

DIVISION OF FINANCE FINANCIAL & STATISTICAL REPORT



Fiscal Year 2020

Mike DeWine, Ohio Governor
Jack Marchbanks Ph.D., ODOT Director





OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, Governor

Jack Marchbanks, Ph.D., Director

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October 28, 2020

To the Honorable Mike DeWine, Governor
Members of the Ohio General Assembly
Citizens of the state of Ohio

I am pleased to submit the Ohio Department of Transportation's (ODOT) fiscal year 2020 financial report.

We saw a dramatic change this year in expected revenues with the onset of COVID-19 and the resulting reduced consumption levels. At one point in the spring consumption was down nearly 50 percent.

However, the much-needed increase in the resources available to improve infrastructure conditions as a result of the passage of House Bill 62 in 2019 helped to partly offset the 2020 funding reductions.

We have approximately 600 active projects throughout the state annually and very few were disrupted by the pandemic. In fact, we were able to complete several projects early due to changes we could employ such as extending lane closure times and relaxing other restrictions to lengthen workdays as a result of reduced traffic.

This year we again invested approximately \$150 million in safety projects that helped to address identified high crash locations within Ohio's local communities.

DriveOhio continues to build coalitions of public, private, and research institutions to expand its leadership in the development of smart logistics policies, procedures, and technology standards.

Ohio also remains a leader in the UAS and drone community due to its investment in advanced aviation technologies, its integration of the technology within state operations, and involvement in state and federal policy formulation through various committees.

We continue to spend the overwhelming majority of our time and 90 percent of the dollars entrusted to us "taking care of what we have." Keeping Ohio's most valuable tangible asset in good repair and safe for travelers is at the core of our mission.

Respectfully,

A handwritten signature in blue ink that reads "Jack Marchbanks".

Jack Marchbanks, Ph.D.
ODOT Director

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services

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Transportation Funding Sources and Appropriation Uses

ODOT has three primary funding sources: State, Federal and Bond revenue. These sources are used by ODOT to preserve the existing state infrastructure, provide funding for local infrastructure, complete major/new projects, provide funding for public transit, aviation and rail projects and cover the department's operating costs. Additionally, funds are provided through the State Infrastructure Bank (SIB) and local government participation.

OHIO DEPARTMENT OF TRANSPORTATION					
State Fiscal Years 2016 through 2020					
(With Regard to Fund Year) ⁽¹⁾					
(Includes Public Transit, Aviation, and Rail Commission Programs)					
	2016	2017	2018	2019	2020
FUNDING SOURCES (Amounts in Millions)					
<u>STATE FUNDING SOURCES</u>					
Total State Motor Fuel Tax Revenue	\$ 1,874	\$ 1,901	\$ 1,934	\$ 1,937	\$ 2,587
Refunds & Transfers	\$ (73)	\$ (65)	\$ (73)	\$ (82)	\$ (106)
Local Share	\$ (625)	\$ (632)	\$ (649)	\$ (647)	\$ (946)
State Agency Draws	\$ (43)	\$ (44)	\$ (44)	\$ (45)	\$ (51)
State Bond Debt Retirement	\$ (120)	\$ (127)	\$ (111)	\$ (133)	\$ (152)
Total Deductions	\$ (861)	\$ (869)	\$ (877)	\$ (908)	\$ (1,254)
Other ODOT Income	\$ 135	\$ 119	\$ 124	\$ 151	\$ 150
Ohio Turnpike Bond Appropriations	\$ 280	\$ 170	\$ -	\$ -	\$ -
General Revenue Fund (GRF) (Aviation, Transit, Rail)	\$ 15	\$ 15	\$ 14	\$ 13	\$ 72
State Special Revenue (SSR) (Aviation, Transit, Rail)	\$ 1	\$ 3	\$ 2	\$ 3	\$ 10
Public Private Partnership Debt - State	\$ -	\$ -	\$ -	\$ (5)	\$ (10)
Federal GARVEE Bond Debt - State Match	\$ (26)	\$ (25)	\$ (23)	\$ (27)	\$ (26)
TOTAL FROM STATE FUNDING SOURCES	\$ 1,418	\$ 1,315	\$ 1,174	\$ 1,166	\$ 1,529
<u>FEDERAL FUNDING SOURCES</u>					
Dedicated Federal (HP, APD, Demo, Disc., ER)	\$ 17	\$ 75	\$ 19	\$ 116	\$ 17
Federal Highway Core Program	\$ 1,407	\$ 1,387	\$ 1,516	\$ 1,515	\$ 1,549
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 36	\$ 41	\$ 40	\$ 49	\$ 83
Public Private Partnership Debt - Federal	\$ -	\$ -	\$ -	\$ (9)	\$ (16)
Federal GARVEE Bond Debt	\$ (151)	\$ (126)	\$ (125)	\$ (158)	\$ (153)
TOTAL FROM FEDERAL FUNDING SOURCES	\$ 1,309	\$ 1,377	\$ 1,449	\$ 1,514	\$ 1,480
<u>BOND FUNDING SOURCES</u>					
State Highway	\$ 130	\$ 177	\$ 163	\$ 197	\$ 49
Federal (GARVEE)	\$ 156	\$ 199	\$ 439	\$ 198	\$ 9
Facilities Bonds (Encumbered)	\$ 74	\$ 4	\$ 122	\$ -	\$ -
TOTAL FROM BOND FUNDING SOURCES	\$ 360	\$ 380	\$ 724	\$ 395	\$ 58
State Infrastructure Bank (Net of SIB Bond Debt Reserve)	\$ 30	\$ 11	\$ 33	\$ 47	\$ 22
Funding Provided by Local Government Participation	\$ 78	\$ 42	\$ 80	\$ 68	\$ 51
Funding Carried Forward	\$ 1,727	\$ 2,083	\$ 2,054	\$ 1,881	\$ 1,844
TOTAL FUNDING SOURCES FOR ODOT	\$ 4,922	\$ 5,208	\$ 5,513	\$ 5,071	\$ 4,983

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

Transportation Funding Sources and Appropriation Uses

OHIO DEPARTMENT OF TRANSPORTATION

State Fiscal Years 2016 through 2020

(With Regard to Fund Year) ⁽¹⁾

(Includes Public Transit, Aviation, and Rail Commission Programs)

APPROPRIATION USES (Amounts in Millions)	2016	2017	2018	2019	2020
HIGHWAY OPERATING					
Payroll/Personal Services	\$ 438	\$ 467	\$ 500	\$ 525	\$ 529
Maintenance Contracts, etc.	\$ 42	\$ 38	\$ 47	\$ 41	\$ 36
Other Operating	\$ 277	\$ 265	\$ 306	\$ 312	\$ 320
Lands & Buildings Facilities Bonds	\$ 74	\$ 4	\$ 122	\$ -	\$ -
OBA Debt Service	\$ 8	\$ 8	\$ 8	\$ 17	\$ 17
NON-HIGHWAY OPERATING ⁽³⁾					
Payroll/Personal Services	\$ 3	\$ 4	\$ 4	\$ 4	\$ 5
Maintenance & Equipment	\$ 0	\$ 1	\$ 0	\$ 0	\$ 0 ⁽²⁾
TOTAL OPERATING	\$ 843	\$ 787	\$ 987	\$ 899	\$ 907
CAPITAL PROGRAMS					
System Preservation	\$ 1,226	\$ 1,380	\$ 1,542	\$ 1,328	\$ 1,330
Local Preservation	\$ 341	\$ 304	\$ 314	\$ 322	\$ 344
Emergency	\$ 36	\$ 21	\$ 46	\$ 71	\$ 67
Special Federal	\$ 23	\$ 89	\$ 90	\$ 85	\$ 63
Major / New	\$ 180	\$ 428	\$ 452	\$ 307	\$ 142
Planning and Research	\$ 34	\$ 37	\$ 38	\$ 39	\$ 39
SIB Highways	\$ 30	\$ 11	\$ 32	\$ 45	\$ 22
SIB Aviation, Public Transit, Rail	\$ -	\$ -	\$ 0	\$ 2	\$ 0 ⁽²⁾
Local Match	\$ 78	\$ 42	\$ 80	\$ 68	\$ 51
TOTAL CAPITAL	\$ 1,948	\$ 2,313	\$ 2,594	\$ 2,267	\$ 2,058
GRANT & LOAN PROGRAMS					
Aviation	\$ 6	\$ 5	\$ 6	\$ 6	\$ 3
Transit	\$ 40	\$ 46	\$ 43	\$ 52	\$ 147 ⁽⁴⁾
Rail	\$ 2	\$ 4	\$ 2	\$ 3	\$ 3
TOTAL GRANT / LOAN	\$ 48	\$ 55	\$ 51	\$ 61	\$ 153
TOTAL APPROPRIATION USES FOR ODOT	\$ 2,839	\$ 3,154	\$ 3,632	\$ 3,227	\$ 3,119
Funding to be Carried Forward	\$ 2,083	\$ 2,054	\$ 1,881	\$ 1,844	\$ 1,865
GRAND TOTAL APPROPRIATIONS USES FOR ODOT	\$ 4,922	\$ 5,208	\$ 5,513	\$ 5,071	\$ 4,983

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

(2) Fiscal Years with expenditures less than \$500,000 will not show on this chart due to rounding.

(3) The Non-Highway Operating uses consist of GRF, State Special Revenue (SSR), and FTA funding sources.

(4) Transit Grant & Loan Program increase due to additional GRF (\$60.8M) and CARES Act (\$42.6M) funding utilized in SFY 2020.

Transportation Funding Sources and Appropriation Uses

STATEMENT OF CASH BALANCES
ACTIVITY BETWEEN JULY 1st AND JUNE 30th
FOR FISCAL YEARS 2019 AND 2020
(Without Regard to Fund Year) ⁽¹⁾
(Amounts Expressed in Thousands)

	FY 2019	FY 2020	Net Change 2019 / 2020	% Changed 2019 / 2020
BEGINNING CASH BALANCE	\$1,402,188	\$1,201,076	(\$201,113)	-14.3%
REVENUE AND RECEIPTS				
Bond Revenue (Includes Premiums/Discounts)	\$310,000	\$220,000	(\$90,000)	-29.0%
Motor Vehicle Fuel Tax (net of all draws)	\$1,033,265	\$1,289,964	\$256,699	24.8%
Motor Vehicle Fuel Use Tax - IFTA	\$37,360	\$44,387	\$7,027	18.8%
Turnpike Bonds	\$64,793	\$111,081	\$46,287	71.4%
Registrations, License fees, Permits	\$44,143	\$47,302	\$3,159	7.2%
Investment Income	\$26,604	\$22,769	(\$3,835)	-14.4%
Federal Aid (Highway Related Receipts)	\$1,500,249	\$1,545,208	\$44,959	3.0%
Federal Aid (Transit, Aviation, and Rail)	\$49,916	\$33,601	(\$16,315)	-32.7%
Local Government Participation	\$67,510	\$67,831	\$322	0.5%
SIB Loan Revenue (Repayments and Fees)	\$21,917	\$24,778	\$2,861	13.1%
Rail Loan Revenue (Repayments and Fees)	\$830	\$704	(\$126)	-15.2%
From General Revenue	\$13,645	\$49,438	\$35,792	262.3%
Other ODOT Income	\$60,839	\$53,875	(\$6,965)	-11.4%
GRAND TOTAL REVENUE AND RECEIPTS:	\$3,231,073	\$3,510,938	\$279,865	8.7%
TOTAL CASH AVAILABLE	\$4,633,261	\$4,712,013	\$78,752	1.7%
DISBURSEMENTS				
OPERATING				
PERSONAL SERVICE				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$486,939	\$485,685	(\$1,254)	-0.3%
Purchased Personal Services	\$41,585	\$44,707	\$3,122	7.5%
Other (Tuition, Seminars, Awards)	\$97	\$119	\$22	22.2%
Subtotal Personal Service	\$528,622	\$530,511	\$1,889	0.4%
SUPPLIES AND MAINTENANCE				
General Maintenance				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$5,348	\$7,901	\$2,554	47.8%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs, etc.)	\$44,230	\$43,845	(\$385)	-0.9%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$25,411	\$21,878	(\$3,533)	-13.9%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$10,388	\$11,074	\$686	6.6%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$3,478	\$4,140	\$662	19.0%
All Other General Maintenance and Supplies	\$33,902	\$27,360	(\$6,542)	-19.3%
Subtotal General Maintenance	\$122,758	\$116,199	(\$6,558)	-5.3%
Roadway Maintenance				
Lands and Buildings (includes Rest Area Janitorial)	\$145,251	\$70,134	(\$75,117)	-51.7%
Roadway and Traffic Control Materials	\$30,234	\$31,841	\$1,607	5.3%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$4,086	\$4,436	\$350	8.6%
Snow & Ice Materials	\$61,262	\$52,169	(\$9,093)	-14.8%
Subtotal Roadway Maintenance	\$240,833	\$158,579	(\$82,254)	-34.2%
EQUIPMENT				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$39,534	\$48,384	\$8,850	22.4%
Data Processing and Communication	\$13,123	\$12,757	(\$367)	-2.8%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.)	\$9,384	\$13,169	\$3,786	40.3%
Other (Not Otherwise Listed)	\$3,858	\$2,532	(\$1,325)	-34.4%
Subtotal Equipment	\$65,899	\$76,842	\$10,943	16.6%
CAPITAL				
HIGHWAY CONSTRUCTION				
System Preservation	\$754,872	\$815,756	\$60,884	8.1%
Local Preservation	\$357,530	\$347,931	(\$9,600)	-2.7%
Special Federal	\$633,756	\$785,603	\$151,848	24.0%
Major / New	\$348	\$25,160	\$24,812	7126.0%
GARVEE Bonds	\$75,700	\$11,279	(\$64,421)	-85.1%
Rail Crossings / Transload Facilities	\$125,684	\$42,419	(\$83,265)	-66.2%
Statewide Programs	\$255,088	\$339,236	\$84,148	33.0%
Subtotal Highway Construction	\$2,202,978	\$2,367,384	\$164,406	7.5%
SUBSIDIES (Grants to Local Governments)				
Public Transportation	\$44,328	\$43,125	(\$1,203)	-2.7%
Aviation	\$5,019	\$5,502	\$484	9.6%
Rail	\$1,071	\$2,416	\$1,346	125.7%
Other	\$60	\$289	\$229	384.1%
Subtotal Subsidies	\$50,478	\$51,333	\$855	1.7%
LOANS (Governmental/Non-Governmental Entities)	\$10,645	\$8,133	(\$2,512)	-23.6%
BOND PAYMENTS (Principal and Interest)	\$202,089	\$196,902	(\$5,186)	-2.6%
MISCELLANEOUS	\$2,991	\$2,499	(\$492)	-16.5%
REFUNDS	\$4,894	\$4,187	(\$706)	-14.4%
GRAND TOTAL DISBURSEMENTS:	\$3,432,185	\$3,512,570	\$80,384	2.3%
ENDING CASH BALANCE:	\$1,201,076	\$1,199,443	(\$1,632)	-0.1%

(1) All activity posted between the first day of the fiscal year (July 1) and the last day of the fiscal year (June 30) without regard to the fund year appropriated.

Transportation Funding Sources

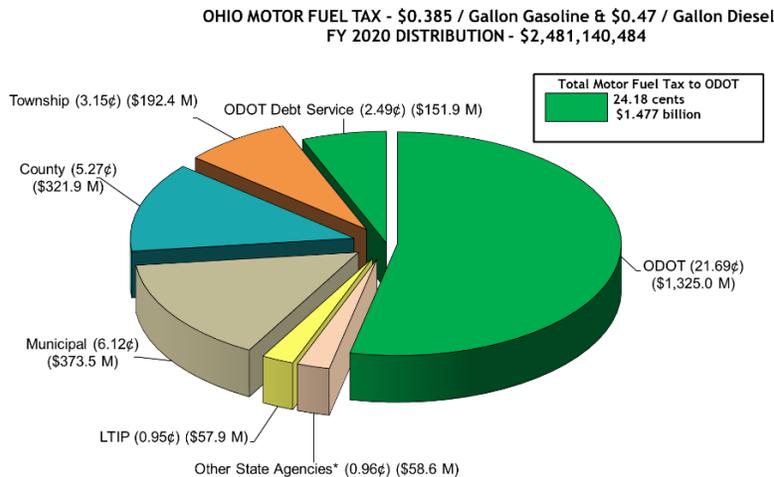
Transportation Funding Sources: State

The State Motor Fuel Tax comprises approximately 91% of the total state revenue ODOT receives. The chart below represents the distribution of the 40.625¢ weighted average per gallon State Motor Fuel Tax. One penny of Motor Fuel Tax equates to approximately \$61.1 million in revenue which would be distributed as shown below. The 40.625¢ weighted average fuel tax is comprised of one levy. After the actual amount necessary to pay motor fuel tax refunds is transferred to the Tax Refund Fund, 2% is allocated to the Highway Operating Fund, 0.875% is allocated to the Waterways Safety Fund, 0.125% to the Wildlife Boater Angler Fund, and 0.275% is allocated to the Motor Fuel Tax Administrative Fund. The balance of the proceeds is distributed as follows:

Ohio Department of Transportation Motor Fuel Tax Distribution Effective July 1, 2019 thru June 30, 2020									
Per O.R.C. 5735									
(Source: Ohio Department of Taxation, Annual Report)									
\$0.40625	ORC Section *	¢ per Gallon	State	Municipal	County	Township	LTIP		
	5735.051(A)		Prior to distribution reduce by:						
	5735.051(A)(1)		(1) Monthly \$100,000 allocation to the Grade Crossing Fund						
	5728.06(B)		(2) Monthly amount of tax as a credit against fuel use tax (IFTA)						
	5735.051(A)(2)		(3) Credit subtotal less (1) and (2) above to Highway Operating Fund						
		.9 ¢	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	5735.051(A)	LTIP	%	0.0%	0.0%	0.0%	0.0%	100.0%	
	5735.051(A)(2)(a)(i)	1 ¢	Amount	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	1.0 ¢	
	5735.051(A)		%	75.0%	10.7%	9.3%	5.0%	0.0%	
	5735.051(A)(2)(a)(iii)	14 ¢	Amount	10.5 ¢	1.5 ¢	1.3 ¢	0.7 ¢	0.0 ¢	
	5735.051(A)		%	0.0%	42.9%	37.1%	20.0%	0.0%	
	5735.051(A)(2)(b)	1.1 ¢	Amount	0.0 ¢	0.47 ¢	0.41 ¢	0.22 ¢	0.0 ¢	
	5735.051(B)		%	67.5%	13.9%	12.1%	6.5%	0.0%	
		2 ¢	Amount	1.35 ¢	0.28 ¢	0.24 ¢	0.13 ¢	0.00 ¢	
	5735.051(C) **		%	81.3%	8.0%	7.0%	3.8%	0.0%	
		8 ¢	Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢	0.00 ¢	
	5735.051(D)		%	100.0%	0.0%	0.0%	0.0%	0.0%	
		1 ¢	Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	
Gasoline	5735.051(E)		%	55.0%	19.3%	16.7%	9.0%	0.0%	
		10.5 ¢	Amount	5.7 ¢	2.0 ¢	1.8 ¢	1.0 ¢	0.0 ¢	
Diesel/Other	5735.051(E)		%	55.0%	19.3%	16.7%	9.0%	0.0%	
		19 ¢	Amount	10.4 ¢	3.7 ¢	3.2 ¢	1.7 ¢	0.0 ¢	
			%	63.43%	14.93%	12.93%	6.97%	1.74%	
Gasoline Total		38.5 ¢	Amount	25.95 ¢	4.89 ¢	4.31 ¢	2.35 ¢	1.0 ¢	
Diesel/Other Total		47 ¢	Amount	30.65 ¢	6.59 ¢	5.71 ¢	3.05 ¢	1.0 ¢	

* See Appendix (p 35) for explanation. ORC section 5735.051 levies the motor fuel excise tax and the disposition of revenue.

** % share allocation shown is prior to distribution of special formula allocation for large townships, that requires equal reduction from state, municipal, and county share. For FY 2020, this was approximately \$14.1M total. In addition to revenue from the cents per gallon tax, \$170M from the former Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.

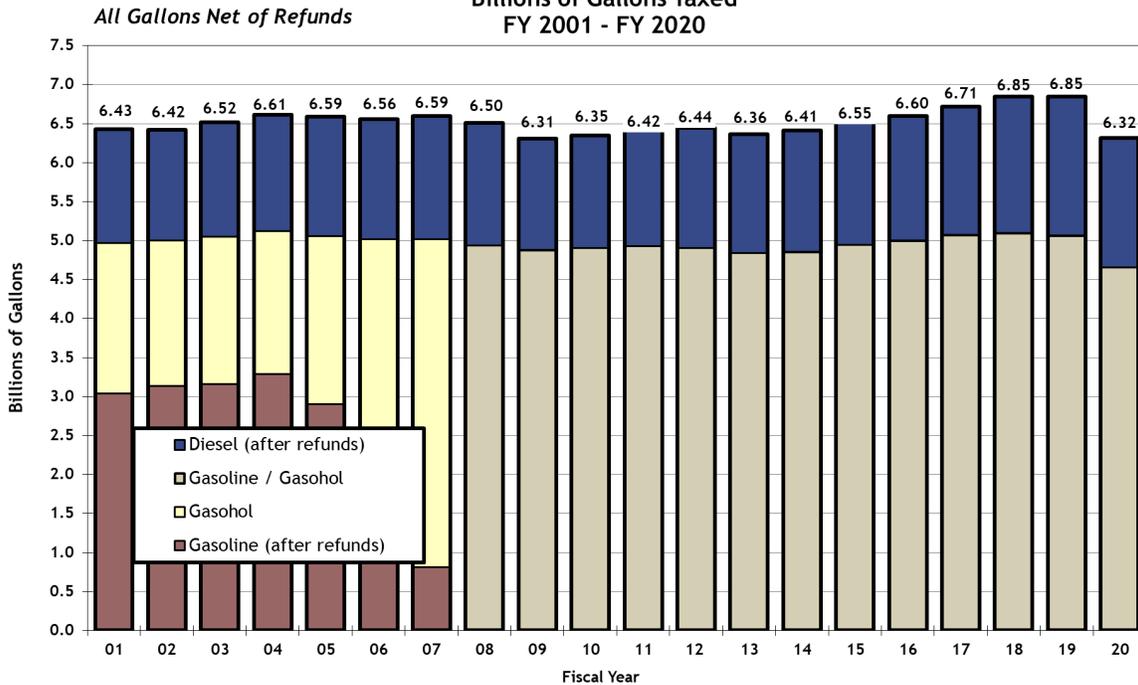


(*) ODNR; PUCO; Dept. of Taxation; Turnpike Commission; Development Services; Inspector General

Ohio Motor Fuel Price History
Price Components from 2001 to 2020
(Gasoline Only)



Ohio Motor Vehicle Fuel
Billions of Gallons Taxed
FY 2001 - FY 2020

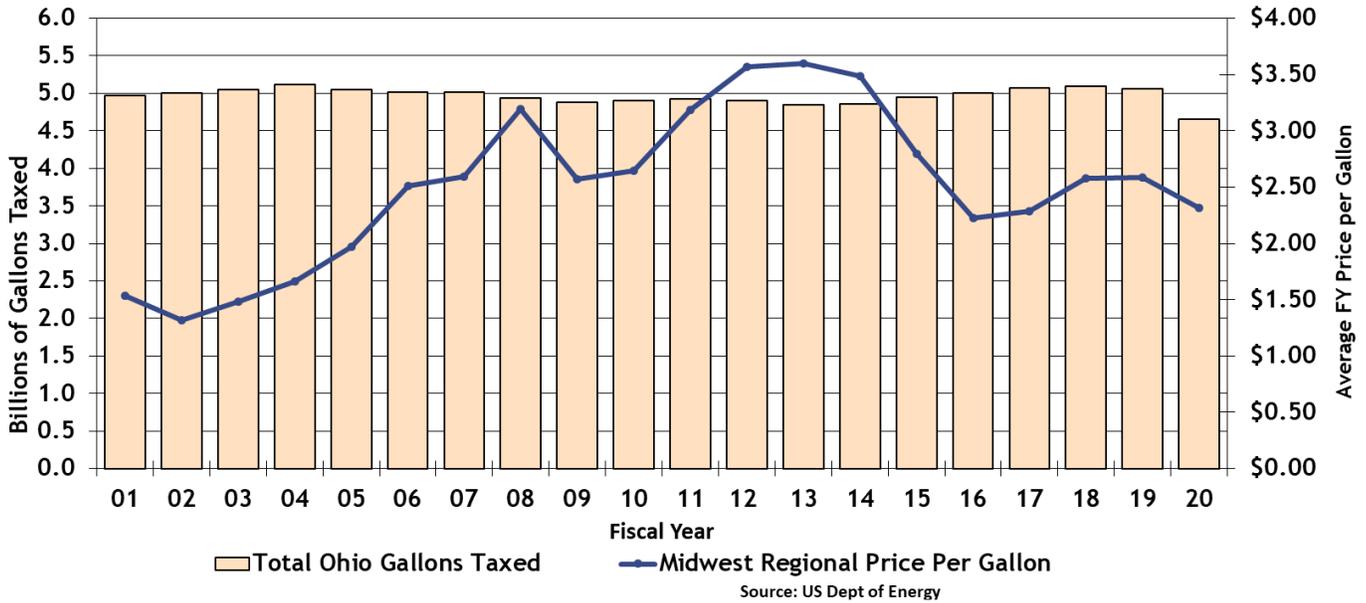


Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

The graph above illustrates the economic trends in motor fuel usage over the past 20 years:

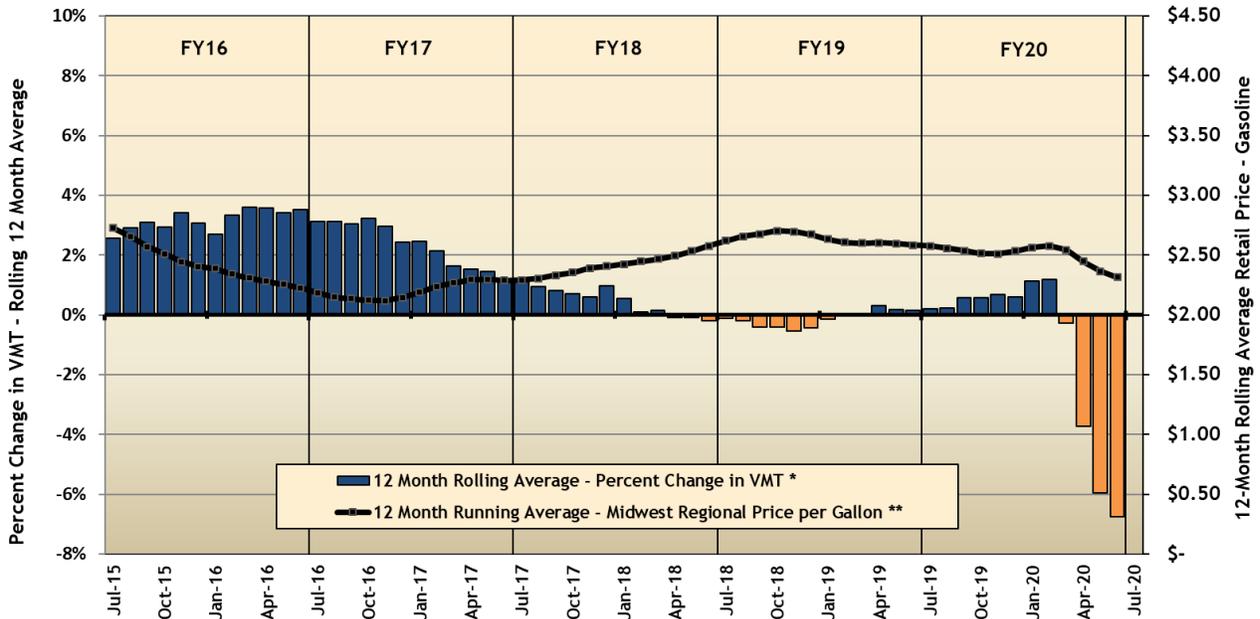
- Overall motor fuel gallons consumed were relatively flat from FY04 through FY07. From FY07 through FY09, consumption decreased by 4.4%. The trend has been increased or flat fuel consumption since FY09, with the exception of FY13. From FY09 to FY19, consumption increased by 8.6%. In FY20, consumption decreased 7.8% (COVID-19 pandemic).

Price per Gallon vs. Total Gallons Taxed
(Gasoline Only - All Grades)



The above graph illustrates changes in gasoline consumption attributed to changes in gasoline prices and economic conditions. Gasoline prices rose to an average of \$3.60/gallon in FY13, resulting in a decrease in consumption. Gasoline prices decreased from FY13 to an average price of \$2.22/gallon in FY16, resulting in an increase in gasoline consumption from of 4.8 to 5.0 billion gallons. In FY17, gasoline prices began increasing, rising to \$2.58 in FY19. FY20 gasoline prices decreased to an average of \$2.31/gallon while gasoline consumption was negatively impacted by the COVID-19 pandemic.

Average Price per Gallon vs. Percent Change in Monthly Vehicle Miles Traveled (VMT)
FY 2016 to FY 2020

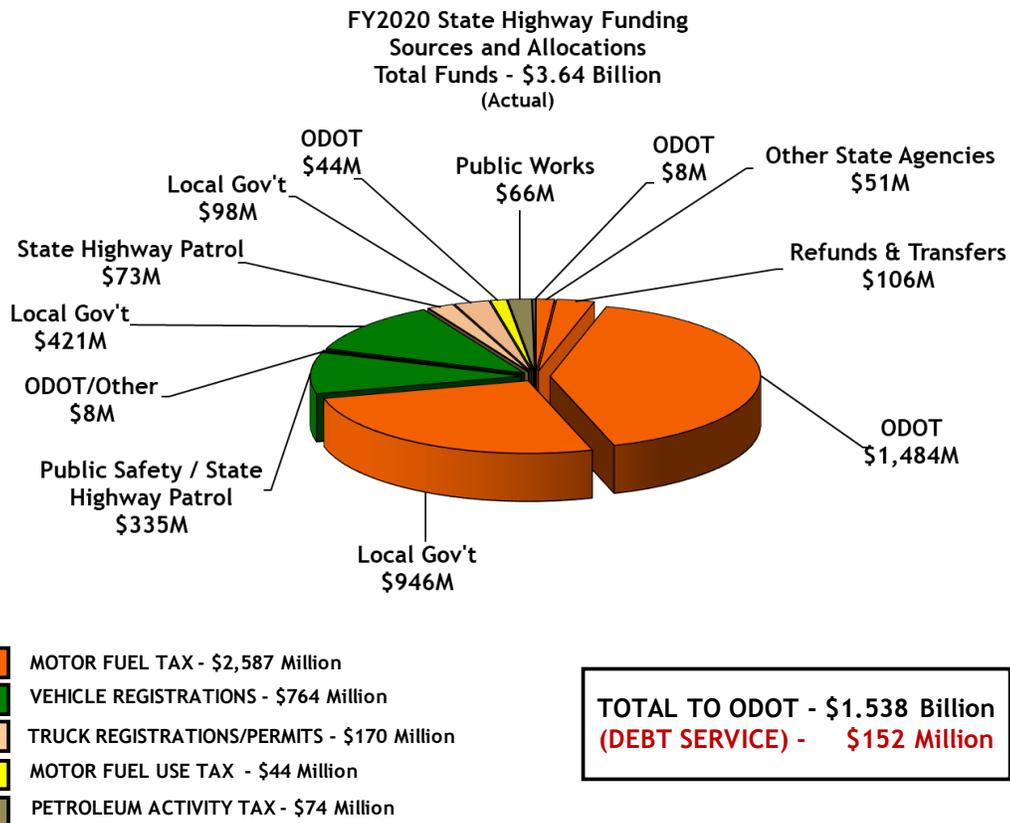


* Source: FHWA - Traffic Volume Trends - All Ohio Roads

** Source: US Dept of Energy - Gasoline Prices - Midwest Region

The graph above illustrates the effect that fuel price fluctuations have on the number of miles driven on Ohio roadways. As prices rise sharply, miles traveled decrease, and as prices fall sharply, miles traveled increase. A dramatic drop in fuel prices from the summer of FY15 through October of FY17 led to a spike in miles traveled. Vehicle miles traveled continued to increase throughout FY16 as fuel prices remained low, and did not begin decreasing until FY17 when fuel prices began to increase. Fuel prices steadily increased from the third quarter of FY17 through the beginning of FY19, leading to decline in vehicle miles traveled through the beginning of FY19. As fuel prices leveled off or decreased in FY19, vehicle miles traveled began to increase. FY20 was impacted by the COVID-19 pandemic which reduced fuel prices and vehicle miles traveled.

Transportation Funding Sources: State

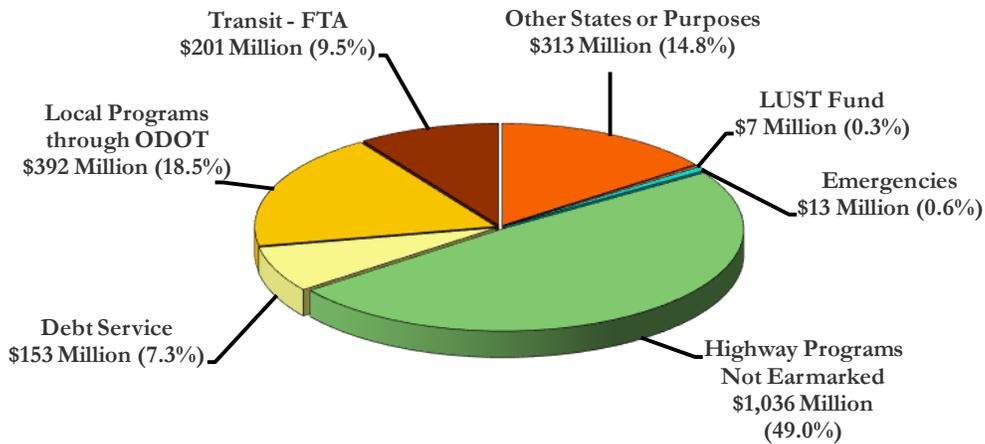


Source/Allocation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
ODOT	\$1,132	\$1,160	\$1,168	\$1,163	\$1,484
Local Government (Includes LTIP)	\$625	\$632	\$649	\$647	\$946
Refunds & Transfers	\$73	\$65	\$73	\$82	\$106
Other State Agencies	\$43	\$44	\$44	\$45	\$51
Total Motor Fuel Tax	\$1,874	\$1,901	\$1,934	\$1,937	\$2,587
Local Government	\$412	\$413	\$410	\$425	\$421
Public Safety (includes Deputy Registrars)	\$94	\$123	\$133	\$135	\$147
State Highway Patrol	\$199	\$181	\$198	\$198	\$188
ODOT	\$1	\$1	\$1	\$1	\$1
OTHER	\$8	\$8	\$8	\$8	\$7
Total Vehicle Registrations / Titles	\$715	\$726	\$750	\$767	\$764
Local Government (57.4%)	\$94	\$85	\$99	\$104	\$98
State Highway Patrol	\$70	\$63	\$73	\$77	\$73
ODOT Truck Registrations (42.6%)					
Total Truck Registrations/Permits	\$163	\$148	\$172	\$182	\$170
ODOT	\$36	\$39	\$35	\$37	\$44
Total Motor Fuel Use Tax	\$36	\$39	\$35	\$37	\$44
Public Works	\$53	\$57	\$66	\$66	\$66
ODOT	\$19	\$8		\$18	\$8
Total Petroleum Activity Tax*	\$72	\$57	\$66	\$84	\$74
Total	\$2,860	\$2,872	\$2,957	\$3,007	\$3,640
Total Allocated to ODOT	\$1,189	\$1,200	\$1,204	\$1,219	\$1,538
Total for ODOT Debt Service	(\$120)	(\$127)	(\$111)	(\$133)	(\$152)
Net for ODOT Highway Programs	\$1,069	\$1,073	\$1,093	\$1,086	\$1,386

* PAT Tax on motor fuel limited to highway purposes since Dec. 2012.

Along with the State Motor Fuel Tax, there is Federal Motor Fuel Tax collected that contributes to the preservation, rebuilding, and expansion of the nation's highway system, as well as providing funding for public transit systems. Below are how both sources are distributed, based on percent share of contributions to Highway Trust Fund.

Use of FY 2020 Federal Highway Trust Fund Contributions
\$2.11 Billion



\$2.11 Billion Federal Funding

Ohio's FY 2020 Federal Highway Formula funding levels are based on Fixing America's Surface Transportation Act (FAST Act). In January 2016, the Highway Account received a transfer of \$51.9 billion from the General Fund and a transfer of \$100 million from the Leaking Underground Storage Tank Trust Fund. The Mass Transit Account received a transfer of \$18.1 billion from the General Fund.

The FAST Act authorizes a total combined amount of \$39.7 billion in FY 2016, \$40.5 billion in FY 2017, \$41.4 billion in FY 2018, \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020 in contract authority.

In FY 2020, Ohio received \$1.60 billion in funding from the Highway Account and \$201.2 million from the Mass Transit Account. Because Ohio did not receive a full 3.70% share of the available funding, \$128 million of FHWA funding and \$185 million of Federal Transit funding was provided to other states or used by FHWA for other purposes.

\$1,036 Million for Ohio DOT Highway Programs Not Earmarked

Funds used for ODOT's Interstate Maintenance, Major New, Safety and System Preservation Programs.



\$153 Million for Debt Service

This represents the Federal funding needed for the 2020 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Ohio Bridge Partnership Projects.



\$392 Million for Local Programs

Although ODOT was required to pass-through about \$126 million in Federal Funding to local governments, by discretion ODOT provided \$392 million to local governments, including funding for Metropolitan Planning Organizations, city and county pavements and bridges, and various enhancement projects. \$35 million is used for various paving projects on state routes within urban areas. For FY2020, federal funds were not provided for Local Public Transit Assistance and Ohio Bridge Partnership. Additional GRF funds were given to support the Local Public Transit Assistance Program. (See page 9 for details)



\$201 Million for Mass Transit

About \$201 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.



\$13 Million for Emergency Relief

FHWA provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage due to natural disasters or catastrophic failure from an external cause.

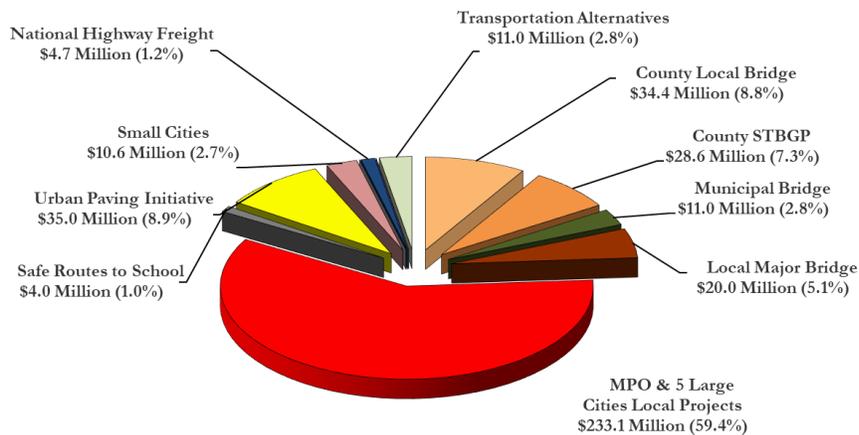


\$320 Million Not Available to Ohio DOT

Not all federal trust fund excise tax revenues attributed to Ohio are returned to Ohio. As a result, about \$128 million from the Highway Account and \$185 million from the Mass Transit Account were provided to other states or used by FHWA for other purposes. Not all the Federal Motor Fuel tax is distributed to the Highway Trust Fund. One tenth of one cent per gallon of all fuel sold is distributed to the Leaking Underground Storage Tank Fund. For Ohio, this means \$7 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.



FY 2020 Traditional Federal-Aid Highway Funding \$392.4 Million Allocated to Local Government Programs



\$233.1 Million - MPO / Large Cities

ODOT was required to pass through about \$126 million in Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives (TA) funds to Ohio's urban areas. In addition to the required suballocation, ODOT also provides additional STBGP funds, Congestion Mitigation & Air Quality funds, and Transportation Alternatives funds, which in total, amounts to almost twice the required amount.

\$4 Million - Safe Routes to School

The purpose of this program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

\$35 Million - Urban Paving Initiative

This annual allocation is provided to ODOT's districts to pay for resurfacing on state routes within municipalities. The districts prioritize projects based on pavement condition ratings.

\$10.6 Million - Small Cities

This program provides funds by application to Ohio's 58 small cities for road, safety and signal projects on the Federal-aid system.

\$4.7 Million - National Highway Freight Program

This program improves the efficiency of freight movement.

\$11.0 Million - Transportation Alternatives

Funds are available for local governments outside MPOs by an annual application process for projects that enhance surface transportation sites. Funding categories are Bicycle & Pedestrian, Historic & Archaeological, and Scenic & Environmental.

\$34.4 Million - County Local Bridge

ODOT provides funds to counties for reconstruction and rehabilitation of off-system bridges. This amounts to about \$34 million for FY20. These funds are administered by the County Engineer's Association of Ohio.

\$28.6 Million - County Surface Trans Block Grant

Funds are provided to counties for road and bridge work, and safety projects. These funds are administered by the County Engineer's Association of Ohio.

\$11.0 Million - Municipal Bridge

Municipal corporations may apply for federal funds for bridge replacement or bridge rehabilitation projects.

\$20.0 Million - Local Major Bridge

ODOT passes Federal funds to counties and municipalities to provide for bridge replacement or major bridge rehabilitation projects. ODOT works with Ohio's County Engineers and municipalities to identify candidate projects.

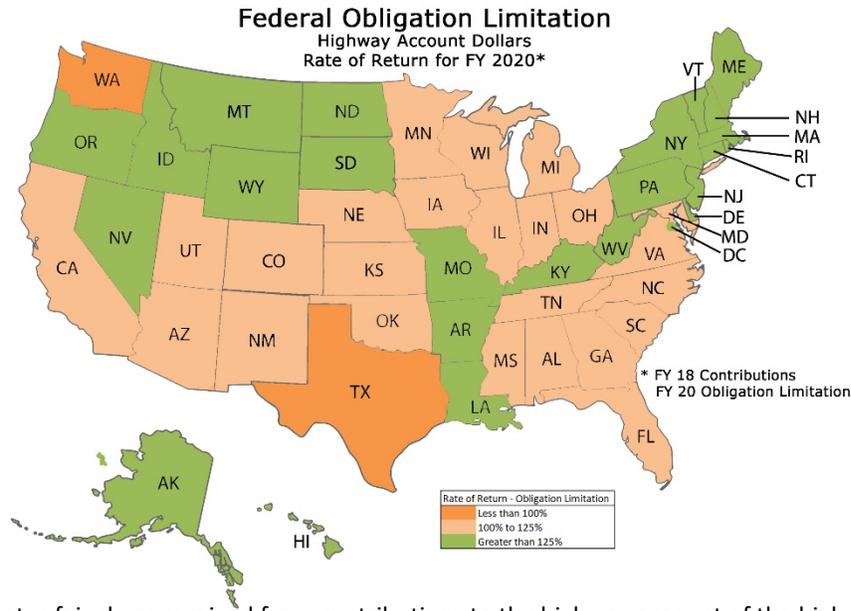
Note: For FY2020, federal funds were not provided for Local Public Transit Assistance and Ohio Bridge Partnership. Additional GRF funds were given to support the Local Public Transit Assistance Program.

Federal Donor/Donee States

Due to general revenue fund (GRF) and leaking underground storage tank fund transfers to the highway trust fund, all states are essentially donee states. We have opted to depict the below in this manner.

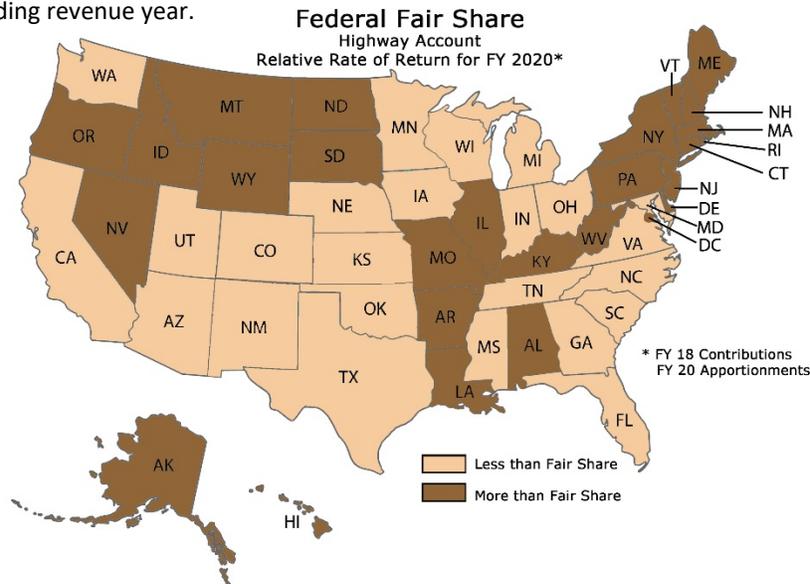
The map below shows the range of “cents-per-dollar” rates of return for each State for the formula obligation limitation provided from the highway account of the highway trust fund as compared to excise tax contributions into the highway account of the highway trust fund.

Most States have recently been receiving formula obligation limitation in excess of their excise tax contributions, requiring a transfer of a total of \$143.6 billion from both the general revenue fund and the leaking underground storage tank fund into the highway account of the highway trust fund since fiscal year 2008. Calculations compare the dollars of FY20 formula obligation limitation each State received from the highway account of the highway trust fund, to the FY18 estimated contribution into the highway account of the highway trust fund.



The map below shows the states fair share received from contributions to the highway account of the highway trust fund.

Less than fair share states receive less than 100% share relative to their share of contributions to the highway account of the highway trust fund. More than fair share states receive greater than 100% share relative to their share of contribution to the highway account of the highway trust fund. Calculations compare the share of the total obligation limitation each state received after including August Redistribution and Highway Infrastructure Program GRF funds with the estimated share of the national total that each state contributed in the corresponding revenue year.

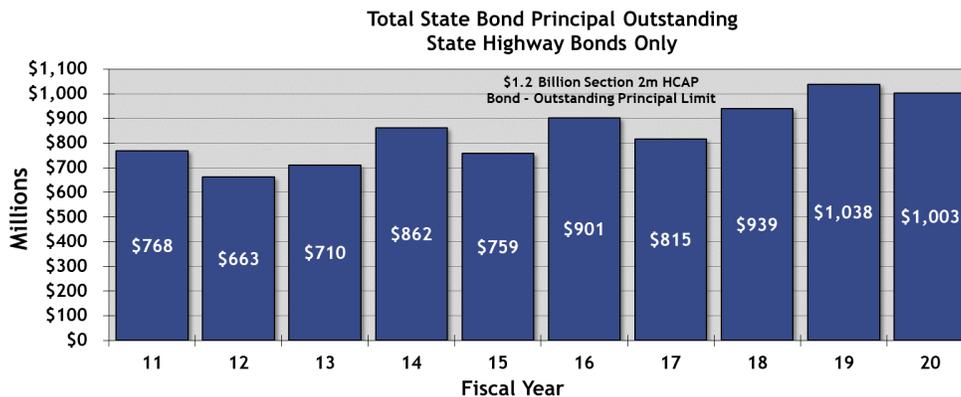


Transportation Funding Sources: Bonds

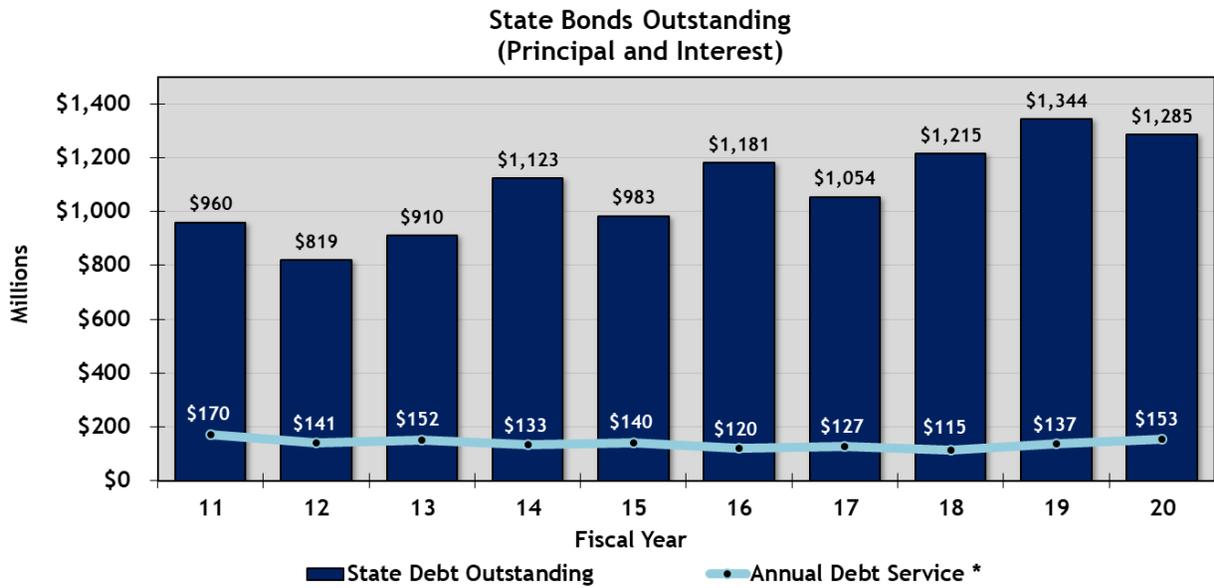
ODOT uses two types of Highway Bonds: those that are retired with State Highway Revenue, and those that are retired with a combination of Federal Highway Revenue and State Highway Revenue. Both types of bonds are issued by the Treasurer of State's Office. Currently, ODOT State Highway Bonds are issued under the authority of Section 2m, Article VIII, of the Ohio Constitution (ORC Section 5528.51 thru 5528.56), and Federal Highway bonds are issued under the authority of Section 13, Article VIII of the Ohio Constitution (ORC Section 5531.10).

The current authority in Section 2m allows no more than \$220 million of State Highway Capital Improvement Bonds to be issued in any fiscal year, plus any unused authority from prior years, and not more than \$1.2 billion in principal amount thereof can be outstanding at any one time. Debt service draws on state motor fuel tax revenues for debt owed in any one fiscal year beginning with September of that fiscal year. Highway Capital Improvement Bonds are issued for the purpose of acquisition, construction, reconstruction, expansion, improvement, planning and equipping of highways, including those on the state highway system and urban extensions thereof, those within or leading to public parks or recreation areas, and those within or leading to municipal corporations, and for participation in such highway capital improvements with municipal corporations, counties, townships, or other governmental entities as designated by law.

The American Reinvestment & Recovery Act (ARRA) provided for provisions that allowed state and local governments to take advantage of a new federal subsidy that provided for reimbursement of up to 35% of the total annual interest costs paid. This provision is known as Build America Bonds (BABs) the intent of which was to encourage state and local investment to further advance the economic recovery. ODOT had one state bond issuance in Fiscal Year 2010 which took full advantage of the BABs subsidy. In addition, ODOT had one State and one Federal bond issuance in Fiscal Year 2011 that took partial advantage of the BABs subsidy.

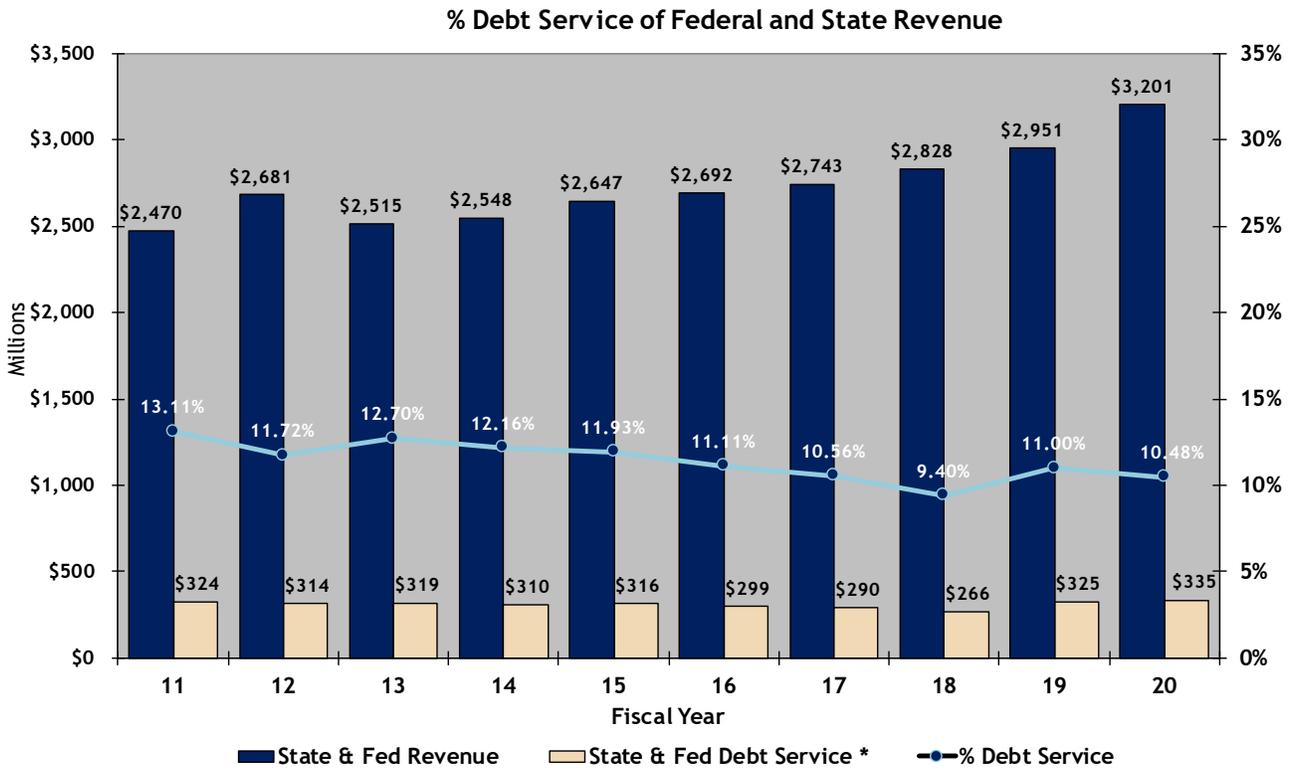


Section 2m - Highway Capital Improvements Obligations BONDING AUTHORITY BALANCES						
Fiscal Year	Section 2m / Article VIII Ohio Constitution Bonding Authority	General Assembly Bill No.	General Assembly Issue Authority	Section 2m Not Authorized by General Assembly	Bonds Issued	Balance of General Assembly Issue Authority
1996	\$220,000,000	SB 257	\$340,000,000		\$0	\$340,000,000
1997	\$220,000,000			\$100,000,000	\$175,000,000	\$165,000,000
1998	\$220,000,000	SB 230	\$432,500,000		\$0	\$597,500,000
1999	\$220,000,000			\$7,500,000	\$400,000,000	\$197,500,000
2000	\$220,000,000	HB 163	\$320,000,000		\$225,000,000	\$292,500,000
2001	\$220,000,000			\$120,000,000	\$200,000,000	\$92,500,000
2002	\$220,000,000	HB 73	\$257,500,000		\$0	\$350,000,000
2003	\$220,000,000			\$182,500,000	\$135,000,000	\$215,000,000
2004	\$220,000,000	HB 87	\$420,000,000		\$160,000,000	\$475,000,000
2005	\$220,000,000			\$20,000,000	\$140,000,000	\$335,000,000
2006	\$220,000,000	HB 68	\$360,000,000		\$180,000,000	\$515,000,000
2007	\$220,000,000			\$80,000,000	\$190,000,000	\$325,000,000
2008	\$220,000,000	HB 67	\$290,000,000		\$140,000,000	\$475,000,000
2009	\$220,000,000			\$150,000,000	\$0	\$475,000,000
2010	\$220,000,000	HB 2	\$352,000,000		\$170,000,000	\$657,000,000
2011	\$220,000,000			\$88,000,000	\$175,000,000	\$482,000,000
2012	\$220,000,000	HB 114	\$123,000,000		\$0	\$605,000,000
2013	\$220,000,000			\$317,000,000	\$154,405,000	\$450,595,000
2014	\$220,000,000	HB 51	\$220,000,000		\$249,005,000	\$421,590,000
2015	\$220,000,000			\$220,000,000	\$0	\$421,590,000
2016	\$220,000,000	HB 53	\$313,000,000		\$228,000,000	\$506,590,000
2017	\$220,000,000			\$127,000,000	\$0	\$506,590,000
2018	\$220,000,000	HB 26	\$255,000,000		\$204,420,000	\$557,170,000
2019	\$220,000,000			\$185,000,000	\$187,125,000	\$370,045,000
2020	\$220,000,000	HB 62	\$57,000,000		\$68,045,000	\$359,000,000
TOTAL	\$5,500,000,000	TOTAL	\$3,740,000,000	\$1,597,000,000	\$3,381,000,000	\$359,000,000



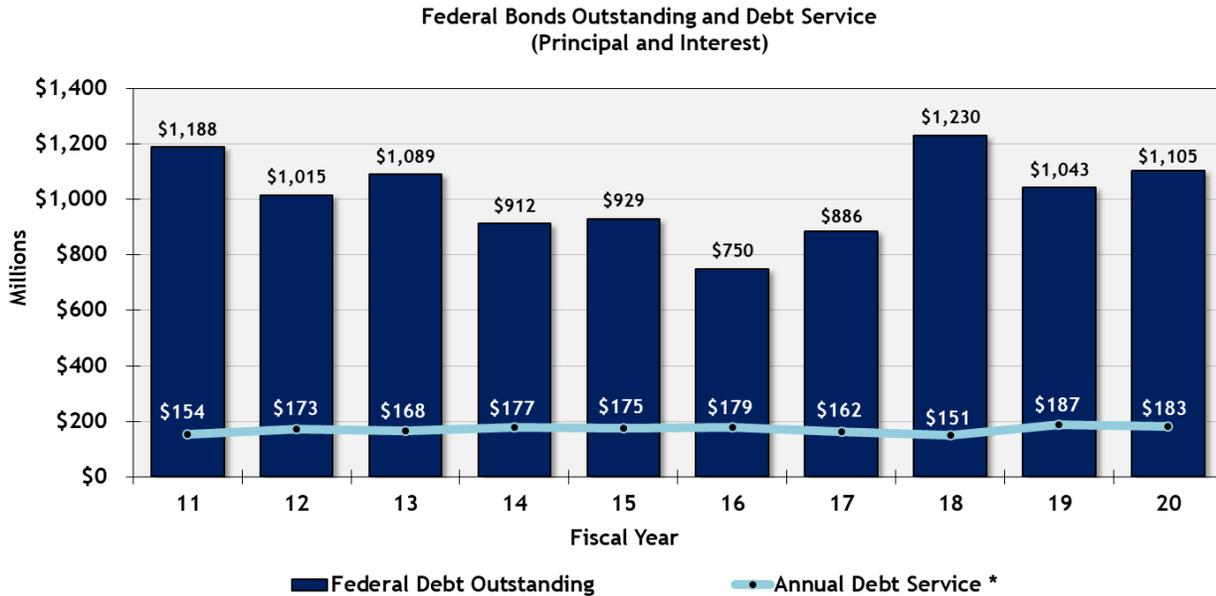
* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.

ODOT's policy regarding State bond debt is to have no more than 20% of State revenue dedicated to debt service.



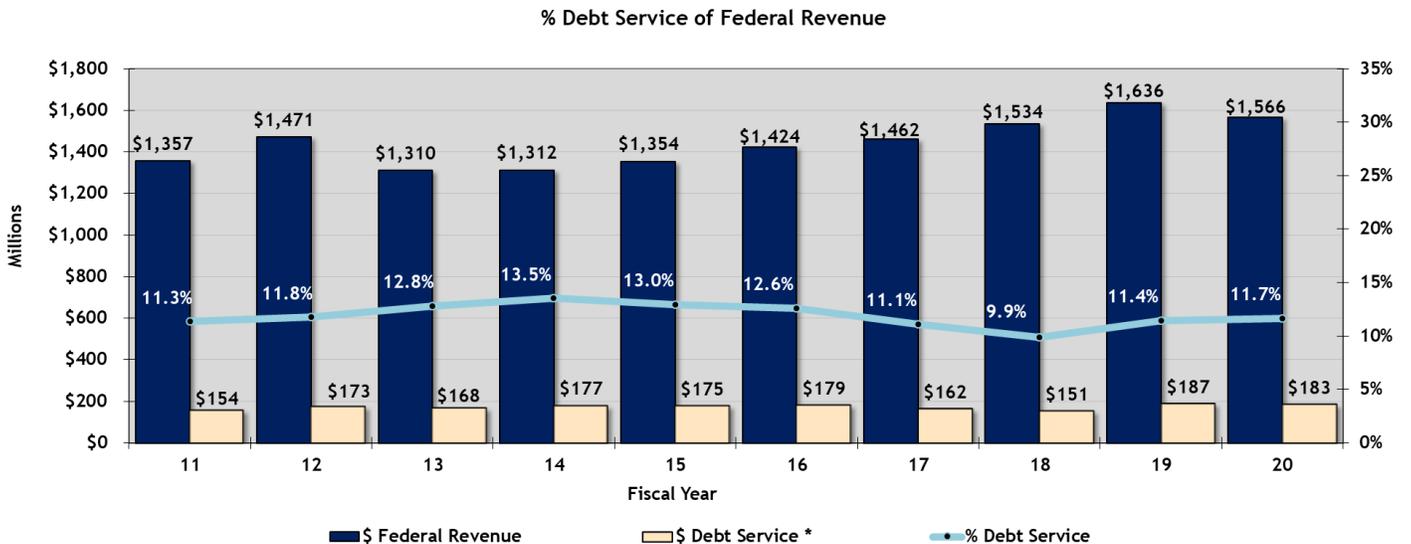
* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.

The second type of bonds is GARVEE Bonds, Federal Grant Anticipation Revenue Vehicles. A GARVEE bond is a debt financing instrument authorized to receive Federal reimbursement of debt service and related financing costs under Section 122 of Title 23, United States Code. GARVEEs can be issued by a state, a political subdivision of a state, or a public authority. States can receive Federal-aid reimbursements for a wide array of debt-related costs incurred in connection with an eligible debt financing instrument, such as a bond, note, certificate, mortgage, or lease. Reimbursable debt-related costs include interest payments, retirement of principal and any other cost incidental to the sale of an eligible debt instrument.



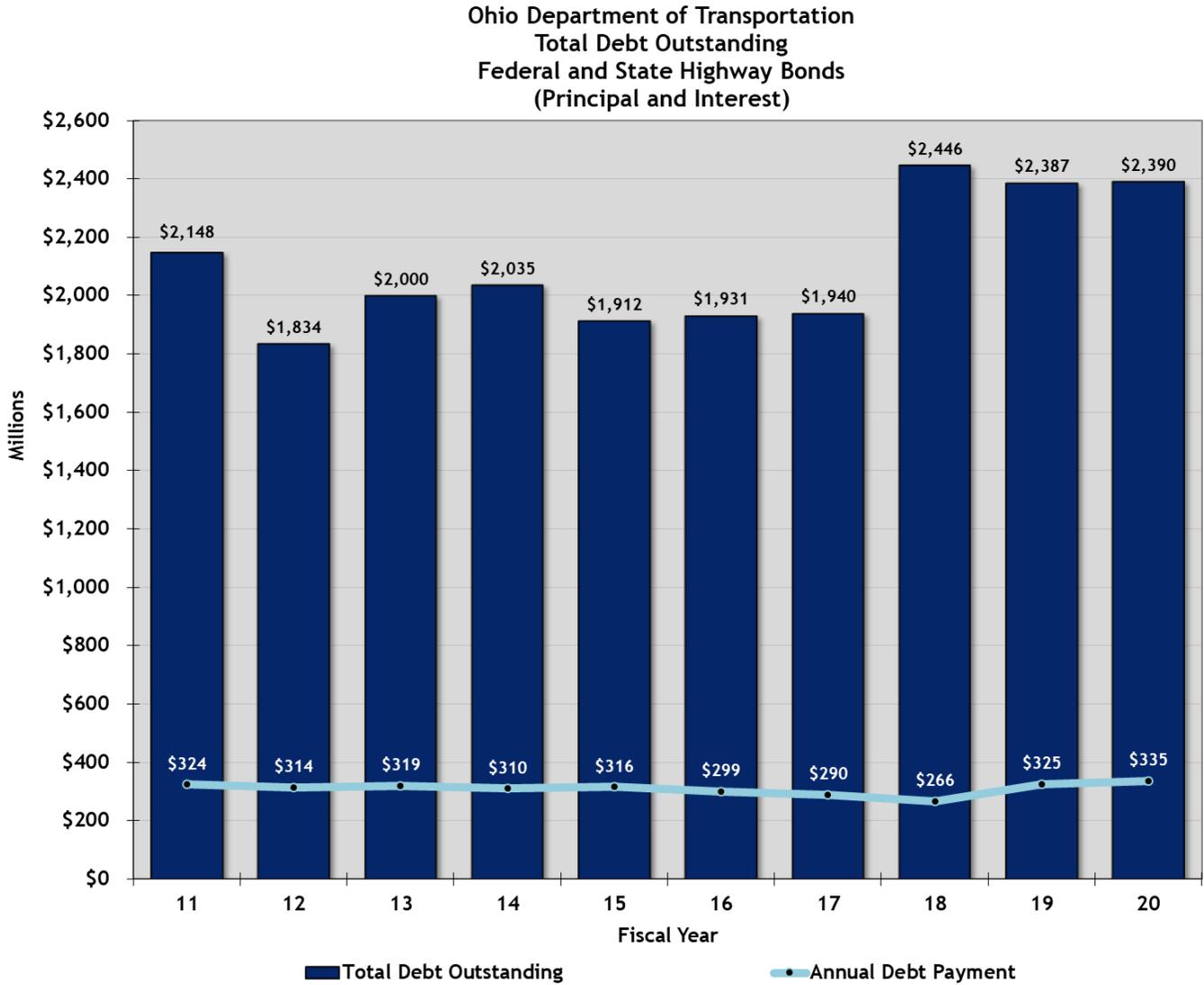
* The debt service dollar amount is based on the debt service payment schedule and is not reduced by proceeds from bond premiums or investment income earned. In addition, it includes both the state portion and federal portions of the GARVEE debt service.

ODOT's policy regarding Federal bond debt is to have no more than 20% of Federal revenue dedicated to debt service.



*The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.

A portion of State and Federal Motor Fuel Tax revenue is used to pay down ODOT’s total bond debt (principal and interest). At the end of FY 2020, ODOT had approximately \$2.4 billion dollars in outstanding principal and interest, where 54% represents the state bond debt and 46% represents federal bond debt.



In addition to the highway bonds shown above, in January 2015 and February 2018 ODOT issued \$84.3 million and \$86.5 million in Capital Facilities Lease-Appropriations Bonds, respectively, of which \$141.6 million is outstanding. The purpose of the Bonds is to pay for the cost of constructing various outposts and equipment storage and full-service facilities, statewide. These bonds mature in 2033, with debt service in FY 2020 totaling \$16.5 million.

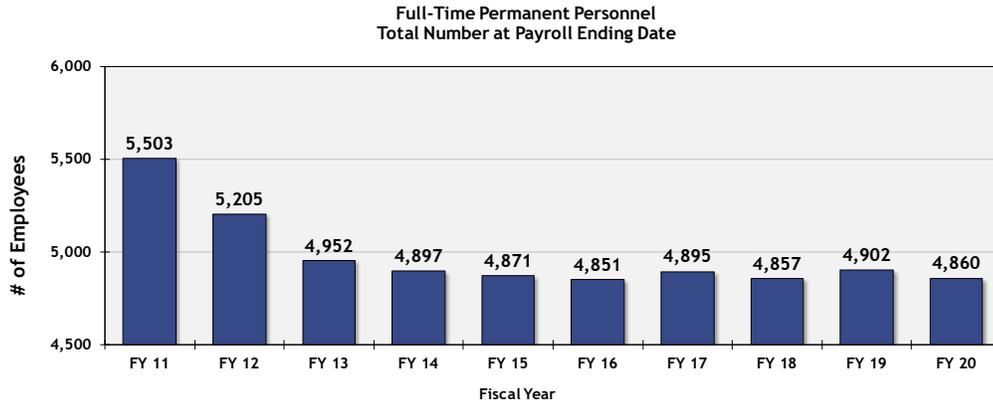
Transportation Appropriation Uses

Transportation Appropriation Uses: Operating

Overall, operating expenses increased in FY20 by \$8.2 million, or 0.9%, compared to FY19. Payroll and personal services increased by \$4.2 million, or 0.8%. This is primarily the result of an increase in Employer Benefit costs like Workers' Compensation, Hospitalization, and the OAKS Enterprise Rate.

OHIO DEPARTMENT OF TRANSPORTATION					
Appropriation Uses - Operating (millions)					
(Includes ODOT, Public Transit, Aviation, and Rail Commission)					
(With Regard to Fund Year)					
	2016	2017	2018	2019	2020
PAYROLL & PERSONAL SERVICE	\$441.5	\$471.2	\$504.0	\$529.8	\$534.0
Gross Wages (Excludes Paid Leave)	\$232.7	\$242.9	\$249.3	\$267.9	\$267.1
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$128.8	\$134.1	\$145.0	\$159.1	\$163.6
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$41.4	\$39.4	\$40.7	\$43.2	\$42.2
Overtime (Excludes Fringe)	\$12.0	\$13.0	\$16.4	\$16.4	\$12.4
Personal Service/Other	\$26.5	\$41.8	\$52.5	\$43.1	\$48.6
MAINTENANCE AND MATERIALS	\$124.1	\$132.7	\$142.6	\$151.7	\$153.3
Roadway	\$29.1	\$30.5	\$32.3	\$30.6	\$34.1
Utility, Telephone, Shipping	\$13.4	\$13.7	\$13.6	\$15.2	\$15.1
Motor Vehicle Parts & Supplies	\$26.3	\$25.0	\$26.5	\$28.8	\$28.6
Motor Vehicle Fuel	\$9.5	\$12.6	\$16.7	\$16.6	\$15.5
Buildings & Equipment	\$19.0	\$18.5	\$17.9	\$18.9	\$21.9
Office Supplies, Travel, Print	\$4.2	\$4.0	\$4.3	\$5.1	\$4.5
Interstate Transfer Vouchers	\$17.2	\$19.3	\$22.8	\$25.4	\$25.0
Other	\$5.4	\$9.0	\$8.5	\$11.1	\$8.6
SNOW AND ICE	\$37.3	\$27.3	\$37.7	\$57.7	\$54.2
EQUIPMENT	\$13.9	\$38.9	\$37.9	\$36.7	\$36.2
Data Processing / Telecommunications	\$8.4	\$8.8	\$2.9	\$3.9	\$3.8
Other	\$5.5	\$30.1	\$35.0	\$32.8	\$32.5
OIH CUSTODIAL	\$14.8	\$15.5	\$16.9	\$16.6	\$18.1
TRUCKS & OTHER HEAVY EQUIP	\$60.2	\$28.4	\$23.0	\$21.1	\$25.8
LANDS & BUILDINGS (Includes Facilities Bonds)	\$98.9	\$24.8	\$168.2	\$26.1	\$31.6
BUILDING DEBT SERVICE (Includes Hilltop)	\$8.2	\$8.2	\$8.2	\$16.5	\$16.5
MAINTENANCE CONTRACTS	\$42.1	\$37.6	\$46.6	\$40.6	\$36.0
MISCELLANEOUS OPERATING	\$1.7	\$2.0	\$1.8	\$2.3	\$1.7
TOTAL OPERATING COSTS	\$842.7	\$786.6	\$986.8	\$899.1	\$907.3

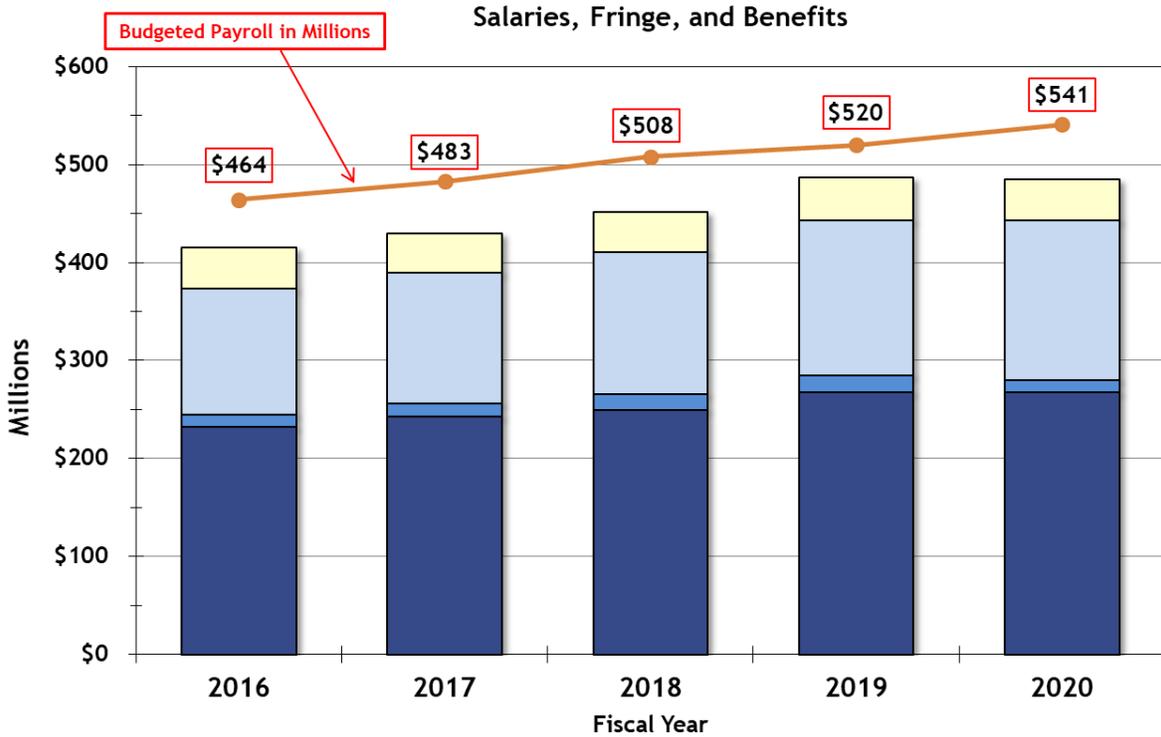
The Department's staff level has been reduced from 7,800 employees in FY94 to 4,860 employees in FY20. The Department has continued to scrutinize the filling of positions to hold down operating costs. The agency has the authority to hire 5,113 employees. The savings from not filling these vacancies is used to help cover the increased operating costs in other areas such as fuel, salt, and utilities.



Employee levels equal the number of permanent appointment types as of the last payroll paid out during that fiscal year (PPE mid-June). Permanent appointment types include Full-time Permanent, Part-time Permanent and Full-time Interim Internal employees. The Department has managed to maintain one of the largest construction programs in Ohio history with personnel levels at or near a 30-year low.

Transportation Appropriation Uses: Operating

Payroll is the largest component of the operating expenses. These costs also include ODOT supplemental staff. The gross wages increased significantly from FY 2016 due to a 2.5% pay raise in FY 2017 and FY 2018. The increase in FY 2019 was due to a 27th pay period and a 2.75% wage increase. In FY 2020, while there was a 2.75% wage increase, the payroll was held flat due to only having 26 pay periods and a reduction in permanent employees due to a hiring freeze initiated as a result of the COVID-19 pandemic.



FISCAL YEAR	2016	2017	2018	2019	2020
Employer Fringe	\$41.4	\$39.4	\$40.7	\$43.2	\$42.2
Employer Paid Benefits	\$128.8	\$134.1	\$145.0	\$159.1	\$163.6
Overtime	\$12.0	\$13.0	\$16.4	\$16.4	\$12.4
Gross Wages	\$232.7	\$242.9	\$249.3	\$267.9	\$267.1
Total Payroll	\$415.0	\$429.4	\$451.4	\$486.6	\$485.3

1) Payroll costs have increased over the previous five years due to the following:

2017 - a 2.5% wage increase.

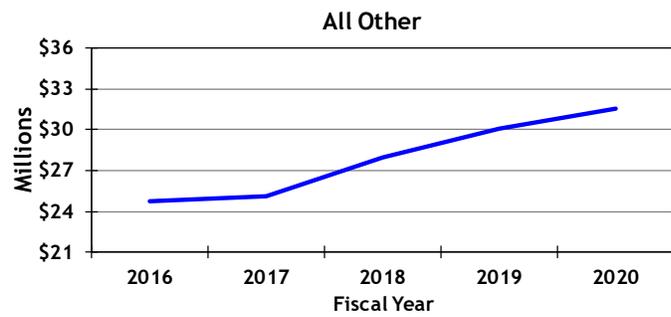
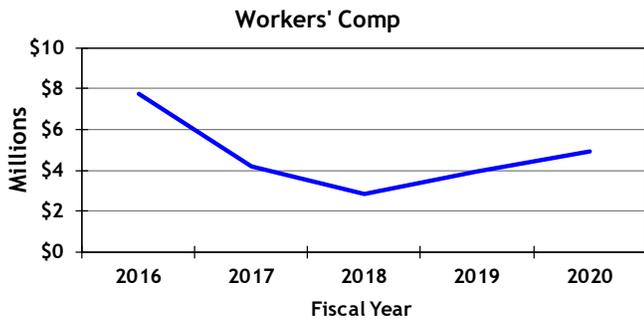
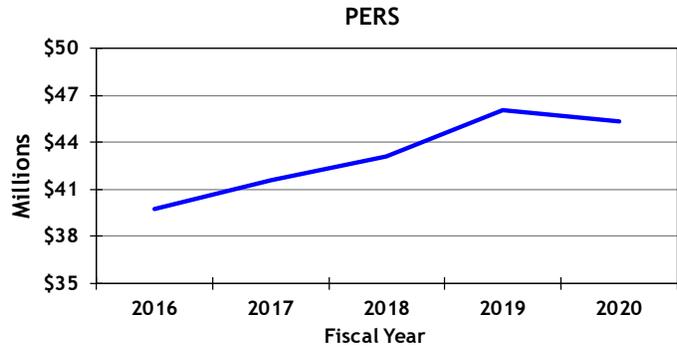
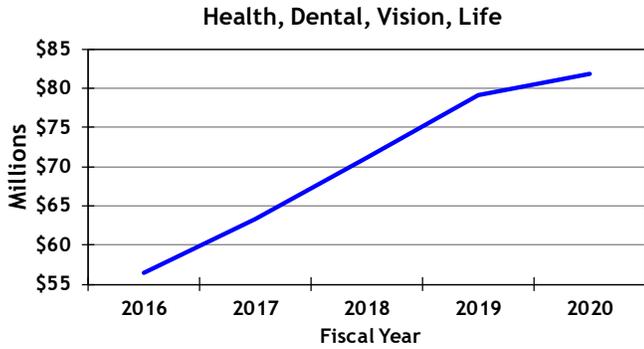
2018 - a 2.5% wage increase.

2019 - a 2.75% wage increase and posting of a 27th pay period.

2020 - a 2.75% wage increase. Amount similar to FY2019 because FY2020 only had 26 pay periods.

2) Overtime was higher in FY 2018 and FY 2019 when compared to the previous years due to harsher winters and flooding events.

Employer Paid Benefits

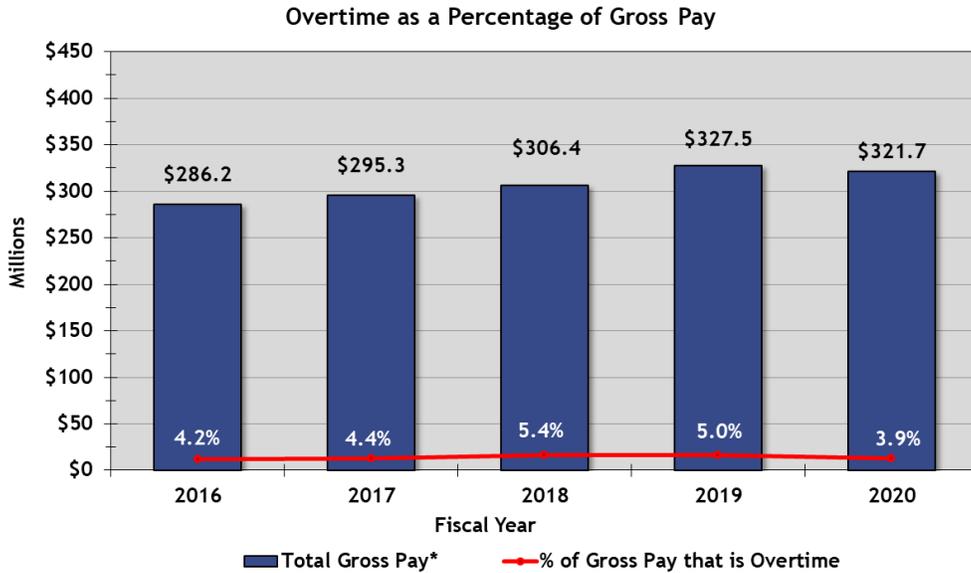
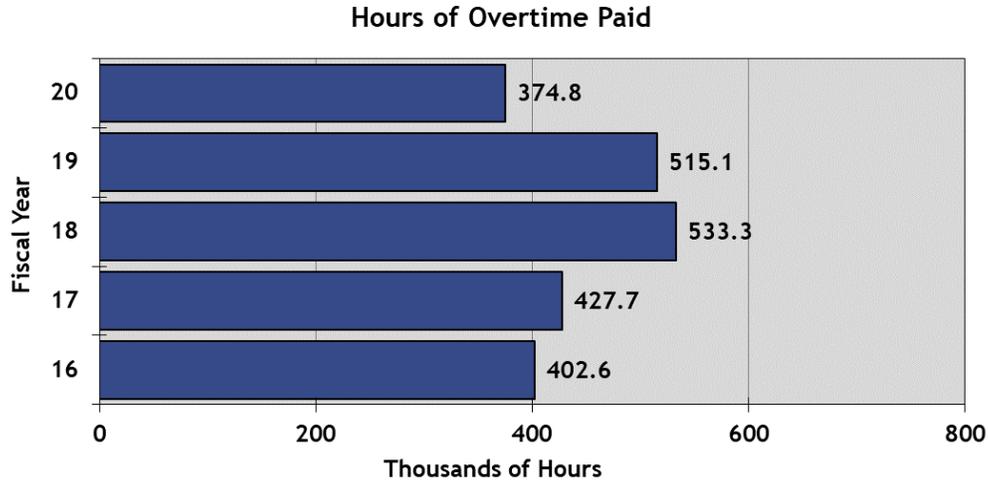


FISCAL YEAR	2016	2017	2018	2019	2020
Health Care, Dental, Vision, Life	\$56.5	\$63.3	\$71.1	\$79.1	\$81.8
PERS	\$39.8	\$41.6	\$43.1	\$46.0	\$45.3
Workers' Comp	\$7.7	\$4.2	\$2.8	\$4.0	\$4.9
All Other	\$24.8	\$25.1	\$27.9	\$30.0	\$31.6
Total	\$128.8	\$134.1	\$145.0	\$159.1	\$163.6

- 1) In 2017, healthcare costs increased by approximately 13%. In 2018, healthcare costs increased by approximately 12.4%. In FY 2019 healthcare increased by approximately 11%. In 2020, healthcare increased by approximately 3.4%.
- 2) In 2017, a slight increase to PERS costs was associated with a continued 2.5% wage increase along with ODOT hiring 44 additional employees within the fiscal year. In 2018, there was small increase to PERS due to the 2.5% wage increase. In FY 2019, increase due to the 2.75% wage increase. In FY 2020, there was a small decrease to PERS due to less overtime being worked from a light winter and the COVID-19 pandemic.
- 3) Annual fluctuations in ODOT's Workers' Compensation rates are the primary cause for variances from year to year. In 2016, the Workers' Compensation rate was 2.6094%. In 2017, Workers' Compensation rate decreased to 1.3709%, as the BWC's actuarial is working towards reducing premiums the department pays in order to more evenly distribute claims filed for BWC payments on behalf of ODOT. In 2018, the Workers' Compensation rate decreased to 0.8945%, as the BWC's actuarial continues working toward reducing premiums the department pays. In 2019, the Workers' Compensation rate increased to 1.1561% ODOT received \$1M from BWC which was provided to the Division of Human Resources for Workers Comp Claim Payments. In 2020, the Workers' Compensation rate rose to 1.4651% and ODOT is still utilizing the \$1M received from BWC received in FY 2019.
- 4) The All Other benefit category includes a Premium for Disability, Accrued Leave Fund, Collective Bargaining, Medicare, EEO (Equal Employment Opportunity), HMO Communications Surcharge, Child Care Voucher Contribution, EAP (Employee Assistance Program), Workforce Development Fund, OBM Accounting, Human Resource Charge, Parental Leave Benefit Fund, Enterprise Services and Unemployment Compensation.

Transportation Appropriation Uses: Operating

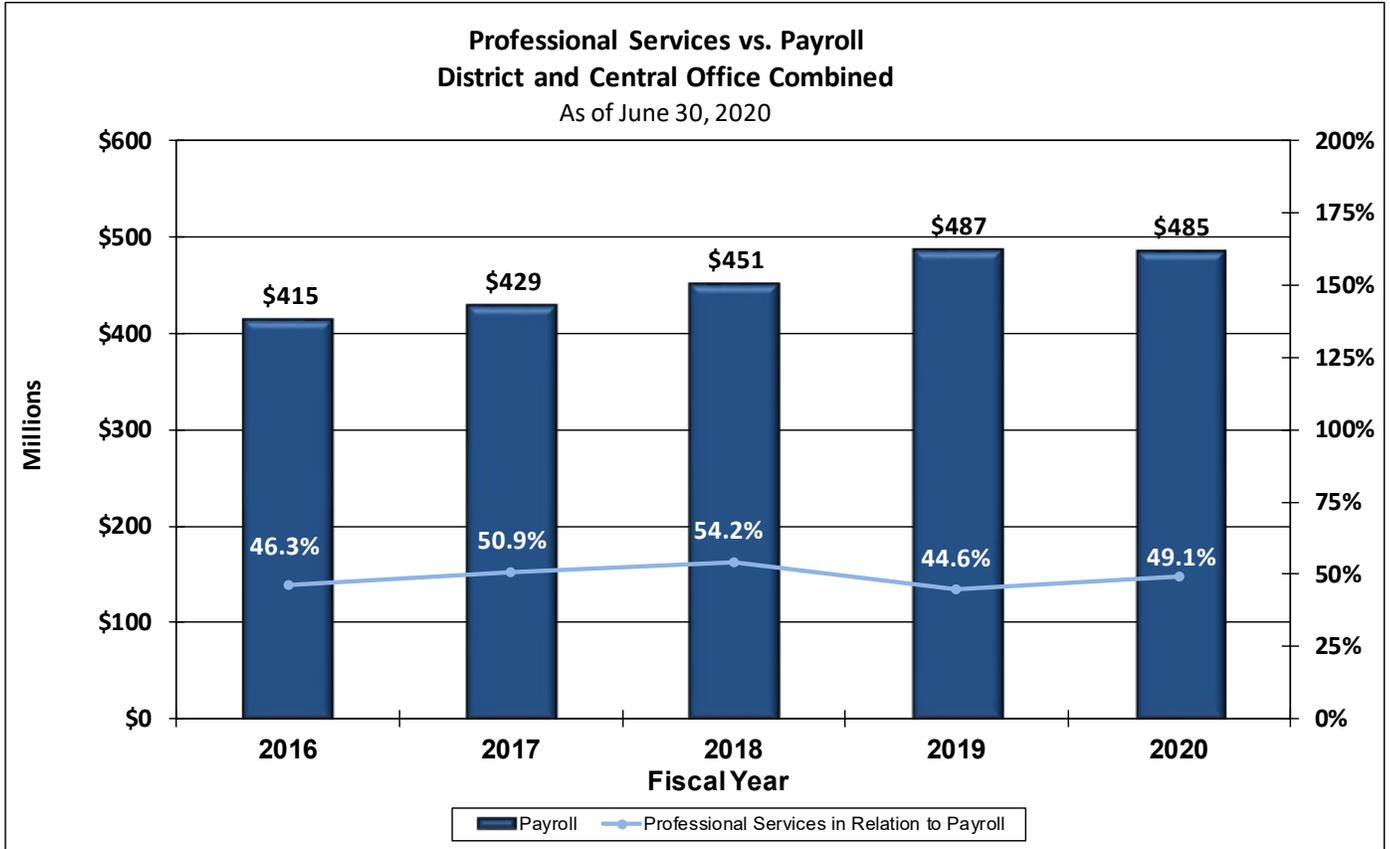
The fluctuation in overtime hours is largely dependent on the severity of Ohio’s winters. Fiscal Years 2018 and 2019 were higher than normal due to a harsh winter with multiple snow and ice events, while Fiscal Years 2016, 2017, and 2020 were milder and required less overtime for the Department. Fiscal Year 2019 had higher gross wages due to a 27th pay period. Fiscal Year 2020 had the lowest overtime hours, even when compared to the most recent mild winter years due to only having 26 pay periods and the COVID-19 pandemic.



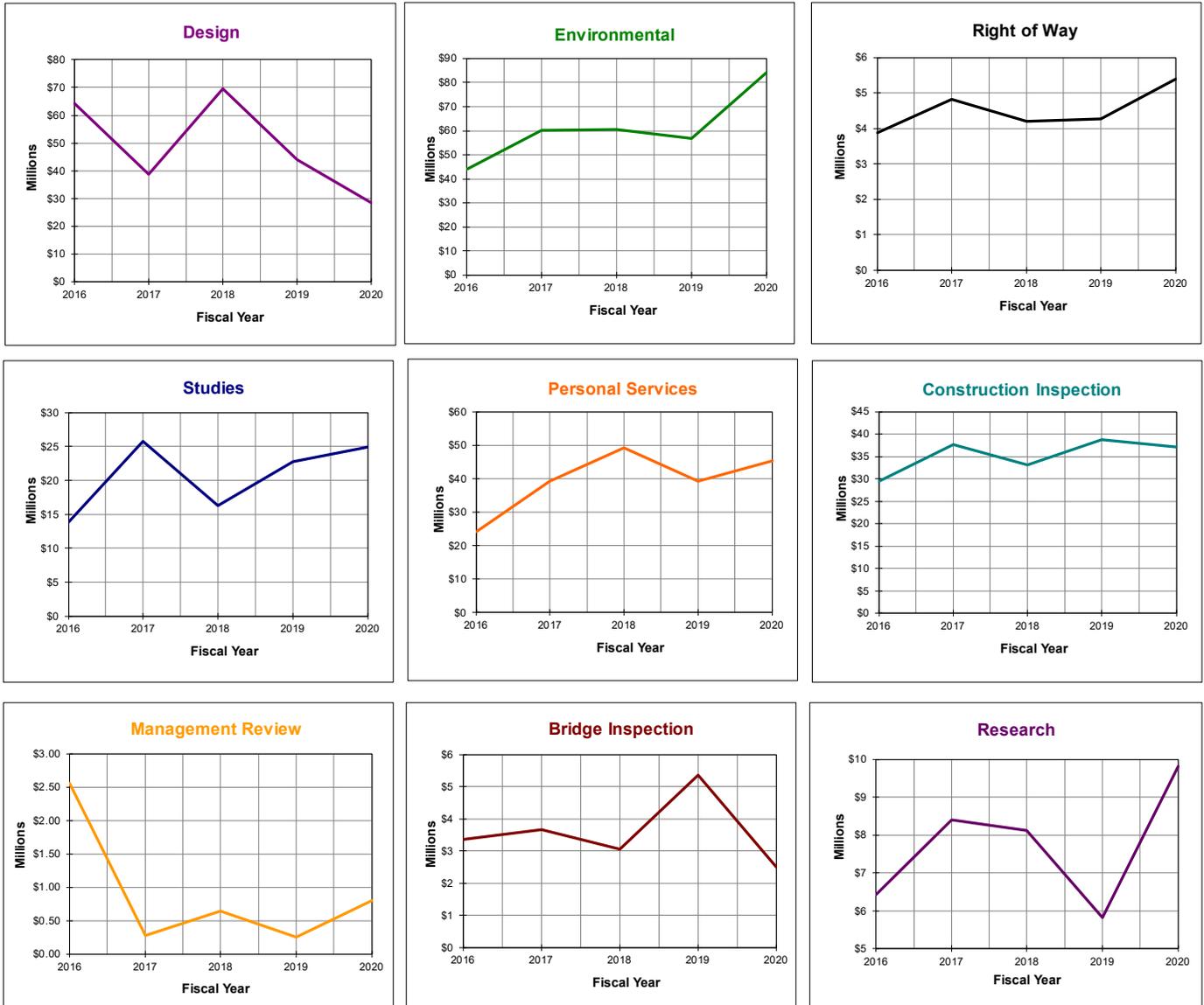
Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2016	\$12.0	\$286.2	4.2%
2017	\$13.0	\$295.3	4.4%
2018	\$16.4	\$306.4	5.4%
2019	\$16.4	\$327.5	5.0%
2020	\$12.4	\$321.7	3.9%

*Total Gross Pay = Gross Wages+Overtime+Fringe Benefits

Along with its full-time employees, ODOT uses outside services to complete tasks such as design work for construction projects, construction inspections, right of way acquisition and administrative services. These costs have averaged 49.0% in relation to ODOT’s total payroll costs for the past five years.



Professional Contracts Encumbered for the Following Services

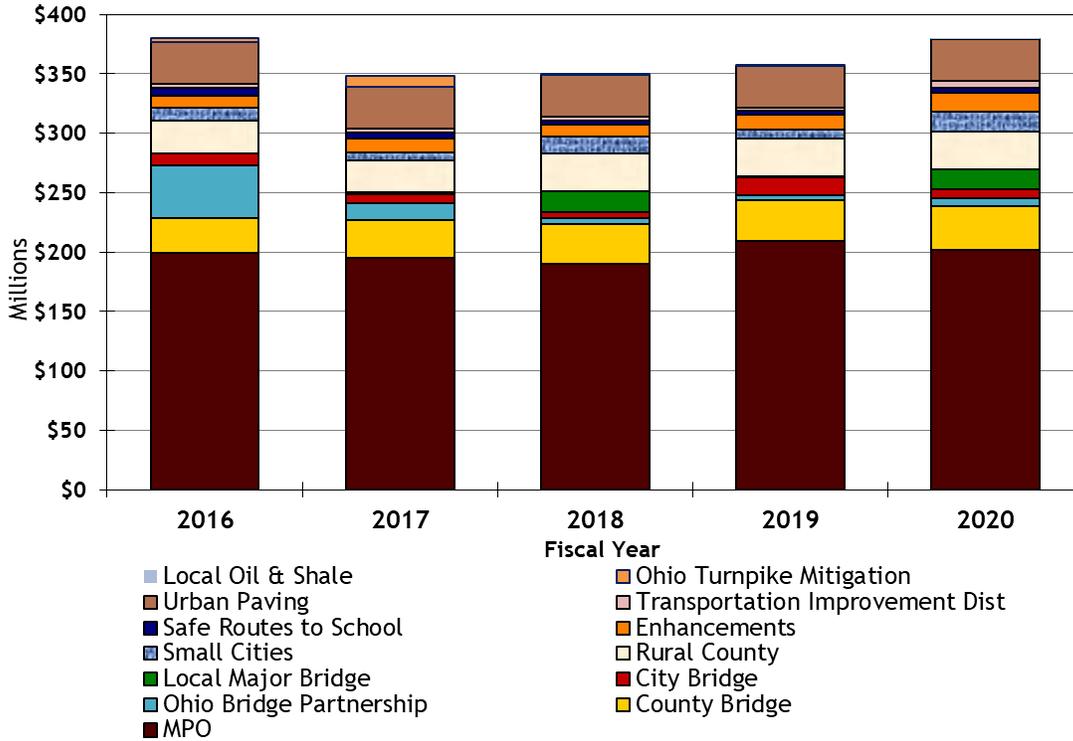


*Note: Encumbrances are regarding fund year and represent the encumbered balance as of the reporting date.

Environmental - The amount of funds encumbered for this category has increased 45.9% or \$26.5M during Fiscal Year 2020 when compared to Fiscal Year 2019. The following project(s) were encumbered during Fiscal Year 2020 contributing to a portion of the variance:

- District 12 - \$6.0M - Projects include replacement of pavement along I-90, major rehabilitation of Ridge Rd (US-20) including minor widening and drainage replacement, and construct safety improvements for motorized vehicles, Amish buggies, and pedestrians.
- District 07 - \$3.3M - This project is for major rehabilitation of the Interstate 75 pavement by rebuilding asphalt pavements.
- District 04 - \$2.2M - This project is for interchange expansion and roadway safety of US 30.
- District 09 - \$2.1M - This project is for the initial concept for a new grade separation overpass/bridge with new local connecting roads.

Local Programs Summary
 Appropriation Uses
 (With Regard to Fund Year) ⁽¹⁾



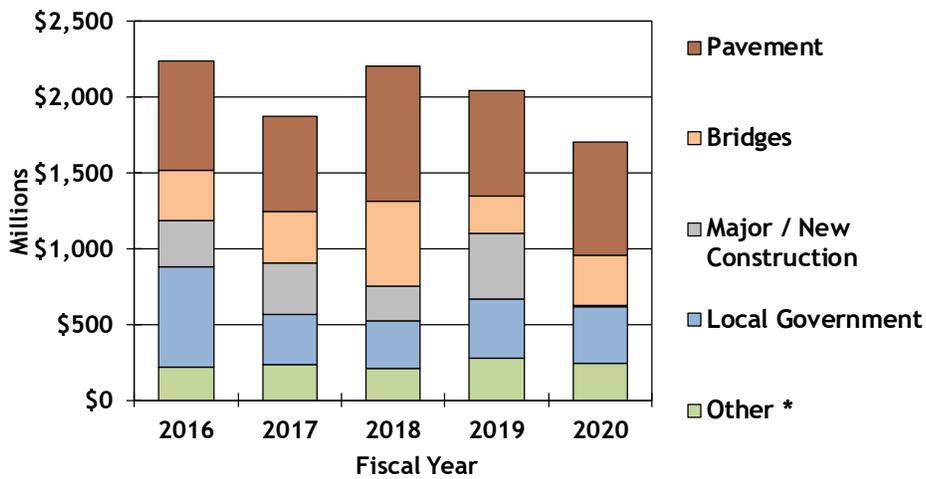
	2016	2017	2018	2019	2020
MPO	\$ 199.3	\$ 194.8	\$ 190.2	\$ 209.1	\$ 201.9
County Bridge	29.3	32.2	33.8	34.2	36.9
Ohio Turnpike Mitigation	3.4	9.0	1.0	0.4	0.0
City Bridge	10.3	6.9	4.9	15.2	7.4
Local Major Bridge	0.1	1.5	17.2	0.4	16.8
Ohio Bridge Partnership	44.1	14.5	4.8	4.5	6.7
Rural County	27.3	27.6	32.3	32.3	31.6
Small Cities	11.3	6.7	14.3	7.3	16.9
Enhancements	9.7	11.6	9.4	12.6	16.2
Safe Routes to School	6.7	4.9	3.5	3.6	4.1
Transportation Improvement Dist	3.3	3.5	3.4	2.5	5.6
Local Oil & Shale	0.0	0.0	0.0	0.0	0.4
Urban Paving ⁽²⁾	35.0	35.0	35.0	35.0	35.0
LOCAL PROGRAM TOTAL	\$ 379.8	\$ 348.2	\$ 349.7	\$ 357.1	\$ 379.4

(1) Actual usage of legislatively approved appropriations for that fund year, established in the approved Legislative Budget, without regard to when the activity occurred.

(2) ODOT budgeted figures attributed to Urban Paving in accordance with the Urban Paving Policy. Urban Paving is typically \$35 million per fiscal year.

For additional information about funding sources for local governmental entities, see page 49 of the Appendix.

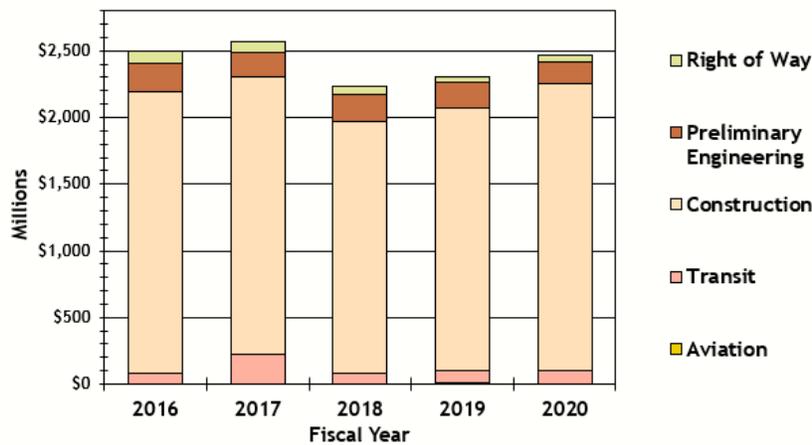
Contracts Awarded by State Fiscal Year



* Total FY 20 contracts awarded by Transit and Aviation = \$97.1 million.

**Note: The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

Capital Expenditures by State Fiscal Year
(Without regard to fund year)

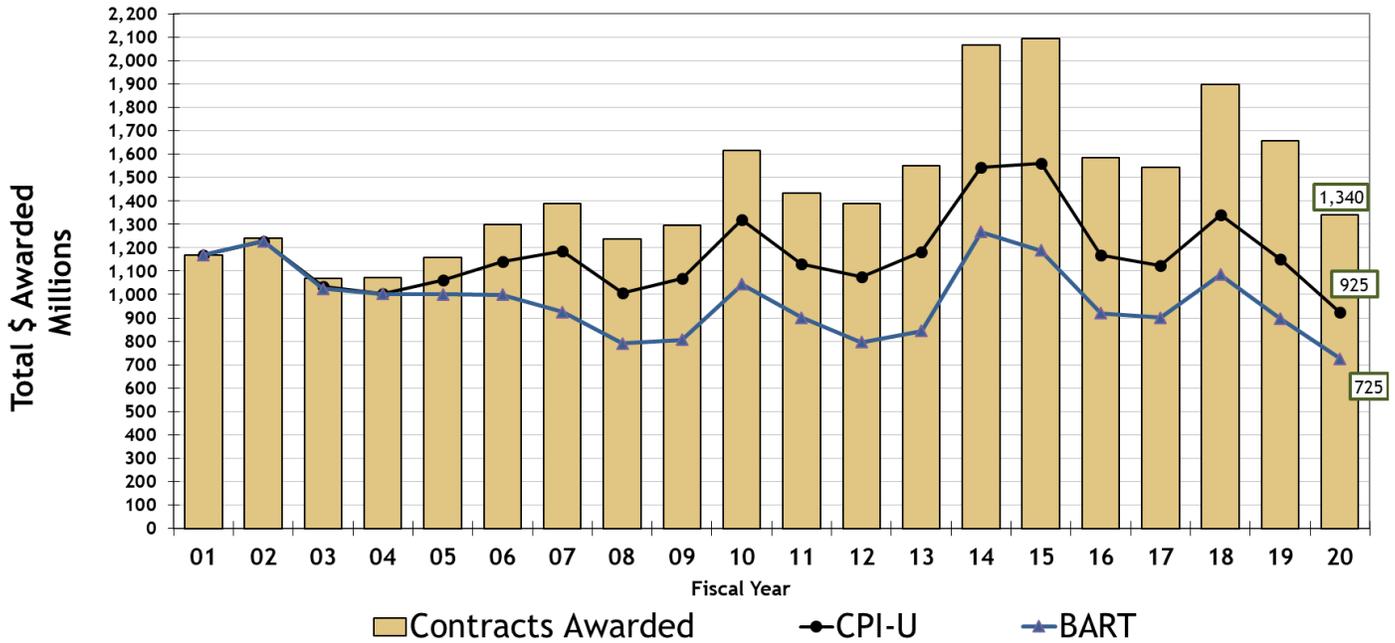


	2016	2017	2018	2019	2020
Right of Way	\$ 89	\$ 80	\$ 64	\$ 47	\$ 49
Preliminary Engineering	\$ 214	\$ 184	\$ 195	\$ 193	\$ 168
Construction	\$ 2,115	\$ 2,079	\$ 1,889	\$ 1,963	\$ 2,150
Highway Related Total	\$ 2,418	\$ 2,343	\$ 2,149	\$ 2,203	\$ 2,367
Transit	\$ 76	\$ 226	\$ 84	\$ 100	\$ 96
Aviation	\$ 6	\$ 3	\$ 3	\$ 4	\$ 1
Modal Total	\$ 82	\$ 229	\$ 87	\$ 104	\$ 97
Grand Total	\$ 2,500	\$ 2,572	\$ 2,236	\$ 2,307	\$ 2,464

With contracts awarded over the past few years reaching record breaking numbers, capital expenditures have followed suit, averaging \$2.42 billion of actual expenditures for the past five years.

ODOT’s actual capital dollar outlay for infrastructure has increased over the past 20 years; however, actual buying power (“real dollar value” due to inflation) has remained stagnant over the same time period. If adjusted for inflation using the CPI, Highway and Maintenance contracts have increased by approximately \$659.5 million since FY 2001 based on “real dollar value”. Using the ODOT internal BART (Bid Analysis Review Team) index, “real dollar value” for Highway and Maintenance contracts has decreased roughly \$443.4 million since FY 2001. The chart below shows this trend by taking the actual dollar amount of contracts sold for each fiscal year (which are shown in millions in the table below the graph) and comparing it with an amount that has been adjusted for inflation over the same period of time.

Highway Construction / Maintenance Contracts Awarded by Fiscal Year
(Excludes Local Let Projects, Transit, and Aviation)



*CPI Index Base Year 1982 - 1984 = 100%
*BART Index Base Year 2001 = 100%

Fiscal Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
\$ Awarded (Millions)	\$1,169	\$1,239	\$1,069	\$1,071	\$1,158	\$1,299	\$1,387	\$1,238	\$1,297	\$1,615
Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
\$ Awarded (Millions)	\$1,434	\$1,388	\$1,552	\$2,068	\$2,094	\$1,584	\$1,544	\$1,897	\$1,657	\$1,340

State Infrastructure Bank

Loan Program Background

The State Infrastructure Bank (SIB) program was capitalized with two authorizations from the Ohio State Legislature totaling \$40 million in GRF funds, \$10 million in State Motor Fuel Tax funds, and \$87 million from Federal Title XXIII Highway funds. The State Motor Fuel Tax fund was later increased from the \$10 million to \$15 million. Any highway or transit project eligible under Title XXIII, as well as aviation, rail and other intermodal projects are eligible for direct loan funding under the SIB.

Bond Program Background

With the assistance of the Ohio Treasurer's office, the Ohio Department of Transportation established two investment grade bond funds to leverage the SIB funds available to assist political entities. Both funds are structured with an open master indenture which allows bonds to be issued as needed, on a project-by-project basis.

With each bond fund, all repayments from the existing GRF and Title 23 loan portfolio accounts are pledged to support any borrower repayment shortfall. This pledge is followed by cash in each respective account and lastly the program reserve bond fund will be accessed in the event of a borrower defaulting or having a shortfall in their payment.

In February 2019, the State Transportation Infrastructure Bond Fund (GRF account) was upgraded from a Fitch rating of AA- to a Standard & Poor's rating of AA+. The rating of AA+ was affirmed by Standard & Poor's in February 2019 with the most recent bond issuance to Toledo-Lucas County Port Authority. The bond program was established in September 2006. The program funds projects that do not qualify as federal eligible. The program has approximately \$31.22m in bond issuance capacity available.

The Federal Title 23 Transportation Infrastructure Bond Fund (Title 23 account) was established in July 2008. The program carries an AA rating from Fitch. This bond was reaffirmed by Fitch Ratings in October 2019. This bond fund program is for projects that are Title XXIII federal eligible. Currently, the bond program has approximately \$98.53m in issuance capacity available.

Both programs are authorized in the Ohio Revised Code, Sections 5531.09 and 5531.10.

Administration

ODOT is the primary decision maker for SIB projects. Within ODOT, the SIB Loan Committee manages the approval process. ODOT's Division of Finance promulgates the application process and is the contact source for information on the program. The Division of Finance receives applications, reviews, and makes recommendations to the SIB Loan Committee.

ODOT administers the loans using prudent financial guidelines and policies related to desirability, timing, and relative risk of the project. ODOT does not intend to undertake projects which are of limited public use or could be funded in full by private financial institutions.

2020 SIB Snapshot

The portfolio of the SIB for Fiscal Year 2020 included ten loans for a total of \$19,285,263. Since inception, the SIB program has issued 252 loans in the amount of \$674.9 million and twelve bond issuances in the amount of \$94.4 million; totaling \$769.3 million for the SIB loan and bond programs. The bank has assisted communities with 218 highway, four railroad, two transit, nineteen aviation, one bikeway and twenty other infrastructure projects.

SIB ACCOUNTS**FUND 2120****Federal Funding**

Known as First Generation, this funding originally capitalized the SIB. It is used for Title 23 eligible projects (highway or transit). Use of this funding requires that the borrower follow all federal mandates. Federal funds cover only 80% of the project costs and a 20% match of Motor Fuel Tax (MFT) SIB funds or a local match must be used.

Title 23 (Second Generation funds or Washed funds)

This funding is known as Second Generation, or Washed funds and may be used on projects that are Title 23 eligible. All other federal requirements are removed with these funds yet all state guidelines must be followed. This funding is used for 100% of the funding for projects and has no required state match.

Motor Fuel Tax (MFT)

The State Motor Fuel Tax fund is used as the non-federal match to a Title 23 federally eligible project (20% share), or as 100% pure state funds for local roadway projects. Constitutionally, these funds cannot be used for any other transportation mode.

FUND 2130**General Revenue Fund (GRF)**

The GRF account is used to support industrial parks, service roads, railroad projects, aviation projects and local roads or for any infrastructure related project that is not Title 23 eligible.

SIB BOND PROGRAM ACCOUNTS

The bond programs were created to generate additional financing for political subdivisions and to fund larger transportation projects. Bonds are issued on behalf of the SIB borrower by the ODOT Division of Finance in conjunction with the State Treasurer's office.

State Transportation Infrastructure (GRF) Bond Fund

The projects eligible for this program include local roadways, rail, water, and aviation. This bond fund is another source of funding for projects that do not qualify under Title 23 regulations.

Federal Title 23 Transportation Infrastructure Bond Fund

Under this program, a bond issuance must be Title 23 federal eligible, highways and transit related project. A project may be funded 100% and has no required state match.

LOAN/BOND PROJECT ELIGIBILITY

SIB funds will cover most phases of a construction project with the exception of the environmental phase. SIB loan monies cannot be used for any costs associated with the environmental process.

For additional information about funding sources for local government entities, see page 49 of the Appendix (Transportation Funding Sources).

**OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
FUNDS 2120 AND 2130
COMBINED STATEMENT OF REVENUES AND EXPENDITURES IN FUND BALANCES
FOR YEAR ENDING JUNE 30, 2020**

<u>Beginning Cash Balance:</u>		\$ 98,989,454
<u>Revenues:</u>		
Investment Earnings	\$	1,879,872
Principal Loan Repayment (GRF)		2,739,757
Interest Payment on Loan (GRF)		917,126
Principal Loan Repayment (FHWA)		9,699,416
Interest Payment on Loan (FHWA)		415,410
Principal Loan Repayment (2nd Generation)		6,283,467
Interest Payment on Loan (2nd Generation)		2,143,111
Principal Loan Repayment (State Motor Fuel)		2,286,666
Interest Payment on Loan (State Motor Fuel)		245,473
Transfer In - Fund 7002 to SIB Fund 2120		-
Administrative Fees		47,348
Total Revenues	\$	26,657,646
<u>Expenditures:</u>		
Federal Highway Funds	\$	8,657,204
General Revenue Funds		4,404,639
Motor Fuel Tax Funds		2,516,015
Second Generation/Title 23 Funds		22,900,000
Administrative Fees - Court Claims / Refunds		-
Total Expenditures	\$	38,477,858
<u>Ending Cash Balance</u>	\$	87,169,241

**OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
BALANCE SHEET FOR FUNDS 2120 AND 2130
FOR YEAR ENDING JUNE 30, 2020**

Assets and Other Debits

Assets:

Uncommitted Cash	\$ 28,197,187
Cash Reserve - Current FY Debt Service - Title 23 & GRF	-
Cash Reserve for Approved Loans Already Encumbered	30,017,804
Cash Reserve for Approved Loans Not Yet Encumbered	28,954,251
Total Cash on Hand	\$ 87,169,241

Receivables:

Loans Already Disbursed:

Principal Due	\$ 155,184,913
Interest Due	30,159,325
Administrative Fees	4,185
Total Receivables	\$ 185,348,423

Total Assets **\$ 272,517,665**

Equity

Original Seed Money

Federal	\$ 87,000,000
GRF	40,000,000
Motor Fuel Tax	15,000,000
Total	\$ 142,000,000

Investment Earnings	\$ 62,266,997
Interest from Loans	68,250,668

Total Equity **\$ 272,517,665**

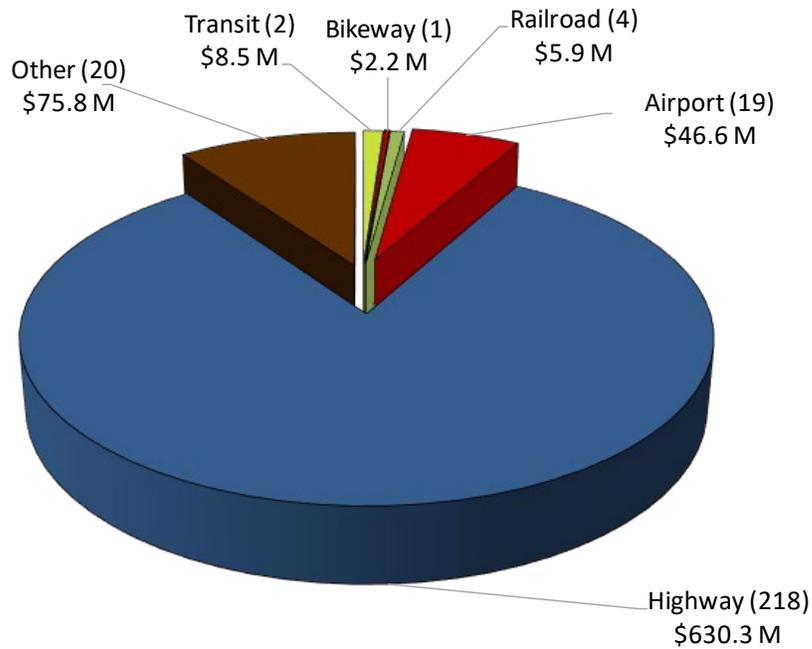
State Infrastructure Bank

State Fiscal Year	1997-2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total *
# of Loans	126	7	3	11	19	14	13	13	17	19	10	252
\$ of Approved Loans (in millions)	\$371.39	\$19.8	\$5.3	\$20.8	\$72.0	\$56.8	\$15.9	\$28.6	\$40.8	\$24.2	\$19.3	\$674.9
# of Bonds	2		1		4		1	1	1	2		12
\$ of Approved Bonds (in millions)	\$18.5		\$9.4		\$17.7		\$7.9	\$4.7	\$15.7	\$20.5		\$94.4

Number of Loans:	252	Amount of Approved Loans:	\$674.9
Number of Bonds:	12	Amount of Approved Bonds:	\$94.4
Total:	264	Total:	\$769.3

* Annual amounts may not equal to total due to rounding. Excludes loans that were approved but cancelled prior to closing on the loan.

**Modes of SIB Loans and Bonds
approved as of June 30, 2020
Total \$769.3 M**



State Infrastructure Bank

There were a total of 10 State Infrastructure Bank loans approved in SFY 2020, for \$19.3 million. Six of the loans were for roadway related projects and four categorized as "other." There were no bonds approved in SFY20. This brings the final number of loans/bonds in the SIB portfolio as of SFY 2020 to 264, totaling approximately \$769.3 million, since the inception of the program.

SIB LOANS AND BONDS ISSUED SINCE PROGRAM INCEPTION APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS as of June 30, 2020

ODOT District	District Location	Loans	Bonds	Authorized Amount	% of Funds loaned/bonded	Approved * Loans	Active Loans	Paid off Loans	Approved * Bonds	Active Bonds	Paid-off Bonds
1	Lima	10		\$7,997,339	1.04%		5	5			
2	Bowling Green	15	2	\$50,975,050	6.63%		7	8		2	
3	Ashland	23	1	\$33,348,032	4.33%		14	9		1	
4	Akron/Canton	48	3	\$108,921,739	14.16%		23	25		2	1
5	Jacksontown	22	1	\$57,078,519	7.42%		15	7		1	
6	Columbus	13	1	\$92,539,486	12.03%		6	7		1	
7	Dayton	30	1	\$66,389,189	8.63%	1	16	13		1	
8	Cincinnati	16	3	\$126,731,245	16.47%		6	10		2	1
9	Chillicothe	9		\$12,359,770	1.61%		3	6			
10	Marietta	8		\$12,145,870	1.58%		2	6			
11	New Philadelphia	25		\$22,607,847	2.94%		15	10			
12	Cleveland	33		\$178,187,482	23.16%	2	17	14			
		252	12	\$769,281,568	100.00%	3	129	120	0	10	2

Average loan amount is \$2,678,062
Average bond amount is \$7,867,500

*Approved loans or bonds means the SIB loan committee has approved but closing documents have not been executed.

SIB Loans Approved in FY 2020

BORROWER	PROJECT	LOAN AMOUNT
Delaware County/MORPC	Africa & Cheshire Road Resurfacing	\$3,382,400
Conneaut	ATB SR7/SR531 Resurfacing	\$387,000
Conneaut	Lake Road Storm Sewer	\$132,500
Zanesville	Wayne Avenue (SR60) Improvements	\$754,000
Montgomery County TID	70/75 Airport Logistics Access	\$2,708,000
Norton	Newpark Drive Reconstruction	\$452,000
Huber Heights	Carriage Trails & Windbrooke Public Improvements	\$1,286,000
Roseville	Potters Lane Widening & Access	\$173,363
Youngstown/Eastgate	MAH-Youngstown SMART2 Network	\$5,000,000
Athens	Stimson Avenue Improvements	\$5,010,000
TOTAL		\$19,285,263

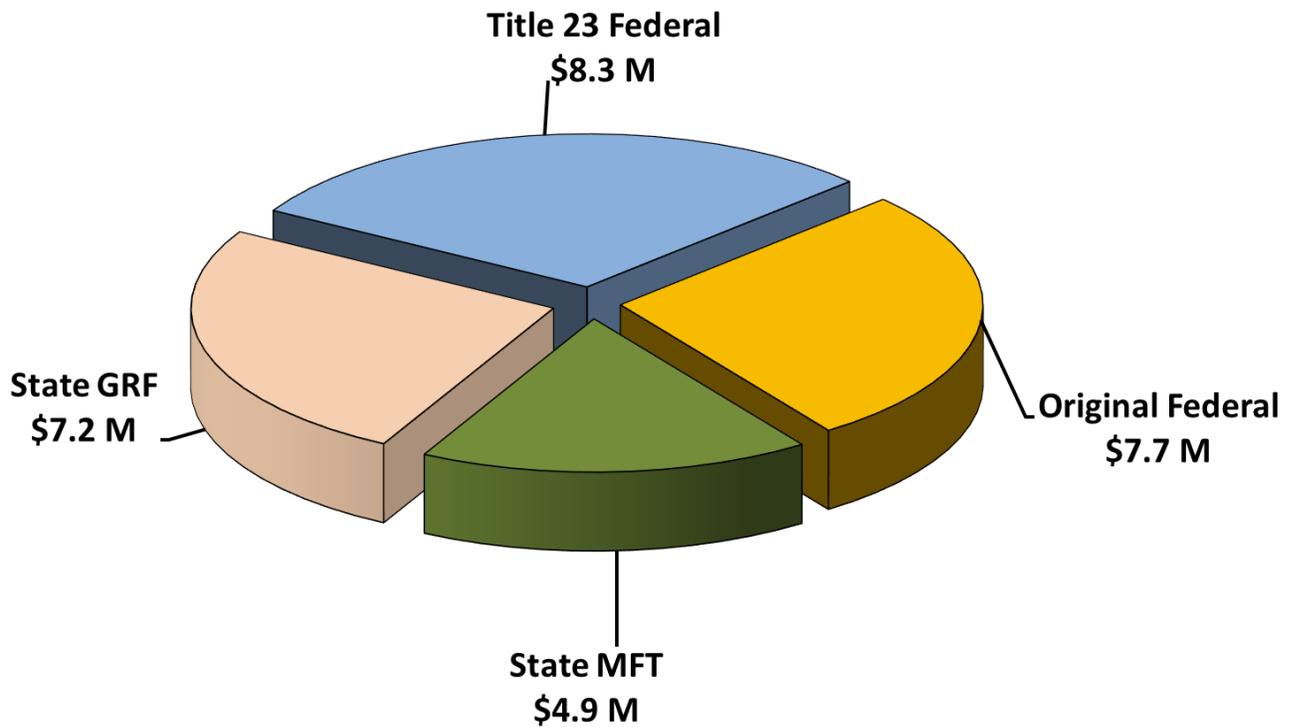
Note: The loan amount reflects the total principal approved by the SIB committee. It does not reflect the actual amount disbursed during the fiscal year.

SIB Bonds Approved in FY 2020

BORROWER	PROJECT	LOAN AMOUNT
None		
TOTAL		\$0

The graph below depicts the SIB cash balances as of June 30, 2020 available for future loans. These amounts represent the uncommitted cash balances for Federal, Title 23, State Motor Fuel Tax, and General Revenue Fund accounts.

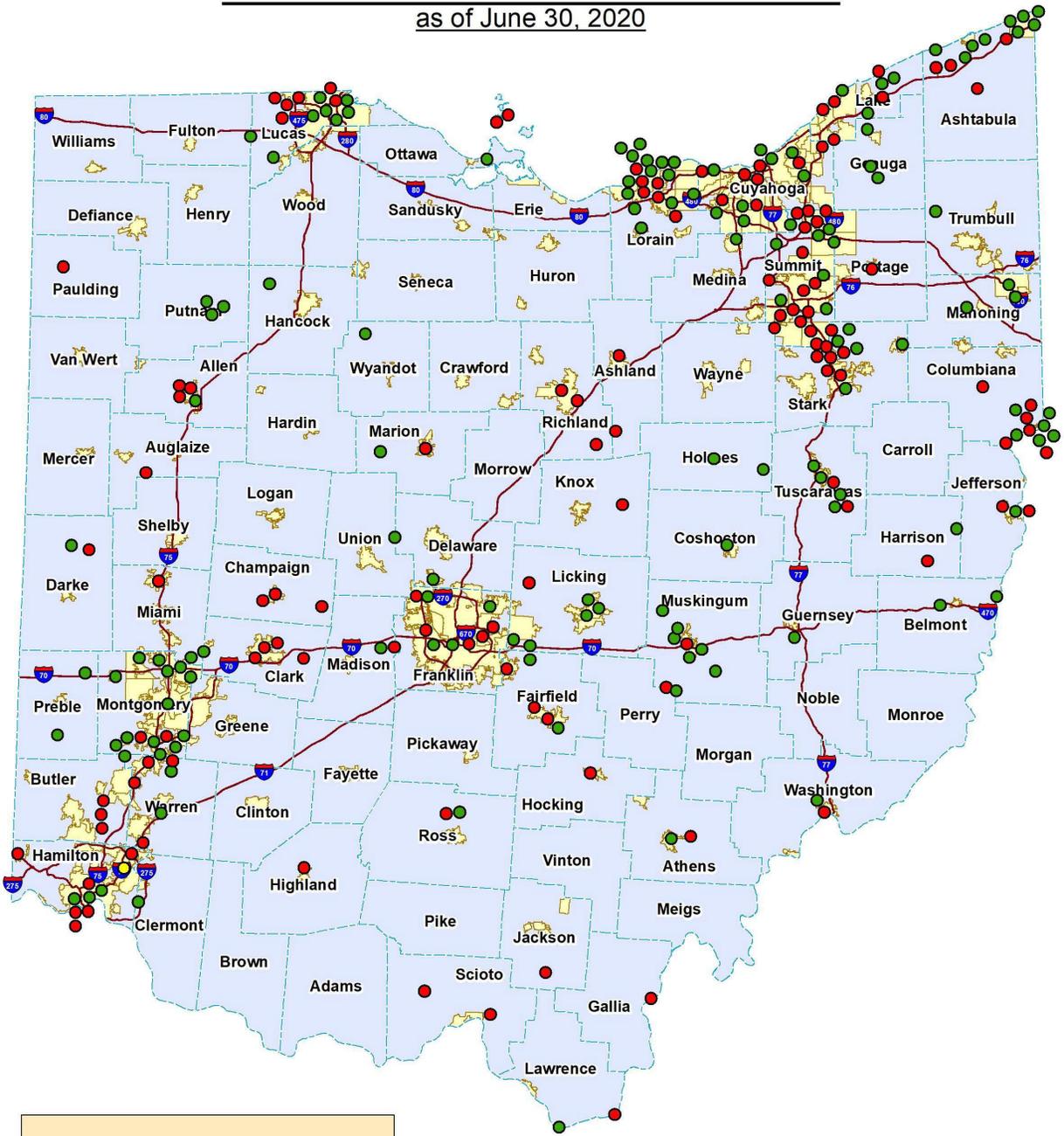
SIB Balances Available as of June 30, 2020 Total Available to Lend: \$28.2 M



Note: Total available to lend is calculated net of SFY 2021 debt service totaling \$1,077,751.

SIB LOAN/BOND LOCATIONS

as of June 30, 2020



Color

- Paid Off
- Active - Loan Finalized
- Approved - Loan Not Yet Finalized

STATE INFRASTRUCTURE BANK (SIB) PROJECTS

SIB projects include those found below and are depicted on the next page.

City of Huber Heights, Carriage Trails & Windbrooke Public Improvements Project

This SIB loan was used to finance public street improvements for residential subdivisions located within their residential special assessment district in the City of Huber Heights, Montgomery County, Ohio. Public street improvements will include pavements and base and curbs within public right-of-way of the Carriage Trails Community Development. There are six phases to the Development all of which are at different stages of construction.

Total Project Costs: \$1,286,000

SIB Loan Amount: \$1,286,000

City of Norton, Newpark Drive Reconstruction Project

This SIB loan was used for reconstruction of approximately 1,800 feet of concrete street and replacing 17 catch basins on Newpark Drive within the City of Norton, Summit County, Ohio. The enhancements included in this project are the constructing, improving, paving, and grading for roadways, constructing curbs and driveway aprons, and constructing and installing storm sewer improvements.

Total Project Costs: \$1,094,075

SIB Loan Amount: \$452,000

City of Conneaut, SR7/SR531 Resurfacing Project

With a SIB loan the City of Conneaut was able to finance the City's portion of their streets resurfacing project. This consisted of work along Broad Street (SR 7), between Jackson Street and Lake Road and Lake Road (SR 531), between Whitney Road and Broad Street. Work also included minor work on structures within the City of Conneaut, Ashtabula County, Ohio.

Total Project Costs: \$387,000

SIB Loan Amount: \$387,000

City of Athens, Stimson Avenue Improvement Project

This project is for roadway improvements along 0.43 miles of Stimson Avenue from East State Street to North 1804 Way within the City of Athens, Athens County, Ohio. The SIB loan will be used for roadway improvements including full depth pavement reconstruction, pedestrian facility upgrades, new signals at East State Street and Campbell Street, lighting improvements, landscaping, and water and sewer upgrades.

Total Project Costs: \$7,819,019

SIB Loan Amount: \$5,010,000

City of Zanesville, Wayne Avenue (SR60) Improvements Project

The City obtained a SIB loan for a project located in Muskingum County. The loan was to assist in financing a slip repair with a 280' plug pile retaining wall and culvert replacement with an 8'x6' box culvert and wing wall on Wayne Avenue (SR 60) in the City of Zanesville, Ohio.

Total Project Costs: \$869,800

SIB Loan Amount: \$754,000

STATE INFRASTRUCTURE BANK PROJECTS

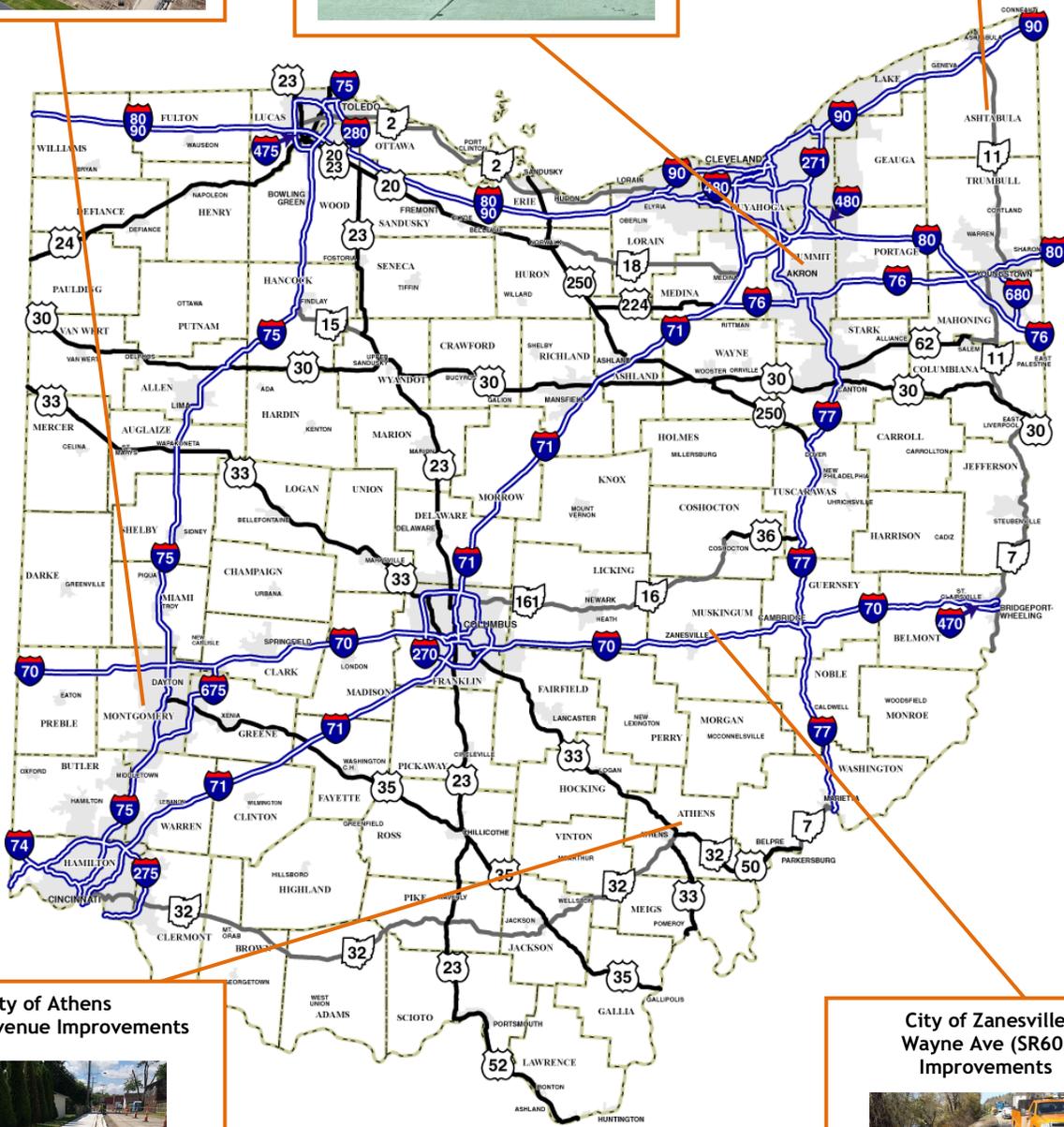
**City of Huber Heights
Carriage Trails & Windbrooke
Public Improvements**



**City of Norton
Newpark Drive Reconstruction**



**City of Conneaut
SR7/SR531 Resurfacing**



**City of Athens
Stimson Avenue Improvements**



**City of Zanesville
Wayne Ave (SR60)
Improvements**

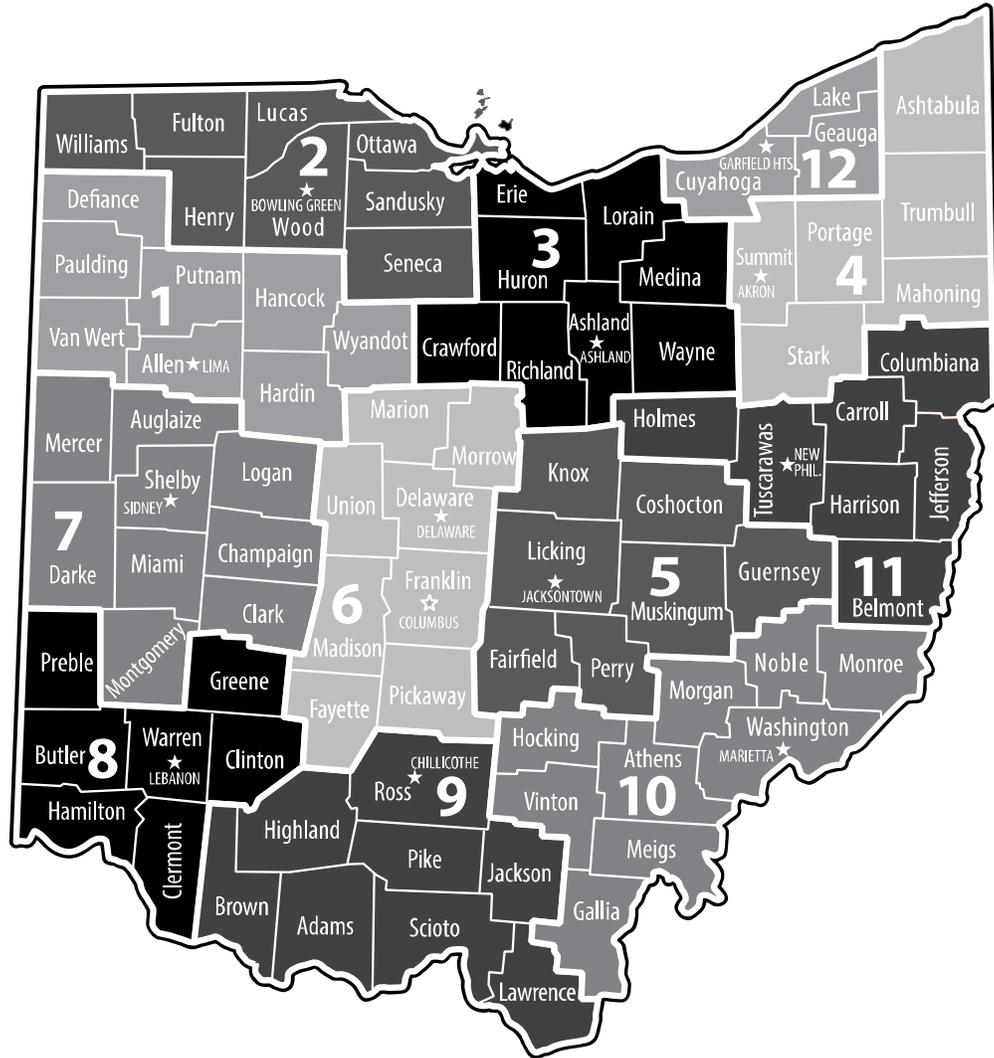


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Appendix



DISTRICTS



District 1

1885 N. McCullough St.
Lima, OH 45801-0040
419-222-9055

District 2

317 East Poe Rd.
Bowling Green, OH 43402-1330
419-353-8131

District 3

906 Clark Ave.
Ashland, OH 44805-1989
419-281-0513

District 4

2088 S. Arlington Rd.
Akron, OH 44306
330-786-3100

District 5

9600 Jacksontown Rd.
Jacksontown, OH 43030
740-323-4400

District 6

400 East William St.
Delaware, OH 43015
740-833-8000

District 7

1001 St. Marys Ave.
Sidney, OH 45365-0969
937-492-1141

District 8

505 S. State Route 741
Lebanon, OH 45036-9518
513-933-6568

Central Office

1980 W. Broad Street
Columbus, OH 43223
614-466-7170

ODOT Web Site:
transportation.ohio.gov

District 9

650 Eastern Ave.
Chillicothe, OH 45601
740-773-2691

District 10

338 Muskingum Dr.
Marietta, OH 45750
740-568-3900

District 11

2201 Reiser Ave.
New Philadelphia, OH 44663
330-339-6633

District 12

5500 Transportation Blvd.
Garfield Heights, OH 44125-5396
216-581-2100

SOURCE AND DISTRIBUTION OF OHIO 38.5¢ and 47¢ PER GALLON MOTOR FUEL TAX LEVY

The motor vehicle fuel tax is composed of one levy that is divided into six separate sections. Each section of the levy is distributed in a different manner. Prior to any distributions, the following transfers or deposits are made:

- (1) Monthly amount necessary to pay motor fuel tax refunds. (ORC 5735.051)
- (2) 2% of previous month's receipts to the credit of the Highway Operating Fund (Fund 7002). (HB 62 - Sec. 757.10 133rd GA)
- (3) 0.875% to the Waterways Safety Fund (ORC 5735.051)
- (4) 0.125% to the Wildlife Boater Angler Fund (ORC 5735.051)
- (5) Monthly 1/24th of approved appropriation assigned to the Motor Fuel Tax Administration Fund (ORC 5735.053)

Levy Sections	% Distribution		R.C. Section
\$0.17		Prior to distribution reduce by:	5735.05(A)(1)
	5.29%	(1) Monthly \$100,000 allocation to the Grade Crossing Fund (2) Monthly amount of tax used as a credit against fuel use tax (IFTA) to Highway Operating Fund 7002 (3) Credit % (subtotal less Grade Crossing Fund and FUT Allocation) to Highway Operating Fund 7002	5735.051(A)(1) 5728.06 (B) 5735.051(A)(2)
	93.17%	Then Credit to Gasoline Excise Tax Fund 7060 Distribute to 6.7% to Local Transportation Improvement Program Fund 7052 Distribute Gallons sold on Ohio Turnpike * \$0.05 to the Ohio Turnpike Commission	5735.051(A)(2)(a) 5735.051(A)(2)(a)(i) 5735.051(A)(2)(a)(ii)
	10.70%	Balance Remaining on the 15th of each month: Cities (% total city registrations less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(I)
	9.30%	Counties (equally less \$745,875 to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(II)
	5.00%	Townships (equally less \$263,250 credited to the Highway Operating Fund)	5735.051(A)(2)(a)(iii)(III)
	75.00%	Balance Remaining on the 15th of each month: Highway Operating Fund Less HCAP Bond Service Fund 7072 (September - February)	5735.051(A)(2)(a)(iii)(IV) 5735.051(A)(3)
	6.83%	Credit to Gasoline Excise Tax Fund 7060	5735.051(A)(2)(b)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.02			5735.05(A)(2)
	67.50%	Credit to Highway Operating Fund 7002	5735.051(B)(1)
	32.50%	Credit to Gasoline Excise Tax Fund 7060	5735.051(B)(2)
	42.86%	Cities based on registrations compared to all cities	5735.051(A)(2)(b)(i)
	37.14%	Counties equally	5735.051(A)(2)(b)(ii)
	20.00%	Townships equally	5735.051(A)(2)(b)(iii)
\$0.08			5735.05(A)(3)
	81.25%	Credit 13/16 to Highway Operating Fund (7002) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(1)(b) 5735.051(C)(3)(c)
	18.75%	Credit 3/16 to Gasoline Excise Tax Fund (7060)	5735.051(C)(1)(a)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(2) 5735.051(C)(3)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(C)(2)
\$0.01			5735.05(A)(4)
	100.00%	Credit to Highway Operating Fund	5735.051(D)
\$0.12625		Weighted Avg of Gasoline \$0.105 & Diesel \$0.19 rate increases (75%/25% approx. proportion)	5735.05(B)
	55.00%	Credit to Highway Operating Fund 7002	5735.051(E)(1)
	45.00%	Credit to Gasoline Excise Tax Fund 7060	5735.051(E)(2)
	42.86%	Cities based on registrations compared to all cities Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3) Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(E)(2)(b)
	20.00%	Townships, the greater of: Equally divided (or) 70% of distribution based on 50% lane miles + 50% registrations	5735.051(E)(2)(c)
\$0.40625			

Note: For FY20, after revenue is deposited according to the above formula, the following annual transfer amounts were required out of the Highway Operating Fund (7002): \$170 million to Gasoline Excise Tax Fund (7060); \$16 million to Roadwork Development Fund (4W00); and \$400,000 to Deputy Inspector General for ODOT Fund (5FA0)

DISTRIBUTION OF STATE MOTOR VEHICLE REGISTRATION FEES

ORC 4501, 4503 & 4504

DISTRIBUTION BASIS

PASSENGER VEHICLE

\$31 (plus \$3.50 registrar fee)

\$11 To Department of Public Safety - Highway Purposes Fund¹

\$20 Balance Distributed as Follows:

- 34% To County or Municipality in which vehicle is registered
- 61% 5% Divided Equally Among Counties
47% To County in which vehicle is registered
9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
- 5% To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

OHIO NON-IRP COMMERCIAL TRUCKS AND TRACTORS (Gross Vehicle Weights of 26,001 lbs. or more)

OHIO FEES RANGE FROM \$385 TO \$1,370 AND VARY ACCORDING TO WEIGHT

\$30 To Department of Public Safety - Highway Purposes Fund

Balance Distributed as Follows:

42.6% To Department of Public Safety - Highway Purposes Fund

57.4% To Local Governments as Follows:

- 34% To County or Municipality in which vehicle is registered
- 61% 5% Divided Equally Among Counties
47% To County in which vehicle is registered
9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
- 5% To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

OHIO IRP APPORTIONED COMMERCIAL TRUCKS AND TRACTORS^{2,3}

THE ANNUAL OHIO FEE RATES RANGING FROM \$410 TO \$1,395 AND VARY ACCORDING TO WEIGHT*

Balance Distributed as Follows:

42.6% To Department of Public Safety - Highway Purposes Fund

57.4% To Local Governments as Follows:

- 34% To County or Municipality in which vehicle is registered
- 61% 5% Divided Equally Among Counties
47% To County in which vehicle is registered
9% To Counties in ratio of total county mileage under jurisdiction of County Commissioners to total county road mileage in state.
- 5% To Townships in ratio of total township mileage under jurisdiction of each township to total township road mileage in state.

*Ohio fees carriers assessed are apportioned, based on the percentage of miles the vehicle is driven in Ohio.

LOCAL PERMISSIVE FEES

- THREE LEVIES at \$5 up to \$15 To Counties that assess fee^{4,5}
- ONE LEVY at \$5 To Townships that assess fee
- FOUR LEVIES at \$5 up to \$20 To Municipalities that assess fee

¹ Changed from State Highway Patrol to Highway Purposes Fund per HB 26 132st General Assembly, ORC 4501.06.

² Ohio Non-IRP commercial trucks and tractors were placed on a different fee structure than those registered for Ohio IRP under HB 49, 132nd General Assembly, ORC 4503.042, ORC 4503.10 and ORC 4503.65.

³ Ohio IRP Apportioned Commercial Trucks and Tractors are not subject to Local permissive fees under ORC Sections 4504.02, 4504.06, 4504.15, 4504.16, 4504.17, 4504.171, 4504.172, 4504.18, and 4504.24.

⁴ Beginning in registration year 2019, \$25 is the maximum permissive tax amount, which can be a combination of county, township and/or municipal levies. ORC 4504.24 provides counties the option of enacting an additional \$5 levy. 100% of the collections are distributed to the county, and the levy is not contingent upon any other levy.

⁵ If a county enacts ORC 4504.15, 50% of collections from municipality residents is distributed to the municipality, and 30% of collections from non-municipal residents is distributed to the township, or, if the county enacts 4504.16, 30% of collections from non-municipal residents is distributed to the township. (May be increased or decreased by township resolution and county approval.)

APPORTIONMENT FORMULAS - FEDERAL-AID HIGHWAY PROGRAM

Fixing America's Surface Transportation Act was signed into law (P.L. 114-94) December 4, 2015

Statutory citation: FAST ACT §1101, 1104; 23 U.S.C. 104, 130

Overview

The FAST Act builds on the changes made by MAP-21, improving mobility on highways, creating jobs, supporting economic growth and accelerating project delivery and promoting innovation. As with MAP-21, the FAST Act authorizes a single amount for each year which is apportioned among the States and then divided among individual apportioned programs.

Total funding for Federal-aid highway formula programs

The FAST Act authorizes a total nationwide combined amount of Federal funding for FY 2016 through FY 2020 in contract authority (\$39.7 billion in FY 2016; \$40.5 billion in FY 2017; \$41.4 billion in FY 2018; \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020).

The FAST Act funds the five formula programs established through MAP-21 and a sixth newly created program:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBGP, formerly Surface Transportation Program);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Metropolitan Planning Program; and
- The new National Highway Freight Program (NHFP).

Division of total apportioned amount among States

The FAST Act requires FHWA to reserve from the total amount authorized for the apportioned programs:

- 1) An amount to supplement the base apportionment for NHPP for each of FY 2019 and FY 2020.
- 2) An amount to supplement the base apportionment for STBGP for each of FY 2016-2020.
- 3) The remainder is the base apportionment.

FHWA calculates a State's initial apportionment for supplemental NHPP, supplemental STBGP and base apportionment.

- In FY16, the initial State apportionment is the same apportionment that it received in FY15.
- Each State's initial amounts are adjusted to ensure that the state receives at least 95% of the dollar amount of its contributions to the Highway Account of the Highway Trust Fund (HTF).

Division of a State's apportionment among programs

After determining the three amounts for a State (supplemental NHPP, supplemental STBG, and base apportionment), FHWA divides the amounts among the State's individual formula programs in the manner below:

Step	Program	Calculation of amount													
1	NHFP [23 U.S.C. 104(b)(5)]	Funded in an amount equal to the national amount for the program:	<table border="1"> <thead> <tr> <th>FY</th> <th>\$ billions</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>1.15</td> </tr> <tr> <td>2017</td> <td>1.10</td> </tr> <tr> <td>2018</td> <td>1.20</td> </tr> <tr> <td>2019</td> <td>1.35</td> </tr> <tr> <td>2020</td> <td>1.50</td> </tr> </tbody> </table>	FY	\$ billions	2016	1.15	2017	1.10	2018	1.20	2019	1.35	2020	1.50
FY	\$ billions														
2016	1.15														
2017	1.10														
2018	1.20														
2019	1.35														
2020	1.50														
		...multiplied by the following ratio:	$\frac{\text{State's base apportionment for FY}}{\text{Nat'l total base apportionment for FY}}$												
2A	CMAQ [23 USC 104(b)(4)]	Funded in an amount equal to the State's base apportionment (net of step #1), multiplied by the following ratio:	$\frac{\text{State's FY09 CMAQ \$}}{\text{State's total FY09 apportionments}}$												

2B	Metropolitan Planning [23 U.S.C. 104(b)(5) (D) & (6)]	Funded in an amount equal to - <ul style="list-style-type: none"> the State's base apportionment (net of step #1); plus the State's NHFP funding (under step #1), multiplied by the following ratio: 	State's FY09 Metro Planning \$ State's total FY09 apportionments												
3	NHPP [23 U.S.C. 104(b)(1)] STBG [23 U.S.C. 104(b)(2)]	The remainder of the State's base apportionment (net of amounts under steps #1 through #2B) is divided based on the following proportions:	63.7% to NHPP 29.3% to STBG 7.0% to HSIP												
	HSIP [23 U.S.C. 104(b)(3)]	...and then the NHPP and STBG amounts are increased by the "supplemental NHPP and STBG" amounts calculated above.													
4A	Railway Highway Crossings set-aside [23 USC 130; § 126 of Division L of Pub. L. 114-113]	Funded with an amount set aside from the States' initial HSIP amounts prior to apportionment - <ul style="list-style-type: none"> based on apportionment formula under 23 U.S.C. 130; and such that the national total for the program is as follows: 	<table border="1"> <thead> <tr> <th>FY</th> <th>\$ millions</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>350¹</td> </tr> <tr> <td>2017</td> <td>230</td> </tr> <tr> <td>2018</td> <td>235</td> </tr> <tr> <td>2019</td> <td>240</td> </tr> <tr> <td>2020</td> <td>245</td> </tr> </tbody> </table>	FY	\$ millions	2016	350 ¹	2017	230	2018	235	2019	240	2020	245
FY	\$ millions														
2016	350 ¹														
2017	230														
2018	235														
2019	240														
2020	245														
4B	Safety-related activities set-aside ² [§ 1519(a) of Pub. L. 112-141, as amended by the FAST Act]	Funded via set-aside from the States' initial HSIP amounts prior to apportionment— <ul style="list-style-type: none"> determined proportionally based on the initial HSIP amounts; and such that the national total is \$3.5 million each fiscal year. 													

¹ The FAST Act set aside \$225M for FY2016; the FY 2016 Appropriations Act increased this set-aside to \$350M, \$230M was set aside for FY2017, \$235m was set aside for FY2018, \$240M was set aside for FY2019 and \$245M was set aside for FY2020.

² Set-aside amounts are not provided to States as apportionments, but instead fund an allocated program for safety-related activities and clearinghouses. Therefore, the FHWA does not include them in the tables in its apportionment notice.

APPORTIONMENT FORMULAS - FEDERAL TRANSIT PROGRAM

Fixing America's Surface Transportation Act was signed into law (P.L. 114-94) December 4, 2015

PROGRAM	FACTORS	WEIGHT	STATUTE (Title 49 U.S. Code)
Enhanced Mobility of Seniors and Individuals with Disabilities Formula Grants	- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities according to the latest available U.S. Census data.	100%	5310 FAST Section 3006(b)
	- Also adopts former New Freedom funding allocations:	60%	
	<ul style="list-style-type: none"> • To designated recipients in urbanized areas with a population over 200,000. • To states for small urbanized areas. • To states for rural areas. 	20% 20%	
Rural Areas Formula Grants	- State's land area/population in rural areas. - State's land area/revenue vehicle miles/ low-income individuals in rural areas with populations less than 50,000.	83.15% 16.85%	5311 FAST Section 3007
Urbanized Area Formula Grants	- Population areas of 50,000-199,999: based on population and population density, number of low-income individuals, and levels of transit service. - Population areas of 200,000 or more: based on bus revenue vehicle miles, bus passenger miles, fixed guideway revenue miles and fixed guideway route miles along with population and population density.	100%	5307, 5340 FAST Section 3004, 3016
Metropolitan and Statewide Planning Programs	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities.	100%	5303, 5304 FAST Section 3003 5305 Planning Programs
State of Good Repair Formula Grants	<u>Fixed Guideway</u> : 50% based on old SAFETEA-LU formula for Fixed Guideway Rail Modernization Program, and 50% based on high intensity fixed guideway funds for revenue vehicle miles and directional route miles reported to NTD. <u>Motorbus</u> : Based on revenue vehicle miles and directional route miles of buses reported to NTD.	97.15%	5337 FAST Section 3015
		2.85%	
Bus and Bus Facilities Formula Grants	- Fixed amount for each state (\$1.75M) - Remaining amount based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment.	100%	5339, 5339(b) FAST Section 3017
Illustrative State Safety Oversight Formula Grants	<u>Base Tier</u> : Fixed amount provided per eligible state.	20%	5329(e) FAST Section 3013, 3020, 3021, 3022
	<u>Oversight Modal Tier</u> : Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System.	20%	
	<u>Service Tier</u> : Based on vehicle passenger miles, vehicle revenue miles and directional route miles.	60%	
Public Transportation Innovation (Research)	FAST authorized \$20M from the General Fund, through discretionary fund applications selected for the purpose of advancing innovative public transportation research and development.	100%	5312 FAST Section 3008

Appropriations Package

H.R. 1865, Further Consolidated Appropriations Act, 2020 was signed into law December 20, 2019

Overview

The Transportation-HUD component of the budget was increased from \$71.1 billion in FY 2019 to \$74.3 billion in FY 2020. The Act includes \$86.2 billion in total budgetary resources for the U.S. Department of Transportation (DOT) for FY 2020, which is \$325 million below the FY 2019 enacted level. The total funding for DOT includes \$24.8 billion in discretionary appropriations and \$61.3 billion in obligation limitations. Funding is prioritized for programs that improve the safety, reliability, and efficiency of the transportation system.

Highways and Bridges	
Obligation Limitation for FAST Act Contract Authority Programs	\$47.1B
General Funds	
New spending beyond FAST Act levels	\$2.2B
Alternative Fuel Corridors	\$781M
Bridge Repair and Rehabilitation	\$1.2B
Appalachian Development Highway System	\$100M
Puerto Rico Highway Program	\$3.5M
Territorial Highway Program	\$1.5M
Nationally Significant Federal Lands and Tribal Projects	\$70M
Highway - Rail Grade Crossing Grants	\$50M
Regional Infrastructure Accelerator Demonstration Program	\$5M
National Road Network Pilot Program	\$5M

Transit	
Obligation Limitation for FAST Act Contract Authority Programs	\$10.2B
Additional Infrastructure Grants	\$510M
Bus and Bus Facilities Grants	\$338M
Low or No Emissions Grants	\$75M
Federal Formula Grant Program for Rural Areas	\$40M
High Density State Apportionments	\$40M
Operation and Maint. of Bus Testing Facilities by Institutions of Higher Education	\$3M
FTA Technical Assistance and Training	\$5M
Capital Investment Grants	\$2.0B
New Fixed Guideway Grants	\$1.5B
Core Capacity Improvement Project	\$300M
Small Start Projects & Expedited Project Delivery (\$100M/each)	\$200M
Washington Metro	\$150M

Rail	
Amtrak National Passenger Rail System	\$2.0B
National Network	\$1.3B
Northeast Corridor	\$700M
FAST Act Intercity Rail Grants	\$729M
Consolidated Rail Infrastructure and Safety Improvement Grants	\$325M
State of Good Repair Grants	\$400M
Restoration and Enhancement Grants	\$2M
Magnetic Levitation Technology Deployment Program	\$2M

Aviation	
Obligation Limitation for FAST Act Contract Authority Programs	\$3.0B
FAA's Essential Air Program	\$162M
FAA Operations	\$10.6B
FAA Facilities and Equipment	\$3.0B
Research, Engineering and Development	\$193M
Grants in Aid for Airports	\$400M

Maritime	
Maintain and Preserve a U.S. Flag Merchant Fleet to serve the National Security needs of the U.S.	\$300M
Necessary Operations and Training Activities	\$153M
Necessary Expenses of Operations, Support and Training Activities for State Maritime Academies	\$342M
Assistance to Small Shipyards	\$20M
Ship Disposal and a Transfer of Funds for Administrative Expenses to carry out the Guaranteed Loan Program	\$8M
Port Infrastructure Development Program	\$225M

BUILD	
Better Utilizing Investments to Leverage Development (BUILD) Grants	\$1.0B

Safety	
National Highway Traffic Safety Administration	\$989M
Federal Motor Carrier Safety Administration	\$679M

MAINTENANCE RESPONSIBILITY GUIDELINES

Maintenance Item State / US Routes	Ohio Revised Code Section(s)	Outside of Village or City	Within Village Corp Limits	Within City Corp Limits
Pavement Surface Course	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Full Depth Pavement	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Mowing and Other Miscellaneous Maintenance	5501.11	ODOT	Village	City
	5511.01			
	5501.31			
Standard Longitudinal Pavement Markings	5521.01	ODOT	ODOT	City
	5501.31			
Route Marker Signs	5511.01	ODOT	ODOT	ODOT
Regulatory and Warning Signs	5501.31	ODOT	ODOT	City
	5521.01			
School Flashers (including applicable pavement markings and signs)	5521.01	ODOT	Village	City
Traffic Signals (including applicable pavement markings and signs)	5501.31	ODOT	Village ¹	City
	4511.11			
	4511.65			
Culvert and Other Appurtenances	5501.01	ODOT	Village	City
	5501.31			
	5511.01			
	5535.08			
Bridges (greater than 10-foot span)	5501.49	See Bridge Matrix	See Bridge Matrix	See Bridge Matrix
	5511.01			
	5543.01			
	5591.21			
Bridge Inspection	5501.47	ODOT	ODOT	ODOT
Interstate Routes				
Interstate Routes (all aspects including bridges and culverts above and below Interstate)	23 USC	ODOT	ODOT ²	ODOT ²
	101			
	23 USC			
	116			

1 Village obtains permission from ODOT

2 Unless a maintenance agreement exists

Note: Any of the above can be replaced by a maintenance agreement

BRIDGE MAINTENANCE RESPONSIBILITY GUIDELINES

INSIDE MUNICIPALITY (ORC 5501.49)				
Route on Bridge	Route Under Bridge	Inspection Responsibility	Routine Maintenance Responsibility¹	Major Maintenance Responsibility²
Interstate	Any	ODOT	ODOT	ODOT
State Route³	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	City / Village	ODOT
	County Road	ODOT	City / Village / County	ODOT
	City / Village Road	ODOT	City / Village	ODOT
	Railroad	ODOT	City / Village	ODOT
	Abandoned RR / Private Road	ODOT	City / Village	ODOT
	Water / Ditch	ODOT	City / Village	ODOT
	Other (utility, pedestrian, building)	ODOT	City / Village	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	City / Village	ODOT
Railroad	Interstate	ODOT	Railroad⁴	Railroad⁴
	State Route³	ODOT	Railroad⁴	Railroad⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
	State Route³	ODOT	Other / City / Village	Other / City / Village
OUTSIDE MUNICIPALITY (ORC 5501.11)				
Interstate	Any	ODOT	ODOT	ODOT
State Route³	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	ODOT	ODOT
	County Road	ODOT	ODOT	ODOT
	Township Road	ODOT	ODOT	ODOT
	Railroad	ODOT	ODOT	ODOT
	Abandoned RR / Private Road	ODOT	ODOT	ODOT
	Water / Ditch	ODOT	ODOT	ODOT
	Other (utility, pedestrian, building)	ODOT	ODOT	ODOT
County Road	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
	State Route³	ODOT	County	ODOT
Railroad	Interstate	ODOT⁵	Railroad⁴	Railroad⁴
	State Route³	ODOT⁵	Railroad⁴	Railroad⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
	State Route³	ODOT	Other	Other

1 "Routine maintenance" includes without limitation, clearing debris from the deck, sweeping, snow and ice removal, minor wearing surface patching, cleaning bridge drainage systems, marking decks for traffic control, minor and emergency repairs to railing and appurtenances, emergency patching of deck, and maintenance of traffic signal and lighting systems, including the supply of electrical power.

2 "Major maintenance" includes the painting of a bridge, and the repair of deteriorated or damaged elements of bridge decks, including emergency patching of bridge decks, to restore the structural integrity of a bridge.

3 Both with and without Limited Access

4 Unless a maintenance agreement exists or if constructed as part of a grade separation, then ODOT.

5 ODOT inspects these structures as policy

Note: Any of the above may be replaced by a maintenance agreement

Contracts Awarded by State Fiscal Year Definitions

Pavement - All projects relating to resurfacing any road for which ODOT is responsible. These include interstate highways and state highways under ODOT's umbrella of responsibility.

Bridges / Culverts - All projects where the majority of the work on that project is for repairing, rebuilding, or building new bridges and/or culverts.

Major / New Construction - Projects that have gone before the Transportation Review Advisory Council (TRAC) and have been approved. These are large projects such as building a new bypass, constructing a new interchange, or rebuilding an existing road from the ground up.

Local Government - Projects on highways (mostly interstates) that run through municipalities, of which the municipalities have a share in maintaining. This is not to be confused with Local Let Projects (non-traditional) where ODOT only provides the funds (mostly federal) to local political divisions for them to award.

Design / Build - These are projects that are awarded to one company to do all of the preliminary engineering and design work as well as perform the construction portion of the project.

CONTRACTS AWARDED FY 2020

(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$42.10	\$85.05	\$121.42	\$76.65	\$36.08	\$117.76
2-LANE (miles)	218.76	113.84	353.32	200.53	413.81	270.40
GREATER THAN 2-LANES (miles)	45.38	69.88	75.16	244.80	0.00	79.63
INTERSTATE (lane miles)	42.28	19.04	95.20	202.94	52.74	219.37
MILEAGE	306.42	202.76	523.68	648.27	466.55	569.40
BRIDGES	\$9.48	\$39.41	\$10.64	\$62.58	\$22.81	\$13.00
CULVERTS	\$2.18	\$0.38	\$1.97	\$2.61	\$0.98	\$1.93
MAJOR NEW / MAJOR REHAB	\$0.00	\$0.00	\$0.00	\$0.40	\$0.00	\$0.00
LOCAL GOVERNMENT PROJECTS	\$0.43	\$2.09	\$0.00	\$0.00	\$2.10	\$0.00
LOCAL GOV'T - LOCAL LET	\$9.66	\$32.56	\$27.88	\$65.22	\$13.07	\$67.05
SAFETY/EMERGENCY	\$6.27	\$13.10	\$6.05	\$15.69	\$5.95	\$20.89
GUARDRAILS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HERBICIDAL SPRAY	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
VEGETATIVE MAINTENANCE	\$0.21	\$0.00	\$0.37	\$0.00	\$0.73	\$1.14
NOISE BARRIERS/ WALLS	\$0.34	\$0.00	\$0.12	\$3.40	\$0.00	\$0.00
RAISED PAVEMENT MARKINGS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RAIL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MISCELLANEOUS ⁽¹⁾	\$0.16	\$0.54	\$0.00	\$0.96	\$0.00	\$11.30
HIGHWAY RELATED TOTAL	\$71.44	\$173.13	\$168.45	\$227.50	\$81.72	\$233.06
TRANSIT ⁽²⁾	\$1.84	\$6.48	\$7.20	\$10.13	\$8.44	\$12.03
AVIATION	\$0.00	\$0.39	\$0.06	\$0.15	\$0.01	\$0.00
MODAL TOTAL	\$1.84	\$6.87	\$7.27	\$10.29	\$8.45	\$12.03
GRAND TOTAL	\$73.28	\$180.00	\$175.72	\$237.78	\$90.17	\$245.09

The Highway Information furnished in this report is from the award sheets issued by the Office of Contracts and Ellis and the dollars reflected are Construction only and do not include PE or RW costs. Modal information was provided by Transit and Aviation.

(1) These projects consist of bridge/highway cleaning, crack-sealing, pavement repair, railroad separation, salt domes, slide / slip correction / stabilization / facilities projects, tree removal, spot improvement, etc.

(2) These totals include all transit program contract amounts.

CONTRACTS AWARDED FY 2020

(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT:	\$42.89	\$73.63	\$21.92	\$32.17	\$46.08	\$52.77	\$748.52
2-LANE (miles)	190.08	43.84	183.24	268.11	186.15	36.14	2478.22
GREATER THAN 2-LANES (miles)	44.69	72.15	109.86	11.06	100.08	89.29	941.98
INTERSTATE (lane miles)	56.12	162.09	0.00	27.52	68.08	218.68	1164.06
MILEAGE	290.89	278.08	293.10	306.69	354.31	344.11	4584.26
BRIDGES	\$18.91	\$20.33	\$18.55	\$10.90	\$11.86	\$68.13	\$306.60
CULVERTS	\$0.60	\$5.21	\$2.48	\$2.41	\$1.38	\$0.21	\$22.34
MAJOR NEW / MAJOR REHAB	\$0.00	\$0.00	\$6.67	\$0.00	\$0.00	\$0.00	\$7.06
LOCAL GOVERNMENT PROJECTS	\$2.53	\$2.36	\$0.00	\$0.94	\$1.49	\$2.11	\$14.06
LOCAL GOV'T - LOCAL LET	\$49.46	\$51.51	\$1.73	\$6.63	\$8.61	\$29.94	\$363.32
SAFETY UP-GRADING	\$9.01	\$20.36	\$35.74	\$36.61	\$17.41	\$22.19	\$209.27
GUARDRAILS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HERBICIDAL SPRAY	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MOWING	\$0.19	\$1.78	\$0.29	\$0.00	\$0.27	\$1.31	\$6.29
NOISE BARRIERS/ WALLS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1.37	\$5.22
RAISED PAVEMENT MARKINGS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
RAIL	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
REST AREAS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STATE PARKS (Metro, ODNR)	\$0.03	\$0.00	\$0.00	\$0.00	\$0.25	\$0.00	\$0.89
MISCELLANEOUS ⁽¹⁾	\$0.03	\$5.85	\$0.00	\$0.00	\$0.00	\$1.16	\$19.98
HIGHWAY RELATED TOTAL	\$123.65	\$181.03	\$87.38	\$89.66	\$87.36	\$179.19	\$1,703.56
TRANSIT ⁽²⁾	\$9.95	\$8.23	\$4.28	\$4.17	\$3.27	\$20.21	\$96.25
AVIATION	\$0.00	\$0.06	\$0.00	\$0.00	\$0.07	\$0.08	\$0.83
MODAL TOTAL	\$9.95	\$8.29	\$4.28	\$4.17	\$3.34	\$20.29	\$97.08
GRAND TOTAL	\$133.60	\$189.32	\$91.66	\$93.83	\$90.70	\$199.48	\$1,800.64

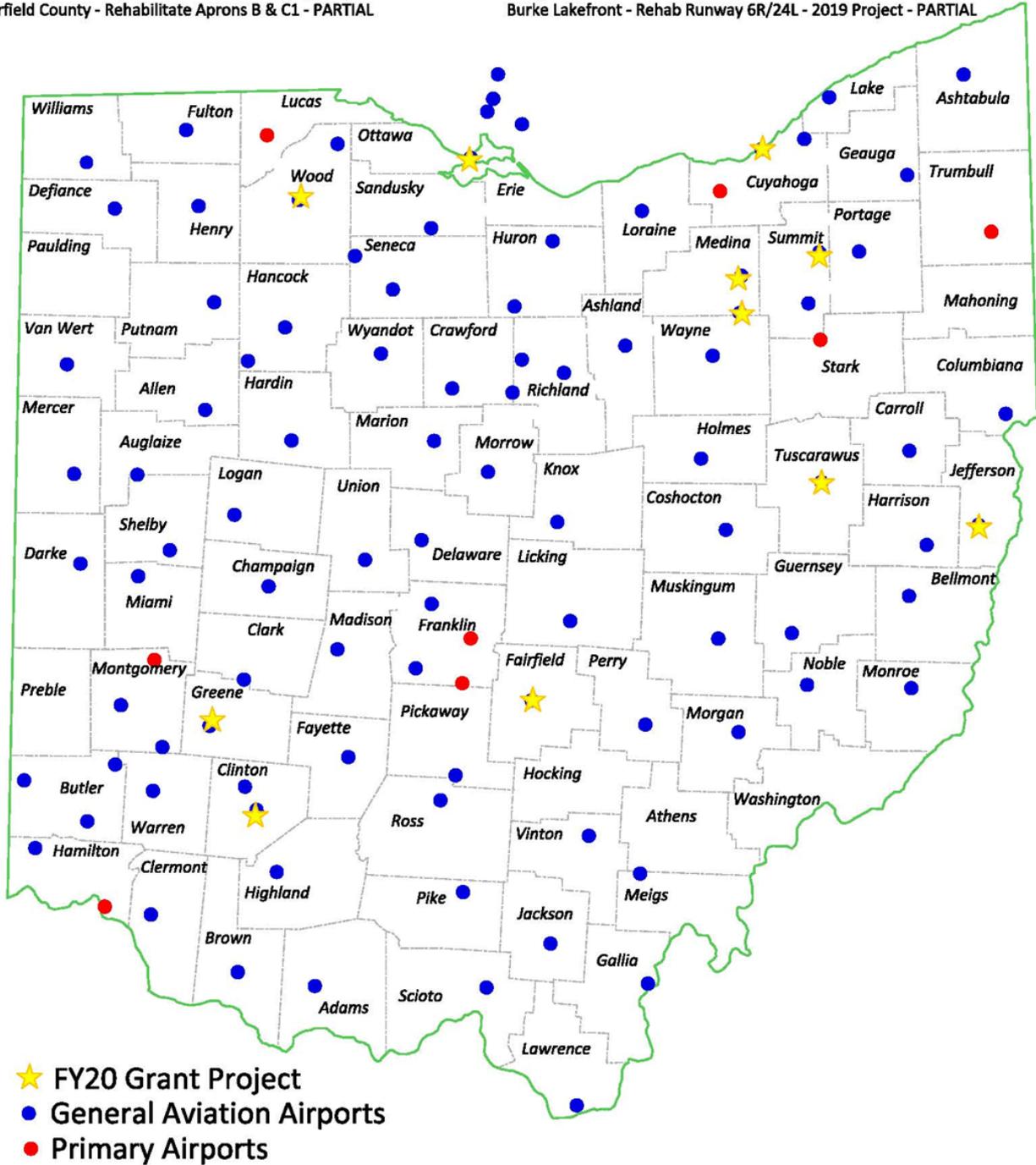
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- (1) These projects consist of bridge/highway cleaning, crack-sealing, pavement repair, railroad separation, salt domes, slide / slip correction / stabilization / facilities projects, tree removal, spot improvement, etc.
- (2) These totals include all transit program contract amounts.

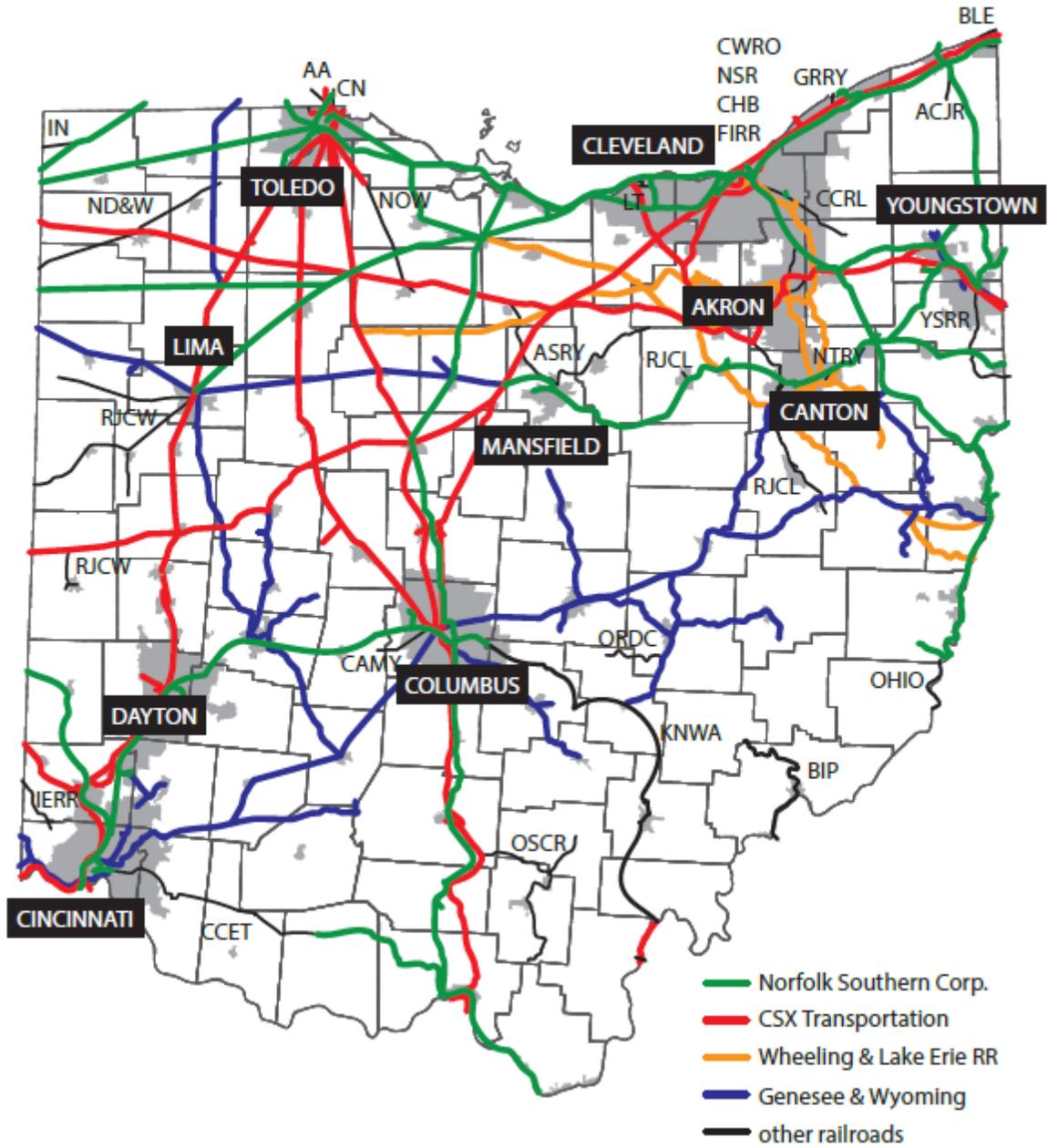
Ohio Airport Improvements

Wood County Regional - Rehab Runway 10 / 28 and Taxiways
 Wood County Regional - Pavement Markings
 Erie-Ottawa International - Replace Lights, Signage and Vault PARTIAL
 Medina Municipal - Remark Airfield - PARTIAL
 Wadsworth Municipal - Rehabilitate Runway 10 / 28 - PARTIAL
 Kent State University - Rehabilitate Runway Lighting - PARTIAL
 Fairfield County - Rehabilitate Aprons B & C1 - PARTIAL

Greene County - Replace Runway 25 PAPI - PARTIAL
 Wilmington Airpark - Replace Runway and Taxiway Signage - PARTIAL
 Wilmington Airpark - Taxiway A Pavement Repairs - PARTIAL
 Wilmington Airpark - Taxiway C Pavement Repairs - PARTIAL
 Jefferson County Airpark - Replace Runway 32 PAPI - PARTIAL
 Harry Clever Field - Runway 15 & 33 PAPI Replacement - PARTIAL
 Burke Lakefront - Rehab Runway 6R/24L - 2019 Project - PARTIAL



OHIO RAIL NETWORK



TRANSPORTATION FUNDING SOURCES

PROJECT TYPE		PROGRAM FUNDING SOURCES															
		MPO			CEAO			ODOT							OPWC		
Eligible Uses		CMAQ	STP	TAP	STP	HSIP	LBR	SAFETY	SMALL CITY	LOCAL MAJOR BRIDGE	TAP	MUNICIPAL BRIDGE	GRANTS	SIB	J & C	TID	
A	Roads																
	Maintenance		o		o	o		o	x	x	o	x			x	o	o
	Capacity Expansion		x		x	o		o	x	x	o	x			x	o	o
	Turn Lanes	o	x		x	o		o	x	x	o	x			x	o	o
B	Street Lighting		x	x		o		o	x	x	o	x			o		o
C	Signalization	o	x		x	o		o	x	x	o	x			x		x
D	Sidewalks/Curbs	o	x	x		o		o	o	o	o	o			o		o
E	ROW Purchase	o	o	o				x							x		o
F	Utilities Installation	o	o	o	o	o	o	o	o	o	o	o			o		o
G	Bridge Replacement/Rehab		x	o	o	o	x	o		x	o	x			x		x
H	Environmental	o	x	o	o	o	o	x							o		x
I	Preliminary Design/Final Design	o	x	o				x							x	x	o
J	Noise Walls		o												o		
K	Safety	o	x		x	o		x	x						x		x
L	ADA Projects	o	x	o		o		o	o		o				o		x
M	Aviation													o	x		
N	Public Transportation																
1	Capital	o	x												o	x	
2	Operations	o													o		
O	Bicycle/Pedestrian Facilities	o	x	x				o			x				x		o
P	Community Improvement Projects		x	o											x		x
Q	Water/Sewer	o	o	o	o	o		o	o						o		x
R	Rail/Rail Freight	o	o												o	o	o
S	Track Maintenance/Expansion	o	o						o						o	o	

Abbreviations:

MPO - Metropolitan Planning Organization

CEAO - County Engineers Association of Ohio

J & C - Jobs and Commerce

OPWC - Ohio Public Works Commission

ODOT - Ohio Department of Transportation

TID - Transportation Improvement Districts

X - eligible
o - conditions apply to the use of the funds

This matrix is a general guideline. Please contact the appropriate agency and/or program manager for specific eligibility criteria.

OPWC funding aids local governmental entities only. Funds can be used on State Routes as long as the route falls within municipal limits.

Ohio Water Development Authority (OWDA) funds water or sewer lines. Please contact the agency for clarification.

Ohio Rail Development Commission (ORDC) funds freight and aids passenger initiatives with grants and loans. Please contact the agency for details.

Jobs and Commerce funds aid economic development that promotes commerce and job development.

Transportation Improvement Districts facilitate projects that promote economic development.