

Greenbook

LBO Analysis of Enacted Transportation Budget – Part I

Department of Transportation

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 Appropriation Spreadsheet

LBO Greenbook

Department of Transportation

Quick look...

- H.B. 54, the FY 2026-FY 2027 transportation budget, provides the Ohio Department of Transportation (ODOT) \$4,836,835,314 in FY 2026 and \$4,497,199,888 in FY 2027.
- The three primary sources of funding are (1) federal highway aid, (2) the Ohio motor fuel tax (MFT), and (3) highway bonds issued by the state.
- The increases in State Highway Bond funding are primarily devoted to the Brent Spence Bridge Corridor project. Construction is scheduled to begin in FY 2026.

Fund Group	FY 2024 Actual	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
Highway Operating	\$3,814,669,695	\$3,983,041,710	\$4,414,005,267	\$4,074,342,499
Dedicated Purpose	\$8,055,594	\$45,947,617	\$2,830,047	\$2,857,389
Capital Projects	\$136,906,022	\$91,503,599	\$420,000,000	\$420,000,000
Total	\$3,959,631,311	\$4,120,492,927	\$4,836,835,314	\$4,497,199,888
% change	--	4.1%	17.4%	-7.0%
Highway Operating % change	--	4.4%	10.8%	-7.7%

Overview

Appropriation summary

H.B. 54, the transportation budget act for the FY 2026-FY 2027 biennium, provides the Ohio Department of Transportation (ODOT) with funding of \$4,836,835,314 in FY 2026 and \$4,497,199,888 in FY 2027, or \$9,334,035,202 for the biennium. Over 90.0% of this funding comes from state and federal receipts in the Highway Operating Fund (Fund 7002), with highway bond proceeds and other revenues making up the remainder.

Table 1 on the following page shows how ODOT's funding under H.B. 54 is allocated by program category. The vast majority is devoted to highway construction and maintenance, comprising about \$8.3 billion (89.2%) of appropriations over the biennium. Funding for nonhighway transportation modes, including public transit, rail, and aviation, combined make up approximately \$186.9 million (2.0%) of the recommended funding.¹ Finally, \$821.0 million (8.8%) is for debt service, administration, and planning and research activities.

¹ ODOT typically receives GRF funding contained in the main operating budget act to support nonhighway transportation modes, including public transportation, rail, and aviation.

Table 1. Appropriations by Category (\$ millions)				
Program Category	FY 2026	FY 2027	Biennial Total	% of Total
Highway Construction and Maintenance	\$4,335.1	\$3,991.9	\$8,327.0	89.2%
Debt Service	\$174.0	\$174.0	\$348.0	3.7%
Administration	\$118.1	\$120.7	\$238.8	2.6%
Planning and Research	\$91.7	\$92.4	\$184.1	2.0%
Transit	\$66.7	\$66.8	\$133.5	1.4%
State Infrastructure Bank	\$24.6	\$24.6	\$49.2	0.5%
Rail	\$16.3	\$16.3	\$32.6	0.4%
Aviation	\$10.3	\$10.5	\$20.8	0.2%
Total	\$4,836.8	\$4,497.2	\$9,334.0	

Note: Figures may not add to totals due to rounding.

Budget highlights

Appropriation carry-over – Brent Spence Bridge Corridor

Transportation budgets typically authorize ODOT to seek Controlling Board authorization to transfer selected appropriations from the prior fiscal year for use in the current fiscal year. The need to carry over funding from one fiscal year to the next is an inherent part of the timespans involved with transportation project bidding and construction, especially for large-scale projects which can take several years to complete. Such is the case for the Brent Spence Bridge Corridor project. H.B. 23 of the 135th General Assembly, the transportation budget for the FY 2024-FY 2025 biennium, created three new ALIs specifically used to provide funding for the Brent Spence Bridge Corridor project. The three Highway Operating Fund (Fund 7002) ALIs used to fund this project are 772603, Brent Spence Bridge Corridor – State, 772604, Brent Spence Bridge Corridor – Federal, and 772605, Brent Spence Bridge Corridor – Other. In total, these ALIs were appropriated just over \$2.9 billion in the FY 2024-FY 2025 biennium. Actual spending was just under \$49.9 million in FY 2024 and, nearly \$135.3 million in FY 2025. This reflects the multi-year phasing involved with planning and construction of complicated projects. Of the initial funding appropriated under the FY 2024-FY 2025 transportation budget, \$2.6 billion in carry-over funding will go toward the project during the FY 2026-FY 2027 biennium. ODOT anticipates that construction will begin in December 2025.

Permanent law changes

Division of Advanced Air Mobility

The Transportation Budget requires the ODOT Director to create the Division of Advanced Air Mobility (AAM) and hire a deputy director for the Division. The bill requires the Division to focus on: (1) integrating AAM into state public transportation networks, including through the creation of a state AAM air traffic management system, (2) supporting law enforcement, fire

departments, and emergency medical services through establishing AAM operating procedures, and (3) supporting public safety and national security objectives by establishing critical infrastructure protection policies. It authorizes the Division to work with the ODOT Office of Aviation and other federal, state, and local entities. This provision would result in new costs associated with appointing a deputy director and administering the Division. The salary for a deputy director, pay range 45, on the exempt employee (E2) pay schedule varies from approximately \$50,000 to \$165,000 annually. The salaries of similarly situated deputy directors within ODOT range from approximately \$100,000 to \$120,000 annually. This does not include fringe benefit costs for the state's share of retirement, medical, dental, and vision benefits. Drones and other AAM-related duties are handled within ODOT's Division of Aviation. Presumably ODOT would use those existing employees to largely handle these new responsibilities.

Assistance to villages

H.B. 54 requires ODOT to provide villages with assistance for maintaining state highways when requested. This includes help with (1) snow and ice removal, (2) road salt application, and (3) grass, weed, and other natural growth removal. Using mapping data, ODOT estimates that there are 589 villages with state highways, roughly 2,470 lane miles overall. The cost ODOT will incur for providing this assistance to villages will be paid from Highway Operating Fund ALI 772421, Highway Construction – State.

Abandoned telecommunications and utility structures

The bill contains provisions that define ODOT's authority to deal with abandoned telecommunications and utility structures. These provisions require ODOT to make reasonable attempts to identify the owner of an abandoned telecommunications or utility structure occupying a road, state highway, or right-of-way. If attempts to find the owner fail, the bill allows ODOT to remove the structure by hiring a third party. As a point of reference, over the last ten years, ODOT has paid over \$50.0 million in change order contracts because of delays and additional expenses attributable to abandoned telecommunication and utility structures.

Removal of obstructions

H.B. 54 also contains a provision that prohibits any person from knowingly failing to remove or relocate any object or structure from a road or state highway that the ODOT Director has determined to obstruct or interfere with a road or highway, and imposes a fine of not more than \$100 per day. This may generate some minimal additional revenue gains from any such daily fines.

Indefinite Delivery Indefinite Quantity contracts

The transportation budget authorizes ODOT to enter into Indefinite Delivery Indefinite Quantity (IDIQ) contracts for supplies or services, limited to guardrail, highway lighting, and traffic signal maintenance. The bill specifies that the total value of an IDIQ contract may not exceed \$2.0 million per project and limits each ODOT district to no more than two IDIQ contracts at any given time. The bill requires ODOT to determine the terms and conditions of these contracts, which may include: (1) the maximum contract value, which may include an increase of \$200,000 or 10% of the advertised contract value, and (2) the contract duration, which may

include an extension of one year. Previous transportation budgets typically contained temporary authority for ODOT to sign two IDIQ contracts per fiscal year. This provision would make ODOT's authority to enter into IDIQ contracts meeting the above terms permanent. Since FY 2016, ODOT has signed 14 IDIQ contracts, between two and four contracts per biennium, ranging between \$2.0 million and \$3.4 million in value.

Temporary law provisions

Authorization to adjust appropriations and make cash transfers

H.B. 54 includes several continuing provisions of temporary law that allow ODOT financial flexibility in managing cash resources. Cumulatively, these provisions enable the Department to seek approval of the transfer of appropriations, increase of appropriations, reappropriations, and transfer of cash in the Highway Operating Fund (Fund 7002) and other funds. Almost all of these authorizations depend on approval by the Controlling Board, and many also require approval by the Office of Budget and Management.

Among these authorizations, the bill allows ODOT to seek approval of requests to: (1) transfer appropriations between various line items within Fund 7002 to cover unforeseen costs, such as those incurred due to inclement weather, and to optimize the use of federal funds, (2) transfer appropriations and cash between various federally funded or State Infrastructure Bank funds and line items, (3) increase appropriations if state or federal revenues are in excess of budgeted amounts, and (4) reappropriate appropriations from certain funds that remain unencumbered at the end of FY 2025 and FY 2026 for the same purposes in FY 2026 and FY 2027, respectively.

Earmarks using state-funded highway – Fund 7002 ALI 772421

H.B. 54 includes two earmarks from Highway Operating Fund (Fund 7002) ALI 772421, Highway Construction – State, which is mostly funded by state MFT revenue. The first of these earmarks is for \$9.0 million in each fiscal year to be given to transportation improvement districts (TIDs) that meet eligibility criteria. TIDs are intergovernmental or public-private entities that designate a transportation project or program of projects to be facilitated within a defined region and with local approval. There are currently 44 TIDs located around the state. Of available state funds, TIDs may receive up to \$500,000 annually for each project; however, if there are projects cosponsored by another TID, each TID may receive up to \$500,000 per year. Funds may be used for preliminary engineering, detailed design, right-of-way acquisition, and construction costs, but may not be used for administrative expenses.

The second set of earmarks are for roads and drives at Department of Natural Resources (DNR) sites and metropolitan parks. The portion going to DNR facilities each year is to be determined by the ODOT Director, although within that there is a \$1.0 million annual set-aside for roads leading up to and within state parks and wildlife areas greater than 10,000 contiguous acres and meeting other specified criteria. The bill also earmarks approximately \$2.6 million in each fiscal year from ALI 772421 to maintain roads within the boundaries of metropolitan parks. Finally, the bill allows Fund 7002 ALI 772421 to be used to do work on roads and support features to and within the State Fairgrounds and the Ohio History Connection facilities.

Federal Flexible Spending Program earmarks – Fund 7002 ALI 772422

H.B. 54 also includes three earmarks from Highway Operating Fund (Fund 7002) ALI 772422, Highway Construction – Federal, under the Federal Highway Administration (FHWA) Flexible Spending Program. The first is an earmark of \$33.0 million in each fiscal year to support public transportation statewide. The transit funding included in H.B. 54 will be used in conjunction with \$37.0 million in each fiscal year provided for local transit assistance under H.B. 96, the main operating budget, appropriated under GRF ALI 775470, Public Transportation – State.

H.B. 54 also earmarks \$13.5 million in funding each fiscal year under this ALI to administer the Workforce Mobility Partnership Program, originally established under H.B. 23 of the 135th General Assembly. This funding is used to provide grants to regional transit authorities (RTAs) for workforce mobility initiatives. Finally, H.B. 54 earmarks \$3.0 million in each fiscal year to be used by Regional Transportation Planning Organizations (RTPOs) to conduct a rural transportation planning grant program.

Planning and Research earmarks – Fund 7002 ALI 771411

The transportation budget for the FY 2026-FY 2027 biennium contains three earmarks under Highway Operating Fund (Fund 7002) ALI 771411, Planning and Research – State for specific research projects:

1. \$1.5 million in FY 2026 to conduct a feasibility study for the creation of an I-73 corridor connecting the municipal corporation of Toledo to the municipal corporation of Chesapeake;
2. \$500,000 in FY 2026 to contract with a third party to conduct a study of ODOT's pavement selection process;
3. \$500,000 in FY 2026 to be used by ODOT and the Ohio Turnpike and Infrastructure Commission to establish a joint plan regarding the feasibility of connecting U.S. 23 to I-71.

Analysis of FY 2026-FY 2027 budget

Introduction

This section provides an analysis of the transportation budget's funding for each appropriation line item (ALI) in the Ohio Department of Transportation's (ODOT) budget. For organizational purposes, these ALIs are grouped into eight major categories based on their funding purposes. The analysis for an ALI with a lower category or subcategory designation will appear before that for an ALI with a higher category or subcategory designation. That is, the analysis for an ALI with a category designation of C1:8 will appear before the analysis for an ALI with a category designation of C2:1 and the analysis for an ALI with a category designation of C1:3 will appear before the analysis for an ALI with a category designation of C1:8.

To aid the reader in locating each ALI in the analysis, the following table shows the category in which each ALI has been placed, listing the ALIs in order within their respective fund groups and funds. This is the same order the ALIs appear in the DOT section of the budget act.

In the analysis each appropriation item's actual expenditures for FY 2025 and appropriations for FY 2026 and FY 2027 are listed in a table. The exception to this is in **"Category 1: Highway Construction and Maintenance,"** where appropriations are analyzed on a program basis, since funding for the seven particular programs is dispersed in a mix among six line items. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation contained in the budget. If the appropriation is earmarked, the earmarks are listed and described.

Categorization of ODOT's Appropriation Line Items for Analysis of FY 2026-FY 2027 Budget				
Fund	ALI	ALI Name		Category
Highway Operating Fund Group				
2120	772426	Highway Infrastructure Bank – Federal	3	State Infrastructure Bank
2120	772427	Highway Infrastructure Bank – State	3	State Infrastructure Bank
2130	772431	Roadway Infrastructure Bank – State	3	State Infrastructure Bank
2130	777477	Aviation Infrastructure Bank – State	6	Aviation
5X10	772504	Ohio Highway Transportation Safety	1	Highway Construction & Maintenance
7002	770003	Transportation Facilities Lease Rental Bond Payments	7	Debt Service
7002	771411	Planning and Research – State	2	Planning & Research
7002	771412	Planning and Research – Federal	2	Planning & Research
7002	772421	Highway Construction – State	1	Highway Construction & Maintenance
			5	Rail
7002	772422	Highway Construction – Federal	1	Highway Construction & Maintenance
			5	Rail
7002	772424	Highway Construction – Other	1	Highway Construction & Maintenance

Categorization of ODOT's Appropriation Line Items for Analysis of FY 2026-FY 2027 Budget				
Fund	ALI	ALI Name		Category
7002	772437	Major New State Infrastructure Bond Debt Service – State	7	Debt Service
7002	772438	Major New State Infrastructure Bond Debt Service – Federal	7	Debt Service
7002	773431	Highway Maintenance – State	1	Highway Construction & Maintenance
7002	775452	Public Transportation – Federal	4	Public Transportation
7002	775454	Public Transportation – Other	4	Public Transportation
7002	776462	Grade Crossings – Federal	5	Rail
7002	777472	Airport Improvements – Federal	6	Aviation
7002	777475	Aviation Administration	6	Aviation
7002	779491	Administration – State	8	Administration
Dedicated Purpose Fund Group				
4N40	776664	Rail Transportation – Other	5	Rail
5W90	777615	County Airport Maintenance	6	Aviation
Capital Projects Fund Group				
7042	772723	Highway Construction – Bonds	1	Highway Construction & Maintenance
7045	772429	Highway Infrastructure Bank – Bonds	1	Highway Construction & Maintenance

Category 1: Highway Construction and Maintenance

This category of appropriations includes the major sources of state, federal, and bond funding for maintaining and building on the over 42,000 lane miles of roads on the State Highway System, including: (1) the Priority System covering interstate routes, freeways, and multi-lane roads, (2) the Urban System covering U.S. and state routes within municipal boundaries, and (3) the General System covering two-lane state routes. Much of this funding also goes to political subdivisions for local road and bridge projects through a combination of various federal programs and ODOT discretionary programs. Highway maintenance and construction activities under the ODOT budget totals roughly \$8.3 billion over the biennium and is funded through two primary sources. The first is Highway Operating Fund (Fund 7002) moneys derived through motor fuel tax (MFT) proceeds, federal funds from the Federal Highway Administration (FHWA), and local matching contributions. Fund 7002 comprises just under \$7.5 billion in funding for highway maintenance and construction activities. The remaining \$840.0 million for these activities comes through the issuance of bonds.

Program allocations

Table 2 below summarizes the highway construction and maintenance appropriations among the six ALIs noted above by ODOT program. Note that these allocations do not include appropriations specifically dedicated to the Brent Spence Bridge Corridor project, which is funded using unspent appropriations under H.B. 23, the FY 2024-FY 2025 transportation budget.

Table 2. Highway Construction and Maintenance Program, FY 2026-FY 2027 (\$ millions)			
Program	FY 2026	FY 2027	% of Total
Preservation of Pavement and Bridges	\$2,177.2	\$2,007.8	50.0%
Operations	\$851.1	\$826.0	20.0%
Local Government Programs	\$540.2	\$497.7	13.0%
Major New Highway Construction	\$214.8	\$177.7	5.0%
Other Construction Programs	\$249.9	\$174.1	5.0%
Safety Programs	\$204.5	\$198.0	5.0%
Highway Maintenance Contracts	\$62.0	\$75.1	2.0%
Total All Programs	\$4,299.7	\$3,956.4	100.0%

C1:1: Preservation of Pavement and Bridges

This is the largest area of spending in the ODOT budget and provides funds to the 12 ODOT districts to maintain roads and bridges under ODOT's jurisdiction. The major preservation responsibilities include pavement condition monitoring and maintenance, pavement replacement, bridge inspection and repair, engineering and design services, right-of-way acquisition, and culvert improvements. Under ODOT's "fix it first" policy, pavement and bridge preservation needs are usually fully funded before new capacity or congestion reduction projects are undertaken.

C1:2: Operations

This program funds the vast majority of ODOT's operating costs, supporting about 4,700 full-time equivalents (FTEs) whose work relates to highway construction and maintenance. This funding covers 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. ODOT's facilities include the central office in Columbus, 12 district headquarters, 90 full-service highway service facilities, and 102 outposts or yard locations, and over 90 rest areas, 36 of which will be remodeled by the end of FY 2026. The Department maintains a fleet of around 160 trucks to manage snow and ice control.

C1:3: Local Government Programs

Almost all of the funding for Local Government Programs comes from federal highway sources which is subsequently distributed to local governments. The funding is spent through Fund 7002 ALI 772422, Highway Construction – Federal. A portion of funding in this category comes from a local match paid by local governments to ODOT and which is returned through spending under Fund 7002 ALI 772424, Highway Construction – Other. A nominal amount comes from state highway funding. Note that funding under this program is in addition to the MFT revenue that is distributed directly to counties, municipalities, and townships by the Department of Taxation.

Table 3 below provides a listing of each local sub-program and the amount budgeted for each program over the FY 2026-FY 2027 biennium. Many of the sub-programs entail highway funding for local governments under FHWA formula requirements. However, ODOT has discretionary authority to administer a portion of money designated for the Local Government Programs. Details about these local programs can be found on ODOT's [Local Funding Opportunities](#) webpage.

Table 3. Local Government Programs Allocations (\$ millions)		
Program	FY 2026	FY 2027
Metropolitan Planning Organizations	\$257.5	\$257.5
Regional Transportation Planning Organizations	\$5.0	\$5.0
Local Participation (match)	\$83.5	\$83.5
County Local Bridge	\$74.4	\$38.4
Local Major Bridge	\$20.0	\$20.0
Municipal Bridge	\$18.5	\$12.0
County Surface Transportation	\$28.6	\$28.6
Carbon Reduction	\$8.6	\$8.6
Small City	\$10.6	\$10.6
Safe Routes to Schools	\$8.0	\$8.0
Enhancements/Other/Discretionary	\$25.5	\$25.5
Local Government Programs Total	\$540.2	\$497.7

C1:4: Major New Highway Construction

This program provides funding for projects that increase mobility, provide connectivity, promote economic development, grow the capacity of a transportation facility, and reduce traffic congestion. These projects must have costs of \$12 million or more and be approved by the Transportation Review Advisory Council (TRAC). The Council typically approves each project annually through a series of phases before completion. These phases include planning and engineering, design, right-of-way acquisition, and construction. The amounts listed above for Major New is typically supplemented by reappropriations from prior fiscal years, depending upon approval by the Controlling Board. Another potential source of funding for Major New construction is through public-private partnership (P3) agreements, such as the private financing used to construct the Portsmouth Bypass, estimated to cost \$1.23 billion over the 35-year lifespan of the project. This financing arrangement allows for ODOT to undertake large-scale projects and pay for them over time.

C1:5: Other Construction Programs

The Other Construction Programs banner covers a variety of activities, including: (1) oversight of ODOT's role in the federal National Highway Freight Program, (2) the Diesel

Emissions Reduction Grant (DERG) Program, (3) geological site management projects, including fixes for slopes and slides, rockfalls, underground mines, and erosion, (4) emergency funds for the repair or reconstruction of roads that have suffered serious damage by natural disasters or catastrophic failures from an external cause, (5) grant assistance to businesses through the Jobs and Commerce Unrestricted Program in removing transportation barriers in order to create jobs, (6) the disadvantaged business enterprises and on-the-job training programs to support businesses owned by women and minorities in competing for transportation contracts, and (7) oversight of P3 projects. The funding is also used for the replacement and rehabilitation of rest areas, and the 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 History Connection; and metropolitan parks' noise barriers statewide. Also included is funding for transportation improvement projects that improve safety for motorists and horse-drawn vehicles in areas with substantial Amish populations.

FY 2026-FY 2027 earmarks

As with prior transportation budgets, H.B. 54 contains set asides for roads leading to and within Department of Natural Resources (DNR) facilities. Of that amount, \$1.0 million each fiscal year must go to roads leading up to and within state parks and wildlife areas greater than 10,000 contiguous acres. An additional \$2.6 million in each fiscal year is for the maintenance of roads within the boundaries of metropolitan parks. Additionally, \$9.0 million in each of FY 2026 and FY 2027 is earmarked for Transportation Improvement Districts (TIDs), the same amount as budgeted under the current biennium. TIDs are locally authorized intergovernmental or public-private entities that oversee local or regional transportation projects. There are currently 56 registered TIDs located around the state. Of available state funds, TIDs may receive up to \$500,000 annually for each project; however, if there are projects cosponsored by another TID, each TID may receive up to \$500,000 per year. Funds may be used for preliminary engineering, detailed design, right-of-way acquisition, and construction costs, but may not be used for administrative expenses. Finally, the bill allows the line item to be used to perform road reconstruction or maintenance work on behalf of the Ohio Expositions Commission at the State Fairgrounds and for the Ohio History Connection, at state historic sites. No actual amounts are required to be used for these purposes in the bill.

C1:6: Safety Programs

Typically consisting mostly of federal funding, this program supports safety projects that improve safety and reduce the severity, frequency, and rate of crashes on the State Highway System and local roads. Eligible projects include signing, striping, clearing brush, traffic signal coordination, two-way left turn lanes, additional lanes, and other roadway modifications. Federal highway aid requires that safety funding be matched so that there is at least a 90% federal, 10% state cost share. On an annual basis, the program has been used to fund all or a portion of about 300 safety projects in various stages of development. ODOT accepts two rounds of applications per year from ODOT districts and local government sponsors. A portion of the remaining funds are used to cover low-cost, quick-hit urgent safety improvements and system-wide safety improvements, such as upgrading guardrails and using more highly reflective pavement markings to prevent roadway departure crashes.

C1:7: Highway Maintenance Contracts

These contracts provide for the maintenance of the State Highway System. The three main types of contracts include: (1) rest area cleaning and maintenance, (2) Intelligent Transportation System traffic management services, collecting traffic management information, and distributing the information in real time, such as on digital messaging signs above or on the side of roads, and (3) roadway maintenance for guardrail and lighting repair, as well as mowing and vegetation removal.

Category 2: Planning and Research

This category of appropriations is used to support the Division of Planning within ODOT, comprised of the following six offices: (1) Statewide Planning and Research, which manages statewide planning among and between the transportation modes, and produces long-term forecast documents, (2) Program Management, which coordinates highway programs, including oversight of the Transportation Review Advisory Council (TRAC), which allocates funding annually for Major New highway construction projects over periods of four or more years, (3) Local Programs, which coordinates construction projects with local governments, (4) Environmental Services, which reviews and approves environmental permits, (5) Technical Services, which collects and monitors traffic data, and (6) Transit, which manages ODOT's public transportation programs and provides technical assistance to transit systems.

Planning and Research (ALIs 771411 and 771412)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 771412, Planning and Research – Federal	\$56,932,026	\$57,095,074	\$57,095,074
% change	--	0.3%	0.0%
7002 771411, Planning and Research – State	\$33,259,397	\$34,583,813	\$35,352,350
% change	--	4.0%	2.2%
Total Planning and Research	\$90,191,423	\$91,678,887	\$92,447,424
% change	--	-1.7%	0.8%

Federal law requires that states set aside 2% of their major federal-aid highway program apportionments for statewide planning and research. This set-aside is appropriated under Fund 7002 ALI 771412 in the ODOT budget. Federal law also requires at least 25% of this funding to be for research purposes, including research, development, and technology transfer activities necessary for planning, constructing, and maintaining highway, public transit, transportation alternatives, and intermodal systems. Most research and development requires a 20% state match, the funding for which is provided in line item 771411. 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 FHWA.

Category 3: State Infrastructure Bank

Alongside federal highway aid, MFT revenue, and highway bond funding, ODOT oversees a revolving loan program that can be used by local governments to finance construction projects. This pool of funding is referred to as the State Infrastructure Bank (SIB) Program, originally capitalized in 1997 with \$137.0 million in funding: \$87.0 million in federal highway aid, \$40.0 million from the GRF, and \$10.0 million in MFT revenue. Although most awards are for highway projects, some awards involve nonhighway transportation modes, such as aviation. The discussion of the SIB Program within this category covers only the SIB appropriations for highway projects. The budget includes \$2.4 million in each fiscal year for aviation projects, which are discussed in greater detail in **"Category 6: Aviation."**

State Infrastructure Bank highway loans (ALIs 772426, 772427, and 772431)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
2120 ALI 772426, Highway Infrastructure Bank – Federal	\$711,653	\$5,750,500	\$5,750,500
% change	--	708.1%	0.0%
2120 ALI 772427, Highway Infrastructure Bank – State	\$16,349,403	\$15,099,500	\$15,099,500
% change	--	-7.6%	0.0%
2130 ALI 772431, Roadway Infrastructure Bank – State	\$3,695,814	\$3,750,000	\$3,750,000
% change	--	1.5%	0.0%
Total State Infrastructure Bank	\$20,756,870	\$24,600,000	\$24,600,000
% change	--	18.5%	0.0%

Funding for the SIB Program is divided among these three line items because of particular restrictions that apply: ALI 772426 must meet federal highway funding requirements, and ALI 772427 is also partially limited by federal regulations. ALI 772431 is fully state funded. The availability of dollars is dependent upon SIB activity and loan repayments. The SIB Program 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.

Category 4: Public Transportation

This category of appropriations funds ODOT's Office of Transit, which provides capital, operating, technical, and planning assistance to the 65 transit systems receiving state assistance for public transportation. Of these, 27 are in urban areas and 38 are in rural areas. The appropriations reflect (1) FTA funding that is spent under ALI 775452, Public Transportation – Federal, and (2) local matching funding for projects spent under ALI 775454, Public Transportation – Other.

In addition to the federal transit funding flowing through ODOT, large urban transit systems receive direct distributions from the FTA to support their transit systems. That money does not pass through the state. Finally, in addition to the two ALIs listed below, H.B. 54 provides \$33.0 million each fiscal year under the FHWA flexible spending program for public transit and earmarked under Fund 7002 ALI 772422, Highway Construction – Federal. Note also that public transit funding is supplemented with just over \$37.0 million in GRF funding each fiscal year appropriated in H.B. 96, the main operating budget act for the FY 2026-FY 2027 biennium. That funding is not reflected in the ALI descriptions below.

C4:1: FTA-funded programs (ALI 775452)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 775452, Public Transportation – Federal	\$60,720,938	\$63,120,485	\$63,276,002
% change	--	4.0%	0.3%

This ALI provides federal funding Ohio receives from the FTA for several transit-related purposes, as shown in Table 4 below. This includes: (1) grants to transit systems to assist operating costs and capital needs, (2) coordination measures and technical support for public and nonprofit entities in counties that have nonexistent or inadequate public transportation, (3) grants under the Specialized Transportation Program, which covers capital costs incurred for providing services to the elderly and disabled, and (4) operating costs of the Office of Transit.

Table 4. FTA-Funded Allocations, FY 2026-FY 2027 (\$ millions)		
Program	FY 2026	FY 2027
Specialized Transportation	\$6.0	\$6.2
Rural Transit	\$36.6	\$37.8
Total – Competitive Grant Programs	\$42.6	\$44.0
Urban Transit	\$3.2	\$3.2
Rural Transit	\$2.2	\$2.3
Total – Formula Aid Programs	\$5.4	\$5.5
Administration/Technical Assistance	\$7.0	\$7.1
Unallocated/Discretionary	\$8.1	\$6.6
Total – All Transit Programs	\$63.1	\$63.2

C4:2: Local matching funds (ALI 775454)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 775454, Public Transportation – Other	\$3,617,015	\$3,570,000	\$3,570,000
% change	--	-1.3%	0.0%

This ALI is used to pay for vehicles purchased through the Specialized Transportation Program. It is used to augment transportation service beyond fixed-service operations for seniors and also enables the small urban and rural areas that qualify under the program to offer paratransit services. FTA funding covers up to 80% of the costs of these services, but a 20% local match is required. In particular, ODOT requires locals to pay their share up front and then purchases vehicles on behalf of the recipient agencies.

Category 5: Rail

This area of funding is overseen by the Ohio Rail Development Commission (ORDC), an independent commission within ODOT. ORDC's programs support economic development and rail-highway safety, including equipment upgrades and remediation of hazardous rail crossings. ORDC also has historically received GRF funding in the main operating budget act, used for administrative expenses as well as grants to railroads, businesses, and communities for rail-related infrastructure. In addition to ORDC, the Public Utilities Commission of Ohio (PUCO) also funds rail grade crossing improvements. PUCO receives transfers of \$1.2 million per year from the Highway Operating Fund, as set in statute. The PUCO appropriations for this purpose are included in the main operating budget act. ORDC and PUCO collaborate to direct the rail safety funding.

C5:1: Grade Crossing Program (ALI 776462)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 776462, Grade Crossings – Federal	\$18,176,015	\$14,068,961	\$14,068,961
% change	--	-22.6%	0.0%

This ALI provides federal funds for a federally mandated program to eliminate hazards at highway-railroad grade crossings by installing flashing lights and gates, closing and consolidating crossings, constructing grade separations, and resurfacing grade crossings. Ohio has about 5,700 public, at-grade crossings open to traffic. There are four different safety programs: (1) a formula-based program, allocated by statewide hazard rankings, (2) a corridor-based program, under which stretches of track with multiple grade crossings receive upgrades and improvements, including closures of redundant crossings, (3) a constituent-identified program, based 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, and (4) a preemptive program to 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.

C5:2: Rail Development Grant and Loan Program (ALI 776664)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
4N40 ALI 776664, Rail Transportation – Other	\$2,540,863	\$2,210,047	\$2,237,389
% change	--	-13.0%	1.2%

ORDC uses this ALI to award subsidies to railroads, businesses, and communities for projects under the Rail Development Grant and Loan Program. It 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. Additionally, a portion has been used to fund ORDC's operating expenses so that all GRF funds appropriated in the main operating budget act every biennium may be used for grant projects. H.B. 96, the main operating budget act for the FY 2026-FY 2027 biennium, provided \$3.0 million each fiscal year for this purpose under GRF line item 776465, Rail Development.

Category 6: Aviation

This category of appropriations supports the operations of the Office of Aviation and the Ohio/Indiana Unmanned Aircraft Systems (UAS) Center. The Office works with airports to meet national safety standards and coordinate with the Federal Aviation Administration (FAA). These appropriations are typically supplemented with GRF funding appropriated in the main operating budget act. H.B. 96 provided a substantial increase in funding for airport assistance over the FY 2026-FY 2027 biennium: nearly \$21.7 million in FY 2026 and almost \$19.7 million in FY 2027.

C6:1: Aviation Administration (ALI 777475)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 777475, Aviation Administration	\$5,879,477	\$6,973,124	\$7,106,246
% change	--	18.6%	1.9%

Most of the funding under this ALI supports the Office of Aviation, which is responsible for (1) maintaining the state's fleet of 25 aircraft, (2) coordinating with the FAA, (3) allocating funding to local airports to make infrastructure improvements under the Ohio Airport Grant Program, and (4) registering approximately 8,000 Ohio-based aircraft (independent of the required FAA registration). The ALI also supports the UAS Center along with local and state government agencies, academia, and industry organizations. The Center performs unmanned aircraft operations for ODOT and other state agencies, exploring ways drones may be of use to state activities. For ODOT, the UAS devices assist in right-of-way studies, bridge inspections, and traffic monitoring. DNR and the Department of Rehabilitation and Correction (DRC) also employ UAS services. Specifically, DNR uses the UAS Center to perform flights equipped with magnetometers

to find abandoned well heads. DRC partners with the UAS Center to support the detection of other unmanned aircraft around correctional facilities.

C6:2: Aviation Infrastructure Bank (ALI 777477)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
2130 ALI 777477, Aviation Infrastructure Bank – State	\$0	\$2,400,000	\$2,400,000
% change	--	N/A	0.0%

This line item supports the Aviation Infrastructure Bank Loan Program, used to provide loans to publicly owned airports for aviation projects and is part of the SIB Program discussed earlier. This funding can be used to provide low-interest loans to local governments for aviation capital improvement projects, including matching available federal funding. The budget provides \$2.4 million each fiscal year for Aviation Infrastructure Bank loans.

C6:3: Ohio Airport Grant Program (ALIs 777615 and 777472)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5W90 ALI 777615, County Airport Maintenance	\$966,014	\$620,000	\$620,000
% change	--	-35.8%	0.0%
7002 ALI 777472, Airport Improvements – Federal	\$759,832	\$405,000	\$405,000
% change	--	-46.7%	0.0%

These ALIs constitute the non-GRF component of the Ohio Airport Grant Program, providing funds to publicly owned airports for pavement maintenance and obstruction removal. As noted above, the GRF component is contained in the main operating budget act, and is not reflected here. Grants under the program cover 95% of the cost of obstruction removal and pavement resurfacing or reconstruction, not including project design expenses. There are currently 104 publicly owned airports eligible for these grants. In FY 2025, there were 21 active grant projects with total grant [awards](#) of just over \$7.0 million.

Funding appropriated under Airport Assistance Fund (Fund 5W90) ALI 777615, derives from a general aviation license tax of \$15 per aircraft seat and an annual flat rate of \$15 for gliders and balloons. The federal funding contained in Fund 7002 ALI 777472 is used any time the FAA awards funding to ODOT to support airport improvements.

Category 7: Debt Service

This category of appropriations pays for debt service on bonds issued to pay for highway construction and maintenance, as well as other infrastructure projects financed under the State Infrastructure Bank. In contrast, state highway bond debt service is paid for in the main operating budget act under appropriations to the Commissioners of the Sinking Fund. To provide for this debt service, MFT funding is transferred from the Highway Operating Fund (Fund 7002) to the Highway Capital Improvement Bond Retirement Fund (Fund 7072) according to a set schedule.

C7:1: Federal GARVEE Debt Service (ALIs 772438 and 772437)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 772438, Major New State Infrastructure Bond Debt Service – Federal	\$125,518,725	\$132,500,000	\$132,500,000
% change	--	5.6%	0.0%
7002 ALI 772437, Major New State Infrastructure Bond Debt Service – State	\$14,768,584	\$18,500,000	\$18,500,000
% change	--	25.3%	0.0%

ALIs 772438 and 772437 provide the annual debt service for the \$815.0 million in federal GARVEE bond principal and interest outstanding as of January 31, 2025. GARVEE bonds allow the state to issue debt to finance qualified construction projects using the expected federal MFT revenues Ohio receives from the federal Highway Trust Fund. Most of the debt is paid off using federal highway aid. The remaining state share comes from the MFT and other highway-related revenues paid through ALI 772437.

C7:2: Transportation Facilities Lease Rental Bond Payments (ALI 770003)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 770003, Transportation Facilities Lease Rental Bond Payments	\$21,383,853	\$23,000,000	\$23,000,000
% change	--	7.6%	0.0%

This funding represents the amount required to cover debt service payments on bonds issued for the rehabilitation and construction of ODOT facilities, such as full-service maintenance facilities, outposts, and supply storage facilities statewide. These improvements are considered capital projects; consequently, funding is appropriated as needed under the Transportation Building Fund (Fund 7029) in the capital budget. Approximately \$170.8 million has been issued in bonds for ODOT facilities since FY 2015. The most recent bond issuance was in FY 2018.

Category 8: Administration

The lone ALI within this category provides for the management support of all the Department's programs, including the Director's executive leadership staff, quality and human resources, financing and forecasting, information technology, and local programs. The bulk of personnel is funded through appropriations for highway construction and maintenance.

C8:1: Administration – State (ALI 779491)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
7002 ALI 779491, Administration – State	\$125,244,746	\$118,136,702	\$120,735,709
% change	--	-5.7%	2.2%

This ALI supports nearly 500 full-time equivalent (FTE) positions out of a total of roughly 5,200 FTE positions employed by ODOT as of July 2025. Almost all of the other FTE positions are paid for within the highway-specific appropriations analyzed above in **“Category 1: Highway Construction and Maintenance”** discussed at the beginning of this analysis. Overall, this funding supports administrative duties across various departments within ODOT.

FY 2026 - FY 2027 Final Appropriations			All Fund Groups - Detail				H.B. 54 - Transportation Budget			
Detail by Agency			FY 2024	FY 2025	Appropriation FY 2026	Appropriation FY 2027	FY 2025 to FY 2026 \$ Change	% Change	FY 2026 to FY 2027 \$ Change	% Change
DEV Department of Development										
4W00	195629	Roadwork Development	\$21,127,352	\$13,458,494	\$15,200,000	\$15,200,000	\$1,741,506	12.94%	\$0	0.00%
Dedicated Purpose Fund Group Subtotal			\$21,127,352	\$13,458,494	\$15,200,000	\$15,200,000	\$1,741,506	12.94%	\$0	0.00%
Department of Development Total			\$21,127,352	\$13,458,494	\$15,200,000	\$15,200,000	\$1,741,506	12.94%	\$0	0.00%
PWC Ohio Public Works Commission										
7052	150402	Local Transportation Improvement Program - Operating	\$338,317	\$334,783	\$324,768	\$330,375	(\$10,015)	-2.99%	\$5,607	1.73%
7052	150701	Local Transportation Improvement Program	\$56,552,517	\$62,543,100	\$62,000,000	\$67,000,000	(\$543,100)	-0.87%	\$5,000,000	8.06%
Dedicated Purpose Fund Group Subtotal			\$56,890,835	\$62,877,883	\$62,324,768	\$67,330,375	(\$553,115)	-0.88%	\$5,005,607	8.03%
Ohio Public Works Commission Total			\$56,890,835	\$62,877,883	\$62,324,768	\$67,330,375	(\$553,115)	-0.88%	\$5,005,607	8.03%
RDF State Revenue Distributions										
7060	110652	Gasoline Excise Tax Fund - Municipal	\$396,851,044	\$398,259,155	\$413,400,000	\$421,900,000	\$15,140,845	3.80%	\$8,500,000	2.06%
7060	110653	Gasoline Excise Tax Fund - Township	\$205,403,059	\$206,398,884	\$214,000,000	\$218,400,000	\$7,601,116	3.68%	\$4,400,000	2.06%
7060	110654	Gasoline Excise Tax Fund - County	\$345,353,200	\$346,474,511	\$359,800,000	\$367,200,000	\$13,325,489	3.85%	\$7,400,000	2.06%
Revenue Distribution Fund Group Subtotal			\$947,607,303	\$951,132,551	\$987,200,000	\$1,007,500,000	\$36,067,449	3.79%	\$20,300,000	2.06%
State Revenue Distributions Total			\$947,607,303	\$951,132,551	\$987,200,000	\$1,007,500,000	\$36,067,449	3.79%	\$20,300,000	2.06%
DOT Ohio Department of Transportation										
2120	772426	Highway Infrastructure Bank - Federal	\$1,328,842	\$711,653	\$5,750,500	\$5,750,500	\$5,038,847	708.05%	\$0	0.00%
2120	772427	Highway Infrastructure Bank - State	\$14,495,632	\$16,349,403	\$15,099,500	\$15,099,500	(\$1,249,903)	-7.64%	\$0	0.00%
2130	772431	Roadway Infrastructure Bank - State	\$2,950,060	\$3,695,814	\$3,750,000	\$3,750,000	\$54,186	1.47%	\$0	0.00%
2130	777477	Aviation Infrastructure Bank - State	\$0	\$0	\$2,400,000	\$2,400,000	\$2,400,000	N/A	\$0	0.00%
5X10	772504	Ohio Highway Transportation Safety	\$0	\$109,294	\$13,500,000	\$7,000,000	\$13,390,706	12,252.04%	(\$6,500,000)	-48.15%
7002	770003	Transportation Facilities Lease Rental Bond Payments	\$21,598,650	\$21,383,853	\$23,000,000	\$23,000,000	\$1,616,147	7.56%	\$0	0.00%
7002	771411	Planning and Research - State	\$29,958,432	\$33,259,397	\$34,583,813	\$35,352,350	\$1,324,416	3.98%	\$768,537	2.22%

FY 2026 - FY 2027 Final Appropriations			All Fund Groups - Detail				H.B. 54 - Transportation Budget			
Detail by Agency			FY 2024	FY 2025	Appropriation FY 2026	Appropriation FY 2027	FY 2025 to FY 2026		FY 2026 to FY 2027	
							\$ Change	% Change	\$ Change	% Change
DOT Ohio Department of Transportation										
7002	771412	Planning and Research - Federal	\$43,798,780	\$56,932,026	\$57,095,074	\$57,095,074	\$163,048	0.29%	\$0	0.00%
7002	772421	Highway Construction - State	\$856,803,408	\$899,977,393	\$1,166,495,043	\$849,676,092	\$266,517,650	29.61%	(\$316,818,951)	-27.16%
7002	772422	Highway Construction - Federal	\$1,733,772,214	\$1,708,300,152	\$1,950,000,000	\$1,950,000,000	\$241,699,848	14.15%	\$0	0.00%
7002	772424	Highway Construction - Other	\$94,066,054	\$78,889,229	\$83,500,000	\$83,500,000	\$4,610,771	5.84%	\$0	0.00%
7002	772425	Highway Construction - Turnpike	\$3,112,540	\$2,929,940	\$0	\$0	(\$2,929,940)	-100.00%	\$0	N/A
7002	772437	Major New State Infrastructure Bond Debt Service - State	\$14,768,845	\$14,768,584	\$18,500,000	\$18,500,000	\$3,731,416	25.27%	\$0	0.00%
7002	772438	Major New State Infrastructure Bond Debt Service - Federal	\$128,032,000	\$125,518,725	\$132,500,000	\$132,500,000	\$6,981,275	5.56%	\$0	0.00%
7002	772603	Brent Spence Bridge Corridor - State	\$6,819,042	\$20,539,774	\$0	\$0	(\$20,539,774)	-100.00%	\$0	N/A
7002	772604	Brent Spence Bridge Corridor - Federal	\$38,447,446	\$103,434,586	\$0	\$0	(\$103,434,586)	-100.00%	\$0	N/A
7002	772605	Brent Spence Bridge Corridor - Other	\$4,605,098	\$11,303,535	\$0	\$0	(\$11,303,535)	-100.00%	\$0	N/A
7002	773431	Highway Maintenance - State	\$616,435,499	\$668,893,342	\$701,557,065	\$681,557,065	\$32,663,723	4.88%	(\$20,000,000)	-2.85%
7002	775452	Public Transportation - Federal	\$64,673,046	\$60,720,938	\$63,120,485	\$63,276,002	\$2,399,547	3.95%	\$155,517	0.25%
7002	775454	Public Transportation - Other	\$2,340,684	\$3,617,015	\$3,570,000	\$3,570,000	(\$47,015)	-1.30%	\$0	0.00%
7002	776462	Grade Crossings - Federal	\$12,632,399	\$18,176,015	\$14,068,961	\$14,068,961	(\$4,107,054)	-22.60%	\$0	0.00%
7002	776475	Rail - Federal Rail Administration	\$5,191,125	\$1,646,988	\$0	\$0	(\$1,646,988)	-100.00%	\$0	N/A
7002	777472	Airport Improvements-Federal	\$751,784	\$759,832	\$405,000	\$405,000	(\$354,832)	-46.70%	\$0	0.00%
7002	777475	Aviation Administration	\$5,724,562	\$5,879,477	\$6,973,124	\$7,106,246	\$1,093,647	18.60%	\$133,122	1.91%
7002	779491	Administration - State	\$112,363,551	\$125,244,746	\$118,136,702	\$120,735,709	(\$7,108,044)	-5.68%	\$2,599,007	2.20%
Highway Operating Fund Group Subtotal			\$3,814,669,695	\$3,983,041,710	\$4,414,005,267	\$4,074,342,499	\$430,963,557	10.82%	(\$339,662,768)	-7.70%
4N40	776664	Rail Transportation - Other	\$1,696,660	\$2,540,863	\$2,210,047	\$2,237,389	(\$330,816)	-13.02%	\$27,342	1.24%
5AU1	776675	Wayside Detector Grants	\$0	\$339,014	\$0	\$0	(\$339,014)	-100.00%	\$0	N/A
5AV1	776676	Orphan Rail	\$0	\$137,172	\$0	\$0	(\$137,172)	-100.00%	\$0	N/A
5CV3	776672	Strategic Transportation and Development Analysis	\$2,789,422	\$4,988,891	\$0	\$0	(\$4,988,891)	-100.00%	\$0	N/A
5W90	777615	County Airport Maintenance	\$384,415	\$966,014	\$620,000	\$620,000	(\$346,014)	-35.82%	\$0	0.00%

FY 2026 - FY 2027 Final Appropriations				All Fund Groups - Detail				H.B. 54 - Transportation Budget			
Detail by Agency				FY 2024	FY 2025	Appropriation FY 2026	Appropriation FY 2027	FY 2025 to FY 2026		FY 2026 to FY 2027	
								\$ Change	% Change	\$ Change	% Change
DOT Ohio Department of Transportation											
5ZP0	776505	Rail Safety Crossing Match		\$0	\$526,046	\$0	\$0	(\$526,046)	-100.00%	\$0	N/A
5ZR0	776673	Connect4Ohio		\$3,185,097	\$36,449,619	\$0	\$0	(\$36,449,619)	-100.00%	\$0	N/A
Dedicated Purpose Fund Group Subtotal				\$8,055,594	\$45,947,619	\$2,830,047	\$2,857,389	(\$43,117,572)	-93.84%	\$27,342	0.97%
7042	772723	Highway Construction - Bonds		\$79,345,045	\$32,446,548	\$210,000,000	\$210,000,000	\$177,553,452	547.22%	\$0	0.00%
7045	772428	Highway Infrastructure Bank - Bonds		\$57,560,977	\$59,057,050	\$210,000,000	\$210,000,000	\$150,942,950	255.59%	\$0	0.00%
Capital Projects Fund Group Subtotal				\$136,906,022	\$91,503,599	\$420,000,000	\$420,000,000	\$328,496,401	359.00%	\$0	0.00%
Ohio Department of Transportation Total				\$3,959,631,311	\$4,120,492,927	\$4,836,835,314	\$4,497,199,888	\$716,342,387	17.38%	(\$339,635,426)	-7.02%
Transportation Budget Total				\$4,985,256,800	\$5,147,961,854	\$5,901,560,082	\$5,587,230,263	\$753,598,228	14.64%	(\$314,329,819)	-5.33%