

Legislative Budget Office of the Legislative Service Commission

Transportation Budget in Brief

H.B. 23 – As Introduced

Agency/Fund Group	FY 2022 (Actual)	FY 2023 (Estimate)	FY 2024 (Appropriation)	FY 2025 (Appropriation)
Ohio Department of Transportation (ODOT)				
Highway Operating Fund	\$2,929,814,335	\$3,554,945,996	\$7,127,959,918	\$3,898,613,921
Capital Projects Fund	\$114,405,325	\$319,788,054	\$178,400,000	\$178,400,000
Dedicated Purpose Fund	\$2,128,326	\$3,531,491	\$13,531,491	\$3,531,491
DOT Total	\$3,046,347,987	\$3,878,265,541	\$7,319,891,409	\$4,080,545,412
% Change	—	27.3%	88.7%	-44.3%
Ohio Public Works Commission (OPWC) Local Transportation Improvement Program				
Dedicated Purpose Fund/OPWC Total	\$60,663,157	\$59,313,349	\$60,328,705	\$64,323,792
% Change	—	-2.2%	1.7%	6.6%
Department of Development (DEV) Roadwork Development Grant Program				
Dedicated Purpose Fund/DEV Total	\$6,421,501	\$15,200,000	\$15,200,000	\$15,200,000
% Change	—	136.7%	0.0%	0.0%
Transportation Budget (H.B. 23)				
Total	\$3,113,432,645	\$3,952,778,890	\$7,395,420,114	\$4,160,069,204
% Change	—	27.0%	87.1%	-43.7%

H.B. 23 as introduced:

- Appropriations total \$7.40 billion in FY 2024, including about \$2.90 billion in one-time funding for the Brent Spence Bridge Corridor, and \$4.16 billion in FY 2025.
- The Ohio Department of Transportation (ODOT) comprises almost the entire budget (97.6%) except for appropriations for transportation-related programs administered by the Ohio Public Works Commission (OPWC) and the Department of Development (DEV).
- Most H.B. 23 appropriations are from the Highway Operating Fund Group (95.4%), with smaller amounts from the Capital Projects Fund Group (3.1%), and the Dedicated Purpose Fund Group (1.5%). No appropriations are made from the General Revenue Fund (GRF).
- The executive proposal provides funding for the Ohio Department of Public Safety (ODPS) in the main operating budget only. Traditionally, ODPS has been funded in both the transportation budget and the main operating budget.
- Spending from GRF appropriations and all of ODPS's appropriations from the transportation budget of the 134th General Assembly (H.B. 74) in FY 2022 and FY 2023 have been removed from the table above for a more accurate comparison.

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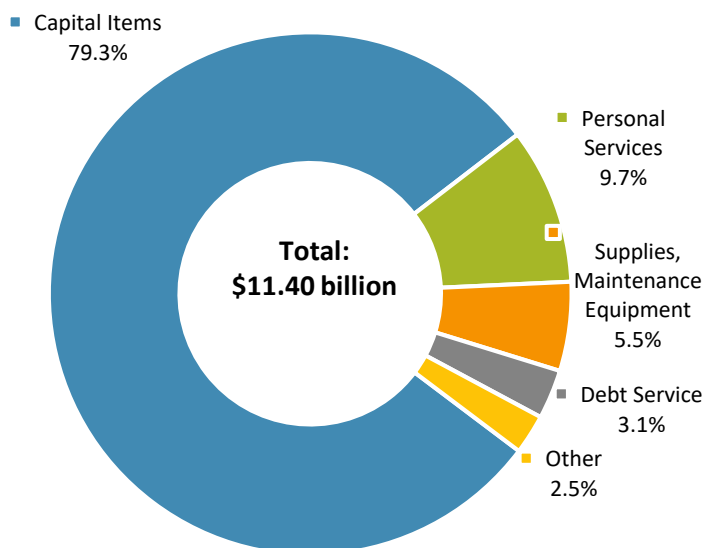
Brent Spence Bridge Corridor:

- The bill includes \$2.90 billion in FY 2024 for the Brent Spence Bridge Corridor project, which will build a new bridge over the Ohio River for interstate 71 and 75 traffic, as well as other infrastructure improvements along the corridor.
- The bill's appropriations for these projects include \$1.91 billion in federal funding, \$809.0 million in funding for cost sharing with Kentucky, and \$182.8 million in state funding.

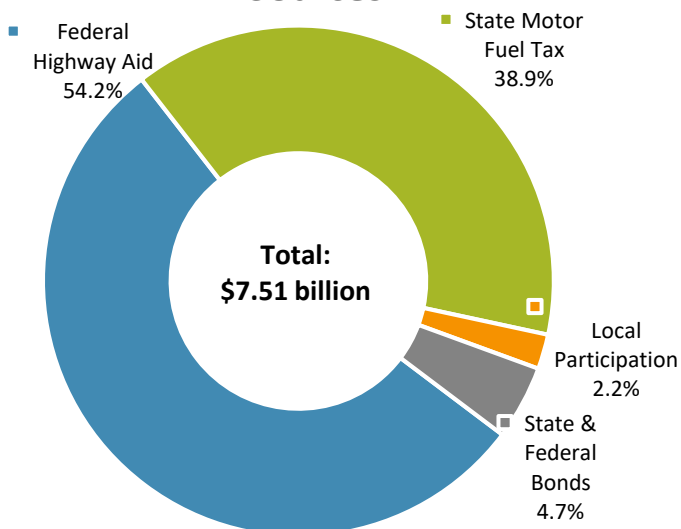
Department of Transportation:

- ODOT is primarily funded in the transportation budget (H.B. 23). For the biennium, under the executive proposal, ODOT's budget totals \$11.40 billion (97.8%) in H.B. 23 and \$257.0 million (2.2%) in the main budget (H.B. 33).
- The largest spending area in ODOT's H.B. 23 budget is capital items at 79.3%.
- Personal services is the next largest area at 9.7%. ODOT is the second largest state employer. Its employee headcount in January 2023 was about 5,200, just over 10% of the total state employee headcount in that month.

ODOT H.B. 23 Appropriations



H.B. 23 Highway Funding Sources



- In addition to the Brent Spence Bridge Corridor project, \$7.51 billion of ODOT's H.B. 23 appropriations are for highway construction and maintenance. These appropriations are funded by federal highway aid (54.2%), state motor fuel tax (38.9%), local participation (2.2%), state highway bonds (2.5%), and federal GARVEE bonds (2.2%).
- H.B. 23's ODOT appropriations also include about \$414.9 million for administration, planning, and research; \$348.0 million for debt service; \$123.6 million for public transit; \$49.2 million for the state infrastructure bank revolving loan program; \$36.3 million for rail; and \$19.3 million for aviation.