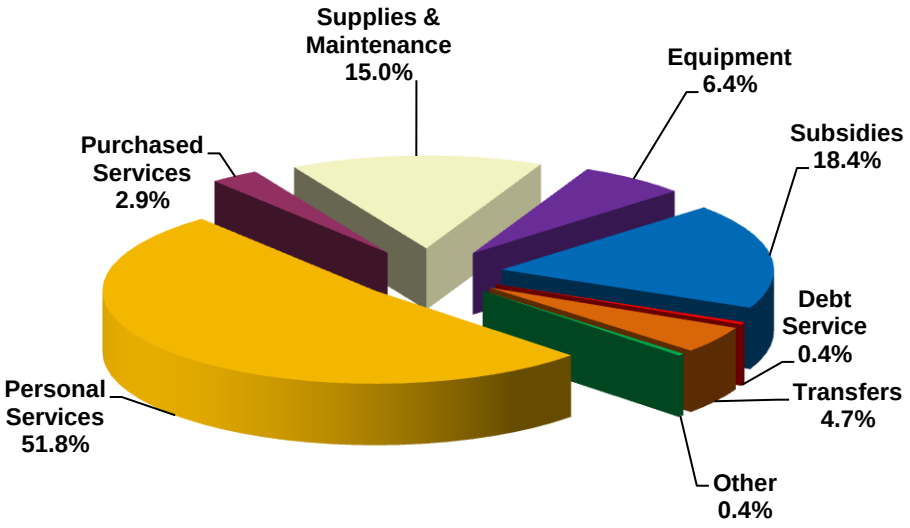
Fund Group	FY 2013*	FY 2014	% change, FY 2013-FY 2014	FY 2015	% change, FY 2014-FY 2015
State Highway Safety	$490,381,271	$511,114,660	4.2%	$513,148,564	0.4%
General Services	$16,700,128	$6,541,746	-60.8%	$6,516,746	-0.4%
State Special Revenue	$15,157,224	$15,049,767	-0.7%	$15,039,767	-0.1%
Federal Special Revenue	$141,478,565	$133,322,715	-5.8%	$133,767,715	0.3%
Liquor Control	$11,000,000	$0	-100.0%	$0	N/A
Agency	$1,500,000	$1,500,000	0.0%	$1,500,000	0.0%
Holding Account Redistribution	$2,235,000	$2,235,000	0.0%	$2,235,000	0.0%
TOTAL	**$678,452,188**	**$669,763,888**	**-1.3%**	**$672,207,792**	**0.4%**

* FY 2013 figures represent adjusted appropriations.

Appropriations by Expense Category

Chart 1 below shows the executive budget recommendations by expense category. The Department's operating expenses comprise the majority (76.1%) of its recommended budget. Operating expenses include personal services, which are 51.8% of the total, purchased personal services (2.9%), supplies and maintenance (15.0%), and equipment (6.4%). The Department's nonoperating expenses include subsidies (18.4%), transfers (4.7%), debt service (0.4%), and other expenses (0.4%). The other category includes goods and services for resale, capital items, and judicial actions.

Chart 1: Biennial Executive Budget Recommendations by Expense Category, FY 2014-FY 2015



Appropriations by Division

Table 2 below shows the executive budget recommendations for the Department's divisions. The majority of the Department's budget is allocated for expenses incurred by the Ohio State Highway Patrol and the Bureau of Motor Vehicles, which make up 47.3% and 23.4% of the budget, respectively. The Emergency Management Agency makes up another 17.2%. The remaining 12.1% of the budget, in order of magnitude, consists of: Criminal Justice Services/Traffic Safety (9.5%), Emergency Medical Services (0.9%), Investigative Unit (0.7%), Homeland Security (0.5%), and Administration/Program Management (0.5%).

Table 2. Executive Budget Recommendations by Division, FY 2014-FY 2015

Division	FY 2014 Recommendation	FY 2015 Recommendation
State Highway Patrol	$315,798,484	$318,527,050
Bureau of Motor Vehicles	$157,421,215	$157,074,392
Emergency Management Agency	$115,705,675	$115,704,872
Criminal Justice Services/Traffic Safety	$63,740,125	$64,118,109
Emergency Medical Services	$6,232,739	$6,232,483
Investigative Unit*	$4,472,000	$4,472,000
Homeland Security	$3,209,462	$2,839,083
Administration/Program Management	$3,184,188	$3,239,803
TOTAL	**$669,763,888**	**$672,207,792**

* The Investigative Unit is also recommended to receive $10.5 million in each fiscal year in the main operating budget.

Emergency Medical Services-Medical Transportation Board Merger

The executive budget contains a provision merging the State Board of Emergency Medical Services, contained within the Department of Public Safety, and the Ohio Medical Transportation Board (OMTB). The budget also changes the name of the new board to the State Board of Emergency Medical and Transportation Services. The fees currently collected by OMTB for deposit to the credit of the Occupational Licensing and Regulatory Fund (Fund 4K90) will be deposited to the credit of the Trauma and Emergency Medical Services Fund (Fund 83M0) for use by the new board. The change in fee distribution will result in an annual loss in revenues of approximately $550,000 to Fund 4K90 and a corresponding annual gain in revenues to Fund 83M0.

Analysis of Executive Proposal

Introduction

This section provides an analysis of the Governor's recommended funding for each appropriated line item in the Department of Public Safety's FY 2014-FY 2015 biennial budget. In this analysis, the Department's line items are grouped into ten major categories. These categories do not coincide exactly with the divisions listed in the Overview section as line items may be used by more than one division and traffic safety and education, debt service, and revenue distribution are categorized separately in this analysis. For each category, a table is provided listing the recommended appropriation in each fiscal year of the biennium. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation that are proposed by the Governor. If the appropriation is earmarked, the earmarks are listed and described. The ten categories used in this analysis are as follows:

1. State Highway Patrol
2. Bureau of Motor Vehicles
3. Emergency Management
4. Traffic Safety and Education
5. Criminal Justice Services
6. Emergency Medical Services
7. Investigations
8. Homeland Security
9. Debt Service
10. Revenue Distribution

To aid the reader in finding each line item in the analysis, the following table shows the category in which it has been placed, listing the line items generally in order within their respective fund groups and funds. This is the same order the line items appear in the transportation budget bill.

Categorization of Public Safety's Line Items for Analysis of Executive Proposal			
Fund	**ALI**	**ALI Name**	**Category**
State Highway Safety Fund (HSF) Group			
4W40	762321	Operating Expense – BMV	2: Bureau of Motor Vehicles
5V10	762682	License Plate Contributions	2: Bureau of Motor Vehicles
7036	761321	Operating Expense – Information & Education	4: Traffic Safety and Education
7036	761401	Lease Rental Payments	9: Debt Service
7036	761630	Motorcycle Programs	4: Traffic Safety and Education
7036	764033	Minor Capital Projects	1: State Highway Patrol
7036	764321	Operating Expense – Highway Patrol	1: State Highway Patrol
7036	764605	Motor Carrier Enforcement Expenses	1: State Highway Patrol
8300	761603	Salvage and Exchange – Administration	4: Traffic Safety and Education
8310	761610	Information and Education – Federal	4: Traffic Safety and Education
8310	764608	FARS Grant Federal	1: State Highway Patrol
8310	764610	Patrol – Federal	1: State Highway Patrol
8310	764659	Transportation Enforcement – Federal	1: State Highway Patrol
8310	765610	EMS – Federal	6: Emergency Medical Services
8310	769610	Investigative Unit Federal Reimbursement	7: Investigations
8310	769631	Homeland Security – Federal	8: Homeland Security
8320	761612	Traffic Safety – Federal	4: Traffic Safety and Education
8350	762616	Financial Responsibility Compliance	2: Bureau of Motor Vehicles
8370	764602	Turnpike Policing	1: State Highway Patrol
8380	764606	Patrol Reimbursement	1: State Highway Patrol
83C0	764630	Contraband, Forfeiture, Other	1: State Highway Patrol
83F0	764657	Law Enforcement Automated Data System	1: State Highway Patrol
83G0	764633	OMVI Enforcement/Education	1: State Highway Patrol
83J0	764693	Highway Patrol Justice Contraband	1: State Highway Patrol
83M0	765624	Operating – EMS	6: Emergency Medical Services
83M0	765640	EMS – Grants	6: Emergency Medical Services
83R0	762639	Local Immobilization Reimbursement	2: Bureau of Motor Vehicles
83T0	764694	Highway Patrol Treasury Contraband	1: State Highway Patrol
8400	764607	State Fair Security	1: State Highway Patrol
8400	764617	Security and Investigations	1: State Highway Patrol
8400	764626	State Fairgrounds Police Force	1: State Highway Patrol
8400	769632	Homeland Security – Operating	8: Homeland Security
8410	764603	Salvage and Exchange – Highway Patrol	1: State Highway Patrol
8490	762627	Automated Title Processing Board	2: Bureau of Motor Vehicles

Categorization of Public Safety's Line Items for Analysis of Executive Proposal			
Fund	**ALI**	**ALI Name**	**Category**
General Services Fund (GSF) Group			
4P60	768601	Justice Program Services	5: Criminal Justice Services
4S30	766661	Hilltop Utility Reimbursement	4: Traffic Safety and Education
5ET0	768625	Drug Law Enforcement	5: Criminal Justice Services
5LM0	768698	Criminal Justice Services Law Enforcement Support	5: Criminal Justice Services
Federal Special Revenue Fund (FED) Group			
3290	763645	Federal Mitigation Program	3: Emergency Management
3370	763609	Federal Disaster Relief	3: Emergency Management
3390	763647	Emergency Management Assistance & Training	3: Emergency Management
3AY0	768606	Federal Justice Grants	5: Criminal Justice Services
3CE0	768611	Justice Assistance Grants – FFY09	5: Criminal Justice Services
3DE0	768612	Federal Stimulus – Justice Assistance Grants	5: Criminal Justice Services
3DU0	762628	BMV Grants	2: Bureau of Motor Vehicles
3EU0	768614	Justice Assistance Grants – FFY10	5: Criminal Justice Services
3FK0	768615	Justice Assistance Grants – FFY11	5: Criminal Justice Services
3FP0	767620	Ohio Investigative Unit Justice Contraband	6: Investigations
3FY0	768616	Justice Assistance Grants – FFY12	5: Criminal Justice Services
3FZ0	768617	Justice Assistance Grants – FFY13	5: Criminal Justice Services
3GA0	768618	Justice Assistance Grants – FFY14	5: Criminal Justice Services
3L50	768604	Justice Program	5: Criminal Justice Services
3N50	763644	U.S. Department of Energy Agreement	3: Emergency Management
State Special Revenue Fund (SSR) Group			
4V30	763662	STORMS/NOAA Maintenance	3: Emergency Management
5390	762614	Motor Vehicle Dealers Board	2: Bureau of Motor Vehicles
5B90	766632	Private Investigator and Security Guard Provider	6: Investigations
5BK0	768687	Criminal Justice Services – Operating	5: Criminal Justice Services
5BK0	768689	Family Violence Shelter Programs	5: Criminal Justice Services
5BP0	764609	DPS Wireless 9-1-1 Administration	1: State Highway Patrol
5CM0	767691	Equitable Share Account	6: Investigations
5DS0	769630	Homeland Security	8: Homeland Security
5FF0	762621	Indigent Interlock and Alcohol Monitoring	2: Bureau of Motor Vehicles
5FL0	769634	Investigations	6: Investigations
5ML0	769635	Infrastructure Protection	8: Homeland Security
6220	767615	Investigative Contraband and Forfeiture	6: Investigations
6570	763652	Utility Radiological Safety	3: Emergency Management
6810	763653	SARA Title III HAZMAT Planning	3: Emergency Management
8500	767628	Investigative Unit Salvage	6: Investigations

Categorization of Public Safety's Line Items for Analysis of Executive Proposal			
Fund	**ALI**	**ALI Name**	**Category**
Agency Fund (AGY) Group			
5J90	761678	Federal Salvage/GSA	4: Traffic Safety and Education
Holding Account Redistribution Fund (090) Group			
R024	762619	Unidentified Motor Vehicle Receipts	10: Revenue Distribution
R052	762623	Security Deposits	10: Revenue Distribution

Category 1: State Highway Patrol

The appropriations in this category are used by the Ohio State Highway Patrol to support two distinct programmatic activities: highway enforcement and nonhighway enforcement.

Governor's Recommended Amounts for Highway Patrol				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
7036	764033	Minor Capital Projects	$1,250,000	$1,250,000
7036	764321	Operating Expense – Highway Patrol	$268,232,602	$270,232,602
7036	764605	Motor Carrier Enforcement Expenses	$2,860,000	$2,860,000
8310	764608	FARS Grant Federal	$175,000	$175,000
8310	764610	Patrol – Federal	$2,250,000	$2,250,000
8310	764659	Transportation Enforcement – Federal	$5,200,000	$5,200,000
8370	764602	Turnpike Policing	$11,553,959	$11,553,959
83C0	764630	Contraband, Forfeiture, Other	$622,894	$622,894
83F0	764657	Law Enforcement Automated Data System	$8,500,000	$8,500,000
83G0	764633	OMVI Enforcement/Education	$641,927	$641,927
83J0	764693	Highway Patrol Justice Contraband	$2,100,000	$2,100,000
83T0	764694	Highway Patrol Treasury Contraband	$21,000	$21,000
8400	764607	State Fair Security	$1,294,354	$1,294,354
8400	764617	Security and Investigations	$8,793,865	$9,514,236
8400	764626	State Fairgrounds Police Force	$1,047,560	$1,084,559
8410	764603	Salvage and Exchange – Highway Patrol	$1,339,399	$1,339,399
		State Highway Safety Fund Group Subtotal	***$315,882,560***	***$318,639,930***
State Special Revenue Fund (SSR) Group				
5BP0	764609	DPS Wireless 9-1-1 Administration	$290,000	$290,000
		State Special Revenue Fund Group Subtotal	***$290,000***	***$290,000***
Total Funding: State Highway Patrol			**$316,172,560**	**$318,929,930**

State Highway Safety Fund (Fund 7036)

The State Highway Safety Fund receives revenue from fees, excises, and license taxes related to the registration and operation of vehicles on public highways. This category includes the following three line items within this fund.

Minor Capital Projects (764033)

This line item is used to fund minor capital projects at Patrol facilities. The executive budget flat funds the line item at $1.3 million in each fiscal year.

Operating Expense – Highway Patrol (764321)

This line item is used to pay the Patrol's operating expenses (payroll, personal services contracts, maintenance, and equipment). The executive budget recommends funding this line item at $268.2 million in FY 2014 and at $270.2 million in FY 2015, which are annual increases of 3.8% and 0.7%, respectively.

Motor Carrier Enforcement Expenses (764605)

This line item is used in conjunction with item 764659 to enforce both federal and state laws pertaining to the safe operation of commercial motor vehicles. These funds are the state match needed in order for the Patrol to qualify for funding under the federal Motor Carrier Safety Assistance Program (MCSAP). The executive budget recommends flat funding for this item in the amount of $2.9 million in each fiscal year.

FARS Grant Federal (764608)

This is a new line item proposed by the executive budget. FARS stands for the Fatality Analysis Reporting System, which collects traffic crash data, including data specific to fatal crashes. The grant that funds this item is used to cover a portion of the Patrol's cost of collecting these data in Ohio.

Patrol – Federal (764610)

This line item is used to reimburse the Patrol for operating costs related to certain federally funded highway safety programs and activities, principally law enforcement projects and Safe Communities Program grant moneys awarded by the Ohio Traffic Safety Office. The executive budget recommends funding this line item at $2.3 million in each fiscal year.

Transportation Enforcement – Federal (764659)

This line item is used in conjunction with item 764605 to enforce both federal and state laws pertaining to the safe operation of commercial motor vehicles. This item is funded from cash transferred from the Public Utilities Commission's federal Motor Carrier Safety Fund (Fund 3500) to assist in covering the Patrol's operating costs in relation to the federal Motor Carrier Safety Assistance Program (MCSAP). MCSAP is a major grant program of the U.S. Department of Transportation for which the Public Utilities Commission has been designated the lead agency in Ohio. The executive budget recommends appropriations in the amount of $5.2 million in each fiscal year.

Turnpike Policing (764602)

This line item's appropriations are supported by contract payments made by the Ohio Turnpike Commission to reimburse the Patrol for costs incurred in policing Turnpike projects. These moneys are restricted for the costs incurred by the Patrol in policing Turnpike projects, including, but not limited to, the salaries of employees of the Patrol assigned to the policing, the current costs of funding retirement pensions for the

employees of the Patrol and of providing workers' compensation for them, the cost of training Patrol troopers and radio operators assigned to Turnpike projects, and the cost of equipment and supplies used by the Patrol in such policing, to the extent that the equipment and supplies are not directly furnished by the Ohio Turnpike Commission. The executive budget flat funds this line item in the amount of $11.6 million in each fiscal year.

Law Enforcement Automated Data System (764657)

This line item is used for the operation and maintenance of the Law Enforcement Automated Data System (LEADS), a computer communications network allowing 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. Its moneys are drawn from monthly user fees charged to criminal justice agencies. The executive budget recommends funding for this line item in the amount of $8.5 million in each fiscal year.

OMVI Enforcement/Education (764633)

The use of the moneys appropriated to this line item is restricted for use by the Patrol to enforce the state's driving under the influence laws and conducting related educational programs. Its moneys are drawn from fines received by the Patrol in relation to their arrest, and subsequent conviction, of a person for violating the state's driving under the influence laws. The executive budget recommends flat funding this line item at $641,927 in each fiscal year.

State and Federal Forfeitures (764630, 764693, and 764694)

Line item 764630, Contraband, Forfeiture, Other, consists of moneys received by the Patrol from the disposal of contraband, proceeds, and instrumentalities forfeited pursuant to the state's criminal and civil forfeiture laws. The Patrol is permitted to utilize the moneys for law enforcement purposes that are determined to be appropriate, but is prohibited from using the fund's moneys for operating costs of the Patrol that are unrelated to law enforcement. The executive budget flat funds this line item at $622,894 in each fiscal year.

The moneys supporting the two line items described immediately below capture proceeds received by the Patrol pursuant to federal forfeiture law under the Federal Equitable Sharing Program and are required to be used according to the federal rules of equitable sharing.

Line item 764693, Highway Patrol Justice Contraband, consists of proceeds that the Patrol receives as a result of directly participating in a U.S. Department of Justice investigation or prosecution that results in a federal forfeiture. Department of Justice

investigative agencies include: the Bureau of Alcohol, Tobacco, Firearms and Explosives; the Drug Enforcement Administration; and the Federal Bureau of Investigation. The executive budget fully funds the Department's requested appropriations for this line item at $2.1 million in each fiscal year.

Line item 764694, Highway Patrol Treasury Contraband, consists of proceeds that the Patrol receives as a result of directly participating in a U.S. Department of Treasury investigation or prosecution that results in a federal forfeiture. Department of Treasury investigative agencies include: Customs and Border Protection, Immigration and Customs Enforcement, Internal Revenue Service, and Secret Service. The executive budget fully funds the Department's requested appropriations for this line item at $21,000 in each fiscal year.

State Fairgrounds (764607 and 764626)

These two line items are used to pay for operating expenses related to providing traffic control and security for the Ohio Expositions Commission and the Ohio State Fair. Both line items draw their financing from fines, bonds, and bail collected from persons apprehended or arrested by the Ohio State Highway Patrol.

Relative to line item 764607, State Fair Security, its moneys are restricted for the performance of nonhighway related duties of the Ohio State Highway Patrol at the Ohio State Fair. For the biennium, the executive budget recommends flat funding this line item at $1.3 million in each fiscal year.

Relative to line item 764626, State Fairgrounds Police Force, its moneys are restricted for the purpose of providing traffic control and security for the Ohio Expositions Commission on a full-time, year-round basis. The executive budget fully funds the Department's requested appropriations for this line item at approximately $1.0 million in FY 2014 and $1.1 million in FY 2015, annual increases of 13.8% and 3.5%, respectively.

Security and Investigations (764617)

The use of the moneys appropriated to this line item is used for: (1) providing security for the Governor, other officials and dignitaries, the Capitol Square, and other state property and (2) undertaking major criminal investigations that involve state property interests. Its moneys are drawn from fines, bonds, and bail collected from persons apprehended or arrested by the Ohio State Highway Patrol. The executive budget funds this line item at $8.8 million in FY 2014 and $9.5 million in FY 2015, annual increases of 1.7% and 8.2%, respectively.

Salvage and Exchange – Highway Patrol (764603)

This line item, which draws its moneys from the sale of motor vehicles and other equipment used by the Patrol, is used for purchasing replacement motor vehicles and other equipment for the Patrol. The executive budget flat funds this line item at $1.3 million in each fiscal year.

DPS Wireless 9-1-1 Administration (764609)

This is a new line item proposed in the executive budget. The line item will be used for costs related to ensuring that local and county 9-1-1 public safety answering points are in compliance with the requirements of Chapter 5507. of the Revised Code, specifically, and 9-1-1 laws, in general.

Cash Transfers

In continuing temporary law, the Director of Budget and Management is required to review, on an annual basis, the cash balances for each fund in the State Highway Safety Fund Group, with the exception of the State Highway Safety Fund (Fund 7036) and the State Bureau of Motor Vehicles Fund (Fund 4W40), and recommend to the Controlling Board an amount to be transferred to the credit of Fund 7036 or Fund 4W40, as appropriate.

The executive budget proposes requiring those portions of motorcycle registration fees that are currently deposited in the Motorcycle Safety and Education Fund (Fund 8460) to pay the costs of conducting motorcycle safety and education instruction to be deposited into Fund 7036 for the same purpose. The budget also requires the Director of Budget and Management to transfer the unexpended and unencumbered cash balance in Fund 8460 to Fund 7036 by January 1, 2014, and abolishes Fund 8460 upon completion of the transfer.

The executive budget proposes permitting the Director of Budget of Management to transfer the unexpended and unencumbered cash balance in the Hilltop Utility Reimbursement Fund (Fund 4S30) to Fund 7036 by July 1, 2014, and abolishes Fund 4S30 upon the completion of the transfer.

The executive budget proposes requiring the Director of Public Safety to make deposits of money from the International Registration Plan Distribution Fund (Fund 7050) to Fund 7036 until the cumulative total in each of FYs 2014 and 2015 reaches $24 million.

Category 2: Bureau of Motor Vehicles

The appropriations in this category are used by the Department's Bureau of Motor Vehicles to support driver licensing and motor vehicle registration, as well as the titling of motor vehicles.

Governor's Recommended Amounts for Bureau of Motor Vehicles				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
4W40	762321	Operating Expense – BMV	$127,359,268	$127,268,957
5V10	762682	License Plate Contributions	$2,100,000	$2,100,000
8350	762616	Financial Responsibility Compliance	$5,274,068	$5,274,068
83R0	762639	Local Immobilization Reimbursement	$450,000	$450,000
8490	762627	Automated Title Processing Board	$16,675,513	$16,467,293
		State Highway Safety Fund Group Subtotal	***$151,858,849***	***$151,560,318***
State Special Revenue Fund (SSR) Group				
5390	762614	Motor Vehicle Dealers Board	$150,000	$140,000
5FF0	762621	Indigent Interlock and Alcohol Monitoring	$2,000,000	$2,000,000
		State Special Revenue Fund Group Subtotal	***$2,150,000***	***$2,140,000***
Federal Special Revenue Fund (FED) Group				
3DU0	762628	BMV Grants	$1,350,000	$1,325,000
		Federal Special Revenue Fund Group Subtotal	***$1,350,000***	***$1,325,000***
Total Funding: Bureau of Motor Vehicles			**$155,358,849**	**$155,025,318**

Operating Expense – BMV (762321)

This line item is appropriated from the State Bureau of Motor Vehicles Fund (Fund 4W40), the cash in which is statutorily restricted for the operations of the Registrar of Motor Vehicles. The fund's revenue consists of a variety of revenue sources, including motor vehicle taxes, fees charged for dealer plates, driver and vehicle registration abstracts, driver licenses, and a portion of the fee paid for the reinstatement of a driver's license that was suspended for operating a vehicle while under the influence of alcohol or drugs (OVI). This line item is used to pay the operating expenses of the Bureau of Motor Vehicles. For the next biennium, the executive budget recommends an FY 2014 appropriation of $127.4 million, a 55.3% increase over the adjusted FY 2013 appropriation of $82.0 million, and an FY 2015 appropriation of $127.3 million, a 0.1% decrease from the FY 2014 recommendation. The increase in the appropriation from FY 2013 to FY 2014 is largely due to the executive recommendation to combine appropriation item 762410, Registrations Supplement, with the Bureau's operating line item. That line item, which has an FY 2013 appropriation of $29.8 million,

was largely used to defray the cost of manufacturing and distributing license plates and stickers, and to cover the cost of motor vehicle registration.

The executive budget contains a continuing temporary law provision (1) allowing the Registrar of Motor Vehicles to deposit revenues obtained pursuant to R.C. 4503.02 and 4504.02, less all other available cash, to meet the cash needs of the State Bureau of Motor Vehicles Fund (Fund 4W40), (2) requiring revenues deposited pursuant to this provision be used to support, in part, appropriations for operating expenses and defray the cost of manufacturing and distributing license plates and license plate stickers and enforcing the law relative to the operation and registration of motor vehicles, (3) notwithstanding R.C. 4501.03, the revenues obtained pursuant to R.C. 4503.02 and 4504.02 be paid into Fund 4W40 before being paid into any other fund, and (4) requiring the deposit of revenues to meet the cash needs be in approximate equal amounts on a monthly basis or as otherwise determined by the Director of Budget and Management pursuant to a plan submitted by the Registrar of Motor Vehicles.

License Plate Contributions (762682)

This line item's moneys consist of the mandatory contribution paid for the issuance and annual renewal of designated special logo license plates (professional sports, collegiate for participating schools, and certain special interests). The mandatory contribution varies by type of plate and ranges from $2 to $25. The Registrar of Motor Vehicles is statutorily required to pay the contributions deposited to the credit of the fund to certain specified entities. The executive budget flat funds this line item at $2.1 million in each fiscal year.

Financial Responsibility Compliance (762616)

This line item's moneys consist primarily of a portion of the financial responsibility reinstatement fee paid by an operator whose license has been suspended for failure to provide proof of financial responsibility. The fees are $100 for the first violation, $300 for a second violation, and $600 for a third or subsequent violation, and of those amounts, $75 for a first violation, $250 for a second violation, and $500 for a third violation are distributed to this line item. The remainder is distributed to the Indigent Defense Support Fund (Fund 5DY0) and is used by the Public Defender. The use of these funds is restricted for covering costs incurred by the Bureau of Motor Vehicles in the administration of state laws regarding driver financial responsibility,[3] as well as costs incurred by any law enforcement agency employing any peace officer who returns any license, certificate of registration, or license plate to the Registrar of Motor Vehicles. For the next biennium, the executive budget flat funds this line item with appropriations of $5.5 million in each fiscal year.

[3] In particular, R.C. 4509.101, 4503.20, 4507.212, and 4509.81.

Local Immobilization Reimbursement (762639)

This line item consists of a $100 immobilization fee paid to the Registrar of Motor Vehicles by an offender for the release of a motor vehicle that has been immobilized. These moneys are paid out to the appropriate county, municipality, or law enforcement agency as designated by the court to reimburse the designated entity for the costs it incurs to immobilize a vehicle for state OVI (operating a vehicle under the influence) offenses. The executive budget flat funds this line item at $450,000 in each fiscal year.

Automated Title Processing Board (762627)

This line item, which draws its financing from a portion of each vehicle and watercraft titling fee, is restricted for the following:

- Implementing and maintaining the automated title processing system (ATPS) for the issuance of motor vehicle, off-highway motorcycle, and all-purpose vehicle certificates of title in the offices of the clerks of the courts of common pleas;
- Issuing marine certificates of title in the offices of the clerks of the courts of common pleas as provided in Chapter 1548. of the Revised Code; and
- Implementing S.B. 59 of the 124th General Assembly, which enacted changes in the titling processes for motor vehicles, watercraft, outboard motors, off-highway motorcycles, and all-purpose vehicles.

The ATPS maintains the records of over 110 million motor vehicle and watercraft titles. Notable users of this system include: (1) the clerks of the courts of common pleas that collect around $50 million annually in title fees, (2) the Ohio Department of Taxation, which uses the system to calculate and collect around $1.46 billion in taxes related to the sale of motor vehicles and watercraft, (3) the Ohio Department of Natural Resources, which uses the system to issue watercraft titles and collect related fees, and (4) banking and lending institutions that use the system to apply lien notations on titles.

For the next biennium, the executive budget recommends an FY 2014 appropriation of $16.7 million and an FY 2015 appropriation of $16.5 million.

Motor Vehicle Dealers Board (762614)

This line item is used by the Motor Vehicle Dealers Board created under R.C. 4517.30, together with other moneys appropriated to it, in the exercise of its powers and the performance of its duties. Its revenue stream consists of four cents ($0.04) of the fee that the clerk of a court of common pleas is statutorily required to charge for each certificate of motor vehicle title. In FY 2012, the fund received nearly $190,000 in revenues. The executive budget recommends appropriations of $150,000 in FY 2014 and $140,000 in FY 2015.

Indigent Interlock and Alcohol Monitoring (762621)

This line item was created as a result of the enactment of S.B. 17 of the 127th General Assembly. One of the changes to state law in that act was a $50 increase in the minimum mandatory fine assessed against convicted OVI-related offenders, regardless of the number of prior offenses. The act directs the increase to the sentencing court's special projects fund to be used only to pay the cost of an immobilizing or disabling device for indigent offenders. If the court does not have a special projects fund, the $50 increase is directed for deposit in the state treasury to the credit of the Indigent Drivers Interlock and Alcohol Monitoring Fund (Fund 5FF0), created by the act. The funds are required to be distributed to county and municipal indigent drivers interlock and alcohol monitoring funds. For the next biennium, the executive budget recommends flat funding this line item at $2.0 million in each fiscal year.

BMV Grants (762628)

This line item consists of federal moneys awarded to the Bureau of Motor Vehicles, most recently an award for the purpose of improving the integrity and security of state-issued driver licenses and identification cards. For the next biennium, the executive budget recommends funding this line item at $1.4 million in FY 2014 and at $1.3 million in FY 2015.

Temporary Law Provisions

Cash Transfers

In continuing temporary law, the Director of Budget and Management, upon the written request of the Director of Public Safety, may approve the transfer of cash between the following six funds: Trauma and Emergency Medical Services Fund (Fund 83M0), Homeland Security Fund (Fund 5DS0), Investigations Fund (Fund 5FL0), Emergency Management Agency Service and Reimbursement Fund (Fund 4V30), Justice Program Services Fund (Fund 4P60), and State Bureau of Motor Vehicles Fund (Fund 4W40).

The executive budget proposes permitting the Director of Budget and Management to transfer the unexpended and unencumbered cash balance in the Teen Driver Education Fund (Fund 5JS0) to the License Plate Contribution Fund (Fund 5V10) on July 1, 2013 and then abolishes Fund 5JS0 upon completion of the transfer.

Redirection of Revenue

The executive budget proposes redirecting a portion of the fees collected for commercial driver's licenses and skills testing from the State Highway Safety Fund (Fund 7036) to Fund 4W40.

Category 3: Emergency Management

The appropriations in this category are used by the Ohio Emergency Management Agency (EMA) to support operations, planning, and training, as well as mitigation and recovery.

Governor's Recommended Amounts for Emergency Management				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Federal Special Revenue Fund (FED) Group				
3290	763645	Federal Mitigation Program	$10,413,642	$10,413,642
3370	763609	Federal Disaster Relief	$27,707,636	$27,707,636
3390	763647	Emergency Management Assistance and Training	$70,934,765	$70,934,765
3N50	763644	U.S. Department of Energy Agreement	$31,672	$31,672
		Federal Special Revenue Fund Group Subtotal	***$109,087,715***	***$109,087,715***
State Special Revenue Fund (SSR) Group				
4V30	763662	STORMS/NOAA Maintenance	$4,950,000	$4,950,000
6570	763652	Utility Radiological Safety	$1,415,945	$1,415,945
6810	763653	SARA Title III HAZMAT Planning	$262,438	$262,438
		State Special Revenue Fund Group Subtotal	***$6,628,383***	***$6,628,383***
Total Funding: Emergency Management			**$115,716,098**	**$115,716,098**

Federal Mitigation Program (763645)

This line item is used as a depository for financial assistance awarded from the Federal Emergency Management Agency (FEMA) to support the management and implementation of Ohio's mitigation efforts, which are intended to reduce or minimize the impact of future disasters on individuals, businesses, and property. In general, the required nonfederal matching share is around 25% of total eligible costs, and, depending upon the grant program, can be a combination of cash, in-kind services, or materials.

For this line item, the executive budget recommends flat funding in the amount of $10.4 million in each fiscal year. The majority of the recommended annual appropriations will be allocated for grants to be awarded to various state and local governmental units.

Federal Disaster Relief (763609)

This line item's moneys consist of federal public assistance disaster grants. More specifically, these moneys are used, subsequent to a disaster or emergency declared by the President, to provide reimbursement to the state and local governments and eligible private nonprofit organizations for removal of wreckage and debris from private and

public lands, performance of emergency protective measures, emergency transportation assistance, emergency communications, and permanent restoration of eligible facilities. The federal share is at least 75% with the state and local governments responsible for the remainder.

The executive budget flat funds this line item at $27.7 million in each fiscal year. The majority of the recommended amounts in each fiscal year will be distributed in the form of subsidies and shared revenues.

Emergency Management Assistance and Training (763647)

This line item's moneys consist of various grants for emergency management operations, planning, and training, the bulk of which are awarded by FEMA as part of the Homeland Security Grant Program. More specifically, these moneys are for the purpose of (1) assisting the state and local governments in enhancing and sustaining all-hazards emergency management capabilities, (2) funding various preparedness activities, for example, planning, equipment, training, and exercises, and (3) funding eligible EMA administrative and program costs.

For the biennium, the executive budget recommends funding this line item at $70.9 million in each fiscal year. Most of these recommended amounts are expected to be allocated for grants to various state and local governmental units.

U.S. Department of Energy Agreement (763644)

The moneys appropriated to this line item consist of financial assistance from the U.S. Department of Energy that is passed through to EMA by the Ohio Environmental Protection Agency. This line item's purpose is to finance EMA's role in the management and oversight of U.S. Department of Energy sites located in Ohio (coordination and public awareness, emergency planning and exercising, hazard assessments, and data management). The executive budget flat funds this line item at $31,672 in each fiscal year.

STORMS/NOAA Maintenance (763662)

This line item is used for the costs of administering programs of EMA. It consists of moneys collected under the Emergency Management Agency Law[4] including, but not limited to reimbursement of costs associated with maintaining rain gauges that are part of the Ohio Rain/Snow Monitoring System (STORMS) and contract work. For the biennium, the executive budget recommends funding this line item at $5.0 million in each fiscal year.

[4] R.C. 5502.21 to 5502.38.

Utility Radiological Safety (763652)

This line item is funded via a portion of the assessments that the Utility Radiological Safety Board imposes on nuclear electric utilities to fund emergency response planning and preparedness. Their use is statutorily restricted for the purpose of enabling a member agency to fulfill its authority and duties under the statutes related to nuclear safety or the Utility Safety Radiological Board, or under agreements with the Nuclear Regulatory Commission. The executive budget flat funds this line item at $1.4 million in each fiscal year.

SARA Title III HAZMAT Planning (763653)

The moneys appropriated to this line item consist of grants from the State Emergency Response Commission, the fiscal agent of which is the Ohio Environmental Protection Agency, to implement the Emergency Management Agency's responsibilities under Chapter 3750. of the Revised Code. EMA uses the moneys to support planning for hazardous and toxic chemical emergencies. The executive budget flat funds this line item at $262,438 in each fiscal year.

State Disaster Relief

The executive budget contains a continuing temporary law provision authorizing the State Disaster Relief Fund (Fund 5330) and line item 763601, which does not have a line item appropriation, to accept:

- Cash and appropriations transferred from Controlling Board line items for EMA disaster response costs and disaster program management costs;
- Transfers of cash and appropriations from Controlling Board line items for EMA public assistance and mitigation program match costs to reimburse eligible local governments and private nonprofit organizations for disaster-related costs;
- Transfers of cash to reimburse the costs associated with Emergency Management Assistance Compact (EMAC) deployments;
- Disaster-related reimbursement from federal, state, and local governments; and
- Transfers of cash and appropriations from Controlling Board line items to fund the State Disaster Relief Program and the State Individual Assistance Program.

The provision also requires EMA to publish and make available application packets outlining procedures for the State Disaster Relief Program and the State Individual Assistance Program.

Cash Transfer

In each fiscal year, the Director of Budget and Management is required to transfer $200,000 cash from the State Fire Marshal Fund (Fund 5460) to the Emergency Management Agency Service and Reimbursement Fund (Fund 4V30). The transferred cash is earmarked for distribution to the Ohio Task Force One – Urban Search and Rescue Unit and other urban search and rescue programs around the state.

Category 4: Traffic Safety and Education

The appropriations in this category are used to support the Ohio Traffic Safety Office (OTSO) and the Administration Division.

Governor's Recommended Amounts for Traffic Safety and Education				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
7036	761321	Operating Expense – Information and Education	$6,264,266	$6,208,531
7036	761630	Motorcycle Programs	$3,280,563	$3,280,563
8300	761603	Salvage and Exchange – Administration	$20,053	$20,053
8310	761610	Information and Education – Federal	$300,000	$300,000
8320	761612	Traffic Safety – Federal	$22,000,000	$22,000,000
		State Highway Safety Fund Group Subtotal	***$31,864,882***	***$31,809,147***
General Services Fund (GSF) Group				
4S30	766661	Hilltop Utility Reimbursement	$540,800	$540,800
		General Services Fund Group Subtotal	***$540,800***	***$540,800***
Agency Fund (AGY) Group				
5J90	761678	Federal Salvage/GSA	$1,500,000	$1,500,000
		Agency Fund Group Subtotal	***$1,500,000***	***$1,500,000***
Total Funding: Traffic Safety and Education			**$33,905,682**	**$33,849,947**

Operating Expense – Information and Education (761321)

This line item, which draws its appropriations from a wide variety of sources, including fees from driver licenses and vehicle registrations, is used to support various operating expenses of two organizational units of the Department of Public Safety: the Ohio Traffic Safety Office (OTSO) and the Administration Division. For the next biennium, the executive budget recommends an FY 2014 appropriation of $6.3 million, a decrease of 10.4% from the FY 2013 appropriation, and an FY 2015 appropriation of $6.2 million, a 0.9% decrease from the FY 2014 recommendation.

Motorcycle Programs (761630)[5]

This line item, which is funded by a portion of the $14 annual motorcycle registration fee, is restricted for the purpose of paying the costs of conducting the

[5] The executive budget proposes replacing line item 761625, Motorcycle Safety Education, in the Motorcycle and Safety Education Fund (Fund 8460) with line item 761630, Motorcycle Programs, in the State Highway Safety Fund (Fund 7036).

motorcycle safety and education program known as Motorcycle Ohio. Each year, roughly 14,000 individuals participate in Motorcycle Ohio.

The program provides three motorcycle safety courses to the public: (1) a basic riding course, (2) an experienced rider course, and (3) a course for those interested in becoming a motorcycle instructor. Program staff also develop and distribute public information and education materials, make presentations regarding motorcycle safety issues, and work to improve the licensing system for motorcyclists.

For the next biennium, the executive budget recommends funding this line item at $3.3 million in each fiscal year. Approximately 60% of the recommended amounts annually will be allocated for distribution as subsidies.

Salvage and Exchange – Administration (761603)

This line item, which draws its appropriations from proceeds from the sale of motor vehicles and related equipment by the Administration Division, is used for purchasing replacement motor vehicles and related equipment. For the next biennium, the executive budget flat funds this line item at $20,053 in each fiscal year.

Information and Education – Federal (761610)

Moneys appropriated to this line item are drawn from federal financial assistance (Section 402 grants) to reimburse the Department for costs to enter and analyze crash data in general, and fatal crash data specifically. For the next biennium, the executive budget recommends appropriations in the amount of $300,000 in each fiscal year.

Traffic Safety – Federal (761612)

This line item, which draws its moneys from various federal highway safety grant programs, is used by OTSO to award grants to state agencies, political subdivisions, nonprofit organizations, higher education institutions, hospitals, and other interested groups to provide highway safety programs and activities identified in the state's Traffic Safety Action Plan (traffic safety, impaired driving, and seat belt programs) and to cover a portion of the Office's planning and administrative costs.

The executive budget recommends $22.0 million in each fiscal year. About $10.9 million of the recommended amounts annually will be allocated for distribution as subsidies and shared revenues.

Hilltop Utility Reimbursement (766661)

This line item receives moneys from organizational units of the departments of Public Safety and Transportation that occupy a state site in the Hilltop area of Columbus for their respective shares of utility costs. The amounts appropriated for this line item are then used to cover utility expenses of the site, which is managed by the Department of Public Safety. For the next biennium, the executive budget recommends flat funding this line item at $540,800 in each fiscal year.

Federal Salvage/GSA (761678)

This line item operates as a pass-through account through which local governments purchase surplus federal property (e.g., vehicles) from the U.S. General Services Administration (GSA). The executive budget recommends flat funding this line item at $1.5 million in each fiscal year.

Category 5: Criminal Justice Services

This category of appropriations contains the line items that are used to support the services and activities of the Department's Division of Criminal Justice Services, which serves as the state's lead criminal justice planning agency.

Governor's Recommended Amounts for Criminal Justice Services				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
General Services Fund (GSF) Group				
4P60	768601	Justice Program Services	$900,000	$875,000
5ET0	768625	Drug Law Enforcement	$4,250,000	$4,250,000
5LM0	768698	Criminal Justice Services Law Enforcement Support	$850,946	$850,946
		General Services Fund Group Subtotal	***$6,000,946***	***$5,975,946***
Federal Special Revenue Fund (FED) Group				
3CE0	768611	Justice Assistance Grants – FFY09	$400,000	$100,000
3DE0	768612	Federal Stimulus – Justice Assistance Grants	$1,000,000	$300,000
3EU0	768614	Justice Assistance Grants – FFY10	$830,000	$500,000
3FK0	768615	Justice Assistance Grants – FFY11	$900,000	$900,000
3FY0	768616	Justice Assistance Grants – FFY12	$2,200,000	$1,500,000
3FZ0	768617	Justice Assistance Grants – FFY13	$7,000,000	$2,000,000
3GA0	768618	Justice Assistance Grants – FFY14	$0	$7,500,000
3L50	768604	Justice Program	$10,500,000	$10,500,000
		Federal Special Revenue Fund Group Subtotal	***$22,830,000***	***$23,300,000***
State Special Revenue Fund (SSR) Group				
5BK0	768687	Criminal Justice Services – Operating	$400,000	$400,000
5BK0	768689	Family Violence Shelter Programs	$750,000	$750,000
		State Special Revenue Fund Group Subtotal	***$1,150,000***	***$1,150,000***
Total Funding: Criminal Justice Services			**$29,980,946**	**$30,425,946**

Operating Expenses (768601 and 768687)

These two line items are used to pay the costs of administering the operations of the Division of Criminal Justice Services. Relative to line item 768601, Justice Program Services, the executive budget recommends FY 2014 funding of $900,000 and FY 2015 funding of $875,000. The line item's funding comes primarily from a portion of a $5 fee for driver, vehicle, and certificate of title abstracts and a portion of a $10 additional court cost assessed for moving violations. Relative to line item 768687, Criminal Justice Services – Operating, which draws its financing from fees for certificates of birth and death and for the filing of a divorce decree or dissolution, the executive budget recommends funding of $400,000 in each fiscal year.

Drug Law Enforcement (768625)

The purpose of this line item is to provide grants to local drug task forces to defray the expenses incurred in performing their functions related to the enforcement of the state's drug laws and other state laws related to illegal drug activity. The executive budget proposes funding for this line item in the amount of $4,250,000 in each fiscal year.

Criminal Justice Services Law Enforcement Support (768698)

This line item receives its funding from 0.3% of all casino tax collections and is used for law enforcement training purposes. The executive budget proposes flat funding of $850,946 in each fiscal year.

Federal Grants (768604, 768611, 768612, 768614, 768615, 768616, 768617, and 768618)

These line items serve as the mechanism for expending various federal, principally criminal justice, grants awarded to the state for the purpose of assisting the state and local governments with efforts to: (1) improve criminal justice information systems, (2) assist in drug law enforcement and improve the functioning of the criminal justice system, (3) combat violence against women, (4) reduce family violence, and (5) reduce gun violence. The executive budget recommends total appropriations of $22.8 million in FY 2014 and $23.3 million in FY 2015 for this set of federal line items.

Family Violence Shelter Programs (768689)

This line item, which draws its financing from fees for certificates of birth and death and for the filing of a divorce decree or dissolution, is used by the Director of Public Safety to provide grants to family violence shelters in Ohio. The executive budget recommends fully funding the Department's requested appropriations for this line item at $750,000 in each fiscal year.

Family Violence Prevention Fund (Fund 5BK0)

The executive budget retains a temporary law provision in the current transportation budget requiring the first $750,000 in revenues deposited in the state treasury to the credit of the Family Violence Prevention Fund (Fund 5BK0) in each fiscal year be appropriated to line item 768689, Family Violence Shelter Programs, the next $400,000 in revenues in each of those fiscal years be appropriated to line item 768687, Criminal Justice Services – Operating, and any remaining revenues in excess of the aforementioned appropriated amounts in each fiscal year be appropriated to line item 768689, Family Violence Shelter Programs, with the approval of the Controlling Board.

Category 6: Emergency Medical Services

The Emergency Medical Services (EMS) category captures all of the line items that are used to support the Division of Emergency Medical Services, which serves as the administrative arm of the State Board of Emergency Medical Services.

Governor's Recommended Amounts for Emergency Medical Services				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
8310	765610	EMS – Federal	$225,000	$225,000
83M0	765624	Operating – EMS	$2,711,069	$2,711,069
83M0	765640	EMS – Grants	$3,300,000	$3,300,000
Total Funding: Emergency Medical Services			**$6,236,069**	**$6,236,069**

EMS – Federal (765610)

This line item consists of federal grants that are awarded for the purpose of the planning, development, and improvement of emergency medical services and trauma care systems. The executive budget fully funds the Department's requested appropriations for this line item at $225,000 in each fiscal year.

Operating – EMS (765624)

This line item is used for administration of the Division of Emergency Medical Services and the State Board of Emergency Medical Services. Under current law, this line item draws its financing from fine moneys generated from enforcement of the mandatory seat belt law and a portion of a $5 fee for driver record and vehicle certificates of abstract.

The executive budget proposes merging the Ohio Medical Transportation Board with the EMS division of Public Safety. This provision will add more responsibility to EMS, as it will be required to inspect ambulances, ambulettes, and other forms of medical transportation and regulate that industry. Under the executive proposal, this line item receives the fees currently collected by the Medical Transportation Board for the registration of the different forms of medical transportation. The executive budget flat funds this item in the amount of $2.7 million in each fiscal year.

EMS – Grants (765640)

This line item draws its financing from fine moneys generated from the enforcement of the mandatory seat belt law and a portion of a $5 fee for driver record and vehicle certificates of abstract. These moneys are restricted to distribution by the State Board of Emergency Medical Services in the form of grants primarily to emergency medical services organizations for the training of personnel, for the purchase of equipment and vehicles, and to improve the availability, accessibility, and

quality of emergency medical services, and secondarily to entities for trauma injury, prevention, medical research, and rehabilitation issues. The executive budget funds this line item at $3.3 million in each fiscal year.

Category 7: Investigations

The appropriations in this category are used to support the Department's Investigative Unit, whose role is to enforce laws, rules, and regulations, and reduce illegal activity relating to alcohol, tobacco, food stamp fraud, and gambling.

Governor's Recommended Amounts for Investigations				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
8310	769610	Investigative Unit Federal Reimbursement	$1,400,000	$1,400,000
		State Highway Safety Fund Group Subtotal	***$1,400,000***	***$1,400,000***
State Special Revenue Fund (SSR) Group				
5B90	766632	Private Investigator and Security Guard Provider	$1,400,000	$1,400,000
5CM0	767691	Federal Investigative Seizure	$300,000	$300,000
5FL0	769634	Investigations	$899,300	$899,300
6220	767615	Investigative, Contraband, and Forfeiture	$325,000	$325,000
8500	767628	Investigative Unit Salvage	$92,700	$92,700
		State Special Revenue Fund Group Subtotal	***$3,017,000***	***$3,017,000***
Federal Special Revenue Fund (FED) Group				
3FP0	767620	Ohio Investigative Unit Justice Contraband	$55,000	$55,000
		Federal Special Revenue Fund Group Subtotal	***$55,000***	***$55,000***
Total Funding: Investigations			**$4,472,000**	**$4,472,000**

Investigative Unit Federal Reimbursement (769610)

This line item contains federal funding for the purpose of financing the Investigative Unit's food stamp trafficking, liquor, and tobacco enforcement and compliance duties as described below.

Food stamp trafficking enforcement

A portion of the line item's revenue stream consists of cash transferred from the Ohio Department of Job and Family Services' federal Fund 3840, line item 600610, Food Stamps and State Administration, which is used to pay the state and local costs of administering food stamp trafficking enforcement operations. The cash transferred for the Investigative Unit's use is to cover a portion of its operating expenses related to investigating and controlling the illegal sale of food stamp benefits. The Unit's required state matching funds are drawn from line item 769634, Investigations.

Liquor enforcement

A portion of the moneys appropriated to this line item consist of a federal grant awarded to the Investigative Unit by the Ohio Traffic Safety Office for the reimbursement of overtime expenses for liquor agents and first-level supervisors participating in directed enforcement through sobriety checkpoints.

Tobacco compliance check

Approximately $130,000 of the federal moneys appropriated to this line item annually consists of cash provided by the Ohio Department of Alcohol and Drug Addiction Services as part of its multi-partner SYNAR Underage Tobacco Sales Compliance Initiative. The federal government requires states to decrease youth access to tobacco, have a law making the sale of tobacco to minors illegal, and to conduct random, unannounced inspections of tobacco retailers. Under its partnering arrangement with the Ohio Department of Alcohol and Drug Addiction Services, the Investigative Unit conducts unannounced inspections at randomly selected outlets that have a state-issued liquor permit. If the state falls out of compliance, it risks losing a portion of more than $20 million in annual Substance Abuse Prevention and Treatment Block Grant funding.

Equitable Share Account (767691)

Per federal guidelines, the moneys appropriated to this line item are to be used for law enforcement-related purchases, including firearms, computers, surveillance equipment, and vehicles.

Investigations (769634)

The use of the moneys appropriated to this line item is restricted to cover investigative costs incurred by the Unit. Its revenue stream consists almost exclusively of a portion of a $5 fee for driver record and vehicle certificates of abstract.

Investigative, Contraband, and Forfeiture (767615)

This line item draws its moneys from the disposal of contraband, proceeds, and instrumentalities that are forfeited pursuant to the state's criminal and civil forfeiture laws. The Department may not use these moneys for operating costs that are unrelated to law enforcement.

Investigative Unit Salvage (767628)

This line item, which draws its moneys from the sale of motor vehicles and other equipment used by the Investigative Unit, is restricted to purchasing replacement motor vehicles and other equipment for the Investigative Unit.

Private Investigator and Security Guard Provider (766632)

This line item receives its moneys largely from examination, licensing, and registration fees paid by private investigators and security guard providers. Its purpose is to pay for the operating expenses of the Division's Private Investigator/Security Guard Section, which oversees the licensing and regulation of the private investigator and security guard provider industries in Ohio, and expenses of the Ohio Private Investigation and Security Services Commission, which advises the Director of Public Safety on all matters related to the regulation of private investigation and the business of security services.

Ohio Investigative Unit Justice Contraband (767620)

This is a new line item proposed in the executive budget. The line item will be used for the Ohio Investigative Unit's portion of money received as a result of federal forfeitures and seizures received from the federal Department of Justice in accordance with their Equitable Sharing Program. Federal Equitable Sharing Programs require the strict separation of funds. The Investigative Unit has another Equitable Sharing Program Fund (5CM0), but it is only used for the federal Department of Treasury Equitable Sharing Program revenue.

Category 8: Homeland Security

The appropriations in this category are used to support the Department's Division of Homeland Security, which coordinates all of Ohio's homeland security activities.

Governor's Recommended Amounts for Homeland Security				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
8310	769631	Homeland Security – Federal	$750,000	$400,000
8400	769632	Homeland Security – Operating	$650,000	$630,000
		State Highway Safety Fund Group Subtotal	***$1,400,000***	***$1,030,000***
State Special Revenue Fund (SSR) Group				
5DS0	769630	Homeland Security	$1,414,384	$1,414,384
5ML0	769635	Infrastructure Protection	$400,000	$400,000
		State Special Revenue Fund Group Subtotal	***$1,814,384***	***$1,814,384***
Total Funding: Homeland Security			**$3,214,384**	**$2,844,384**

Homeland Security – Federal (769631)

This line item serves as the depository of federal grants used to support the state's homeland security program and law enforcement terrorism prevention. Specific activities include the Northern Border Initiative (protection of the Lake Erie coastline and related waterways), development and maintenance of a law enforcement emergency response plan, data collection and reporting, regional planning, and training exercises.

Operating Expenses (769632 and 769630)

These two line items are used to support the Division of Homeland Security's operating expenses. Line item 769632 is used for planning, developing, and coordinating statewide resources in support of public and private entities responsible for preventing terrorism, reducing vulnerabilities, and responding to and recovering from terrorist acts. Its moneys are drawn from fines, bonds, and bail collected from persons apprehended or arrested by the Ohio State Highway Patrol. Line item 769630 is used to pay the expenses of the Executive Director of the Division of Homeland Security. Its revenue stream consists almost exclusively of a portion of a $5 fee for driver record and vehicle certificates of abstract.

Infrastructure Protection (769635)

This line item is a new line item enacted as part of H.B. 193 of the 129th General Assembly. It is funded via scrap metal dealer registrations, annual registration renewals, and replacement registration fees and supports the scrap metal dealer oversight program created by the above-mentioned act.

Category 9: Debt Service

The line item in the Debt Service category is used for the retirement of bond debt related to various capital projects.

Governor's Recommended Amounts for Debt Service				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Highway Safety Fund (HSF) Group				
7036	761401	Lease Rental Payments	$2,472,300	$2,473,100
Total Funding: Debt Service			**$2,472,300**	**$2,473,100**

Lease Rental Payments (761401)

This line item is used to make debt service payments to the Ohio Building Authority for bonds issued to finance the Department's capital improvements. In the past, bond sales have financed:

- Construction of a headquarters for the departments of Public Safety and Transportation located in the Hilltop area of Columbus;
- Renovation of the Alum Creek Warehouse Facility;
- Renovation of the Centre School; and
- Purchase of dispatch fixed equipment and mobile radio equipment to operationalize the Ohio State Highway Patrol's participation in the state's Multi-Agency Radio Communications System (MARCS).

The executive budget also contains associated debt service temporary law that authorizes the Treasurer of State to lease capital facilities to the Department.

Category 10: Revenue Distribution

The line items in the Revenue Distribution category are used by the Department to hold certain cash until its disposition can be properly identified.

Governor's Recommended Amounts for Revenue Distribution				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Holding Account Redistribution Fund (090) Group				
R024	762619	Unidentified Motor Vehicle Receipts	$1,885,000	$1,885,000
R052	762623	Security Deposits	$350,000	$350,000
Total Funding: Revenue Distribution			**$2,235,000**	**$2,235,000**

Unidentified Motor Vehicle Receipts (762619)

This line item consists of moneys received by the Department that are provisional in nature or for which proper identification or disposition cannot immediately be determined (deputy registrar receipts, contingent money for licenses or inspection fees, photographic copies, accident reports and similar evidentiary material, and other miscellaneous fees). Once proper identification has been determined, the cash is refunded, transferred, or otherwise paid out of this line item.

Security Deposits (762623)

This line item is used for the payment of any judgment for damages arising out of an accident where a security deposit was required to be made[6] and the return of any security deposits where it is determined that one is no longer necessary.[7]

[6] See R.C. 4509.28.

[7] See R.C. 4509.25 and 4509.29.

State Highway Safety Fund Group

4W40 762321 Operating Expense - BMV

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$71,431,380	$68,582,604	$69,104,073	$82,003,240	**$127,359,268**	**$127,268,957**
	-4.0%	0.8%	18.7%	**55.3%**	**-0.1%**

Source: State Highway Safety Fund Group: Motor vehicle license tax; fees for dealer plates, driver and vehicle registration abstracts, and driver licenses; $30 of the $475 fee collected for the reinstatement of a driver's license that was suspended for OMVI; all investment earnings of the fund; and other miscellaneous items

Legal Basis: ORC 4501.25; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: This line item is used to pay the operating expenses of the Bureau of Motor Vehicles. The executive budget proposes merging this line item with line item 762410, Registrations Supplement. Funds for that line item were used to defray the cost of manufacturing and distributing license plates and stickers, and to cover the cost of motor vehicle registration.

4W40 762410 Registrations Supplement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$23,741,735	$25,380,561	$26,286,475	$29,813,532	**$0**	**$0**
	6.9%	3.6%	13.4%	**-100%**	**N/A**

Source: State Highway Safety Fund Group: Motor vehicle license tax; fees for dealer plates, driver and vehicle registration abstracts, and driver licenses; $30 of the $475 fee collected for the reinstatement of a driver's license that was suspended for OMVI; all investment earnings of the fund; and other miscellaneous items

Legal Basis: Discontinued line item (Originally established by ORC 4501.25)

Purpose: This line item was used to defray the cost of manufacturing and distributing license plates and stickers, and to cover the cost of motor vehicle registration. The executive budget proposes discontinuing this line item and merging it with line item 762321, Operating Expense - BMV.

5V10 762682 License Plate Contributions

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,889,383	$1,933,958	$2,019,713	$2,100,000	**$2,100,000**	**$2,100,000**
	2.4%	4.4%	4.0%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Mandatory contribution, currently ranging from $2 to $25, for the issuance and annual renewal of designated special logo license plates; and all investment earnings of the fund

Legal Basis: ORC 4501.21; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 87 of the 125th G.A.)

Purpose: This fund and line item are used by the state Registrar of Motor Vehicles to collect and distribute the contributions to certain statutorily specified entities that are required to be made by purchasers of designated special logo license plates.

7036 761321 Operating Expense - Information and Education

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$6,018,419	$5,632,541	$6,666,500	$6,988,097	**$6,264,266**	**$6,208,531**
	-6.4%	18.4%	4.8%	**-10.4%**	**-0.9%**

Source: State Highway Safety Fund Group: Fees, excises, or license taxes relating to registration, operation, or use of vehicles on public highways or to fuels used for such vehicles

Legal Basis: ORC 4501.06; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is used to pay the operating expenses of the Department's Administration Division, as well as the Ohio Traffic Safety Office. These funds also provide the state match that is required for participation in certain federal highway safety funding programs.

7036 761401 Lease Rental Payments

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$13,326,908	$11,743,927	$9,978,235	$2,315,700	**$2,472,300**	**$2,473,100**
	-11.9%	-15.0%	-76.8%	**6.8%**	**0.0%**

Source: State Highway Safety Fund Group: Transfers from the State Bureau of Motor Vehicles Fund (Fund 4W40), used by DPS, and the Highway Operating Fund (Fund 7002), used by the Department of Transportation in addition to other revenues received by Fund 7036

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 904 of the 119th G.A.)

Purpose: This line item is used to make debt service payments on the bonds that financed certain capital improvements, specifically: (1) construction of the new headquarters for the departments of Public Safety and Transportation located in the Hilltop area of Columbus; and (2) purchase of dispatch fixed equipment (computer aided dispatch (CAD) equipment, telephone systems, and radio control stations), and mobile radio equipment (mobile radios, portable radios, in-car repeater systems, radio control equipment, radio consoles, GPS systems, and mobile computer systems) to operationalize the Highway Patrol's participation in the state's Multi-Agency Radio Communications System (MARCS).

7036 761630 Motorcycle Programs

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$3,280,563**	**$3,280,563**
	N/A	N/A	N/A	**N/A**	**0.0%**

Source: State Highway Safety Fund Group: (1) $6 of the $14 annual motorcycle registration fee charged pursuant to ORC 4503.04(A)(2) and (2) $25 non-refundable registration fee paid by individuals to take a Basic Rider Course (BRC) or an Experienced Rider Course (ERC)

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A.

Purpose: This line item is used to pay part or all of the costs of conducting the motorcycle safety and education program created by ORC 4508.08. The executive budget proposes moving the appropriation from line item 761625, Motorcycle Safety Education, in the Motorcycle Safety and Education Fund (Fund 8460) to this item and abolishing Fund 8460.

7036 764033 Minor Capital Projects

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,238,488	$849,690	$1,451,508	$1,250,000	**$1,250,000**	**$1,250,000**
	-31.4%	70.8%	-13.9%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Fees, excises, or license taxes relating to registration, operation, or use of vehicles on public highways or to fuels used for such vehicles

Legal Basis: ORC 4501.06; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board in FY 1988)

Purpose: The line item is used to fund minor capital projects at Ohio State Highway Patrol facilities.

7036 764321 Operating Expense - Highway Patrol

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$232,807,977	$243,355,611	$259,383,767	$258,365,903	**$268,232,602**	**$270,232,602**
	4.5%	6.6%	-0.4%	**3.8%**	**0.7%**

Source: State Highway Safety Fund Group: Fees, excises, or license taxes relating to registration, operation, or use of vehicles on public highways or to fuels used for such vehicles

Legal Basis: ORC 4501.06; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is used to pay for the operating expenses of the Ohio State Highway Patrol.

7036 764605 Motor Carrier Enforcement Expenses

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,642,553	$2,007,539	$2,960,459	$2,860,000	**$2,860,000**	**$2,860,000**
	22.2%	47.5%	-3.4%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Fees, excises, or license taxes relating to registration, operation, or use of vehicles on public highways or to fuels used for such vehicles

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 405 of the 124th G.A.)

Purpose: The line item is used as the state match for the Highway Patrol to qualify for funding under the federal Motor Carrier Safety Assistance Program (MCSAP), the purpose of which is to enforce both federal and state laws pertaining to the safe operation of commercial motor vehicles. Federal funds are provided in Fund 8310, line item 764659, Transportation Enforcement - Federal.

7036 766321 Operating Expense - Administration

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$206,526	$0	$0	$0	**$0**	**$0**
	-100%	N/A	N/A	**N/A**	**N/A**

Source: State Highway Safety Fund Group: Fees, excises, or license taxes relating to registration, operation, or use of vehicles on public highways or to fuels used for such vehicle

Legal Basis: Discontinued line item (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: The line item was used to pay operating costs of the Administration Division, which provides support services for all other divisions within the Department. Effective FY 2010, this line item was consolidated into line item 761321, Operating Expenses - Information and Education.

8300 761603 Salvage and Exchange - Administration

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$20,053	**$20,053**	**$20,053**
	N/A	N/A	N/A	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Proceeds from the sale of motor vehicles and related equipment and investment earnings of the fund

Legal Basis: ORC 4501.10(A); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board in FY 1974)

Purpose: Money deposited to the credit of the fund and appropriated to the line item is statutorily restricted for the purpose of purchasing replacement motor vehicles and related equipment.

8310 761610 Information and Education - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$185,512	$130,668	$130,399	$409,746	**$300,000**	**$300,000**
	-29.6%	-0.2%	214.2%	**-26.8%**	**0.0%**

Source: State Highway Safety Fund Group: CFDA 20.600, State and Community Highway Safety, other federal sources, and investment earnings of the fund

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board in FY 1968)

Purpose: These funds are provided on a reimbursement basis for the Department's costs to collect crash data, in general, and fatal crash data, specifically.

8310 764608 FARS Grant Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$175,000**	**$175,000**
	N/A	N/A	N/A	**N/A**	**0.0%**

Source: State Highway Safety Fund Group: CFDA 20.614, National Highway Traffic Safety Administration Discretionary Safety Grants

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A.

Purpose: Moneys in this line item come from federal grants awarded to the Highway Patrol and help cover a portion of the Patrol's cost of collection and sharing of traffic crash data, in general, including data related to fatal crashes, specifically.

8310 764610 Patrol - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,217,869	$1,675,552	$1,945,381	$4,556,174	**$2,250,000**	**$2,250,000**
	37.6%	16.1%	134.2%	**-50.6%**	**0.0%**

Source: State Highway Safety Fund Group: CFDA 20.205, Highway Planning and Construction; CFDA 20.600, State and Community Highway Safety; CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant Program; CFDA 16.742, Paul Coverdell Forensic Sciences Improvement Grant Program; and CFDA 20.601, Alcohol Impaired Driving Countermeasures Incentive Grants.

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: These federal funds are provided on a reimbursement basis for the Highway Patrol's operating costs related to certain federally-funded highway safety programs and activities. These include, principally, law enforcement projects and Safe Communities program grant moneys awarded by the Ohio Traffic Safety Office.

8310 764659 Transportation Enforcement - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$5,256,090	$4,058,097	$4,457,665	$5,684,913	**$5,200,000**	**$5,200,000**
	-22.8%	9.8%	27.5%	**-8.5%**	**0.0%**

Source: State Highway Safety Fund Group: CFDA 20.218, MCSAP; CFDA 20.232, Commercial Driver License State Programs; CFDA 20.237, Commercial Vehicle Information Systems and Networks; transfers from Fund 3500, Motor Carrier Safety Fund, used by the Public Utilities Commission

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

Purpose: The line item is used for the Highway Patrol's operating costs in relation to the federal Motor Carrier Safety Assistance Program (MCSAP), the purpose of which is to enforce both federal and state laws pertaining to the safe operation of commercial motor vehicles. MCSAP is a major grant program of the U.S. Department of Transportation for which the Public Utilities Commission has been designated the lead agency in Ohio.

8310 765610 EMS - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$353,151	$386,886	$0	$532,007	**$225,000**	**$225,000**
	9.6%	-100%	N/A	**-57.7%**	**0.0%**

Source: State Highway Safety Fund Group: CFDA 93.127, Emergency Medical Services for Children; and other federal emergency medical services grants

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 107 of the 121st G.A.)

Purpose: This line item is used to distribute grants primarily to local agencies for the purpose of the planning, development, and improvement of emergency medical services and trauma care systems, with an emphasis on rural areas.

8310 767610 Liquor Enforcement - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$180,299	$295,174	$842	$0	**$0**	**$0**
	63.7%	-99.7%	-100%	**N/A**	**N/A**

Source: State Highway Safety Fund Group: CFDA 20.601, Alcohol Impaired Driving Countermeasures Incentive Grants; CFDA 93.959, Block Grants for Prevention and Treatment of Substance Abuse; and transfers from the Department of Health for tobacco investigations/compliance.

Legal Basis: Discontinued line item (originally established by Controlling Board on November 14, 1994)

Purpose: This line item was use to cover certain operating expenses incurred by the Department's Investigative Unit in performing its liquor and tobacco enforcement and compliance duties and responsibilities. Effective FY 2012, this line item is consolidated into line item 769610, Food Stamp Trafficking Enforcement - Federal.

8310 769610 Investigative Unit Federal Reimbursement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$539,795	$597,973	$818,997	$1,546,319	**$1,400,000**	**$1,400,000**
	10.8%	37.0%	88.8%	**-9.5%**	**0.0%**

Source: State Highway Safety Fund Group: Transfers from Fund 3840, Food Stamps and State Administration, used by the Department of Job and Family Services; CFDA 20.601, Alcohol Impaired Driving Countermeasures Incentive Grants; CFDA 93.959, Block Grants for Prevention and Treatment of Substance Abuse; and transfers from the Department of Health for tobacco investigations/compliance.

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. S.B. 162 of the 121st G.A.)

Purpose: The line item is used by the Investigative Unit to cover a portion of its operating expenses related to investigating and controlling the illegal sale of food stamp benefits. The Investigative Unit's required state matching funds were drawn from line item 769634, Investigations, and line item 767321, Liquor Enforcement - Operating. The executive budget proposes discontinuing line item 767321, Liquor Enforcement - Operating in the Liquor Control Fund (Fund 7043) and moving the Unit's operating expenses to the GRF.

8310 769631 Homeland Security - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,788,425	$3,143,003	$1,413,659	$2,184,000	**$750,000**	**$400,000**
	12.7%	-55.0%	54.5%	**-65.7%**	**-46.7%**

Source: State Highway Safety Fund Group: CFDA 97.073, State Homeland Security Program

Legal Basis: ORC 4501.08; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: These funds are provided on a reimbursement basis for disaster-related costs of the Homeland Security Division.

8320 761612 Traffic Safety - Federal

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$16,265,820	$13,507,981	$17,211,939	$16,577,565	**$22,000,000**	**$22,000,000**
	-17.0%	27.4%	-3.7%	**32.7%**	**0.0%**

Source: State Highway Safety Fund Group: Various federal highway safety grant programs authorized by the Transportation Equity Act for the 21st Century (TEA-21) administered by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA)

Legal Basis: ORC 4501.09; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 102 of the 114th G.A.)

Purpose: This line item is used primarily to award grants to state agencies, political subdivisions, nonprofit organizations, higher education institutions, hospitals, and other interested groups to provide highway safety programs and activities identified in the state's Traffic Safety Action Plan (traffic safety, impaired driving, and seat belt programs) and secondarily to cover a portion of the Office's planning and administrative costs. The state match required for the Office to use some of these federal program grant moneys for its operating expenses is drawn from HSF line item 761321, Operating Expenses - Information and Education.

8350 762616 Financial Responsibility Compliance

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$4,755,974	$4,715,380	$4,845,387	$5,274,068	**$5,274,068**	**$5,274,068**
	-0.9%	2.8%	8.8%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Portion of financial responsibility reinstatement fee paid by an operator whose license has been suspended for failure to provide proof of financial responsibility ($75 of the $100 fee for the first violation, $250 of the $300 fee for a second violation, and $500 of the $600 fee for a third or subsequent violation), (2) additional financial responsibility nonvoluntary compliance fee in an amount, not to exceed $50, paid by a person who has not voluntarily surrendered their license, certificate, or license plates in compliance with an order to do so, and (3) all investment earnings of the fund

Legal Basis: ORC 4509.101(E); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. S.B. 250 of the 114th G.A.)

Purpose: Money credited to the fund and appropriated to the line item is statutorily restricted for the purpose of covering costs incurred by the Bureau of Motor Vehicles in the administration of ORC 4509.101, 4503.20, 4507.212, and 4509.81, and by any law enforcement agency employing any peace officer who returns any license, certificate of registration, and license plates to the Registrar pursuant to ORC 4509.101(C). In addition, current law permits the Director of Budget and Management to transfer excess money from this fund to the State Bureau of Motor Vehicles Fund (Fund 4W40).

8370 764602 Turnpike Policing

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$9,778,205	$10,594,651	$11,066,801	$11,553,959	**$11,553,959**	**$11,553,959**
	8.3%	4.5%	4.4%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) All payments pursuant to contracts with the Ohio Turnpike Commission that provide for the reimbursement of the Ohio State Highway Patrol for the costs incurred by the Patrol in policing Turnpike projects and (2) all investment earnings of the fund

Legal Basis: ORC 5503.32; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: Money deposited to the credit of the fund is statutorily restricted for the costs incurred by the Ohio State Highway Patrol in policing Turnpike projects. These costs include, but are not limited to, the salaries of employees of the Patrol assigned to the policing, retirement pensions and workers' compensation, training Ohio State Highway Patrol troopers and radio operators assigned to Turnpike projects, equipment and supplies used by the Patrol in such policing, and housing for such troopers and radio operators, to the extent that the equipment, supplies, and housing are not directly furnished by the Ohio Turnpike Commission.

8380 764606 Patrol Reimbursement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,605	$0	$0	$0	**$0**	**$0**
	-100%	N/A	N/A	**N/A**	**N/A**

Source: State Highway Safety Fund Group: Rental fees paid by each deputy registrar assigned to a driver's license examining station and all investment earnings of the fund

Legal Basis: ORC 4507.011(A); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 58 of the 115th G.A.)

Purpose: These funds are statutorily restricted for use by the Ohio State Highway Patrol to pay the rent and expenses of the driver's license examining stations.

83C0 764630 Contraband, Forfeiture, Other

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$354,875	$600,190	$16,341	$622,894	**$622,894**	**$622,894**
	69.1%	-97.3%	3,711.8%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Money received by the Highway Patrol from the disposal of contraband, proceeds, and instrumentalities forfeited pursuant to the state's criminal and civil forfeiture laws

Legal Basis: ORC 2981.13(C)(1); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: This line item is used for law enforcement. Temporary law permits the Director of Budget and Management, upon the written request of the Director of Public Safety, to approve the transfer of cash from Fund 83C0 to the Security, Investigations, and Policing Fund (Fund 8400).

83F0 764657 Law Enforcement Automated Data System

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$4,601,004	$6,330,465	$4,882,816	$9,053,266	**$8,500,000**	**$8,500,000**
	37.6%	-22.9%	85.4%	**-6.1%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Monthly user fees from criminal justice agencies in Ohio, (2) such other amounts as may be credited to the fund, and (3) all investment earnings of the fund

Legal Basis: ORC 4501.18 and 5503.10; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. S.B. 336 of the 118th G.A.)

Purpose: These funds are statutorily restricted for the operation and maintenance of 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.

83G0 764633 OMVI Enforcement/Education

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$556,455	$566,623	$362,214	$641,927	**$641,927**	**$641,927**
	1.8%	-36.1%	77.2%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: Fine money received by the Highway Patrol pursuant to ORC 4511.19 (driving while under the influence of alcohol or drugs or with certain concentration of alcohol in bodily substances)

Legal Basis: ORC 4501.17; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on May 29, 1990)

Purpose: These funds are statutorily restricted for use by the Highway Patrol to enforce ORC 4511.19 and to conduct programs to inform the public of the dangers of, and laws governing, the operation of motor vehicles while under the influence of alcohol.

83J0 764693 Highway Patrol Justice Contraband

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$99,570	$2,096,928	$984,523	$4,350,000	**$2,100,000**	**$2,100,000**
	2,006.0%	-53.0%	341.8%	**-51.7%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Money received by the Highway Patrol pursuant to federal forfeiture law under the Federal (Justice) Equitable Sharing Program and (2) all interest or other earnings derived from the investment of the fund's money

Legal Basis: ORC 2981.14; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 530 of the 126th G.A.)

Purpose: These funds are required to be used according to the federal rules of equitable sharing.

83M0 765624 Operating - EMS

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,344,520	$2,444,158	$2,651,046	$2,711,069	**$2,711,069**	**$2,711,069**
	4.2%	8.5%	2.3%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) fine money generated from the enforcement of the mandatory seat belt law; subject to certain exceptions, fine is $30 for an operator and $20 for a passenger and (2) effective FY 2010, $0.60 of the $5 fee for driver, vehicle, and certificate of title abstracts

Legal Basis: ORC 4513.263(E)(3); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on October 26, 1992 as a result of the enactment of Am. Sub. S.B. 98 of the 119th G.A.)

Purpose: This line item is used for the administration of the Division of Emergency Medical Services and the State Board of Emergency Medical Services. Permanent law permits the Director of Budget and Management to transfer excess money from the fund to the State Highway Safety Fund (Fund 7036). Temporary law permits the transfer of cash between the following six funds: Trauma and Emergency Medical Services Fund (Fund 83M0), Homeland Security Fund (Fund 5DS0), Investigations Fund (Fund 5FL0), Emergency Management Agency Service and Reimbursement Fund (Fund 4V30), Justice Program Services Fund (Fund 4P60), and State Bureau of Motor Vehicles Fund (Fund 4W40).

83M0 765640 EMS - Grants

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$5,597,157	**$3,300,000**	**$3,300,000**
	N/A	N/A	N/A	**-41.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) fine money generated from the enforcement of the mandatory seat belt law; subject to certain exceptions, fine is $30 for an operator and $20 for a passenger and (2) effective FY 2010, $0.60 of the $5 fee for driver, vehicle, and certificate of title abstracts

Legal Basis: ORC 4513.263(E)(3); Section 601.10 of Am. Sub. H.B. 487 of the 129th G.A.

Purpose: These funds are statutorily restricted to be distributed by the State Board of Emergency Medical Services in the form of grants: (1) primarily to emergency medical services organizations for the training of personnel, for the purchase of equipment and vehicles, and to improve the availability, accessibility, and quality of emergency medical services and (2) secondarily to entities for trauma injury, prevention, medical research, and rehabilitation issues.

83N0 761611 Elementary School Seat Belt Program

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$221,490	$261,862	$193,280	$0	**$0**	**$0**
	18.2%	-26.2%	-100%	**N/A**	**N/A**

Source: State Highway Safety Fund Group: 8% of the fine money generated from the enforcement of the mandatory seat belt law; subject to certain exceptions, fine is $30 for an operator and $20 for a passenger

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

Purpose: This line item was used to establish and administer elementary school programs that encourage seat safety belt use. Effective in FY 2013, Am. Sub. H.B. 487 of the 129th G.A. eliminated this line item and transferred the funding to newly created line item 765640, EMS-Grants (Fund 83M0).

83P0 765637 EMS Grants

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,510,819	$3,385,728	$3,125,845	$0	**$0**	**$0**
	-3.6%	-7.7%	-100%	**N/A**	**N/A**

Source: State Highway Safety Fund Group: (1) 54% of the fine money generated from the enforcement of the mandatory seat belt law, (2) $20 of the $475 fee collected for the reinstatement of a driver's license that was suspended for operating a motor vehicle while under the influence of alcohol or drugs (OMVI), and (3) 5% of fines collected from or money arising from bonds or bail forfeited by persons apprehended or arrested by Highway Patrol troopers

Legal Basis: Discontinued line item (originally established by Controlling Board on October 26, 1992 as a result of the enactment of Am. Sub. S.B. 98)

Purpose: These funds were distributed by the State Board of Emergency Medical Services in the form of grants: (1) primarily to emergency medical services organizations for the training of personnel, for the purchase of equipment and vehicles, and to improve the availability, accessibility, and quality of emergency medical services and (2) secondarily to entities for trauma injury, prevention, medical research, and rehabilitation issues. Effective in FY 2013, Am. Sub. H.B. 487 of the 129th G.A. eliminated this line item and transferred the funding to newly created line item 765640, EMS-Grants (Fund 83M0).

83R0 762639 Local Immobilization Reimbursement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$376,411	$296,302	$172,473	$450,000	**$450,000**	**$450,000**
	-21.3%	-41.8%	160.9%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Immobilization fee of $100 paid to the Registrar by an offender for the release of a motor vehicle that has been immobilized and (2) all investment earnings of the fund

Legal Basis: ORC 4501.19; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 154 of the 120th G.A.)

Purpose: These funds are statutorily restricted to be paid out to the appropriate county, municipality, or law enforcement agency as designated by the court to reimburse the designated entity for the costs it incurs to immobilize a vehicle for state OMVI (operating a motor vehicle under the influence) offenses.

83T0 764694 Highway Patrol Treasury Contraband

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$21,000	$254,696	$21,000	**$21,000**	**$21,000**
	N/A	1,112.8%	-91.8%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Money received by the Highway Patrol pursuant to federal forfeiture law under the Federal (Treasury) Equitable Sharing Program and (2) all interest or other earnings derived from the investment of the fund's money

Legal Basis: ORC 2981.14; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established in Section 203.06.06 of Am. Sub. H.B. 68 of the 126th G.A. as amended by Am. Sub. H.B. 530 of the 126th G.A.)

Purpose: These funds are required to be used according to the federal rules of equitable sharing.

8400 764607 State Fair Security

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$828,612	$1,296,870	$1,254,774	$1,294,354	**$1,294,354**	**$1,294,354**
	56.5%	-3.2%	3.2%	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) 45% of fines collected from or money arising from bonds or bail forfeited by persons apprehended or arrested by Ohio State Highway Patrol troopers and (2) all investment earnings of the fund; once Fund 8400's revenue from fines is sufficient to fund appropriations for authorized statutory purposes, remainder of fine money is credited to the GRF

Legal Basis: ORC 4501.11; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 656 of the 113th G.A.)

Purpose: The line item is used by the Ohio State Highway Patrol for costs incurred in the performance of non-highway related duties at the Ohio State Fair. Temporary law permits the transfer of cash from the Continuing Professional Training Fund (Fund 5Y10), the State Highway Patrol Contraband, Forfeiture, and Other Fund (Fund 83C0), and the Highway Safety Salvage and Exchange Highway Patrol Fund (Fund 8410) to the Security, Investigations, and Policing Fund (Fund 8400).

8400 764617 Security and Investigations

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$8,023,233	$9,044,787	$8,121,743	$8,650,895	**$8,793,865**	**$9,514,236**
	12.7%	-10.2%	6.5%	**1.7%**	**8.2%**

Source: State Highway Safety Fund Group: (1) 45% of fines collected from or money arising from bonds or bail forfeited by persons apprehended or arrested by Highway Patrol troopers and (2) all investment earnings of the fund

Legal Basis: ORC 4501.11; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 373 of the 115th G.A.)

Purpose: The line item is used for: (1) providing security for the Governor, other officials and dignitaries, the Capitol Square, and other state property pursuant to ORC 5503.02(E) and (2) undertaking major criminal investigations that involve state property interests. Temporary law permits the transfer of cash from the Continuing Professional Training Fund (Fund 5Y10), the State Highway Patrol Contraband, Forfeiture, and Other Fund (Fund 83C0), and the Highway Safety Salvage and Exchange Highway Patrol Fund (Fund 8410) to the Security, Investigations, and Policing Fund (Fund 8400).

8400 764626 State Fairgrounds Police Force

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$932,707	$773,577	$662,660	$920,167	**$1,047,560**	**$1,084,559**
	-17.1%	-14.3%	38.9%	**13.8%**	**3.5%**

Source: State Highway Safety Fund Group: (1) 45% of fines collected from or money arising from bonds or bail forfeited by persons apprehended or arrested by Highway Patrol troopers and (2) all investment earnings of the fund

Legal Basis: ORC 4501.11; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is used for providing traffic control and security for the Ohio Expositions Commission on a full-time, year-round basis. Temporary law permits the transfer of cash from the Continuing Professional Training Fund (Fund 5Y10), the State Highway Patrol Contraband, Forfeiture, and Other Fund (Fund 83C0), and the Highway Safety Salvage and Exchange Highway Patrol Fund (Fund 8410) to the Security, Investigations, and Policing Fund (Fund 8400).

8400 769632 Homeland Security - Operating

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$261,303	$127,240	$13,228	$737,791	**$650,000**	**$630,000**
	-51.3%	-89.6%	5,477.7%	**-11.9%**	**-3.1%**

Source: State Highway Safety Fund Group: (1) 45% of fines collected from or money arising from bonds or bail forfeited by persons apprehended or arrested by Highway Patrol troopers and (2) all investment earnings of the fund

Legal Basis: ORC 4501.11; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is used for coordinating homeland security activities.Temporary law permits the transfer of cash from the Continuing Professional Training Fund (Fund 5Y10), the State Highway Patrol Contraband, Forfeiture, and Other Fund (Fund 83C0), and the Highway Safety Salvage and Exchange Highway Patrol Fund (Fund 8410) to the Security, Investigations, and Policing Fund (Fund 8400).

8410 764603 Salvage and Exchange - Highway Patrol

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$200,910	$2,477,888	$0	$1,339,399	**$1,339,399**	**$1,339,399**
	1,133.3%	-100%	N/A	**0.0%**	**0.0%**

Source: State Highway Safety Fund Group: (1) Proceeds from the sale of motor vehicles and related equipment of the Ohio State Highway Patrol and (2) all investment earnings of the fund

Legal Basis: ORC 4501.10(A); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board in FY 1974)

Purpose: This line item is used for the purchase of replacing motor vehicles and related equipment. Temporary law permits the transfer of cash from the Highway Safety Salvage and Exchange Highway Patrol Fund (Fund 8410) to the Security, Investigations, and Policing Fund (Fund 8400).

8440 761613 Seat Belt Education Program

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$201,981	$175,873	$0	$0	**$0**	**$0**
	-12.9%	-100%	N/A	**N/A**	**N/A**

Source: State Highway Safety Fund Group: 8% of the fine money generated from the enforcement of the mandatory seat belt law; subject to certain exceptions, fine is $30 for an operator and $20 for a passenger

Legal Basis: Discontinued line item (originally established by Controlling Board on October 26, 1992 as a result of the enactment of Am. Sub. S.B. 98 of the 119th G.A.; ORC 4513.263 amended effective June 29, 2011 to eliminate the Seat Belt Education Fund (HSF Fund 8440) and to redirect its revenues into existing Trauma and Emergency Medical Services Fund (HSF Fund 83M0))

Purpose: These funds were statutorily restricted to establish a seat belt education program.

8460 761625 Motorcycle Safety Education

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,131,043	$2,114,317	$2,326,997	$3,280,563	**$0**	**$0**
	-0.8%	10.1%	41.0%	**-100%**	**N/A**

Source: State Highway Safety Fund Group: (1) $6 of the $14 annual motorcycle registration fee charged pursuant to ORC 4503.04(A)(2) and (2) $25 non-refundable registration fee paid by individuals to take a Basic Rider Course (BRC) or an Experienced Rider Course (ERC)

Legal Basis: ORC 4501.13; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 291 of the 117th G.A.)

Purpose: These funds are used to pay part or all of the costs of conducting the motorcycle safety and education program created by ORC 4508.08. The executive budget proposes moving the appropriation from this item to line item 761630, Motorcycle Programs in the State Highway Safety Fund (Fund 7036) and abolishing the Motorcycle Safety and Education Fund (Fund 8460).

8490 762627 Automated Title Processing Board

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$9,353,699	$9,830,980	$13,744,249	$16,675,513	**$16,675,513**	**$16,467,293**
	5.1%	39.8%	21.3%	**0.0%**	**-1.2%**

Source: State Highway Safety Fund Group: (1) $2 of certain certificate of title fees, except $1.50 of fees paid for each certificate of title issued to a motor vehicle dealer for resale purposes, (2) $1 of certain certificate of title fees for watercraft, (3) $2 of certain certificate of title fees for off-highway motor vehicles and all-purpose vehicles, and (4) all investment earnings of the fund

Legal Basis: ORC 4505.09(B)(3); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 419 of the 117th G.A.)

Purpose: These funds are statutorily restricted for the purpose of: (1) implementing and maintaining an automated title processing system for the issuance of motor vehicle, off-highway motorcycle, and all-purpose vehicle certificates of title in the offices of the clerks of the courts of common pleas, (2) issuing marine certificates of title in the offices of the clerks of the courts of common pleas as provided in ORC Chapter 1548., and (3) implementing Sub. S.B. 59 of the 124th General Assembly, which enacted changes in the titling processes for motor vehicles, watercraft, outboard motors, off-highway motorcycles, and all-purpose vehicles.

General Services Fund Group

4P60 768601 Justice Program Services

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$405,245	$628,693	$544,120	$1,028,047	**$900,000**	**$875,000**
	55.1%	-13.5%	88.9%	**-12.5%**	**-2.8%**

Source: General Services Fund Group: Money collected by the Division of Criminal Justice Services for "nonfederal purposes," including subscription fees charged to law enforcement agencies for participating in the Ohio Incident-Based Reporting System; effective FY 2010, additional revenue sources include: (1) $0.25 of the $5 fee for driver, vehicle, and certificate of title abstracts and (2) 3% of $3.50 of the additional $10 court cost assessed for moving violations under ORC 2949.094

Legal Basis: ORC 5502.67; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: These funds are used to pay the costs of administering the operations of the Division of Criminal Justice Services and to provide any cash match that may be required as a result of the state's participation in certain federal domestic assistance programs administered by the U.S. Department of Justice or the U.S. Department of Health and Human Services.
Permanent law also permits the transfer of excess money from the fund to the State Highway Safety Fund (Fund 7036). Temporary law permits the transfer of cash between the following six funds: Trauma and Emergency Medical Services Fund (Fund 83M0), Homeland Security Fund (Fund 5DS0), Investigations Fund (Fund 5FL0), Emergency Management Agency Service and Reimbursement Fund (Fund 4V30), Justice Program Services Fund (Fund 4P60), and State Bureau of Motor Vehicles Fund (Fund 4W40).

4S30 766661 Hilltop Utility Reimbursement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$370,047	$329,565	$345,853	$540,800	**$540,800**	**$540,800**
	-10.9%	4.9%	56.4%	**0.0%**	**0.0%**

Source: General Services Fund Group: Money collected from entities that occupy a state site in the Hilltop area of Columbus

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 210 of the 122nd G.A.)

Purpose: The line item is used to cover utility expenses of the state site in the Hilltop area of Columbus managed by the Department of Public Safety.

5330 763601 State Disaster Relief

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,829,701	$1,724,464	$3,413,212	$9,330,335	**$0**	**$0**
	-5.8%	97.9%	173.4%	**-100%**	**N/A**

Source: General Services Fund Group: (1) Cash transfers from the Controlling Board's budget to fund mitigation, recovery, and preparedness grants and related program management costs, (2) cash reimbursements associated with Emergency Management Assistance Compact (EMAC) deployments, and (3) disaster related reimbursements from federal, state, and local governments

Legal Basis: As needed line item; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

Purpose: Temporary law directs that these funds be used for the following purposes: (1) Ohio Emergency Management Agency (EMA) disaster response and program management costs, (2) Ohio EMA public assistance and mitigation program match costs to reimburse eligible local governments and private nonprofit organizations for costs related to disasters, (3) reimbursement of state and local governments for Emergency Management Assistance Compact (EMAC) deployments, (4) reimbursement of other state funds for cash transfers to Fund 5330 previously approved by the Controlling Board, (5) funding of the State Disaster Relief Program for disasters declared by the Governor, and (6) funding of the State Individual Assistance Program for disasters that have been declared by the Governor and the federal Small Business Administration.

5ET0 768625 Drug Law Enforcement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,605,554	$3,599,856	$4,529,533	$4,950,000	**$4,250,000**	**$4,250,000**
	38.2%	25.8%	9.3%	**-14.1%**	**0.0%**

Source: General Services Fund Group: (1) Cash transfer of $800,000 in each of FYs 2008 and 2009 from the Charitable Foundations Fund (Fund 4180), used by the Attorney General and (2) 97% of the $3.50 of the additional $10 in court costs for moving violations

Legal Basis: ORC 5502.68(A); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Section 367.10 of Am. Sub. H.B. 119 of the 127th G.A.)

Purpose: These funds are statutorily restricted for the purpose of awarding grants to local law enforcement agencies and local law enforcement task forces to defray the expenses incurred in performing their functions related to the enforcement of the state's drug laws and other state laws related to illegal drug activity.

5LM0 768698 Criminal Justice Services Law Enforcement Support

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$850,946	**$850,946**	**$850,946**
	N/A	N/A	N/A	**0.0%**	**0.0%**

Source: General Services Fund Group: 15% of the 2% of the casino tax revenue deposited into the Ohio Law Enforcement Training Fund

Legal Basis: ORC 5753.03; Section 601.10 of Am. Sub. H.B. 487 of the 129th G.A.

Purpose: This line item supports the law enforcement training efforts of the Office of Criminal Justice Services.

5Y10 764695 Highway Patrol Continuing Professional Training

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$9,928	$0	$0	**$0**	**$0**
	N/A	-100%	N/A	**N/A**	**N/A**

Source: General Services Fund Group: Money paid to the Ohio State Highway Patrol from the Law Enforcement Assistance Fund (Fund 5L50), used by the Attorney General, for the purpose of reimbursing the Highway Patrol for the costs of continuing professional training programs that are successfully completed by its troopers

Legal Basis: ORC 109.802; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on February 25, 2008)

Purpose: These funds are used for paying the costs of the Ohio State Highway Patrol's continuing professional training programs. Temporary law permits the transfer of cash from the Continuing Professional Training Fund (Fund 5Y10), to the Security, Investigations, and Policing Fund (Fund 8400).

Federal Special Revenue Fund Group

3290 763645 Federal Mitigation Program

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$4,238,626	$1,667,096	$9,213,441	$10,413,642	**$10,413,642**	**$10,413,642**
	-60.7%	452.7%	13.0%	**0.0%**	**0.0%**

Source: Federal Special Revenue Fund Group: CFDA 97.039, Hazard Mitigation Grant, CFDA 97.029, Flood Mitigation Assistance, CFDA 97.047, Pre-Disaster Mitigation, CFDA 97.092, Repetitive Flood Claims, and CFDA 97.110, Severe Loss Repetitive Program

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 204 of the 113th G.A.)

Purpose: The line item serves as the depository for financial assistance awarded from Federal Emergency Management Agency (FEMA) mitigation grant programs as follows: (1) hazards mitigation funding for the purpose of implementing long-term hazard mitigation measures following a Presidential disaster declaration, (2) flood mitigation funding to assist the state and communities in implementing measures to reduce or eliminate the long-term risk of flood damage to buildings, manufactured homes, and other structures insurable under the National Flood Insurance Program, (3) repetitive flood claims and severe repetitive loss programs to reduce or eliminate the long-term risk of flood damage to repetitively flooded properties and structures, and (4) pre-disaster mitigation technical and financial assistance to the state and local governments for cost-effective pre-disaster hazard mitigation activities that complement a comprehensive mitigation program, and reduce injuries, loss of life, and damage and destruction of property. In general, the required nonfederal matching share is 25% of total eligible costs, and, depending upon the grant program, can be a combination of cash, in-kind services, or materials.

3370 763609 Federal Disaster Relief

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$10,531,951	$698,015	$15,712,199	$27,707,636	**$27,707,636**	**$27,707,636**
	-93.4%	2,151.0%	76.3%	**0.0%**	**0.0%**

Source: Federal Special Revenue Fund Group: CFDA 97.036, Disaster Grants - Public Assistance

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

Purpose: The line item is used, subsequent to a disaster or emergency declared by the President, to provide reimbursement to the state and local governments and eligible private non-profit organizations for removal of wreckage and debris from private and public lands, performance of emergency protective measures, emergency transportation assistance, emergency communications, and permanent restoration of eligible facilities. The federal share is at least 75%, with the state and local governments responsible for the remainder.

3390 763647 Emergency Management Assistance and Training

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$50,485,652	$57,222,111	$61,303,875	$77,934,765	**$70,934,765**	**$70,934,765**
	13.3%	7.1%	27.1%	**-9.0%**	**0.0%**

Source: Federal Special Revenue Fund Group: Various federal grant programs including CFDA 97.067, Homeland Security Grant Program, CFDA 97.008, Non-profit Security Program, CFDA 97.052, Emergency Operations Center, CFDA 97.120, Border Interoperability Demonstration Project, CFDA 97.075, Rail and Transit Security Grant Program, CFDA 97.078, Buffer Zone Protection Program, CFDA 97.042, Emergency Management Performance Grants, and CFDA 97.055, Interoperable Emergency Communications

Funding for preparedness activities passed through from other federal agencies includes: (1) CFDA 20.703, Interagency Hazardous Materials Public Sector Training and Planning Grants and (2) CFDA 11.555, Public Safety Interoperable Communications Grant Program

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

Purpose: The line item is used to assist the state and local governments in enhancing and sustaining all-hazards emergency management capabilities and to fund various preparedness activities, such as equipment, planning, training, and exercise programs. It also provides funding for eligible administrative and program costs of the Ohio Emergency Management Agency.

3AY0 768606 Federal Justice Grants

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$804,588	$140,345	$0	$0	**$0**	**$0**
	-82.6%	-100.0%	-100%	**N/A**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program

Legal Basis: Discontinued line item, as grant money was fully expended by close of state FY 2011

Purpose: The fund and related line item consisted of federal grants awarded for the purpose of assisting the state and local governments with criminal justice activities, most notably JAG program funding administered by the federal Bureau of Justice Assistance.

3CB0 768691 Federal Justice Grants - FFY06

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,000,195	$569,992	$8,753	$0	**$0**	**$0**
	-43.0%	-98.5%	-100%	**N/A**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2006 JAG award

Legal Basis: Discontinued line item (originally established by Am. Sub. H.B. 699 of the 126th G.A.)

Purpose: The fund and related line item consist of federal grants awarded for the purpose of assisting the state and local governments with criminal justice activities, most notably JAG program funding administered by the federal Bureau of Justice Assistance. The JAG Program, which reflects the consolidation of the Byrne Formula and Local Law Enforcement Block Grant (LLEBG) programs into a single funding mechanism, supports a broad range of activities, including, but not limited to, law enforcement programs, prosecution and court programs, prevention and education programs, corrections and community corrections programs, drug treatment programs, and planning, evaluation, and technology improvement programs. The procedure for allocating JAG funds is a formula based on population and crime statistics, in combination with a minimum allocation to ensure that each state and territory receives an appropriate share. Traditionally, under the Byrne Formula and LLEBG Programs, funds were distributed 60/40 between state and local recipients. This distribution continues under JAG. State allocations also have a mandatory variable "pass through" requirement to units of local governments, calculated by the federal Bureau of Justice Statistics (BJS) from each state's crime expenditures.

The executive budget proposes eliminating this line item in H.B. 35 of the 130th G.A.

3CC0 768609 Justice Assistance Grants - FFY07

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$627,692	$374,250	$789,799	$100	**$0**	**$0**
	-40.4%	111.0%	-100.0%	**-100%**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2007 JAG award

Legal Basis: Discontinued line item. (originally established by Controlling Board on March 24, 2008)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for the Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.
The executive budget proposes eliminating this line item in H.B. 35 of the 130th G.A.

3CD0 768610 Justice Assistance Grants - FFY08

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,057,947	$90,040	$357,716	$25,750	**$0**	**$0**
	-95.6%	297.3%	-92.8%	**-100%**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2008 JAG award

Legal Basis: Discontinued line item. (originally established by Controlling Board on November 17, 2008)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.
The executive budget proposes eliminating this line item in H.B. 35 of the 130th G.A.

3CE0 768611 Justice Assistance Grants - FFY09

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,368,718	$6,484,475	$857,899	$1,200,000	**$400,000**	**$100,000**
	373.8%	-86.8%	39.9%	**-66.7%**	**-75.0%**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2009 JAG award

Legal Basis: ORC 5502.62 (B)(10); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on February 8, 2010)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3CV0 768697 Justice Assistance Grants Supplement - FFY08

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$314,800	$0	$1,690	$0	**$0**	**$0**
	-100%	N/A	-100%	**N/A**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2008 JAG Supplemental award

Legal Basis: Discontinued line item. (originally established by Controlling Board on June 15, 2009)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.
The executive budget proposes eliminating this line item in H.B. 35 of the 130th G.A.

3DE0 768612 Federal Stimulus - Justice Assistance Grants

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$9,121,645	$20,066,262	$5,624,087	$2,215,000	**$1,000,000**	**$300,000**
	120.0%	-72.0%	-60.6%	**-54.9%**	**-70.0%**

Source: Federal Special Revenue Fund Group: CFDA 16.803, Recovery Act - Edward Byrne Memorial Justice Assistance Grant (JAG) Program

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3DH0 768613 Federal Stimulus - Justice Programs

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,515,117	$2,500,834	$229,937	$150,000	**$0**	**$0**
	65.1%	-90.8%	-34.8%	**-100%**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.588, STOP Violence Against Women Formula Grant Program

Legal Basis: Discontinued line item.

Purpose: The line item was allocated for grants as follows for the purpose of developing and strengthening the criminal justice system's response to violence against women and supporting and enhancing services for victims: 30% for victim services, 25% for law enforcement, 25% for prosecution, and 5% for courts. The remaining 15% may be spent at the discretion of the state within the statutory purpose areas.
The executive budget proposes eliminating this line item in H.B. 35 of the 130th G.A.

3DU0 762628 BMV Grants

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$788,051	$731,503	$750,005	$1,480,000	**$1,350,000**	**$1,325,000**
	-7.2%	2.5%	97.3%	**-8.8%**	**-1.9%**

Source: Federal Special Revenue Fund Group: CFDA 97.089, Driver's License Security Grant Program

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on September 14, 2009)

Purpose: This federal program provides funding to improve the integrity and security of state-issued driver's licenses and identification cards.

3EU0 768614 Justice Assistance Grants - FFY10

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$1,848,578	$6,074,493	$920,000	**$830,000**	**$500,000**
	N/A	228.6%	-84.9%	**-9.8%**	**-39.8%**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2010 JAG award

Legal Basis: ORC 5502.62 (B)(10); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on October 25, 2010)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3FK0 768615 Justice Assistance Grants - FFY11

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$1,536,660	$2,200,000	**$900,000**	**$900,000**
	N/A	N/A	43.2%	**-59.1%**	**0.0%**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2011 JAG award

Legal Basis: ORC 5502.62 (B)(10); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on November 14, 2011)

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3FP0 767620 Ohio Investigative Unit Justice Contraband

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$55,000**	**$55,000**
	N/A	N/A	N/A	**N/A**	**0.0%**

Source: Federal Special Revenue Fund Group: Federal forfeitures and seizures received from the federal Department of Justice

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A.

Purpose: The moneys in this line item will be used for the Ohio Investigative Unit's portion of money received as a result of federal forfeitures and seizures received from the federal Department of Justice in accordance with their Equitable Sharing Program.

3FY0 768616 Justice Assistance Grant - FFY12

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$5,800,000	**$2,200,000**	**$1,500,000**
	N/A	N/A	N/A	**-62.1%**	**-31.8%**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2012 JAG award

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A. (originally established by the Controlling Board on November 19, 2012

Purpose: Money in the fund is used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3FZ0 768617 Justice Assistance Grant - FFY13

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$7,000,000**	**$2,000,000**
	N/A	N/A	N/A	**N/A**	**-71.4%**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2013 JAG award

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A.

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3GA0 768618 Justice Assistance Grant - FFY14

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$0**	**$7,500,000**
	N/A	N/A	N/A	**N/A**	**N/A**

Source: Federal Special Revenue Fund Group: CFDA 16.738, Edward Byrne Memorial Justice Assistance Grant (JAG) Program, specifically the federal FY 2014 JAG award

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A.

Purpose: Money in the fund is to be used for the same purposes and administered in the same manner as described in the preceding entry for Fund 3CB0, line item 768691, Federal Justice Grants - FFY06.

3L50 768604 Justice Program

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$9,005,644	$9,113,213	$9,324,254	$11,400,000	**$10,500,000**	**$10,500,000**
	1.2%	2.3%	22.3%	**-7.9%**	**0.0%**

Source: Federal Special Revenue Fund Group: Various federal programs, including CFDA 16.588, Violence Against Women Formula Grants, CFDA 93.671, Family Violence Prevention and Services Grants, CFDA 16.593, Residential Substance Abuse Treatment for State Prisoners, CFDA 16.554, National Criminal History Improvement Program (NCHIP), CFDA 16.609, Project Safe Neighborhoods, CFDA 16.742, Paul Coverdell Forensic Sciences Improvement Grant Program, CFDA 16.744, Project Safe Neighborhood Anti-Gang, CFDA 16.550, State Justice Statistics Program for Statistical Analysis Centers, CFDA 16.580, Edward Byrne Memorial State and Local Law Enforcement Assistance Discretionary Grants Program, CFDA 93.262, Occupational Safety and Health Program, CFDA 97.067, Homeland Security Grant Program, CFDA 16.560, National Institute of Justice Research, Evaluation, and Development Project Grants, CFDA 16.607, Bullet Proof Vest Partnership Program, and CFDA 16.746, Capital Case Litigation

Legal Basis: ORC 5502.62(B)(10); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: Each of these forms of federal financial assistance comes attached with specifically authorized uses and use restrictions. Generally speaking, these federal awards fund efforts to: (1) improve criminal justice information systems, (2) assist in drug law enforcement and improve the functioning of the criminal justice system, (3) combat crimes against women, (4) reduce family violence, and (5) reduce gun violence.

3N50 763644 U.S. Department of Energy Agreement

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$10,990	$21,668	$68,604	$31,672	**$31,672**	**$31,672**
	97.2%	216.6%	-53.8%	**0.0%**	**0.0%**

Source: Federal Special Revenue Fund Group: U.S. Department of Energy financial assistance passed through the Ohio EPA's Office of Federal Facilities Oversight (CFDA 81.214, Environmental Monitoring/Cleanup, Cultural and Resource Management, Emergency Response Research, Outreach, and Technical Analysis and CFDA 81.106, Transport of Transuranic Wastes to the Waste Isolation Pilot Plant: States and Tribal Concerns, Proposed Solutions)

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on February 7, 1994)

Purpose: This money, which is passed through the Ohio EPA, is used to finance the Ohio Emergency Management Agency's role in the management and oversight of U.S. Department of Energy sites located in Ohio (coordination and public awareness, emergency planning and exercising, hazardous assessments, and data management). In addition, these federal funds are used by the state in its role in the oversight of transuranic waste shipments through Ohio. Funds are passed through the Ohio Emergency Management Agency to other participating state agencies such as the Department of Health and Public Utilities Commission of Ohio.

State Special Revenue Fund Group

4V30 763662 STORMS/NOAA Maintenance

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$3,876,307	$3,600,913	$4,403,981	$4,699,420	**$4,950,000**	**$4,950,000**
	-7.1%	22.3%	6.7%	**5.3%**	**0.0%**

Source: State Special Revenue Fund Group: (1) Cost reimbursement for maintaining rain gauges that are part of the Ohio Rain/Snow Monitoring System (STORMS), (2) contract work performed for the National Oceanic and Atmospheric Administration (NOAA) of the National Weather Service, the Council of State Governments, and the U.S. Army Corps of Engineers, (3) equipment repair and maintenance work performed under contract by the Ohio Emergency Management Agency's Radiological Instrumentation, Maintenance and Calibration (RIMC) Section, and (4) effective FY 2010, $1.25 of the $5 fee for driver, vehicle, and certificate of title abstracts

Legal Basis: ORC 5502.39; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on September 16, 1996)

Purpose: This line item is used for paying the costs of administering programs of the Ohio EMA, which includes: (1) supporting Ohio EMA operations, (2) paying the costs associated with labor, travel and parts for the maintenance of rain gauges that are part of STORMS, (3) reimbursing the Ohio EMA for activities associated with work performed for the Council of State Governments, NOAA, the U.S. Army Corps of Engineers, and (4) paying for RIMC facility contract work. The executive proposal earmarks $200,000 in each of FY 2014 and FY 2015 for distribution to the Ohio Task Force One – Urban Search and Rescue Unit and other urban search and rescue programs around the state.

5390 762614 Motor Vehicle Dealers Board

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$32,755	$52,830	$12,305	$185,400	**$150,000**	**$140,000**
	61.3%	-76.7%	1,406.8%	**-19.1%**	**-6.7%**

Source: State Special Revenue Fund Group: (1) $0.04 of the $5.00 fee for certain certificate of motor vehicle titles, and (2) all investment earnings of the fund

Legal Basis: ORC 4505.09(B)(2)(a); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 295 of the 114th G.A.)

Purpose: The fund and related line item are required to be used by the Motor Vehicle Dealers Board created under ORC 4517.30, together with other money appropriated to it, in the exercise of its powers and the performance of its duties under ORC Chapter 4517. Related permanent law permits the transfer of excess money from the fund to the State Bureau of Motor Vehicles Fund (Fund 4W40).

5B90 766632 Private Investigator and Security Guard Provider

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,053,337	$1,288,207	$1,197,457	$1,562,637	**$1,400,000**	**$1,400,000**
	22.3%	-7.0%	30.5%	**-10.4%**	**0.0%**

Source: State Special Revenue Fund Group: (1) Fees paid by private investigators and security guard providers, (2) one-third of moneys received in payment of fines levied pursuant to ORC 4749.99, and (3) moneys received in payment of civil penalties levied pursuant to ORC 4749.04

Legal Basis: ORC 4749.07(A); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The fund and related line item are used to pay for operating expenses of the Ohio Investigative Unit's Private Investigator/Security Guard Section, which oversees the licensing and regulation of the private investigator and security guard provider industries in Ohio, and expenses of the Ohio Private Investigation and Security Services Commission, which is charged with advising the Director of Public Safety on all matters related to the regulation of private investigation and the business of security services.

5BK0 768687 Criminal Justice Services - Operating

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$396,565	$401,308	$399,624	$400,000	**$400,000**	**$400,000**
	1.2%	-0.4%	0.1%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: (1) An additional $1.50 fee for each certified copy of a birth record, each certification of birth, and each copy of a death record, (2) an additional $5.50 fee for the filing of a divorce decree or dissolution, and (3) all earnings resulting from investment of the fund, except that actual administration costs incurred by the Treasurer of State in administering the fund may be deducted from the earnings resulting from investments (amount that may be deducted cannot exceed 3% of the total amount of fees credited to the fund in each fiscal year)

Legal Basis: ORC 3705.242(B); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is statutorily restricted to operate the Division of Criminal Justice Services, as well as to provide any cash match that may be required as a result of the state's participation in certain federal domestic assistance programs administered by the U.S. Department of Justice or the U.S. Department of Health and Human Services. Temporary law requires that the first $750,000 in revenues deposited in the fund in each of FY 2012 and FY 2013 be appropriated to SSR line item 768689, Family Violence Shelter Programs, the next $400,000 in revenues in each of those fiscal years be appropriated to this this line item, and any remaining revenues be disbursed as grants to family violence shelters in Ohio.

5BK0 768689 Family Violence Shelter Programs

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,455,415	$1,524,677	$1,587,053	$1,550,000	**$750,000**	**$750,000**
	4.8%	4.1%	-2.3%	**-51.6%**	**0.0%**

Source: State Special Revenue Fund Group: (1) An additional $1.50 fee for each certified copy of a birth record, each certification of birth, and each copy of a death record, (2) an additional $5.50 fee for the filing of a divorce decree or dissolution, and (3) all earnings resulting from investment of the fund, except that actual administration costs incurred by the Treasurer of State in administering the fund may be deducted from the earnings resulting from investments (amount that may be deducted cannot exceed 3% of the total amount of fees credited to the fund in each fiscal year)

Legal Basis: ORC 3705.242(B); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: The line item is used to provide grants to family violence shelters in Ohio. The executive proposal continues temporary law that requires that the first $750,000 in revenues deposited in Fund 5BK0 in each fiscal year be appropriated to this line item, the next $400,000 in revenues in each fiscal years be appropriated to line item 768687, Criminal Justice Services Operating, and any remaining revenues be disbursed as grants to family violence shelters in Ohio.

5BP0 764609 DPS Wireless 911 Administration

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$290,000**	**$290,000**
	N/A	N/A	N/A	**N/A**	**0.0%**

Source: State Special Revenue Fund Group: 1% of wireless 911 charges under 5507.46 and all investment earnings of the fund

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A. (ORC 5507.54; fund originally established in H.B. 472 of the 129th G.A.)

Purpose: The line item will be used for costs related to ensuring that local/county 911 public safety answering points are in compliance with the requirements of Chapter 5507., specifically, as well as 911 laws, generally.

5CM0 767691 Equitable Share Account

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$227,615	$25,308	$90,918	$300,000	**$300,000**	**$300,000**
	-88.9%	259.2%	230.0%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: (1) Moneys received by the Investigative Unit from the federal Department of the Treasury from a sale of forfeited contraband, proceeds from another disposition of forfeited contraband, or forfeited contraband money and (2) all interest or other earnings derived from investment of the proceeds or forfeited moneys in the fund

Legal Basis: ORC 2981.14; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on June 6, 2005)

Purpose: Per federal guidelines, the line item is to be used for law enforcement-related purchases including, but not limited to, firearms, computers, surveillance equipment, and vehicles.

5DS0 769630 Homeland Security

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,150,003	$1,521,056	$1,281,555	$1,414,384	**$1,414,384**	**$1,414,384**
	32.3%	-15.7%	10.4%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: (1) $0.60 of the $5 fee for driver, vehicle, and certificate of title abstracts and (2) all investment earnings of the fund

Legal Basis: ORC 5502.03(E); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: These funds are used to pay the expenses of administering the law relative to the powers and duties of the Executive Director of the Division of Homeland Security. Related permanent permits the transfer of excess money from the fund to the State Highway Safety Fund (HSF Fund 7036).Temporary law permits the transfer of cash between the following six funds: Trauma and Emergency Medical Services Fund (HSF Fund 83M0), Homeland Security Fund (SSR Fund 5DS0), Investigations Fund (SSR Fund 5FL0), Emergency Management Agency Service and Reimbursement Fund (SSR Fund 4V30), Justice Program Services Fund (GSF Fund 4P60), and State Bureau of Motor Vehicles Fund (HSF Fund 4W40).

5FF0 762621 Indigent Interlock and Alcohol Monitoring

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,296,806	$1,434,362	$1,823,208	$2,000,000	**$2,000,000**	**$2,000,000**
	10.6%	27.1%	9.7%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: $50 of the $475 fee collected pursuant to ORC 4511.191(F)(2)(h) for the reinstatement of a driver's license that was suspended for operating a motor vehicle while under the influence of alcohol or drugs (OMVI)

Legal Basis: ORC 4511.191(F)(2)(h); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. S.B. 17 of the 127th G.A.)

Purpose: These funds are statutorily required to be distributed by the Department to the county indigent drivers interlock and alcohol monitoring funds, the county juvenile indigent drivers interlock and alcohol funds, and the municipal indigent drivers interlock and alcohol funds that are required to be established by counties and municipal corporations. The money distributed to counties and municipal corporations may only be used to pay for the cost of immobilizing or disabling devices used by an offender or juvenile offender who is ordered to use the device by a county, juvenile, or municipal court judge and who is determined by the county, juvenile, or municipal court judge not to have the means to pay for the person's use of the device.

5FL0 769634 Investigations

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$833,728	$13,855	$924,433	$899,300	**$899,300**	**$899,300**
	-98.3%	6,572.2%	-2.7%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: (1) $0.30 of the $5 fee for driver, vehicle, and certificate of title abstracts and (2) all investment earnings of the fund

Legal Basis: ORC 5502.131; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: These funds are statutorily restricted to cover investigative costs incurred by the Investigative Unit. Related permanent law permits the transfer of excess money from the fund to the State Highway Safety Fund (Fund 7036). Temporary law permits the transfer of cash between the following six funds: Trauma and Emergency Medical Services Fund (Fund 83M0), Homeland Security Fund (Fund 5DS0), Investigations Fund (Fund 5FL0), Emergency Management Agency Service and Reimbursement Fund (Fund 4V30), Justice Program Services Fund (Fund 4P60), and State Bureau of Motor Vehicles Fund (Fund 4W40).

5ML0 769635 Infrastructure Protection

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$0	$0	$0	$0	**$400,000**	**$400,000**
	N/A	N/A	N/A	**N/A**	**0.0%**

Source: State Special Revenue Fund Group: Fees from scrap metal dealer registrations, registration renewals, and replacement registrations

Legal Basis: Proposed in Section 205.10 of H.B. 35 of the 130th G.A. (ORC 4737.045)

Purpose: The moneys in this line item support the scrap metal dealer oversight program enacted in S.B. 193 of the 129th G.A.

6220 767615 Investigative, Contraband, and Forfeiture

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$119,947	$80,167	$146,031	$375,000	**$325,000**	**$325,000**
	-33.2%	82.2%	156.8%	**-13.3%**	**0.0%**

Source: State Special Revenue Fund Group: Effective FY 2008, money received by the Investigative Unit from the disposal of contraband, proceeds, and instrumentalities forfeited pursuant to the state's criminal and civil forfeiture laws

Legal Basis: ORC 2981.13(C)(1); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 163 of the 123rd G.A.)

Purpose: The Department is statutorily: (1) permitted to utilize the money deposited to the credit of the fund for law enforcement purposes that are determined to be appropriate and (2) prohibited from using the fund's money for operating costs that are unrelated to law enforcement.

6570 763652 Utility Radiological Safety

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$996,348	$1,008,057	$1,041,304	$1,415,945	**$1,415,945**	**$1,415,945**
	1.2%	3.3%	36.0%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: Utility Radiological Safety Board assessments against nuclear electric utilities to fund emergency response planning and preparedness

Legal Basis: ORC 4937.05; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board in July 1988)

Purpose: These funds are statutorily restricted for the purpose of enabling a member agency to fulfill its authority and duties under the statutes related to nuclear safety or the Utility Safety Radiological Board, or under agreements with the Nuclear Regulatory Commission.

6810 763653 SARA Title III HAZMAT Planning

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$213,443	$218,489	$104,126	$262,438	**$262,438**	**$262,438**
	2.4%	-52.3%	152.0%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: Grant funds received from the State Emergency Response Commission

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 111 of the 118th G.A.)

Purpose: The fund and related line item consist of grants from the State Emergency Response Commission, the fiscal agent of which is the Ohio EPA, to implement the Emergency Management Agency's responsibilities under ORC Chapter 3750. This money supports planning for hazardous and toxic chemical emergencies. The state enacted ORC Chapter 3750. to implement the federal requirements contained in the Emergency Planning and Community Right-to-Know Act (EPCRA) passed by Congress in 1986. EPCRA was included as Title III of the Superfund Amendments and Reauthorization Act (SARA) and is sometimes referred to as SARA Title III. EPCRA provides for the collection and availability of information regarding the use, storage, production, and release of hazardous chemicals to the public and emergency responders in local communities.

8500 767628 Investigative Unit Salvage

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$94,897	$41,656	$58,318	$92,700	**$92,700**	**$92,700**
	-56.1%	40.0%	59.0%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: Proceeds from the sale of motor vehicles and related equipment of the Department of Public Safety's Investigative Unit

Legal Basis: ORC 4501.10(C); Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 87 of the 125th G.A.)

Purpose: The fund and related line item are statutorily restricted for the purpose of purchasing replacement motor vehicles and related equipment for the Investigative Unit.

Liquor Control Fund Group

7043 767321 Liquor Enforcement - Operating

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$10,025,933	$11,282,823	$9,857,489	$11,000,000	**$0**	**$0**
	12.5%	-12.6%	11.6%	**-100%**	**N/A**

Source: Liquor Control Fund Group: Money appropriated from the Liquor Control Fund, which consists primarily of revenue associated with wholesale and retail liquor sales

Legal Basis: Discontinued line item. (originally established by Am. Sub. H.B. 117 of the 121st G.A.)

Purpose: The line item is used for the purpose of funding the Investigative Unit's liquor enforcement-related operating expenses.
The executive proposes eliminating this line item in H.B. 35 of the 130th G.A. and transferring the Investigative Unit's operating expenses to the GRF as part of the main operating appropriations bill.

Agency Fund Group

5J90 761678 Federal Salvage/GSA

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$2,406,268	$1,162,053	$1,554,127	$1,500,000	**$1,500,000**	**$1,500,000**
	-51.7%	33.7%	-3.5%	**0.0%**	**0.0%**

Source: Agency Fund Group: Money received from local governments for the purpose of making purchases of surplus federal property from the U.S. General Services Administration (GSA)

Legal Basis: Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Controlling Board on September 27, 1999)

Purpose: The line item is used to make purchases of surplus federal property on behalf of local governments.

Holding Account Redistribution Fund Group

R024 762619 Unidentified Motor Vehicle Receipts

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$1,772,808	$1,043,683	$1,360,438	$1,885,000	**$1,885,000**	**$1,885,000**
	-41.1%	30.3%	38.6%	**0.0%**	**0.0%**

Source: Holding Account Redistribution Fund Group: (1) Money received by the Department that is provisional in nature or for which proper identification or disposition cannot immediately be determined and (2) all investment earnings of the fund

Legal Basis: ORC 4501.26; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: Refunds and other disbursements from the fund are made once proper identification and disposition is determined. Most of the receipts are eventually transferred to the Auto Registration Distribution (Fund 7051) for distribution to the taxing districts.

R052 762623 Security Deposits

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$248,872	$283,319	$251,873	$350,000	**$350,000**	**$350,000**
	13.8%	-11.1%	39.0%	**0.0%**	**0.0%**

Source: Holding Account Redistribution Fund Group: All security deposits that the Registrar of Motor Vehicles requires to be paid under ORC 4509.12

Legal Basis: ORC 4509.27; Section 205.10 of Am. Sub. H.B. 114 of the 129th G.A.

Purpose: Money in the fund may be applied only to the payment of a judgment for damages arising out of an accident as provided in ORC 4509.28 and to the return of security deposits as provided in ORC 4509.25 and 4509.29. Investment earnings of the fund are directed for deposit to the credit of the Roadwork Development Fund (Fund 4W00), which is used by the Development Services Agency.

Line Item Detail by Agency

Report For Transportation Budget **Version: As Introduced**

DPS Department of Public Safety

			FY 2012	Estimate FY 2013	Introduced FY 2014	FY 2013 to FY 2014 % Change	Introduced FY 2015	FY 2014 to FY 2015 % Change
4W40	762321	Operating Expense - BMV	$ 69,104,073	$ 82,003,240	$ 127,359,268	55.31%	$ 127,268,957	-0.07%
4W40	762410	Registrations Supplement	$ 26,286,475	$ 29,813,532	$ 0	-100.00%	$ 0	N/A
5V10	762682	License Plate Contributions	$ 2,019,713	$ 2,100,000	$ 2,100,000	0.00%	$ 2,100,000	0.00%
7036	761321	Operating Expense - Information and Education	$ 6,666,500	$ 6,988,097	$ 6,264,266	-10.36%	$ 6,208,531	-0.89%
7036	761401	Lease Rental Payments	$ 9,978,235	$ 2,315,700	$ 2,472,300	6.76%	$ 2,473,100	0.03%
7036	761630	Motorcycle Programs	$0	$ 0	$ 3,280,563	N/A	$ 3,280,563	0.00%
7036	764033	Minor Capital Projects	$ 1,451,508	$ 1,250,000	$ 1,250,000	0.00%	$ 1,250,000	0.00%
7036	764321	Operating Expense - Highway Patrol	$ 259,383,767	$ 258,365,903	$ 268,232,602	3.82%	$ 270,232,602	0.75%
7036	764605	Motor Carrier Enforcement Expenses	$ 2,960,459	$ 2,860,000	$ 2,860,000	0.00%	$ 2,860,000	0.00%
8300	761603	Salvage and Exchange - Administration	$ 0	$ 20,053	$ 20,053	0.00%	$ 20,053	0.00%
8310	761610	Information and Education - Federal	$ 130,399	$ 409,746	$ 300,000	-26.78%	$ 300,000	0.00%
8310	764608	FARS Grant Federal	$0	$ 0	$ 175,000	N/A	$ 175,000	0.00%
8310	764610	Patrol - Federal	$ 1,945,381	$ 4,556,174	$ 2,250,000	-50.62%	$ 2,250,000	0.00%
8310	764659	Transportation Enforcement - Federal	$ 4,457,665	$ 5,684,913	$ 5,200,000	-8.53%	$ 5,200,000	0.00%
8310	765610	EMS - Federal	$ 0	$ 532,007	$ 225,000	-57.71%	$ 225,000	0.00%
8310	767610	Liquor Enforcement - Federal	$ 842	$0	$0	N/A	$0	N/A
8310	769610	Investigative Unit Federal Reimbursement	$ 818,997	$ 1,546,319	$ 1,400,000	-9.46%	$ 1,400,000	0.00%
8310	769631	Homeland Security - Federal	$ 1,413,659	$ 2,184,000	$ 750,000	-65.66%	$ 400,000	-46.67%
8320	761612	Traffic Safety - Federal	$ 17,211,939	$ 16,577,565	$ 22,000,000	32.71%	$ 22,000,000	0.00%
8350	762616	Financial Responsibility Compliance	$ 4,845,387	$ 5,274,068	$ 5,274,068	0.00%	$ 5,274,068	0.00%
8370	764602	Turnpike Policing	$ 11,066,801	$ 11,553,959	$ 11,553,959	0.00%	$ 11,553,959	0.00%
83C0	764630	Contraband, Forfeiture, Other	$ 16,341	$ 622,894	$ 622,894	0.00%	$ 622,894	0.00%
83F0	764657	Law Enforcement Automated Data System	$ 4,882,816	$ 9,053,266	$ 8,500,000	-6.11%	$ 8,500,000	0.00%
83G0	764633	OMVI Enforcement/Education	$ 362,214	$ 641,927	$ 641,927	0.00%	$ 641,927	0.00%
83J0	764693	Highway Patrol Justice Contraband	$ 984,523	$ 4,350,000	$ 2,100,000	-51.72%	$ 2,100,000	0.00%
83M0	765624	Operating - EMS	$ 2,651,046	$ 2,711,069	$ 2,711,069	0.00%	$ 2,711,069	0.00%
83M0	765640	EMS - Grants	$ 0	$ 5,597,157	$ 3,300,000	-41.04%	$ 3,300,000	0.00%
83N0	761611	Elementary School Seat Belt Program	$ 193,280	$0	$0	N/A	$0	N/A

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
DPS	**Department of Public Safety**							
83P0	765637	EMS Grants	$ 3,125,845	$0	$0	N/A	$0	N/A
83R0	762639	Local Immobilization Reimbursement	$ 172,473	$ 450,000	$ 450,000	0.00%	$ 450,000	0.00%
83T0	764694	Highway Patrol Treasury Contraband	$ 254,696	$ 21,000	$ 21,000	0.00%	$ 21,000	0.00%
8400	764607	State Fair Security	$ 1,254,774	$ 1,294,354	$ 1,294,354	0.00%	$ 1,294,354	0.00%
8400	764617	Security and Investigations	$ 8,121,743	$ 8,650,895	$ 8,793,865	1.65%	$ 9,514,236	8.19%
8400	764626	State Fairgrounds Police Force	$ 662,660	$ 920,167	$ 1,047,560	13.84%	$ 1,084,559	3.53%
8400	769632	Homeland Security - Operating	$ 13,228	$ 737,791	$ 650,000	-11.90%	$ 630,000	-3.08%
8410	764603	Salvage and Exchange - Highway Patrol	$ 0	$ 1,339,399	$ 1,339,399	0.00%	$ 1,339,399	0.00%
8460	761625	Motorcycle Safety Education	$ 2,326,997	$ 3,280,563	$ 0	-100.00%	$ 0	N/A
8490	762627	Automated Title Processing Board	$ 13,744,249	$ 16,675,513	$ 16,675,513	0.00%	$ 16,467,293	-1.25%
State Highway Safety Fund Group Total			**$ 458,508,684**	**$ 490,381,271**	**$ 511,114,660**	**4.23%**	**$ 513,148,564**	**0.40%**
4P60	768601	Justice Program Services	$ 544,120	$ 1,028,047	$ 900,000	-12.46%	$ 875,000	-2.78%
4S30	766661	Hilltop Utility Reimbursement	$ 345,853	$ 540,800	$ 540,800	0.00%	$ 540,800	0.00%
5330	763601	State Disaster Relief	$ 3,413,212	$ 9,330,335	$ 0	-100.00%	$ 0	N/A
5ET0	768625	Drug Law Enforcement	$ 4,529,533	$ 4,950,000	$ 4,250,000	-14.14%	$ 4,250,000	0.00%
5LM0	768698	Criminal Justice Services Law Enforcement Support	$ 0	$ 850,946	$ 850,946	0.00%	$ 850,946	0.00%
General Services Fund Group Total			**$ 8,832,719**	**$ 16,700,128**	**$ 6,541,746**	**-60.83%**	**$ 6,516,746**	**-0.38%**
3290	763645	Federal Mitigation Program	$ 9,213,441	$ 10,413,642	$ 10,413,642	0.00%	$ 10,413,642	0.00%
3370	763609	Federal Disaster Relief	$ 15,712,199	$ 27,707,636	$ 27,707,636	0.00%	$ 27,707,636	0.00%
3390	763647	Emergency Management Assistance and Training	$ 61,303,875	$ 77,934,765	$ 70,934,765	-8.98%	$ 70,934,765	0.00%
3AY0	768606	Federal Justice Grants	$ 0	$0	$0	N/A	$0	N/A
3CB0	768691	Federal Justice Grants - FFY06	$ 8,753	$0	$0	N/A	$0	N/A
3CC0	768609	Justice Assistance Grants - FFY07	$ 789,799	$ 100	$ 0	-100.00%	$ 0	N/A
3CD0	768610	Justice Assistance Grants - FFY08	$ 357,716	$ 25,750	$ 0	-100.00%	$ 0	N/A
3CE0	768611	Justice Assistance Grants - FFY09	$ 857,899	$ 1,200,000	$ 400,000	-66.67%	$ 100,000	-75.00%
3CV0	768697	Justice Assistance Grants Supplement - FFY08	$ 1,690	$0	$0	N/A	$0	N/A
3DE0	768612	Federal Stimulus - Justice Assistance Grants	$ 5,624,087	$ 2,215,000	$ 1,000,000	-54.85%	$ 300,000	-70.00%
3DH0	768613	Federal Stimulus - Justice Programs	$ 229,937	$ 150,000	$ 0	-100.00%	$ 0	N/A
3DU0	762628	BMV Grants	$ 750,005	$ 1,480,000	$ 1,350,000	-8.78%	$ 1,325,000	-1.85%

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
DPS	**Department of Public Safety**							
3EU0	768614	Justice Assistance Grants - FFY10	$ 6,074,493	$ 920,000	$ 830,000	-9.78%	$ 500,000	-39.76%
3FK0	768615	Justice Assistance Grants - FFY11	$ 1,536,660	$ 2,200,000	$ 900,000	-59.09%	$ 900,000	0.00%
3FP0	767620	Ohio Investigative Unit Justice Contraband	$0	$ 0	$ 55,000	N/A	$ 55,000	0.00%
3FY0	768616	Justice Assistance Grant - FFY12	$0	$ 5,800,000	$ 2,200,000	-62.07%	$ 1,500,000	-31.82%
3FZ0	768617	Justice Assistance Grant - FFY13	$0	$ 0	$ 7,000,000	N/A	$ 2,000,000	-71.43%
3GA0	768618	Justice Assistance Grant - FFY14	$0	$ 0	$ 0	N/A	$ 7,500,000	N/A
3L50	768604	Justice Program	$ 9,324,254	$ 11,400,000	$ 10,500,000	-7.89%	$ 10,500,000	0.00%
3N50	763644	U.S. Department of Energy Agreement	$ 68,604	$ 31,672	$ 31,672	0.00%	$ 31,672	0.00%
Federal Special Revenue Fund Group Total			**$ 111,853,410**	**$ 141,478,565**	**$ 133,322,715**	**-5.76%**	**$ 133,767,715**	**0.33%**
4V30	763662	STORMS/NOAA Maintenance	$ 4,403,981	$ 4,699,420	$ 4,950,000	5.33%	$ 4,950,000	0.00%
5390	762614	Motor Vehicle Dealers Board	$ 12,305	$ 185,400	$ 150,000	-19.09%	$ 140,000	-6.67%
5B90	766632	Private Investigator and Security Guard Provider	$ 1,197,457	$ 1,562,637	$ 1,400,000	-10.41%	$ 1,400,000	0.00%
5BK0	768687	Criminal Justice Services - Operating	$ 399,624	$ 400,000	$ 400,000	0.00%	$ 400,000	0.00%
5BK0	768689	Family Violence Shelter Programs	$ 1,587,053	$ 1,550,000	$ 750,000	-51.61%	$ 750,000	0.00%
5BP0	764609	DPS Wireless 911 Administration	$0	$ 0	$ 290,000	N/A	$ 290,000	0.00%
5CM0	767691	Equitable Share Account	$ 90,918	$ 300,000	$ 300,000	0.00%	$ 300,000	0.00%
5DS0	769630	Homeland Security	$ 1,281,555	$ 1,414,384	$ 1,414,384	0.00%	$ 1,414,384	0.00%
5FF0	762621	Indigent Interlock and Alcohol Monitoring	$ 1,823,208	$ 2,000,000	$ 2,000,000	0.00%	$ 2,000,000	0.00%
5FL0	769634	Investigations	$ 924,433	$ 899,300	$ 899,300	0.00%	$ 899,300	0.00%
5ML0	769635	Infrastructure Protection	$0	$ 0	$ 400,000	N/A	$ 400,000	0.00%
6220	767615	Investigative, Contraband, and Forfeiture	$ 146,031	$ 375,000	$ 325,000	-13.33%	$ 325,000	0.00%
6570	763652	Utility Radiological Safety	$ 1,041,304	$ 1,415,945	$ 1,415,945	0.00%	$ 1,415,945	0.00%
6810	763653	SARA Title III HAZMAT Planning	$ 104,126	$ 262,438	$ 262,438	0.00%	$ 262,438	0.00%
8500	767628	Investigative Unit Salvage	$ 58,318	$ 92,700	$ 92,700	0.00%	$ 92,700	0.00%
State Special Revenue Fund Group Total			**$ 13,070,313**	**$ 15,157,224**	**$ 15,049,767**	**-0.71%**	**$ 15,039,767**	**-0.07%**
7043	767321	Liquor Enforcement - Operating	$ 9,857,489	$ 11,000,000	$ 0	-100.00%	$ 0	N/A
Liquor Control Fund Group Total			**$ 9,857,489**	**$ 11,000,000**	**$ 0**	**-100.00%**	**$ 0**	**N/A**
5J90	761678	Federal Salvage/GSA	$ 1,554,127	$ 1,500,000	$ 1,500,000	0.00%	$ 1,500,000	0.00%

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
DPS Department of Public Safety								
Agency Fund Group Total			**$ 1,554,127**	**$ 1,500,000**	**$ 1,500,000**	**0.00%**	**$ 1,500,000**	**0.00%**
R024	762619	Unidentified Motor Vehicle Receipts	$ 1,360,438	$ 1,885,000	$ 1,885,000	0.00%	$ 1,885,000	0.00%
R052	762623	Security Deposits	$ 251,873	$ 350,000	$ 350,000	0.00%	$ 350,000	0.00%
Holding Account Redistribution Fund Group Total			**$ 1,612,310**	**$ 2,235,000**	**$ 2,235,000**	**0.00%**	**$ 2,235,000**	**0.00%**
Department of Public Safety Total			**$ 605,289,052**	**$ 678,452,188**	**$ 669,763,888**	**-1.28%**	**$ 672,207,792**	**0.36%**

Public Works Commission

- Transportation bill appropriations of $53.2 million per year mostly fund grants for local road and bridge projects
- Includes administrative costs for SCIP and LTIP programs

Overview

Agency Overview

The Public Works Commission (PWC) acts as a public sector bank to administer grants and loans to local governments for infrastructure projects through the State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP). SCIP receives funding from infrastructure bonds and LTIP receives funding from one cent per gallon of the motor vehicle fuel tax. PWC's administrative costs are funded by interest income. In addition to these infrastructure financing programs, the Commission also administers a portion of the Clean Ohio Conservation Program (COCP). Currently, the Commission employs a staff of ten.

Appropriation Overview

The Commission's programs and operations are funded by a variety of appropriations bills. The transportation budget bill contains the capital and operating appropriations for LTIP and the operating appropriations for SCIP. This analysis concentrates on the Governor's funding recommendations for these programs, summarized in Table 1 below.

Funding for PWC Programs in the Proposed Transportation Budget, FY 2014-FY 2015

Program	FY 2013*	FY 2014	% Change FY 2013-FY 2014	FY 2015	% Change FY 2014-FY 2015
LTIP – Capital and Operating	$221,825,485	$52,292,526	-76.4%	$52,296,555	0.0%
SCIP – Operating Only	$910,000	$902,579	-0.8%	$909,665	0.8%
TOTAL	**$222,735,485**	**$53,195,105**	**-76.1%**	**$53,206,220**	**0.0%**

*FY 2013 figures represent adjusted appropriations, including funds carried over from prior fiscal years.

PWC also receives appropriations in other budget bills that go before the General Assembly. The capital bill and the capital reappropriations bill provide capital funding for SCIP. The main operating budget bill contains the debt service appropriations for SCIP and COCP, as well as the operating funding for the latter. Of the total amount recommended by the Governor in the transportation budget bill, about $1.2 million per year funds the operating expenses of the Commission.

PWC's recommended transportation budget appropriation is $53.2 million in each fiscal year of the FY 2014-FY 2015 biennium, of which approximately 98% in each fiscal year is appropriated for LTIP. Note that the apparent significant decrease in LTIP funding between the FY 2013 adjusted appropriations and recommended FY 2014 funding is because the FY 2013 adjusted appropriations include unspent balances from previous fiscal years. This amount is quite a bit higher than it has been in the past because some of the funds carried forward were originally part of two transfers of $100 million from the Highway Operating Fund (Fund 7002) to the Local Transportation Improvement Fund (Fund 7052) in FY 2010 and FY 2011 as part of H.B. 554 of the 127th General Assembly. These reappropriated funds cover LTIP projects approved in previous fiscal years, disbursements for which can often take time to complete, while new appropriations are dedicated to projects approved in the year in which they are originally appropriated.

Implications of PWC's FY 2014-FY 2015 Budget

At any given time, PWC maintains an active portfolio of approximately 1,400 ongoing SCIP projects and 600 ongoing LTIP projects. With the LTIP appropriations provided in the proposed transportation budget, alongside the $300 million in SCIP capital appropriations and $63.5 million in SCIP Revolving Loan appropriations approved in the FY 2013-FY 2014 capital bill (Sub. H.B. 482 of the 129th General Assembly), PWC expects to approve approximately 1,200 SCIP projects and approximately 370 LTIP projects for program years (PYs) 27 and 28. PWC will also continue to provide technical assistance to district public works integrating committees and local governments, maintain information systems such as the statewide infrastructure needs database, and prepare capital disbursement reports generated by the Ohio Administrative Knowledge System (OAKS) to meet the needs of auditors and local government officials. Additionally, PWC is engaged in an ongoing process of developing a new information technology (IT) platform that will update and improve the Commission's ability to manage a large amount of project and financial data.

Proposed temporary law continuing from the previous biennium authorizes the Director of PWC to use investment earnings of the SCIP and LTIP funds for administrative costs incurred by the 19 individual public works district integrating committees. The provision limits the maximum amount available for disbursement to $1,235,000 per fiscal year, and caps the amount each district may receive at $65,000 per fiscal year. Additionally, continuing temporary law authorizes the reappropriation of capital appropriations for local infrastructure projects in the Local Transportation Improvement Program Fund (Fund 7052) that remain unencumbered at the end of FY 2013 and FY 2014 to the following fiscal year.

Analysis of Executive Proposal

Aid to Local Governments

The transportation budget bill includes the following PWC appropriations, which provide aid to local governments through the Local Transportation Improvement Program (LTIP), funded by one cent per gallon of the motor fuel tax. The bill also includes funding for the operating expenses of the State Capital Improvements Program (SCIP), which are covered by interest income and a portion of SCIP bond proceeds.

Governor's Recommended Amounts for Aid to Local Governments				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
Local Transportation Improvement Program Fund Group				
7052	150701	Local Transportation Improvement Program	$52,000,000	$52,000,000
7052	150402	Local Transportation Improvement Program Operating	$292,526	$296,555
Local Transportation Improvement Program Fund Group Subtotal			***$52,292,526***	***$52,296,555***
Local Infrastructure Improvements Fund Group				
7038	150321	State Capital Improvements Program – Operating Expenses	$902,579	$909,665
Local Infrastructure Improvements Fund Group Subtotal			***$902,579***	***$909,665***
Total Funding: Aid to Local Governments			**$53,195,105**	**$53,206,220**

Local Transportation Improvement Program (150701)

Appropriations to this line item provide the spending authority necessary for LTIP to furnish financial assistance to counties, cities, townships, and villages for local road and bridge projects. LTIP grants are allocated annually on a per capita basis to each of the 19 public works district integrating committees throughout the state, and may cover up to 100% of project costs. Eligible costs include property and facility acquisition, engineering and design, and construction. Although the number of projects funded by LTIP varies from year to year, the recommended funding levels are expected to provide for approximately 372 projects over the course of the FY 2014-FY 2015 biennium, which encompasses PYs 27 and 28 of LTIP. The executive recommendation funds this line item at $52.0 million in each fiscal year.

Local Transportation Improvement Program Operating (150402)

Spending from this line item supports LTIP's administrative expenses, which are supported by investment income on revenues into the Local Transportation Improvement Fund (Fund 7052). The fund earned investment income of approximately $350,000 in FY 2012. The executive proposal recommends $292,526 in FY 2014 and

$296,555 in FY 2015 to cover these costs. These amounts are approximately the same as estimated expenditures for FY 2013 and will allow the Commission to maintain current service levels. Administrative expenses cover PWC's costs of managing LTIP projects, including project monitoring, processing disbursement requests, and maintaining PWC's information systems. LTIP comprises about 20% of the Commission's total administrative costs among the three infrastructure programs under its purview (the others are SCIP and COCP).

State Capital Improvements Program – Operating Expenses (150321)

This line item is the source of funding for the operating expenses incurred by SCIP. Using the proceeds of state-issued bonds, SCIP provides grants and loans to local governments for improvement of their infrastructure systems. PWC's costs to administer SCIP have historically been paid by investment income from the bond proceeds. However, in FY 2012, the State Capital Improvements Fund (Fund 7038) earned about $185,000 in investment income, down from approximately $290,000 in FY 2011 and a substantial decrease from $888,000 in FY 2010. The decreases in investment income in recent years have required PWC to begin funding some administrative costs directly from bond proceeds. The executive recommendation for the transportation budget provides $902,579 in FY 2014 and $909,665 in FY 2015 to administer SCIP, comparable to the $910,000 appropriated for this purpose in FY 2013. The majority of this funding is used for personnel and maintenance.

Overall, SCIP administration comprises about 60% of the Commission's total operating costs. As with LTIP, administrative functions supported by these funds include reviewing and approving disbursement requests, providing ongoing technical assistance to district public works integrating committees, project monitoring, and providing continued maintenance for the PWC's statewide infrastructure needs database.

The recommendation will allow PWC to administer PYs 27 and 28 of SCIP, authorized by Section 2p, Article VIII of the Ohio Constitution. Under this provision, the state may issue up to $150 million per year in bonds for SCIP. Sub. H.B. 482 of the 129th General Assembly, the capital budget act for FY 2013 and FY 2014, appropriated $300 million for SCIP, or $150 million in each fiscal year. Eligible SCIP activities include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal systems. SCIP also contains two subprograms: the Small Government Program, which sets aside $15 million each fiscal year for villages and townships with populations of less than 5,000, and the Emergency Assistance Program, which provides $3 million in each fiscal year for infrastructure emergencies to be awarded at the Director of the Public Works Commission's discretion.

Local Transportation Improvement Program Fund Group

7052 150402 Local Transportation Improvement Program - Operating

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$230,358	$255,202	$244,895	$296,555	**$292,526**	**$296,555**
	10.8%	-4.0%	21.1%	**-1.4%**	**1.4%**

Source: Local Transportation Improvement Program Fund Group: Investment income

Legal Basis: ORC 164.14 and 5735.23; Section 209.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 298 of the 119th G.A.)

Purpose: This line item funds the operating expenses of the Local Transportation Improvement Program. Administrative activities include project monitoring, processing disbursement requests, and maintaining the Commission's information systems.

7052 150701 Local Transportation Improvement Program

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$82,610,921	$123,258,151	$113,978,423	$221,528,930	**$52,000,000**	**$52,000,000**
	49.2%	-7.5%	94.4%	**-76.5%**	**0.0%**

Source: Local Transportation Improvement Program Fund Group: One cent per gallon of the motor vehicle fuel tax

Legal Basis: ORC 164.14 and 5735.23; Section 209.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 381 of the 118th G.A.)

Purpose: This line item funds the Local Transportation Improvement Program, which provides grants to local governments to finance road and bridge projects. Grant funds are allocated on a per capita basis to each of the Public Works Commission's 19 district public works integrating committees.

Local Infrastructure Improvement Fund Group

7038 150321 State Capital Improvements Program - Operating Expenses

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$700,709	$797,992	$735,489	$910,000	**$902,579**	**$909,665**
	13.9%	-7.8%	23.7%	**-0.8%**	**0.8%**

Source: Local Infrastructure Improvement Fund Group: Investment income

Legal Basis: ORC 164.08; Section 209.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 152 of the 120th G.A.)

Purpose: This line item funds the operating expenses of the State Capital Improvement Program (SCIP), which provides grants and loans to local governments for improvement of their infrastructure systems. Administrative functions include approving disbursement requests, project monitoring, maintaining the Commission's statewide infrastructure needs database, and providing ongoing technical assistance to district public works integrating committees. Funding for the program is derived from bond sales, the proceeds of which are typically appropriated in capital appropriations and reappropriations acts. SCIP funding is allocated on a modified per capita basis.

FY 2014 - FY 2015 Introduced Appropriation Amounts

All Fund Groups

Line Item Detail by Agency

Report For Transportation Budget **Version: As Introduced**

			FY 2012	Estimate FY 2013	Introduced FY 2014	FY 2013 to FY 2014 % Change	Introduced FY 2015	FY 2014 to FY 2015 % Change
PWC Public Works Commission								
7052	150402	Local Transportation Improvement Program - Operating	$ 244,895	$ 296,555	$ 292,526	-1.36%	$ 296,555	1.38%
7052	150701	Local Transportation Improvement Program	$ 113,978,423	$ 221,528,930	$ 52,000,000	-76.53%	$ 52,000,000	0.00%
Local Transportation Improvement Program Fund Group Total			**$ 114,223,318**	**$ 221,825,485**	**$ 52,292,526**	**-76.43%**	**$ 52,296,555**	**0.01%**
7038	150321	State Capital Improvements Program - Operating Expenses	$ 735,489	$ 910,000	$ 902,579	-0.82%	$ 909,665	0.79%
Local Infrastructure Improvement Fund Group Total			**$ 735,489**	**$ 910,000**	**$ 902,579**	**-0.82%**	**$ 909,665**	**0.79%**
Public Works Commission Total			**$ 114,958,807**	**$ 222,735,485**	**$ 53,195,105**	**-76.12%**	**$ 53,206,220**	**0.02%**

Development Services Agency

- $15.2 million per fiscal year for roadwork development grants
- Identical to appropriations for the FY 2012-FY 2013 biennium

Analysis of Executive Proposal

Roadwork Development (195629)

The Ohio Development Services Agency (ODSA) receives appropriations for this line item in the Transportation Budget. Roadwork Development Grants are awarded to local governments, port authorities, or transportation improvement districts for the purpose of making public roadwork improvements to facilitate the expansion or attraction of a business. The Roadwork Development Fund (Fund 4W00) is funded by a transfer of motor fuel tax revenues from the Department of Transportation. Because the use of motor fuel tax revenues is restricted under Ohio Constitution, Article XII, Section 5a, Roadwork Development Grants are limited to projects to improve public roads and highways and may not be used for other economic development purposes. Eligible costs include widening, paving, road construction and reconstruction, and right-of-way infrastructure improvements such as sewer or utility lines. All Roadwork Development Grants are subject to approval by the Controlling Board.

As the table below shows, the executive proposes funding the Roadwork Development Grant Program at $15,199,900 in each fiscal year of the FY 2014-FY 2015 biennium, identical to the amounts appropriated in the current biennium. As of February 2013, ODSA had awarded 16 Roadwork Development Grants for a total of $6.9 million from FY 2013 funds.

Governor's Recommended Amounts for Roadwork Development				
Fund	**ALI and Name**		**FY 2014**	**FY 2015**
State Special Revenue Fund Group				
4W00	195629	Roadwork Development	$15,199,900	$15,199,900
		State Special Revenue Fund Group Subtotal	***$15,199,900***	***$15,199,900***
Total Funding: Roadwork Development			**$15,199,900**	**$15,199,900**

State Special Revenue Fund Group

4W00 195629 Roadwork Development

FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Introduced	FY 2015 Introduced
$12,020,885	$19,167,597	$13,674,978	$15,199,900	**$15,199,900**	**$15,199,900**
	59.5%	-28.7%	11.2%	**0.0%**	**0.0%**

Source: State Special Revenue Fund Group: Transfers from the Highway Operating Fund (Fund 7002)

Legal Basis: ORC 122.14; Section 207.10 of Am. Sub. H.B. 114 of the 129th G.A. (originally established by Am. Sub. H.B. 298 of the 119th G.A.)

Purpose: Roadwork development grants are used for public road improvements associated with economic development opportunities that retain or attract business for Ohio. The Development Services Agency provides these funds in accordance with all guidelines and requirements established for line item 195623, Business Incentive Grants, including approval by the Controlling Board.

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
Report For Transportation Budget				**Version: As Introduced**				
DEV Development Services Agency								
4W00	195629	Roadwork Development	$ 13,674,978	$ 15,199,900	$ 15,199,900	0.00%	$ 15,199,900	0.00%
State Special Revenue Fund Group Total			**$ 13,674,978**	**$ 15,199,900**	**$ 15,199,900**	**0.00%**	**$ 15,199,900**	**0.00%**
Development Services Agency Total			**$ 13,674,978**	**$ 15,199,900**	**$ 15,199,900**	**0.00%**	**$ 15,199,900**	**0.00%**