

FINANCIAL & STATISTICAL REPORT

Fiscal Year 2024



Mike DeWine, Ohio Governor
Pamela Boratyn, ODOT Director



**Department of
Transportation**



**Department of
Transportation**
transportation.ohio.gov

Mike DeWine, Governor
Jon Husted, Lt. Governor
Pamela Boratyn, Director

November 25, 2024

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

I am pleased to submit the Ohio Department of Transportation's (ODOT) State Fiscal Year 2024 Financial Report. The material represented highlights the department's activities from July 1, 2023, through June 30, 2024.

ODOT maintains one of the state's most-valuable physical assets – Ohio's network of roads, bridges, and highways. ODOT is a \$4 billion per year enterprise and invests approximately 93% of these dollars in system preservation through maintenance, engineering, construction, and snow and ice operations. In short, these funds are allocated to taking care of the current transportation system.

In state fiscal year 2024, ODOT began approximately 630 new statewide projects worth about \$2.3 billion as well as 273 local transportation projects totaling \$530 million. The total investment of more than \$2.8 billion in 903 projects is the largest amount ever invested by the department in a single construction season.

Through those projects, ODOT invested more than \$454 million into reconstructing and repairing bridges and culverts as well as \$687 million in paving highways. The department advanced nearly half a billion dollars in important safety projects such as pavement striping, raised pavement marking replacement, traffic signal and lighting maintenance as well as improving high crash locations within Ohio's local communities. Additionally, ODOT invested more than \$1.2 billion in large-scale major projects aimed at reducing congestion and improving road safety.

The 2024-2025 Transportation Budget included a requirement that ODOT conduct a Statewide Transportation and Development Analysis (Statewide Study). The \$10 million study is identifying, analyzing, and prioritizing critical corridors as they relate to the future growth and development across the Buckeye state. A final report of the Statewide Study is due December 2024.

At a high level, the analysis and engagement work has focused on five major themes which represent significant opportunities for the transportation system to further support economic growth:

- **Market Connections** – Preserve and strengthen Ohio's interregional trade corridors

- **Site Development** – Enhance access to and mitigate traffic impacts associated with major development site buildout.
- **Workforce Access** – Reduce mobility barriers impacting workforce access and Ohioans' commutes.
- **Business & Logistics Efficiency** – Address bottlenecks and disruptions that add cost for Ohio businesses.
- **Quality Places** – Support local economic development priorities and regions facing rapid development changes.

Through the lens of these themes, the ODOT team and consultants will identify actionable recommendations that will support the connections between transportation and economic development.

DriveOhio and the Uncrewed Aircraft Systems Center Teams have continued to grow the state's development of emerging transportation technology and remain technological advancement leaders. The talent within this group continues to accomplish amazing feats such as installing the nation's first electric vehicle charging station funded by the National Electric Vehicles Infrastructure program.

A newly opened Operations Center in Springfield will enhance drone safety at the National Advanced Air Mobility Center of Excellence. This new facility builds on existing infrastructure and will support the development of electric vertical takeoff and landing or eVTOL, vehicles, and other Advanced Air Mobility projects.

The DeWine-Husted Administration is optimizing Ohio's logistics advantage through strategic infrastructure, freight, and port investments with the Statewide Study. ODOT has full-service highway maintenance facilities in every county of the state and nearly 5,000 employees. ODOT's 12 District Offices represent the first contact many Ohio's citizens and businesses have with the department. The district team members are responsible for the planning, engineering, construction, and maintenance of the state transportation system in their regions. This includes cooperation and coordination with local communities and transportation partners. ODOT's Central Office plays a vital role in statewide oversight, policy, and guidance of the department's activities. ODOT employees at the county level complete most highway maintenance work. Private contractors provide nearly all construction work with ODOT providing oversight to ensure the quality of work performed.

The department's overall investment continues our focused mission of creating and managing a transportation system that is safe, well maintained, accessible, and positioned for the future.

Respectfully,



Pamela Boratyn
ODOT Director

TABLE OF CONTENTS

TRANSPORTATION FUNDING SOURCES AND APPROPRIATION USES	1
TRANSPORTATION FUNDING SOURCES	
STATE.....	4
FEDERAL	8
BONDS	11
TRANSPORTATION APPROPRIATION USES	
OPERATING	15
CAPITAL	21
STATE INFRASTRUCTURE BANK.....	24
LOAN AND BOND PROGRAM BACKGROUND	24
ACCOUNTS	25
FUND BALANCES	26
BANK LOANS AND BONDS	28
AVAILABLE BALANCES.....	30
LOAN/BOND LOCATION MAP	31
PROJECT DESCRIPTIONS.....	32
PROJECT LOCATIONS	33
APPENDIX	
OHIO DEPARTMENT OF TRANSPORTATION, CENTRAL OFFICE AND DISTRICT LOCATIONS.....	34
STATE MOTOR FUEL TAX SOURCE AND DISTRIBUTION	35
STATE VEHICLE REGISTRATION FEES	36
FEDERAL AID HIGHWAY APPORTIONMENT FORMULAS	37
FEDERAL TRANSIT PROGRAM APPORTIONMENT FORMULAS	39
APPROPRIATIONS PACKAGE	40
MAINTENANCE RESPONSIBILITIES.....	41
CONTRACTS AWARDED	43
OHIO'S PUBLIC TRANSPORTATION MAP	46
OHIO'S GENERAL AVIATION MAP	47
OHIO'S RAILROAD SYSTEM - MAP	48
TRANSPORTATION FUNDING SOURCES.....	49

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 2020 through 2024

(With Regard to Fund Year) ⁽¹⁾

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

	2020	2021	2022	2023	2024
FUNDING SOURCES (Amounts in Millions)					
STATE FUNDING SOURCES					
Total State Motor Fuel Tax Revenue	\$ 2,587	\$ 2,598	\$ 2,671	\$ 2,630	\$ 2,720
Refunds & Transfers	\$ (106)	\$ (97)	\$ (120)	\$ (137)	\$ (139)
Local Share	\$ (946)	\$ (965)	\$ (954)	\$ (924)	\$ (953)
State Agency Draws	\$ (59)	\$ (59)	\$ (62)	\$ (61)	\$ (78)
State Bond Debt Retirement	\$ (152)	\$ (156)	\$ (153)	\$ (158)	\$ (170)
Total Deductions	\$ (1,262)	\$ (1,277)	\$ (1,290)	\$ (1,279)	\$ (1,340)
Other ODOT Income	\$ 150	\$ 146	\$ 224	\$ 282	\$ 269
General Revenue Fund (GRF) (Aviation, Transit, Rail, State Roads)	\$ 72	\$ 70	\$ 41	\$ 156	\$ 53
State Special Revenue (SSR) (Highway and Multi-Modal)	\$ 3	\$ 27	\$ 8	\$ 15	\$ 638 ⁽²⁾
Public Private Partnership Debt - State	\$ (10)	\$ (10)	\$ (10)	\$ (10)	\$ (10)
Federal GARVEE Bond Debt - State Match	\$ (26)	\$ (21)	\$ (15)	\$ (15)	\$ (15)
TOTAL FROM STATE FUNDING SOURCES	\$ 1,514	\$ 1,534	\$ 1,630	\$ 1,778	\$ 2,315
FEDERAL FUNDING SOURCES					
Dedicated Federal ⁽³⁾	\$ 17	\$ 31	\$ 193	\$ 238	\$ 747
Federal Highway Core Program ⁽⁴⁾	\$ 1,549	\$ 1,507	\$ 1,938	\$ 1,923	\$ 1,879
FAA, FTA, FRA, (Aviation, Transit, Rail)	\$ 67	\$ 67	\$ 47	\$ 76	\$ 54
Public Private Partnership Debt - Federal	\$ (16)	\$ (16)	\$ (17)	\$ (17)	\$ (17)
Federal GARVEE Bond Debt	\$ (153)	\$ (146)	\$ (117)	\$ (117)	\$ (128)
TOTAL FROM FEDERAL FUNDING SOURCES	\$ 1,463	\$ 1,443	\$ 2,044	\$ 2,103	\$ 2,536
BOND FUNDING SOURCES					
State Highway Capital Improvement Bonds	\$ 48	\$ 70	\$ 25	\$ 105	\$ 63
GARVEE Bonds	\$ 6	\$ 75	\$ 19	\$ 88	\$ 51
Facilities Bonds (Encumbered)	\$ -	\$ 4	\$ 1	\$ -	\$ 60
TOTAL FROM BOND FUNDING SOURCES	\$ 54	\$ 149	\$ 46	\$ 192	\$ 173
State Infrastructure Bank	\$ 20	\$ 9	\$ 25	\$ 21	\$ 18
Funding Provided by Local Government Participation	\$ 44	\$ 47	\$ 95	\$ 79	\$ 148
Prior Year Revenue Unexpended	\$ 2,020	\$ 2,140	\$ 2,270	\$ 2,557	\$ 2,782
TOTAL FUNDING SOURCES FOR ODOT	\$ 5,115	\$ 5,322	\$ 6,110	\$ 6,731	\$ 7,972

(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) State Special Revenues increased in FY2021 as a result of \$23M in Maritime revenues. FY2024 increased due to Ohio Highway and Transportation Safety, Strategic Transportation and Development Analysis, Connect4Ohio, Orphan Rail, Wayside Detector Grants, and Rail Safety Crossing Match totaling \$630M. (\$611M came from GRF transfers)

(3) Dedicated Federal consists of Disadvantaged Business Enterprise / On-the-Job Training, Ferry Boat Formula, Annual Appropriations Earmarks and Discretionary Grants, Federal Lands Access Program, and Emergency Relief funding. Beginning in FY2024, Brent Spence Bridge received \$533M in federal grant award.

(4) The increase beginning in FY 2022 can be attributed to Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law)(IIJA / BIL) which also included National Electric Vehicle Infrastructure (NEVI) and Bridge Formula Programs.

Transportation Funding Sources and Appropriation Uses

OHIO DEPARTMENT OF TRANSPORTATION

State Fiscal Years 2020 through 2024

(With Regard to Fund Year) ⁽¹⁾

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

	2020	2021	2022	2023	2024
APPROPRIATION USES (Amounts in Millions)					
HIGHWAY OPERATING					
Payroll/Personal Services	\$ 526	\$ 509	\$ 528	\$ 556	\$ 599
Maintenance Contracts, etc.	\$ 34	\$ 30	\$ 35	\$ 37	\$ 34
Other Operating	\$ 312	\$ 259	\$ 316	\$ 344	\$ 327
Lands & Buildings Facilities Bonds	\$ -	\$ 4	\$ 1	\$ -	\$ 60
Facilities Debt Service	\$ 17	\$ 17	\$ 17	\$ 17	\$ 22
NON-HIGHWAY OPERATING ⁽²⁾					
Payroll/Personal Services	\$ 4	\$ 4	\$ 4	\$ 5	\$ 7
Maintenance & Equipment	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1 ⁽³⁾
TOTAL OPERATING	\$ 894	\$ 822	\$ 901	\$ 958	\$ 1,049
CAPITAL PROGRAMS					
System Preservation	\$ 1,263	\$ 1,447	\$ 1,481	\$ 1,880	\$ 2,017
Local Preservation	\$ 325	\$ 252	\$ 314	\$ 394	\$ 405
Emergency	\$ 61	\$ 38	\$ 8	\$ 22	\$ 2
Special Federal	\$ 61	\$ 41	\$ 391	\$ 70	\$ 373 ⁽⁴⁾
Major / New	\$ 135	\$ 196	\$ 216	\$ 231	\$ 218
Planning and Research	\$ 37	\$ 40	\$ 34	\$ 45	\$ 62
SIB Highways	\$ 20	\$ 9	\$ 25	\$ 21	\$ 18
SIB Aviation, Public Transit, Rail	\$ 0	\$ 0	\$ -	\$ -	\$ - ⁽³⁾
Local Match	\$ 44	\$ 47	\$ 95	\$ 79	\$ 148
TOTAL CAPITAL	\$ 1,946	\$ 2,071	\$ 2,563	\$ 2,743	\$ 3,244
GRANT & LOAN PROGRAMS					
Aviation	\$ 3	\$ 5	\$ 6	\$ 9	\$ 11
Transit	\$ 130	\$ 126	\$ 75	\$ 95	\$ 82 ⁽⁵⁾
Rail	\$ 3	\$ 4	\$ 7	\$ 13	\$ 9
Maritime	\$ -	\$ 23	\$ 1	\$ 22	\$ -
State Road Improvements	\$ -	\$ -	\$ -	\$ 110	\$ - ⁽⁶⁾
TOTAL GRANT / LOAN	\$ 136	\$ 158	\$ 89	\$ 248	\$ 102
TOTAL APPROPRIATION USES FOR ODOT	\$ 2,975	\$ 3,051	\$ 3,553	\$ 3,950	\$ 4,395
Current Year Revenue Unexpended	\$ 2,140	\$ 2,270	\$ 2,557	\$ 2,782	\$ 3,577
GRAND TOTAL APPROPRIATIONS USES FOR ODOT	\$ 5,115	\$ 5,322	\$ 6,110	\$ 6,731	\$ 7,972

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

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

(4) The increase in FY 2022 can be attributed to the Infrastructure Investment and Jobs Act's (Bipartisan Infrastructure Law) (IIJA / BIL) National Electric Vehicle Infrastructure (NEVI) and Bridge Formula Programs.

(5) Transit Grant & Loan Program amounts for FY2020 was due to receiving an additional GRF (\$60.8M) and CARES Act (\$27.7M) funding, and FY2021 receiving additional GRF (\$56.5M) and CARES Act (\$39.3M) funding.

(6) Per HB 687, the State Road Improvements program was established, granting \$110M to be used on state roads and bridges utilizing GRF funding.

Transportation Funding Sources and Appropriation Uses

STATEMENT OF CASH BALANCES
ACTIVITY BETWEEN JULY 1st AND JUNE 30th
FOR FISCAL YEARS 2023 AND 2024
(Without Regard to Fund Year) ⁽¹⁾
(Amounts Expressed in Thousands)

	FY 2023	FY 2024	Net Change 2023 / 2024	% Changed 2023 / 2024
BEGINNING CASH BALANCE	\$2,000,730	\$2,168,270	\$167,540	8.4%
REVENUE AND RECEIPTS				
Bond Revenue (Includes Premiums/Discounts)	\$212,000	\$188,000	(\$24,000)	-11.3%
Motor Vehicle Fuel Tax (net of all draws)	\$1,352,486	\$1,388,752	\$36,265	2.7%
Motor Vehicle Fuel Use Tax - IFTA	\$54,715	\$51,227	(\$3,488)	-6.4%
Turnpike Bonds	\$19,955	\$3,931	(\$16,025)	-80.3%
Registrations, License fees, Permits	\$63,748	\$71,484	\$7,736	12.1%
Investment Income	\$42,594	\$78,338	\$35,743	83.9%
Federal Aid (Highway Related Receipts)	\$1,570,029	\$1,920,064	\$350,034	22.3%
Federal Aid - Stimulus (Highway, Forest Highway, Transit)	\$326	\$90	(\$235)	-72.2%
Federal Aid (Transit, Aviation, and Rail)	\$54,499	\$78,099	\$23,600	43.3%
Local Government Participation	\$106,308	\$126,576	\$20,268	19.1%
SIB Loan Revenue (Repayments and Fees)	\$28,445	\$28,289	(\$156)	-0.5%
Rail Loan Revenue (Repayments and Fees)	\$578	\$149	(\$429)	-74.3%
From General Revenue	\$46,807	\$92,030	\$45,223	96.6%
Other ODOT Income ⁽²⁾	\$186,292	\$789,126	\$602,834	323.6%
GRAND TOTAL REVENUE AND RECEIPTS:	\$3,738,783	\$4,816,154	\$1,077,371	28.8%
TOTAL CASH AVAILABLE	\$5,739,513	\$6,984,424	\$1,244,911	21.7%
DISBURSEMENTS				
OPERATING				
PERSONAL SERVICE				
Payroll (Includes Fringe, Overtime, Early Retirement, etc.)	\$517,729	\$540,547	\$22,819	4.4%
Purchased Personal Services	\$40,998	\$56,374	\$15,376	37.5%
Other (Tuition, Seminars, Awards)	\$84	\$86	\$1	1.7%
Subtotal Personal Service	\$558,811	\$597,007	\$38,196	6.8%
SUPPLIES AND MAINTENANCE				
General Maintenance				
Data Processing and Communication Equipment (Maintenance and Supplies)	\$7,879	\$7,986	\$106	1.4%
Motor Vehicle and Aircraft Expense (Fuel, Lubricants, Tires, Parts, Repairs, etc.)	\$55,102	\$54,149	(\$953)	-1.7%
Utilities (Natural Gas, Oil, Electric, Water/Sewage, Telephone)	\$21,921	\$22,804	\$883	4.0%
Building Maintenance (Repairs, Housekeeping, Supplies, etc.)	\$11,849	\$12,815	\$966	8.2%
Office Supplies and Equipment (Repairs, Maintenance, etc.)	\$4,880	\$5,563	\$683	14.0%
All Other General Maintenance and Supplies	\$26,417	\$29,267	\$2,849	10.8%
Subtotal General Maintenance	\$128,048	\$132,584	\$4,536	3.5%
Roadway Maintenance				
Lands and Buildings (includes Rest Area Janitorial)	\$80,160	\$109,396	\$29,236	36.5%
Roadway and Traffic Control Materials	\$31,801	\$35,174	\$3,373	10.6%
Roads, Bridges, Trails, Walks, Ground Structures (includes Landscaping)	\$5,614	\$5,581	(\$33)	-0.6%
Snow & Ice Materials	\$33,550	\$25,168	(\$8,382)	-25.0%
Subtotal Roadway Maintenance	\$151,125	\$175,318	\$24,193	16.0%
EQUIPMENT				
Rolling Stock (Trucks, Loaders, Trailers, Testing, Aerial, etc.)	\$22,855	\$28,157	\$5,303	23.2%
Data Processing and Communication	\$15,015	\$12,368	(\$2,647)	-17.6%
Motor Vehicles/Aircraft (Autos, Vans, Buses, Trucks-1-ton, Airplanes, etc.)	\$12,714	\$24,041	\$11,327	89.1%
Other (Not Otherwise Listed)	\$3,051	\$3,935	\$885	29.0%
Subtotal Equipment	\$53,634	\$68,502	\$14,868	27.7%
CAPITAL				
HIGHWAY CONSTRUCTION				
System Preservation	\$1,603,337	\$1,839,246	\$235,909	14.7%
Local Preservation	\$327,310	\$405,453	\$78,143	23.9%
Special Federal	\$64,683	\$90,686	\$26,002	40.2%
Major / New	\$279,239	\$353,230	\$73,992	26.5%
GARVEE Bonds	\$70,679	\$57,561	(\$13,118)	-18.6%
Rail Crossings / Transload Facilities	\$11,770	\$13,385	\$1,616	13.7%
Statewide Programs	\$89,895	\$78,605	(\$11,290)	-12.6%
Subtotal Highway Construction	\$2,446,912	\$2,838,166	\$391,254	16.0%
SUBSIDIES / GRANTS				
Public Transportation ⁽³⁾	\$52,906	\$64,759	\$11,853	22.4%
Aviation	\$5,172	\$7,114	\$1,942	37.6%
Rail	\$905	\$2,253	\$1,347	148.8%
Other	\$336	\$362	\$26	7.6%
Special Federal (CARES, CRRSAA, ARPA) ⁽³⁾	\$2,781	\$8,278	\$5,497	197.6%
Subtotal Subsidies / Grants	\$62,101	\$82,765	\$20,664	33.3%
LOANS (Governmental/Non-Governmental Entities)	\$11,085	\$14,464	\$3,379	30.5%
BOND PAYMENTS (Principal and Interest)	\$149,441	\$164,399	\$14,958	10.0%
MISCELLANEOUS	\$2,076	\$5,257	\$3,180	153.2%
REFUNDS	\$8,011	\$9,379	\$1,369	17.1%
GRAND TOTAL DISBURSEMENTS:	\$3,571,243	\$4,087,842	\$516,598	14.5%
ENDING CASH BALANCE:	\$2,168,270	\$2,896,582	\$728,312	33.6%

- (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.
- (2) The increase in Other ODOT Income is due to ODOT receiving new funding per HB 33 in FY2024. The majority of the increase is attributed to the Wayside Detector Grant (\$10M), Orphan Rail (\$1M), Rail Safety Crossing (\$100M), and Connect4Ohio (\$500M).
- (3) In previous years, only CARES - Intercity Bus Program funding was differentiated from Public Transportation; however, beginning in FY2024, Special Federal includes CARES, CRRSAA, and ARPA funding.

Transportation Funding Sources

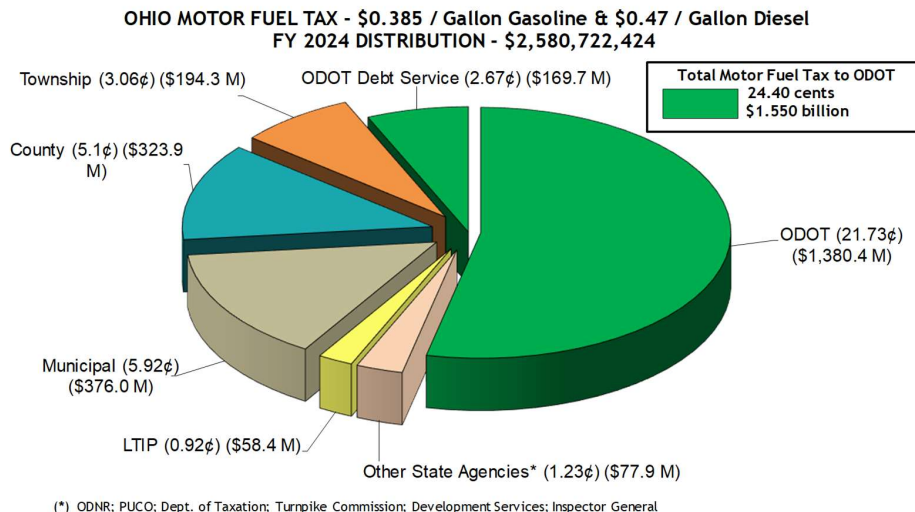
Transportation Funding Sources: State

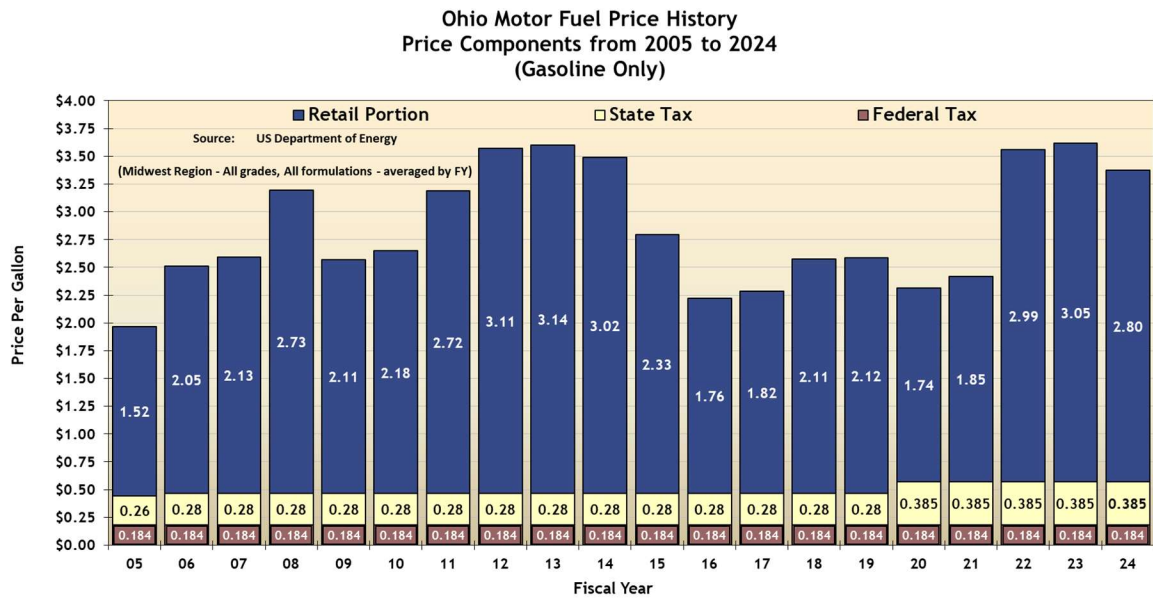
The State Motor Fuel Tax comprises approximately 82% of the total state revenue ODOT receives. The chart below represents the distribution of the 40.625¢ weighted average per gallon State Motor Fuel Tax. One penny of Motor Fuel Tax equates to approximately \$63.5 million in revenue which would be distributed 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 \$6.0 million 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, 2023 thru June 30, 2024							
Per O.R.C. 5735 (Source: Ohio Department of Taxation, Annual Report)							
\$0.40625 Levy	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%
		0.9 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
	5735.051(A)	LTIP	%	0.0%	0.0%	0.0%	100.0%
	5735.051(A)(2)(a)(i)	1 ¢	Amount	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 ¢
	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 ¢
	5735.051(B)	2 ¢	Amount	1.35 ¢	0.28 ¢	0.24 ¢	0.13 ¢
	5735.051(B)	%	67.5%	13.9%	12.1%	6.5%	0.0%
	5735.051(C) **	8 ¢	Amount	6.5 ¢	0.64 ¢	0.56 ¢	0.30 ¢
	5735.051(C)	%	81.3%	8.0%	7.0%	3.8%	0.0%
	5735.051(D)	1 ¢	Amount	1.0 ¢	0.0 ¢	0.0 ¢	0.0 ¢
	5735.051(D)	%	100.0%	0.0%	0.0%	0.0%	0.0%
Gasoline	5735.051(E)	10.5 ¢	Amount	5.7 ¢	2.0 ¢	1.8 ¢	1.0 ¢
Gasoline	5735.051(E)	%	55.0%	19.3%	16.7%	9.0%	0.0%
Diesel/Other	5735.051(E)	19 ¢	Amount	10.4 ¢	3.7 ¢	3.2 ¢	1.7 ¢
Diesel/Other	5735.051(E)	%	55.0%	19.3%	16.7%	9.0%	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 ¢
Diesel/Other Total		47 ¢	Amount	30.65 ¢	6.59 ¢	5.71 ¢	3.05 ¢

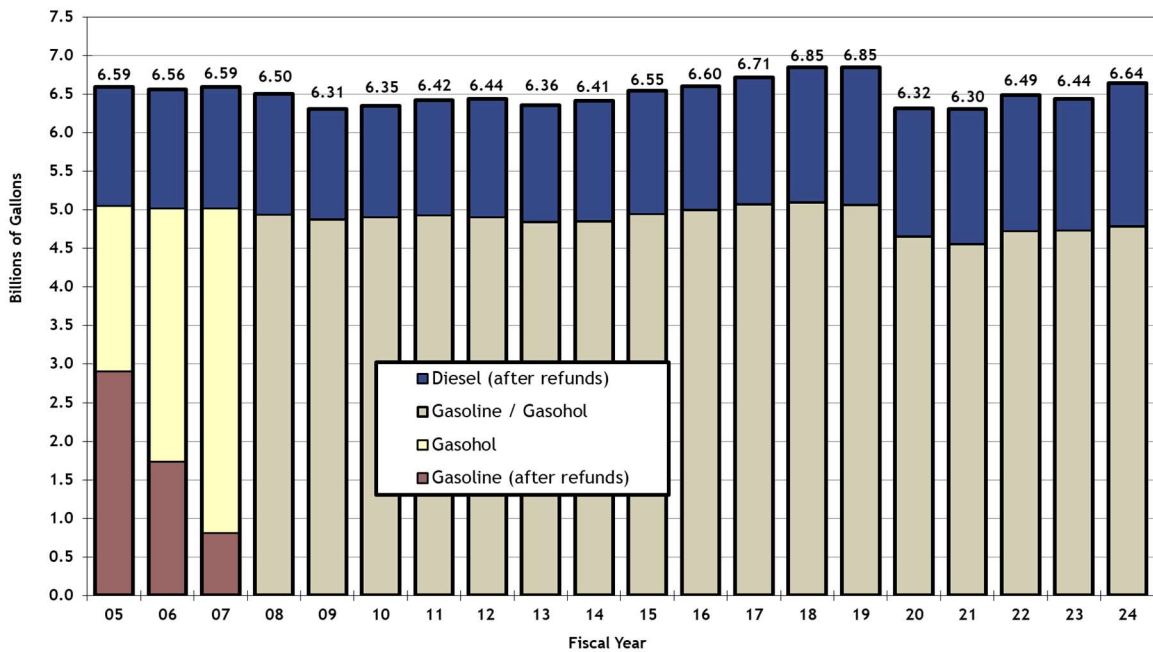
* See Appendix (p 35) for explanation. ORC 5735.051 levies the motor fuel excise tax and the disposition of revenue.

** % 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 2024, this was approximately \$16.6M total. In addition to revenue from the cents per gallon tax, \$166M from the former Highway Patrol Draw was added to this section and distributed to local governments in proportion to the % shares shown.





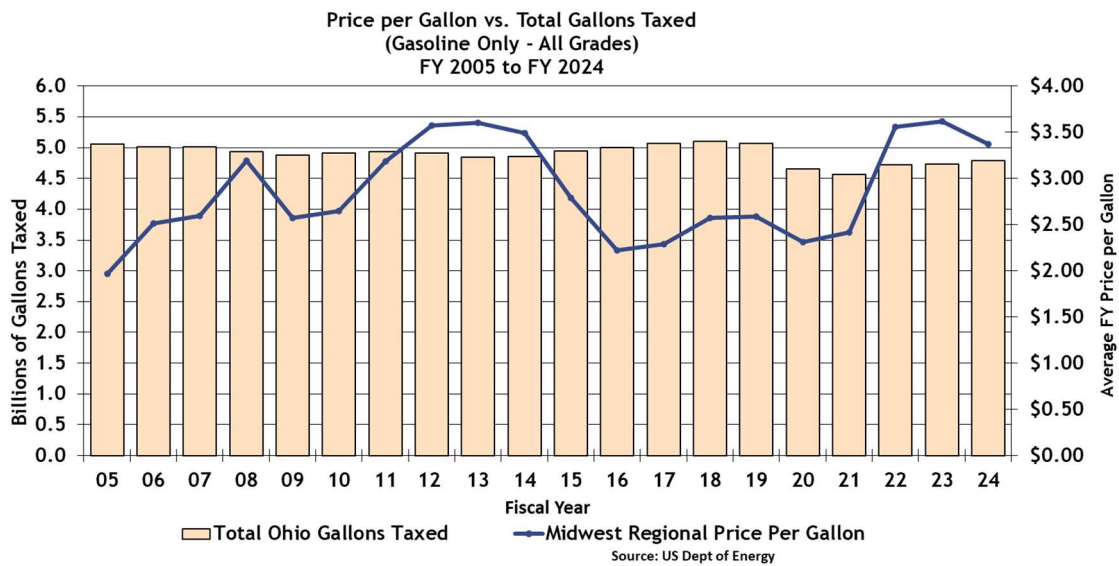
Ohio Motor Vehicle Fuel
All Gallons Net of Refunds
Billions of Gallons Taxed
FY 2005 - FY 2024



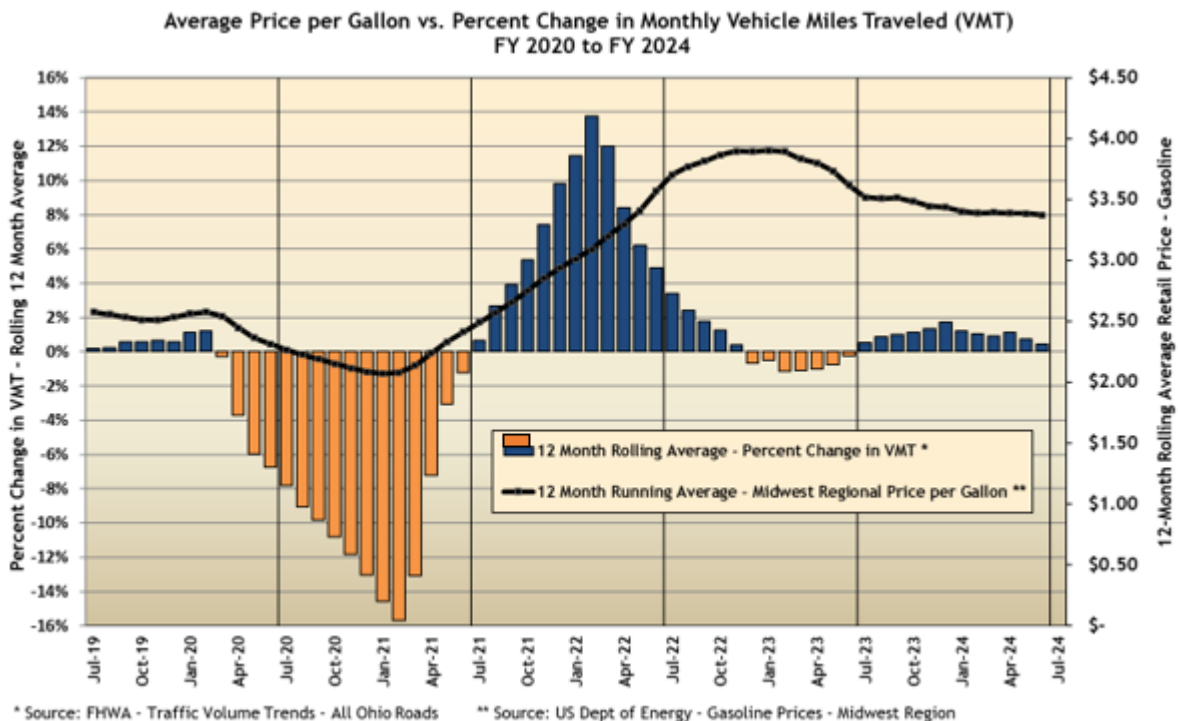
Note: For FY08 and forward, detailed Gasohol information is not available. Gasoline and Gasohol are combined.

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 FY05 through FY07. From FY07 through FY09, consumption decreased by 4.4%. From FY09 through FY19, consumption increased by 8.6%. In FY20 & FY21, consumption decreased 7.8% and 0.2%, respectively, as a result of the impact of the COVID-19 pandemic. FY22 consumption increased 2.6% as COVID-19 pandemic restrictions were lifted. FY23 saw a slight decrease in consumption fuel prices continued to hold at a higher price level. FY24 consumption increased 3.0% as average fuel prices dropped throughout the year.

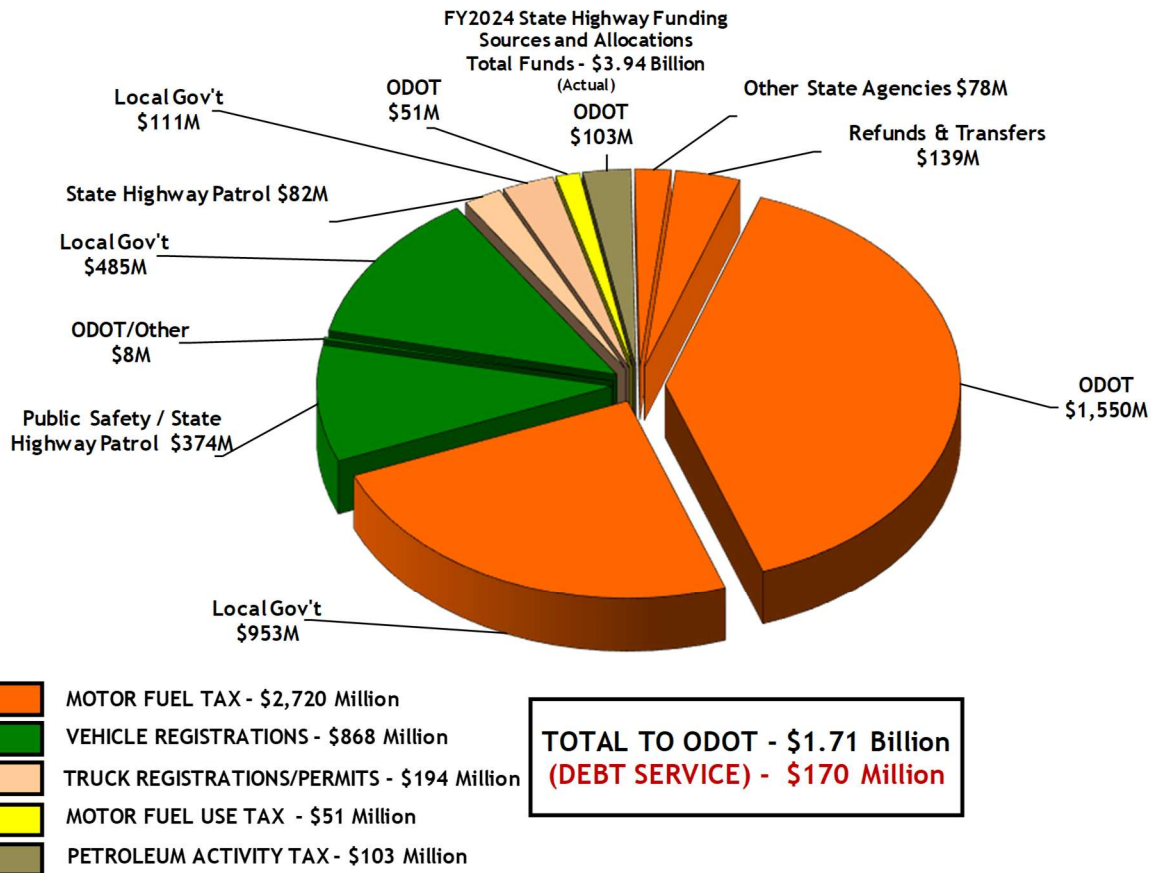


The above graph illustrates changes in gasoline consumption attributed to changes in gasoline prices and economic conditions. Gasoline prices rose to an average of \$3.60/gallon in FY13, resulting in a decrease in consumption. Gasoline prices decreased from FY13 to an average price of \$2.22/gallon in FY16, resulting in an increase in gasoline consumption from 4.8 to 5.0 billion gallons. In FY17, gasoline prices began increasing, rising to \$2.58 in FY19. FY21 gasoline prices increased modestly over FY20's average of \$2.31/gallon to an average of \$2.42/gallon while gasoline consumption was still negatively impacted by the COVID-19 pandemic. FY22 increased significantly over FY21's average of \$2.42/gallon to \$3.56/gallon while consumption slowly began to increase after pandemic restrictions were eased. FY23 increased slightly over FY22's average of \$3.65/gallon to \$3.62/gallon while consumption held steady. FY24's average of \$3.37/gallon decreased compared to FY23's \$3.62/gallon while consumption began to increase.



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. FY20 was impacted by the COVID-19 pandemic which reduced fuel prices and vehicle miles traveled. The COVID-19 pandemic continued to impact FY21 with reduced fuel prices and vehicle miles traveled. FY22 saw upward trends in consumption and price per gallon as pandemic restrictions were eased. FY23 saw a downward trend in consumption as the price per gallon continued to increase. FY24 saw an increase in vehicle miles traveled as price per gallon dropped slightly and began to level off.

Transportation Funding Sources: State

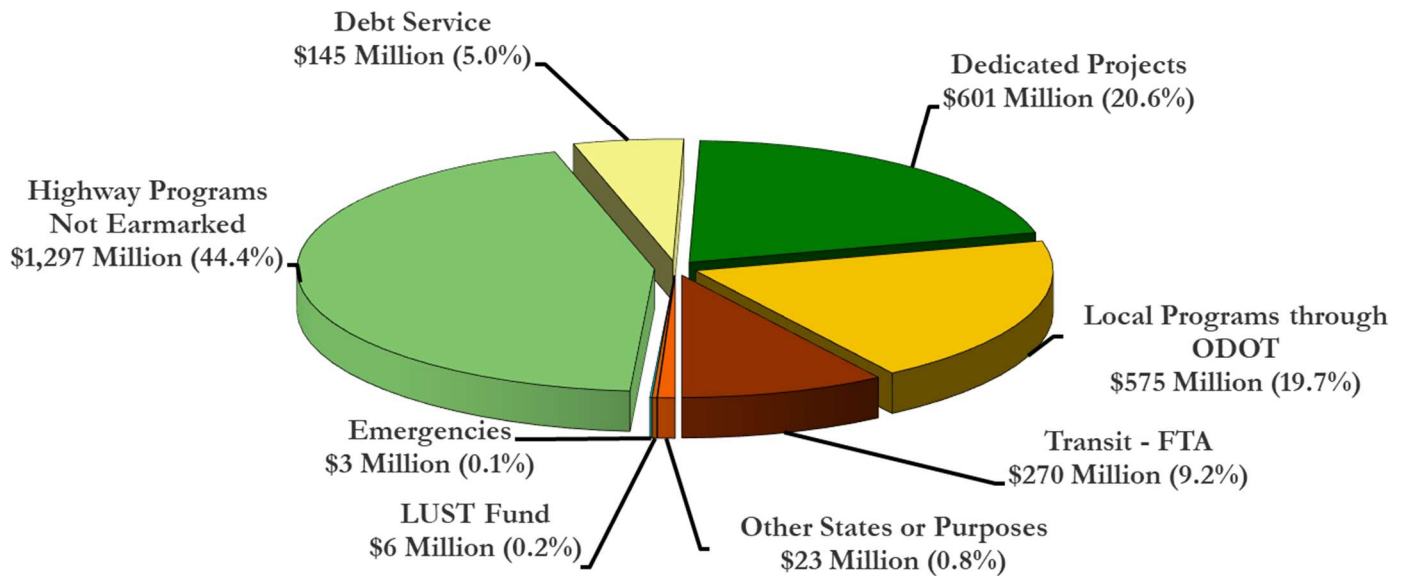


Source/Allocation	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
ODOT	\$1,477	\$1,477	\$1,535	\$1,508	\$1,550
Local Government (Includes LTIP)	\$946	\$965	\$954	\$924	\$953
Refunds & Transfers	\$106	\$97	\$120	\$137	\$139
Other State Agencies	\$59	\$59	\$62	\$61	\$78
Total Motor Fuel Tax	\$2,587	\$2,598	\$2,671	\$2,630	\$2,720
Local Government	\$421	\$490	\$482	\$483	\$485
Public Safety (includes Deputy Registrars)	\$147	\$169	\$168	\$170	\$170
State Highway Patrol	\$188	\$206	\$206	\$204	\$204
ODOT	\$1	\$1	\$1	\$2	\$2
Other	\$7	\$8	\$7	\$7	\$7
Total Vehicle Registrations / Titles	\$764	\$874	\$865	\$866	\$868
Local Government	\$98	\$106	\$112	\$112	\$111
State Highway Patrol	\$73	\$79	\$83	\$83	\$82
Total Truck Registrations/Permits	\$170	\$184	\$196	\$195	\$194
ODOT	\$44	\$45	\$55	\$55	\$51
Total Motor Fuel Use Tax	\$44	\$45	\$55	\$55	\$51
Public Works	\$66	\$29			
ODOT	\$8	\$10	\$74	\$121	\$103
Total Petroleum Activity Tax (PAT)*	\$74	\$38	\$74	\$121	\$103
Total	\$3,640	\$3,741	\$3,861	\$3,867	\$3,935
Total Allocated to ODOT	\$1,530	\$1,533	\$1,665	\$1,685	\$1,706
Total for ODOT Debt Service	(\$152)	(\$156)	(\$153)	(\$158)	(\$170)
Net for ODOT Highway Programs	\$1,378	\$1,378	\$1,512	\$1,527	\$1,536

* PAT 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 2024 Federal Highway Trust Fund Contributions \$2.92 Billion



\$2.92 Billion Federal Funding

Ohio's FY 2024 Federal Highway Formula funding levels are based on the third year of the Bipartisan Infrastructure Bill, aka IIJA (Infrastructure Investment and Jobs Act).

The BIL authorizes a total combined amount of \$52.5 billion in FY 2022, \$53.5 billion in FY 2023, \$54.6 billion in FY 2024, \$55.7 billion in FY 2025, and \$56.8 billion in FY 2026 in contract authority.

In FY 2024 Ohio received \$2.6 billion in funding from the Highway Account and \$270.0 million from the Mass Transit Account.

\$1,297 Million for ODOT Highway Programs Not Earmarked

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

\$145 Million for Debt Service

This represents the Federal funding needed for the 2024 debt service on the GARVEE bonds issued for various Major New, Major Rehabilitation, Major Bridge, and Portsmouth Bypass Public Private Partnership.

\$601 Million for Dedicated Projects

This represents the Federal funding dedicated for annual appropriation earmarks and discretionary grant programs.

\$575 Million for Local Programs

Although ODOT was required to pass-through about \$147 million in Federal funding to local governments, by discretion ODOT provided \$575 million to local governments, including funding for Metropolitan Planning Organizations (MPOs), city and county pavements and bridges, and various enhancement projects. \$35 million is used for various paving projects on state routes within urban areas.

\$270 Million for Mass Transit

About \$270 million, in total, was made available to Ohio for Mass Transit Programs, from the Mass Transit Account of the Federal Highway Trust Fund.

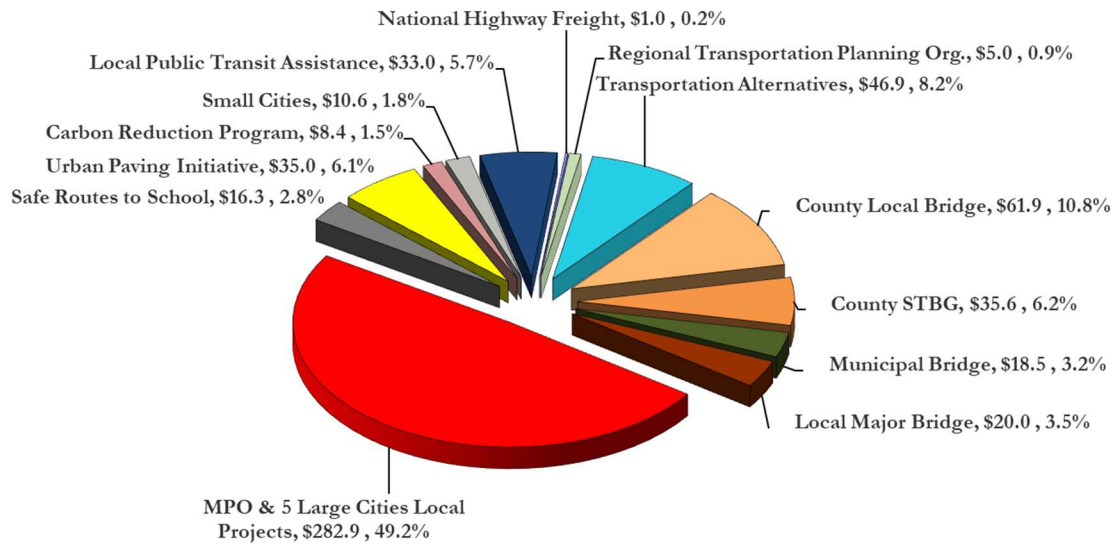
\$3 Million for Emergency Relief

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.

\$29 Million Not Available to Ohio DOT

Not all federal trust fund excise tax revenues attributed to Ohio are returned to Ohio. As a result, Ohio did receive about \$284 million more from the Highway account (resulted from Brent Spence Bridge discretionary grant) and about \$307 million from the Mass Transit account was 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 \$6 million of Motor Fuel Taxes were diverted away from Highway & Transit programs.

FY 2024 Traditional Federal-Aid Highway Funding \$575 Million Allocated to Local Government Programs \$'s in Millions



\$282.9 Million - MPO / Large Cities

ODOT was required to pass through about \$147 million in Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), and Carbon Reduction Program funds to Ohio's urban areas. In addition to the required suballocation, ODOT also provides additional STBG funds, Congestion Mitigation & Air Quality funds, and Transportation Alternatives funds, which in total, amounts to almost twice the required amount.

\$16.3 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.

\$35.0 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 53 small cities for road, safety and signal projects on the Federal-aid system.

\$1.0 Million - National Highway Freight Program

This program improves the efficiency of freight movement and represents the non-highway (multi-modal) portion of the National Highway Freight Program.

\$46.9 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.

\$61.9 Million - County Local Bridge

ODOT provides funds to counties for reconstruction and rehabilitation of local bridges. These funds are administered by the County Engineer's Association of Ohio (CEAO).

\$35.6 Million - County Surface Transportation 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.

\$18.5 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.

\$33.0 Million - Local Public Transit Assistance

Funds provided in FY24 consist of Transit Preservation Partnership (\$27 million) and Transit Urban Operational (\$6 million) to maintain Ohio transit systems and to help urban transit agencies with operational costs.

\$5.0 Million - Regional Transportation Planning Organization

ODOT provides funds to six Regional Transportation Planning Organizations (RTPO) to conduct transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT. Much of Ohio's non-metropolitan local official coordination occurs between ODOT and these organizations which cover 41 non-metropolitan counties in Ohio.

\$8.4 Million - Carbon Reduction Program (Non-MPO)

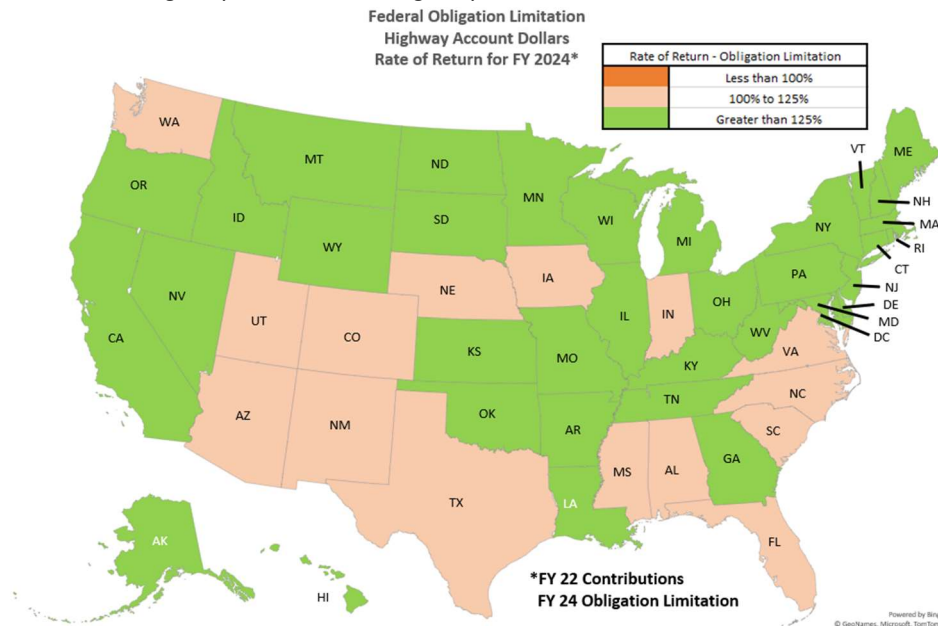
Funds are provided to projects within areas with populations from 0 - 50K through two suballocated portions, below 5K and between 5K to 50K population.

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.

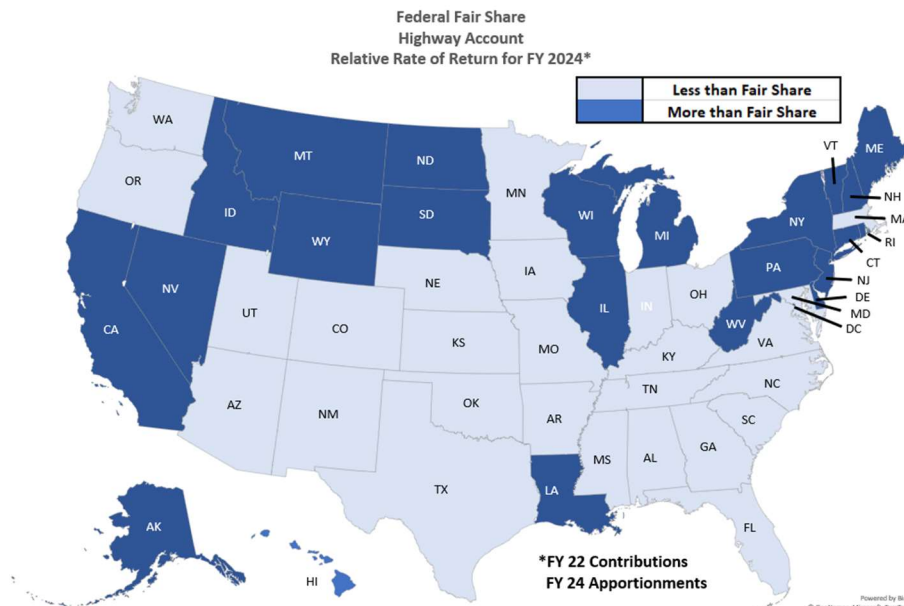
The map below shows the range of “cents-per-dollar” rates of return for each State for the formula obligation limitation provided from the highway account of the highway trust fund as compared to excise tax contributions into the highway account of the highway trust fund.

Most states have recently been receiving formula obligation limitation in excess of their excise tax contributions, requiring the transfer of a total of \$275.2 Billion in GRF and Leaking Underground Storage Tank Fund transfers into the Highway Account of the highway trust fund since fiscal year 2008. Calculations compare the dollars of FY24 formula obligation limitation each state received from the Highway Account, to the FY22 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.

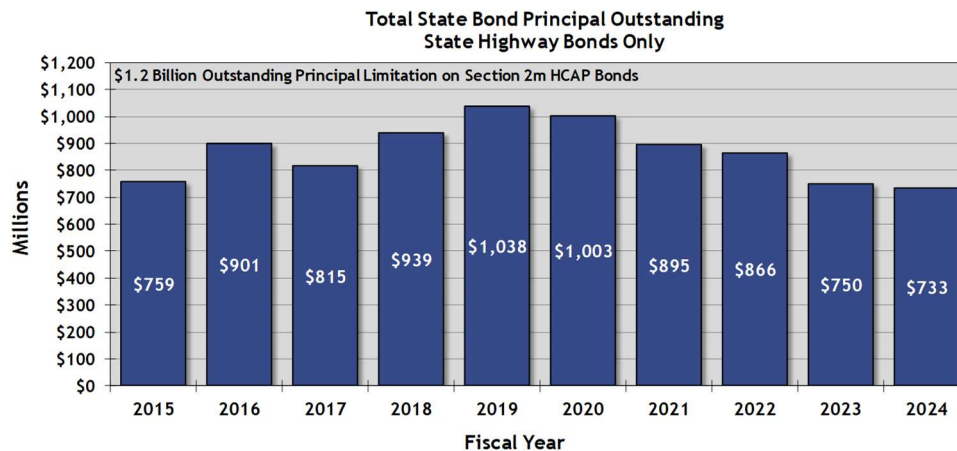


Transportation Funding Sources: Bonds

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).

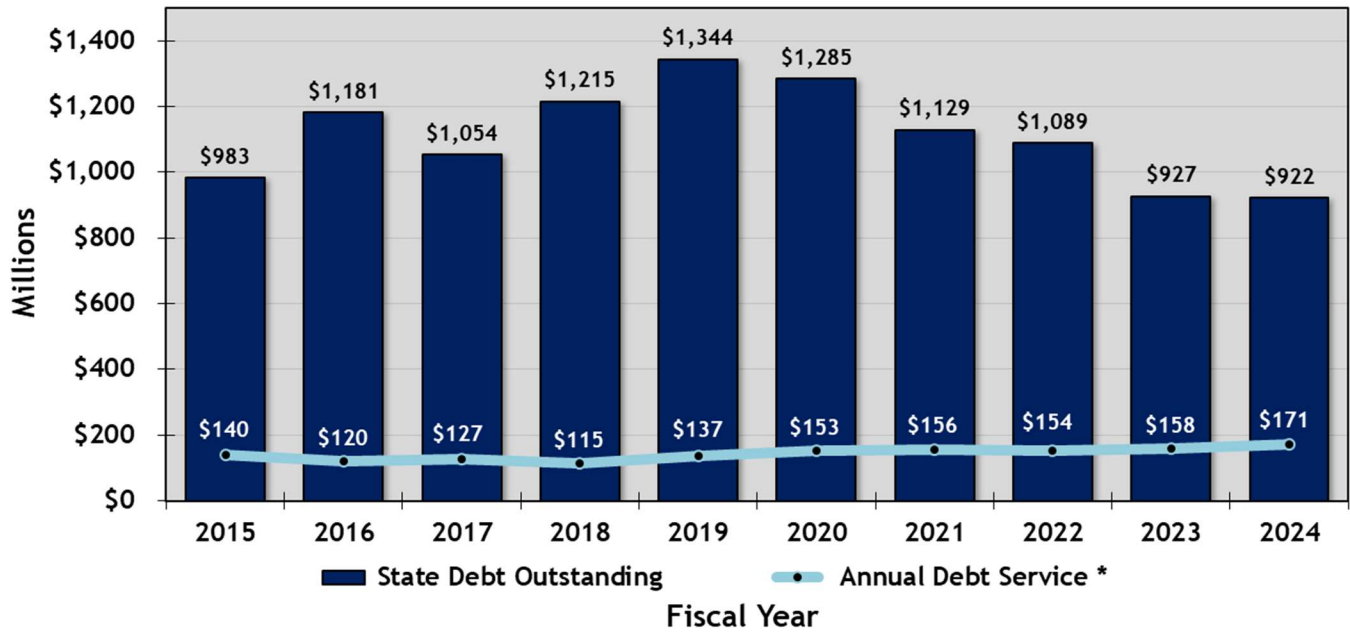
The current authority in Section 2m allows no more than \$220 million of State Highway Capital Improvement Bonds to be issued in any fiscal year, plus any unused authority from prior years, and not more than \$1.2 billion in principal amount thereof can be outstanding at any one time. Debt service draws 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
2021	\$220,000,000			\$383,000,000	\$0	\$359,000,000
2022	\$220,000,000	HB 74	\$57,000,000		\$81,760,000	\$334,240,000
2023	\$220,000,000			\$383,000,000	\$0	\$334,240,000
2024	\$220,000,000	HB 23	\$251,000,000		\$116,835,000	\$468,405,000
TOTAL	\$6,600,000,000	TOTAL	\$4,048,000,000	\$2,363,000,000	\$3,579,595,000	\$468,405,000

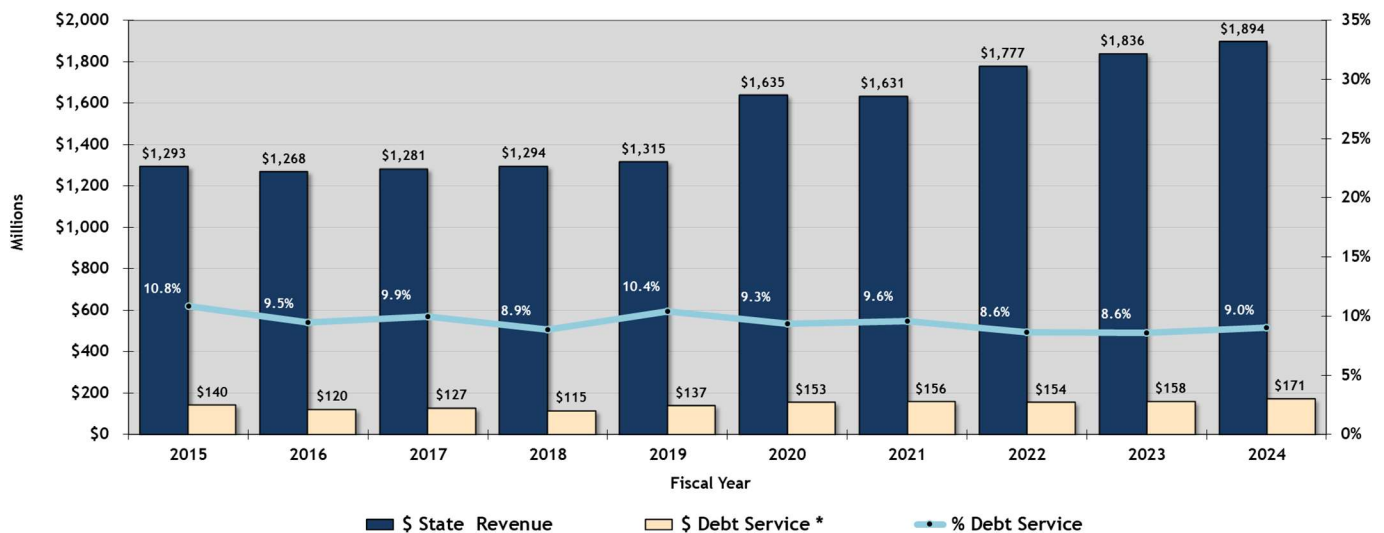
State Bonds Outstanding and Debt Service
(Principal and Interest)



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

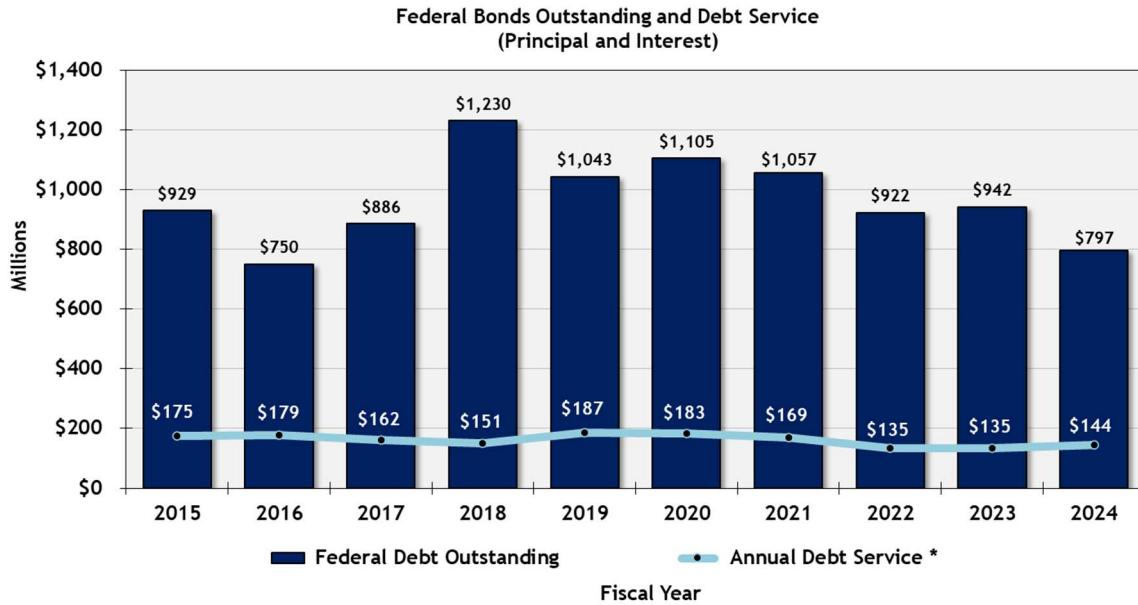
ODOT's policy regarding State bond debt is to have no more than 20% of State revenue dedicated to debt service.

% Debt Service of State Revenue



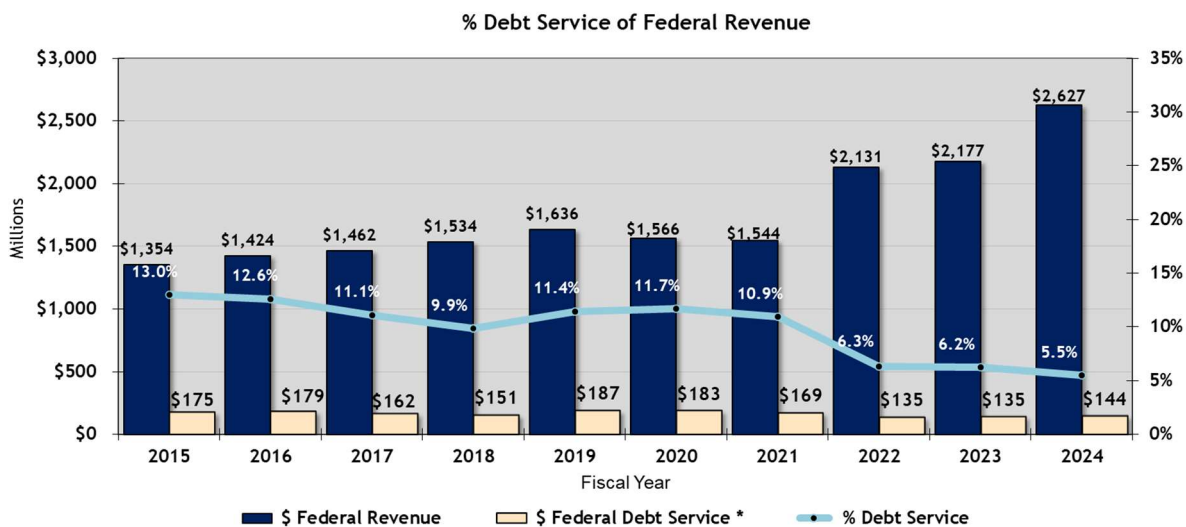
* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or trustee fees.

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.

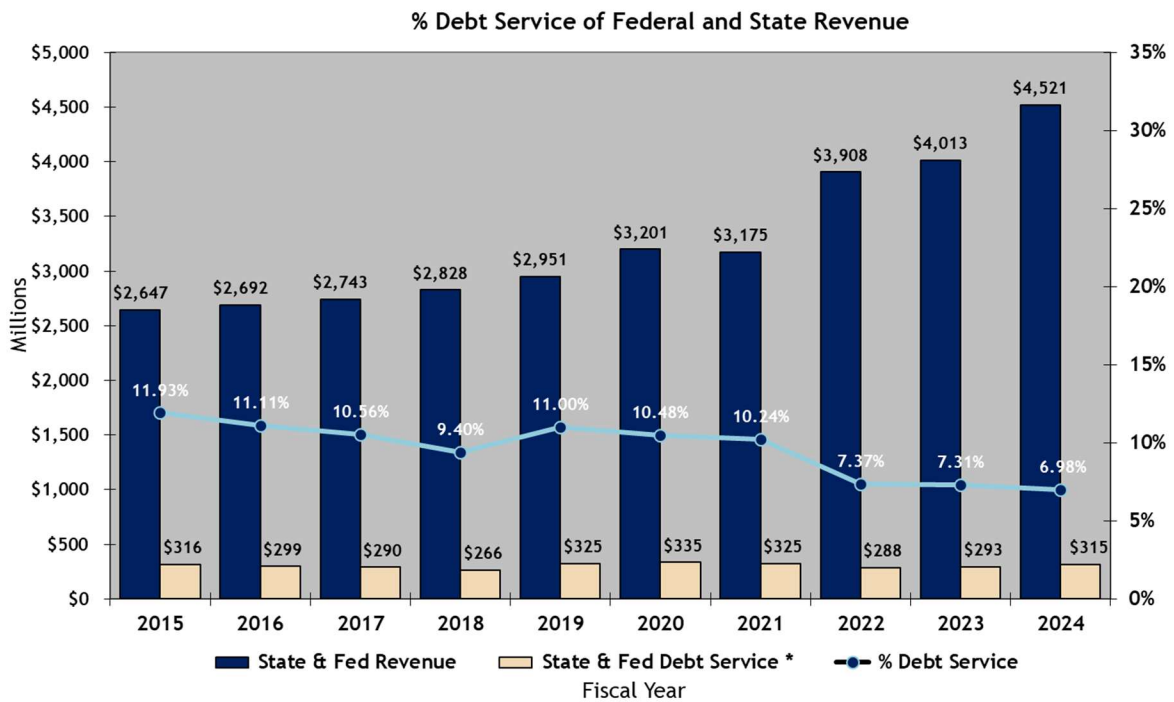


* The debt service dollar amount is based on the debt service payment schedule and is not reduced by proceeds from bond premiums or investment income earned. In addition, it includes both the state portion and federal portions of the GARVEE debt service.

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

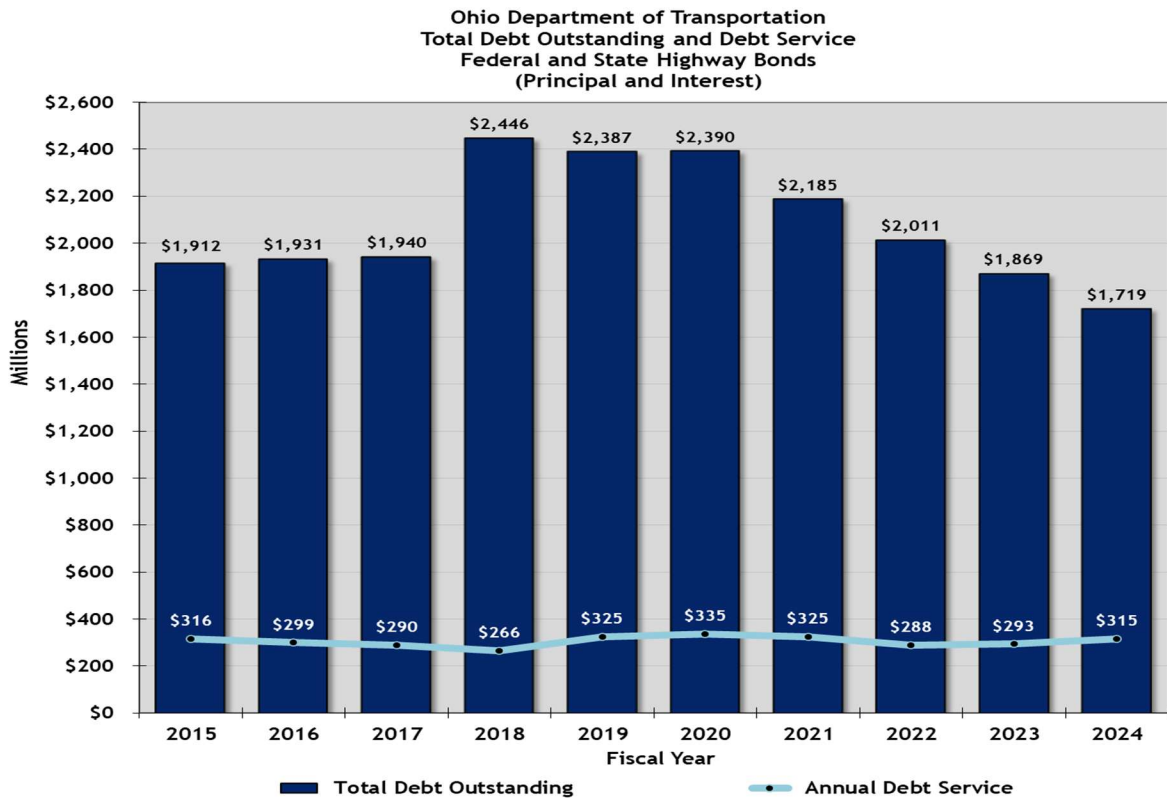


* The debt service amount is based on the debt service payment schedule. It does not include offsets due to investment income or premiums.



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

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 2024, ODOT had approximately \$1.7 billion dollars in outstanding principal and interest, where 53.6% represents the state bond debt and 46.4% represents federal bond debt.



In addition to the highway bonds shown above, ODOT issued Capital Facilities Lease-Appropriation Bonds in January 2015, February 2018, and May 2023, in amounts of \$84.3 million, \$86.5 million, and \$52.9 million, respectively, of which \$151.0 million is outstanding. The purpose of these bonds is to pay for the cost of constructing various outposts, equipment storage facilities, and full-service facilities, statewide. These bonds mature in 2038, with debt service in FY 2024 totaling \$21.6 million.

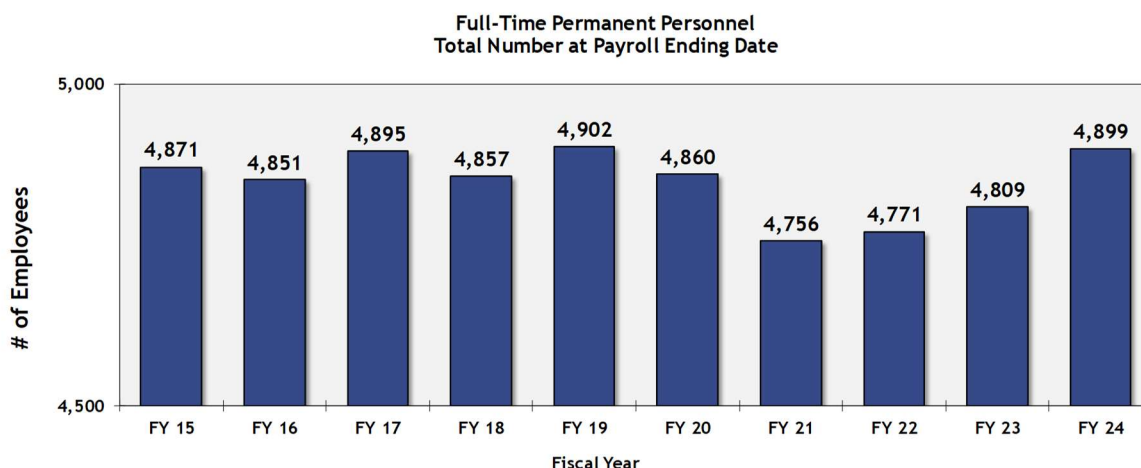
Transportation Appropriation Uses

Transportation Appropriation Uses: Operating

Overall, operating expenses increased in FY 2024 by \$90.63 million, or 9.5%, compared to FY 2023. Payroll and personal services increased by \$45.07 million, or 8.0%. Snow and ice decreased by \$4.03 million, or 13.2%, as a result of a mild winter there was a reduction in the number of salt tons purchased in FY 2024. In FY 2024, trucks and other heavy equipment increased by \$6.17 million, or 42.3%, because of purchasing heavy equipment, passenger cars, and light duty trucks.

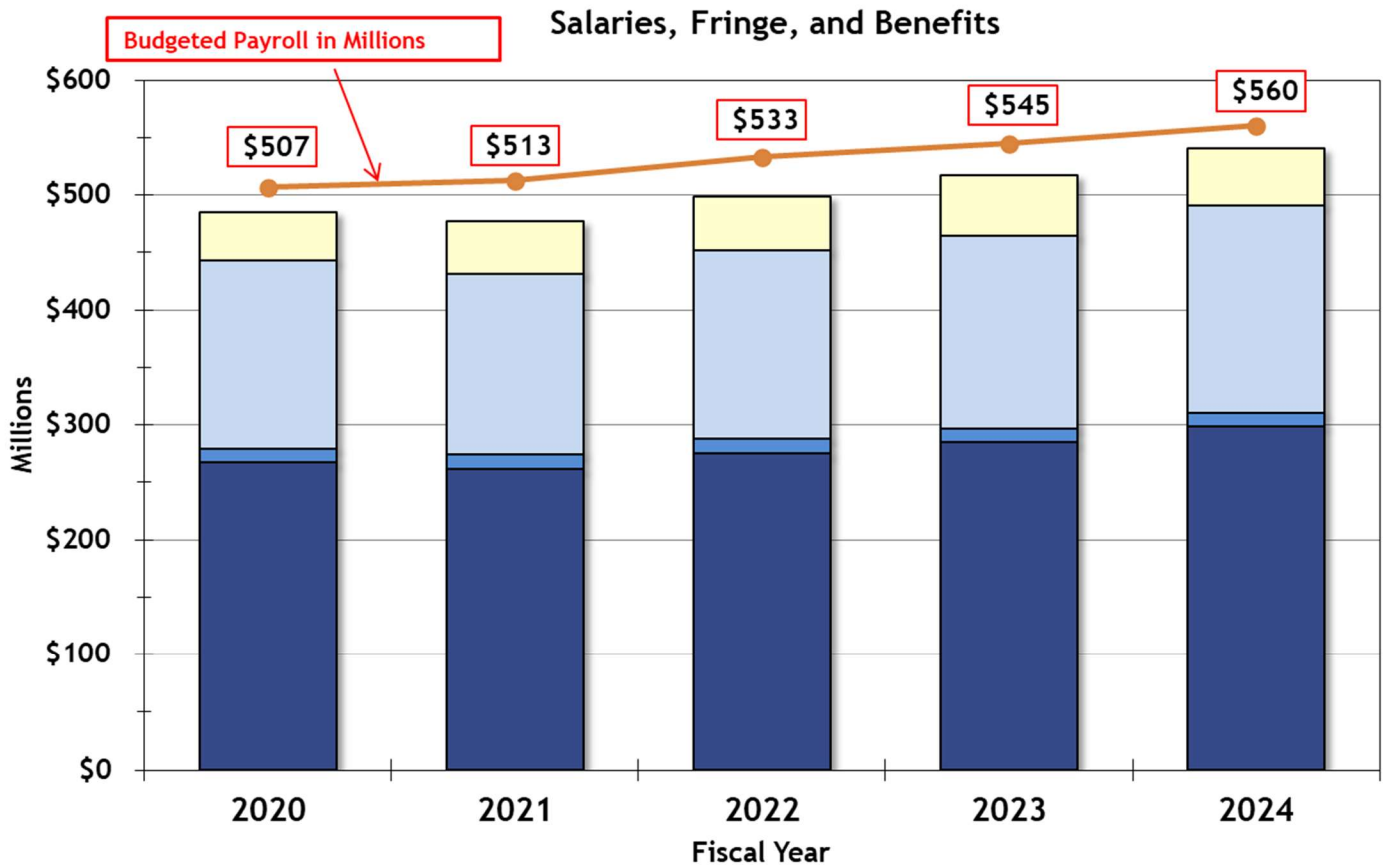
OHIO DEPARTMENT OF TRANSPORTATION Appropriation Uses - Operating (millions) (Includes ODOT, Public Transit, Aviation, and Rail Commission) (With Regard to Fund Year)					
	2020	2021	2022	2023	2024
PAYROLL & PERSONAL SERVICE	\$529.9	\$512.6	\$532.6	\$560.6	\$605.6
Gross Wages (Excludes Paid Leave)	\$267.1	\$261.3	\$275.5	\$285.5	\$297.7
Employer Benefits (PERS, Health Ins, Workers Comp, etc)	\$163.6	\$157.2	\$163.8	\$167.9	\$180.6
Fringe Benefits (Paid Leave - Vacation, Sick, Holiday, etc)	\$42.2	\$45.5	\$46.7	\$53.1	\$49.2
Overtime (Excludes Fringe)	\$12.4	\$13.1	\$12.8	\$11.0	\$11.7
Personal Service/Other	\$44.6	\$35.5	\$33.8	\$43.0	\$66.4
MAINTENANCE AND MATERIALS	\$147.6	\$139.8	\$155.3	\$165.4	\$178.0
Roadway	\$33.4	\$31.9	\$30.8	\$37.1	\$40.4
Utility, Telephone, Shipping	\$14.9	\$12.3	\$17.4	\$14.7	\$15.7
Motor Vehicle Parts & Supplies	\$27.4	\$25.9	\$29.5	\$32.1	\$37.3
Motor Vehicle Fuel	\$14.3	\$15.9	\$21.1	\$21.9	\$19.7
Buildings & Equipment	\$21.3	\$19.8	\$21.3	\$25.4	\$28.0
Office Supplies, Travel, Print	\$4.4	\$6.1	\$5.5	\$5.0	\$5.4
Interstate Transfer Vouchers	\$23.3	\$20.3	\$21.2	\$20.8	\$22.0
Other	\$8.4	\$7.5	\$8.5	\$8.4	\$9.6
SNOW AND ICE	\$53.8	\$35.3	\$41.6	\$30.6	\$26.6
EQUIPMENT	\$36.0	\$31.3	\$30.6	\$46.9	\$50.4
Data Processing / Telecommunications	\$3.8	\$4.4	\$7.8	\$4.9	\$8.3
Other	\$32.2	\$26.9	\$22.8	\$42.0	\$42.0
OIH CUSTODIAL	\$17.7	\$18.5	\$18.1	\$20.2	\$21.1
TRUCKS & OTHER HEAVY EQUIP	\$25.7	\$2.8	\$12.0	\$14.6	\$20.7
LANDS & BUILDINGS (Includes Facilities Bonds)	\$30.4	\$34.7	\$58.5	\$65.6	\$87.4
BUILDING DEBT SERVICE (Includes Hilltop)	\$16.5	\$16.5	\$16.5	\$16.5	\$21.6
MAINTENANCE CONTRACTS	\$34.3	\$30.3	\$34.8	\$36.7	\$34.0
MISCELLANEOUS OPERATING	\$1.7	\$0.5	\$1.4	\$1.1	\$3.5
TOTAL OPERATING COSTS	\$893.5	\$822.3	\$901.4	\$958.3	\$1,048.9

The Department's staff level has been reduced from 7,800 employees in FY 1994 to 4,899 employees in FY 2024. The Department has continued to scrutinize the filling of positions to hold down operating costs. The "hiring freeze" during most of FY 2021 due to the COVID-19 pandemic led to ODOT's historically low full-time employee levels. The savings from not filling these vacancies was 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.

Payroll is the largest component of the operating expenses. These costs also include ODOT supplemental staff. In FY 2021, there was a 3% wage increase for bargaining unit employees and cost savings days for exempt employees. In FY 2022, FY 2023 and FY 2024, there was a 3% wage increase for bargaining unit and management employees.



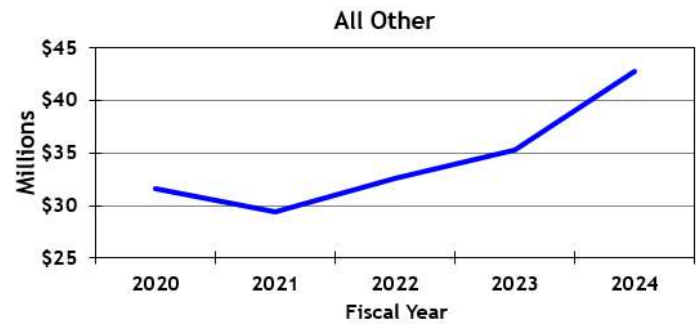
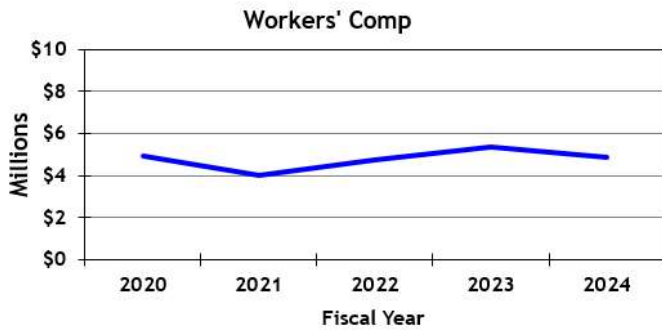
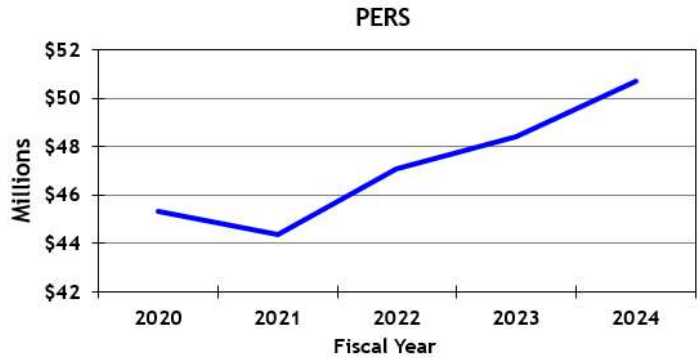
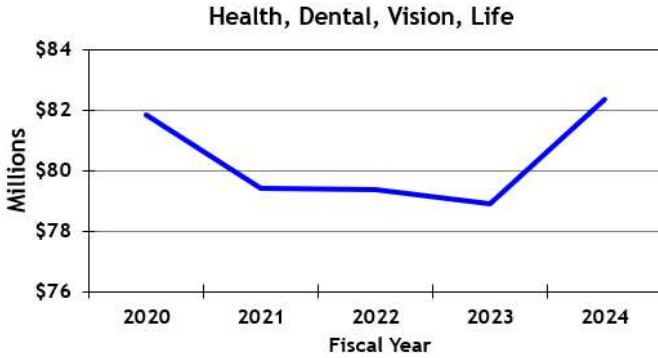
FISCAL YEAR	2020	2021	2022	2023	2024	
Employer Fringe	\$42.2	\$45.5	\$46.7	\$53.1	\$49.2	1
Employer Paid Benefits	\$163.6	\$157.2	\$163.8	\$167.9	\$180.6	1
Overtime	\$12.4	\$13.1	\$12.8	\$11.0	\$11.7	1,2
Gross Wages	\$267.1	\$261.3	\$275.5	\$285.5	\$298.8	1,3
Total Payroll	\$485.3	\$477.1	\$498.8	\$517.5	\$540.3	

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

- 2020 - a 2.75% wage increase for bargaining unit and management employees
- 2021 - a 3% wage increase for bargaining unit employees and cost savings days for exempt employees.
- 2022 - a 3% wage increase for bargaining unit and management employees
- 2023 - a 3% wage increase for bargaining unit and management employees
- 2024 - a 3% wage increase for bargaining unit and management employees

- 2) Overtime was higher in FY 2020-FY2022 due to harsher winters. FY 2023 and FY 2024 had light winters not needing as much overtime from previous FYs.
- 3) The cost savings days for exempt employees were coded using ODOT's budget authority and appropriations and later reimbursed by the Office of Budget & Management. As a result, the FY 2021 payroll figures in this financial statement are higher than were actually realized.

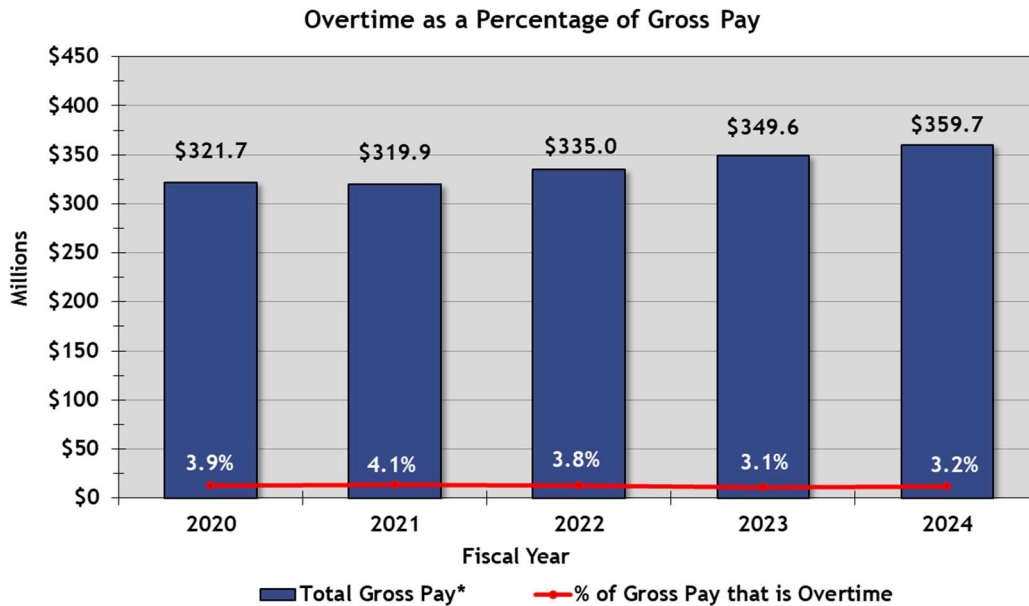
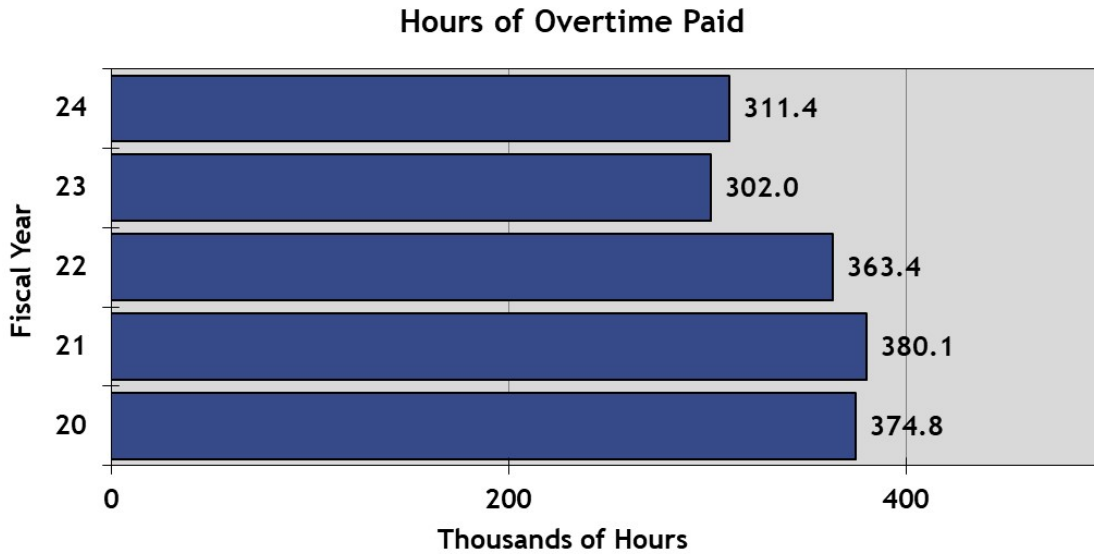
Employer Paid Benefits



FISCAL YEAR	2020	2021	2022	2023	2024
Health Care, Dental, Vision, Life	\$81.8	\$79.4	\$79.3	\$78.9	\$82.3
PERS	\$45.3	\$44.4	\$47.1	\$48.4	\$50.7
Workers' Comp	\$4.9	\$4.0	\$4.8	\$5.4	\$4.9
All Other	\$31.6	\$29.4	\$32.6	\$35.3	\$42.7
Total	\$163.6	\$157.2	\$163.8	\$167.9	\$180.6

- 1) In FY 2021, healthcare decreased by approximately 3.0% (Hiring Freeze and historic low staffing levels in FY2021). In FY 2023, healthcare was similar to FY 2021 and FY 2022. In FY 2024, healthcare costs increased by approximately 4.3%.
- 2) In FY 2021, there was a decrease to PERS due to less overtime being worked from a light winter and the COVID-19 pandemic. In FY 2022, FY 2023 and FY 2024 there was an increase due to the 3% wage increase.
- 3) Annual fluctuations in ODOT's Workers' Compensation rates are the primary cause for variances from year to year. Between FY 2021 through FY 2024, the Workers' Compensation rate decreased to 1.2267%, increased to 1.3608%, increased to 1.4631%, and decreased to 1.2876%. During this period ODOT has been utilizing the \$1M received from BWC 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.

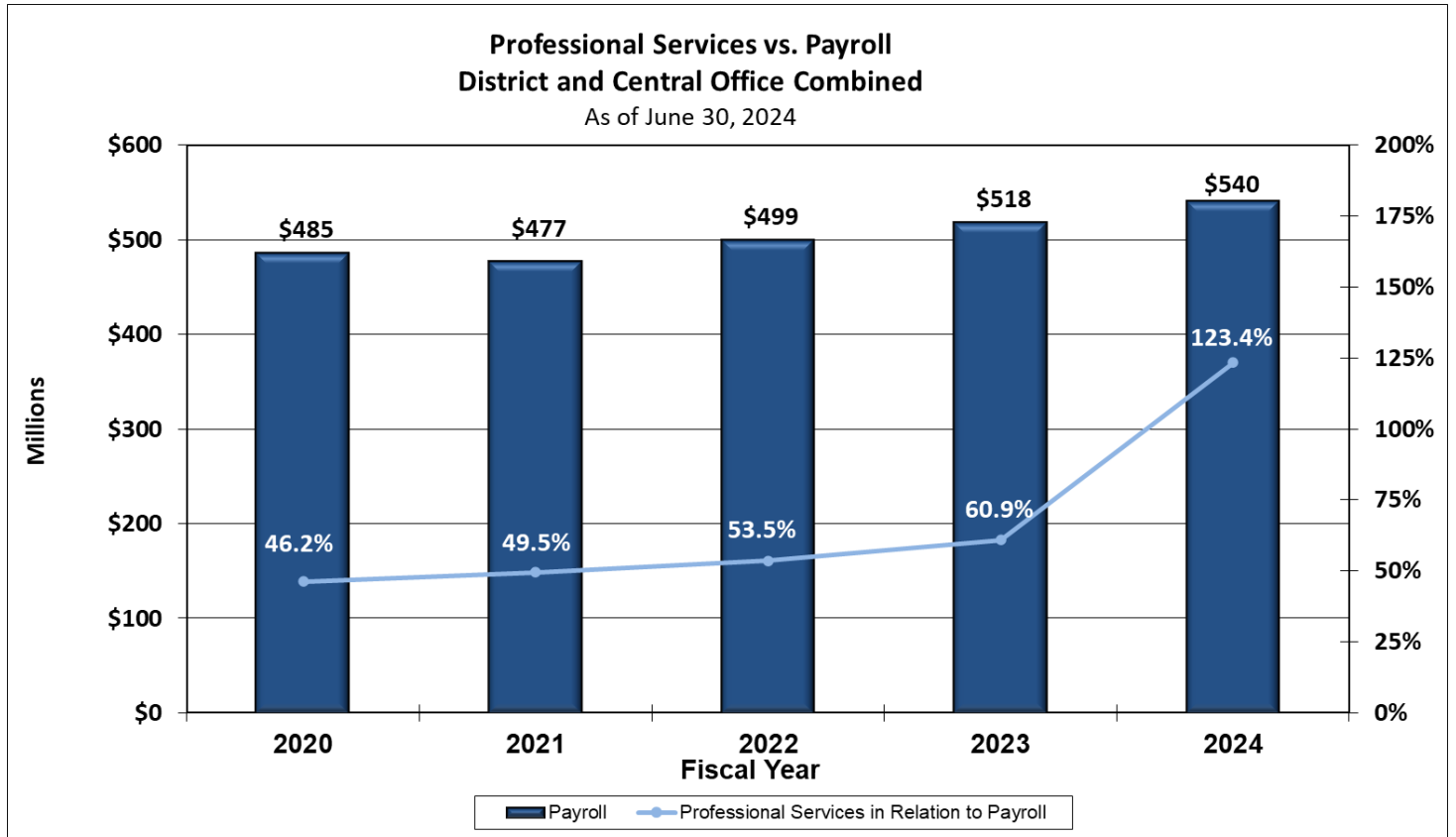
The fluctuation in overtime hours is largely dependent on the severity of Ohio's winters. FY 2021 and FY 2022 had higher than normal overtime due to harsh winters with multiple snow and ice events, while FY 2023 and FY 2024 were milder and required less overtime for the Department.



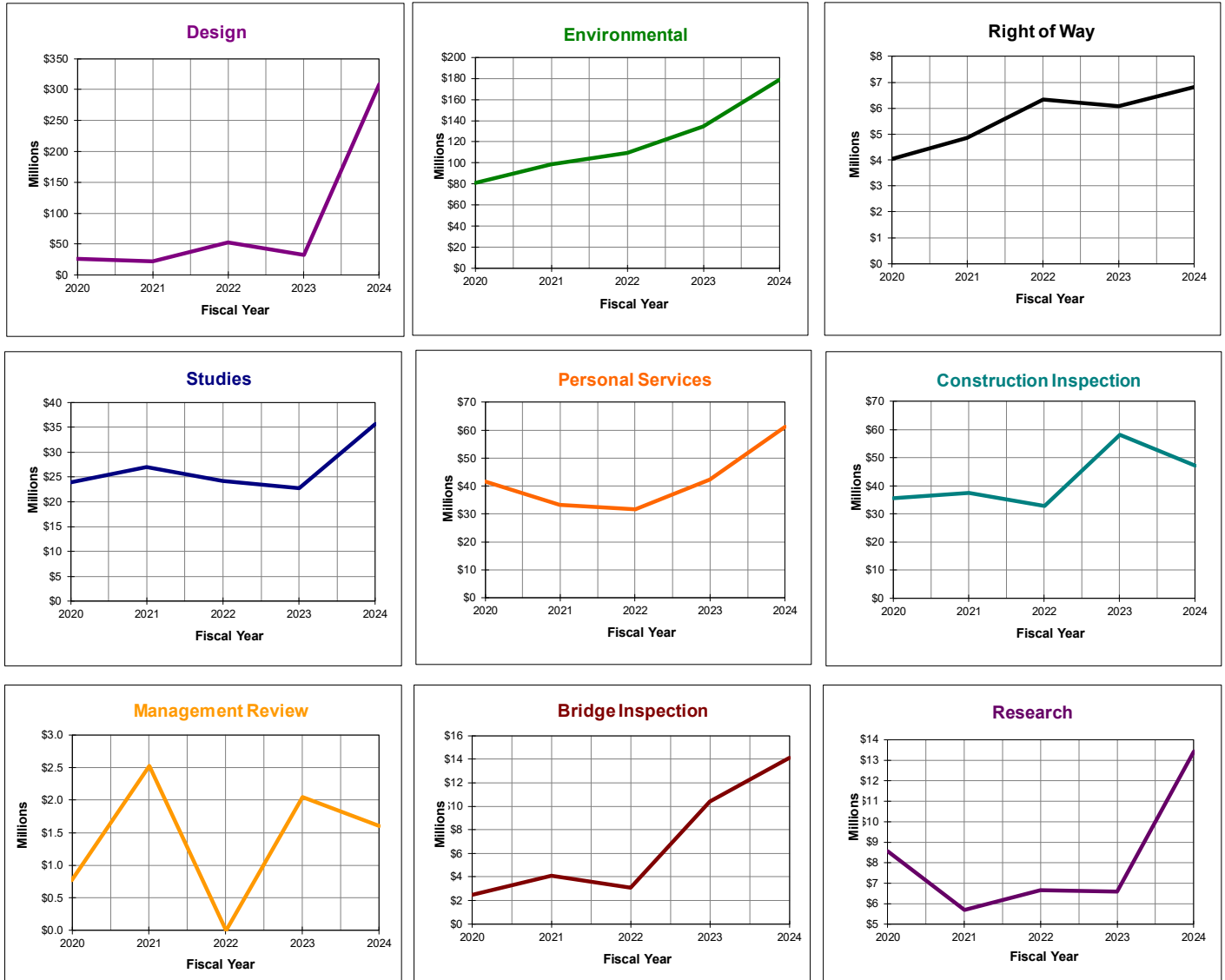
Fiscal Year	Overtime Dollars	Total Gross Pay*	% of Overtime out of Total Gross Pay
2020	\$12.4	\$321.7	3.9%
2021	\$13.1	\$319.9	4.1%
2022	\$12.8	\$335.0	3.8%
2023	\$11.0	\$349.6	3.1%
2024	\$11.7	\$359.7	3.2%

*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 52.5% in relation to ODOT's total payroll costs from 2020 to 2023; however, there was significant increase of 62.5% in 2024 compared to 2023 mostly due to the Brent Spence Bridge Corridor Project.



Professional Contracts Encumbered for the Following Services



Encumbrances are regarding fund year and represent the encumbered balance as of the reporting date. The amount of funds encumbered increased 111.5% or \$351.4 in Fiscal Year 2024 when compared to Fiscal Year 2023. The following projects were encumbered in Fiscal Year 2024 contributing to a majority of the variance in the categories with significant change.

Design

- District 8 - \$270M - construction of the Brent Spence Bridge Corridor Project, including the companion bridge, from south of Dixie Highway interchange in Kentucky, north to Linn St. in Ohio.

Environmental

- District 9 - \$6.3M - earthwork and drainage for eastbound lanes of the proposed Chesapeake Bypass SR-7 from the interchange of SR-7 and SR-527 eastward to the interchange with SR-775.
- District 5 - \$5.2M - improvement of interchange at SR-256 and Taylor Road SW with a new bridge over I-70 for Taylor Road SW ramps to I-70 and realignment for ramps at SR-256.

Studies

- Statewide - \$8.7M - inventory data collection of no passing zone and no passing zone study, develop Access Ohio 2050 long range transportation plan, and traffic safety media buys to educate drivers.

Personal Services

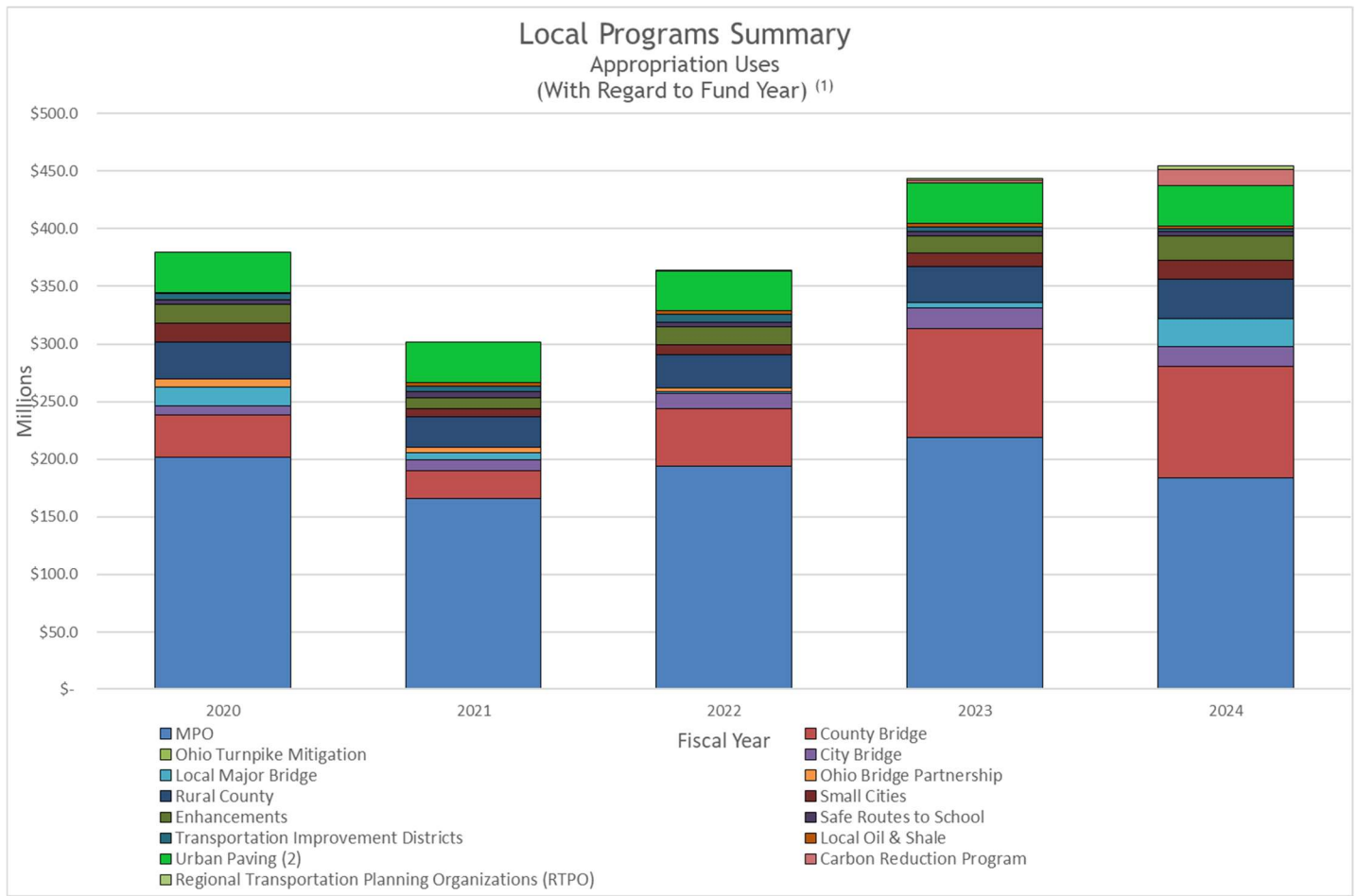
- Statewide - \$16.5M - FY24 Annual VMI management fees, freeway service patrol, and Strategic Transportation & Development Analysis.
- District 9 - \$6.2M - water and wastewater monitoring services.

Bridge Inspections

- Statewide - \$5.2M - perform load ratings on ODOT maintained bridges.

Research

- Statewide - \$4.5M - research ground based robotic assistant, ways to improve sediment settling on construction projects, Advance Transportation and Congestion Management Technologies Deployment Truck Platooning, and Automated Truck Mounted Attenuator.



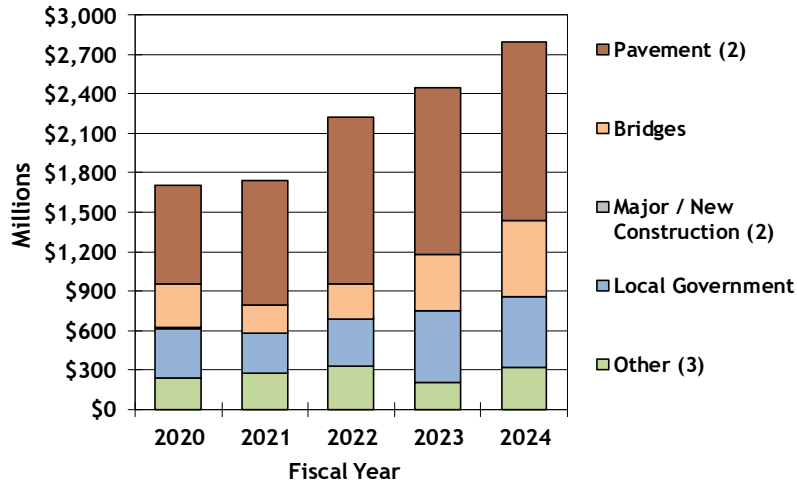
	2020	2021	2022	2023	2024
MPO	\$ 201.9	\$ 165.5	\$ 194.0	\$ 219.2	\$ 184.2
County Bridge	36.9	24.6	49.9	94.2	96.2
Ohio Turnpike Mitigation	0.0	0.2	0.0	0.0	0.0
City Bridge	7.4	9.4	13.1	17.5	17.7
Local Major Bridge	16.8	6.3	1.9	5.3	23.7
Ohio Bridge Partnership	6.7	4.8	2.9	0.0	0.0
Rural County	31.6	26.2	29.1	31.1	34.5
Small Cities	16.9	7.2	8.1	11.7	16.2
Enhancements	16.2	9.1	15.8	15.0	21.1
Safe Routes to School	4.1	5.4	3.7	3.8	4.2
Transportation Improvement Districts	5.6	5.2	7.3	3.5	2.4
Local Oil & Shale	0.4	3.0	2.8	3.5	2.3
Urban Paving ⁽²⁾	35.0	35.0	35.0	35.0	35.0
Carbon Reduction Program	0.0	0.0	0.0	2.3	14.1
Regional Transportation Planning Organizations (RTPO)	0.0	0.0	0.3	1.6	2.9
LOCAL PROGRAM TOTAL	\$ 379.4	\$ 301.7	\$ 364.0	\$ 443.7	\$ 454.5

(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 ⁽¹⁾

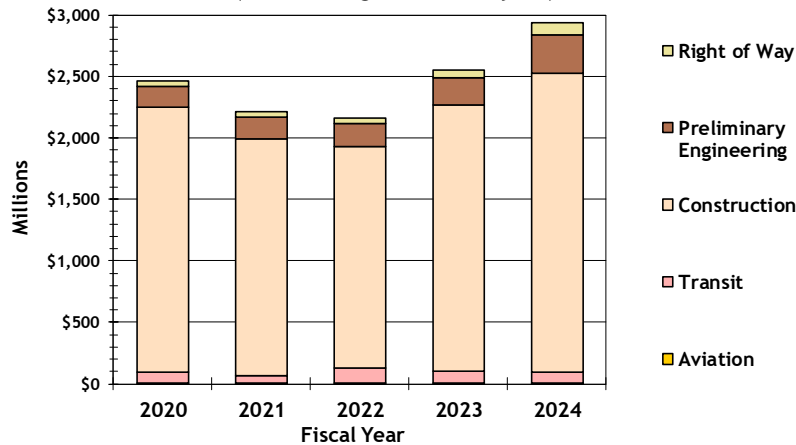


(1) The totals in the chart above do not include Preliminary Engineering or Right of Way. Brief descriptions of each category can be found in the Appendix on page 43.

(2) Major / New Construction began being categorized as Pavement during FY 2020. In the beginning of FY 2020, a small amount was categorized as Major / New Construction. Since that time, these types of contracts have been categorized as Pavement.

(3) Other includes the contracts awarded by Transit and Aviation totaling \$91.7 million.

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

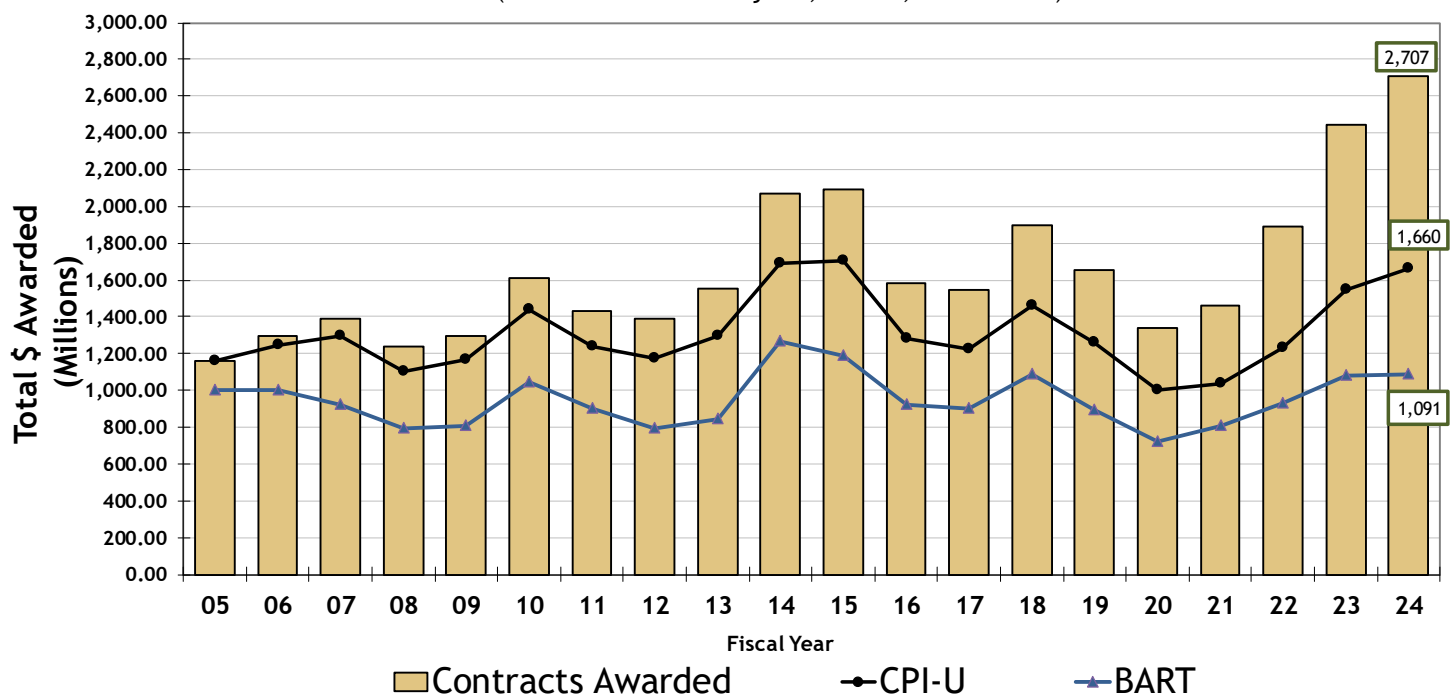


	2020	2021	2022	2023	2024
Right of Way	\$ 49	\$ 45	\$ 43	\$ 64	\$ 93
Preliminary Engineering	\$ 168	\$ 185	\$ 195	\$ 219	\$ 315
Construction	\$ 2,150	\$ 1,924	\$ 1,797	\$ 2,164	\$ 2,431
Highway Related Total	\$ 2,367	\$ 2,153	\$ 2,035	\$ 2,447	\$ 2,839
Transit	\$ 96	\$ 62	\$ 122	\$ 100	\$ 86
Aviation	\$ 1	\$ 3	\$ 6	\$ 5	\$ 6
Modal Total	\$ 97	\$ 64	\$ 128	\$ 105	\$ 92
Grand Total	\$ 2,464	\$ 2,218	\$ 2,163	\$ 2,552	\$ 2,931

With contracts awarded over the past few years reaching record-breaking numbers, capital expenditures have followed suit, averaging \$2.47 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 timeframe. If adjusted for inflation using the CPI, Highway and Maintenance contracts have increased by approximately \$460.6 million since FY 2005 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 \$77.5 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. Lastly, contracts awarded increased significantly from FY 2022 thru FY 2024, due to the inclusion of all work types associated with awarded contracts which were previously excluded in prior reports.

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



*CPI Index Base Year 2005 = 100%
*BART Index Base Year 2001 = 100%

Contracts Awarded by Fiscal Year										
Fiscal Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
\$ Awarded (Millions)	\$1,158	\$1,299	\$1,387	\$1,238	\$1,297	\$1,615	\$1,434	\$1,388	\$1,552	\$2,068
Fiscal Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
\$ Awarded (Millions)	\$2,094	\$1,584	\$1,544	\$1,897	\$1,657	\$1,340	\$1,462	\$1,892	\$2,447	\$2,707

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 later increased from \$10 million to \$15 million. Effective Fiscal Year 2024, House Bill 23 requires Ohio small cities eligible for the ODOT Small City Program to receive 0% interest loans when using the SIB program. \$5M of existing Motor Fuel Tax funds was obligated to the 0% program. 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 April 2022, the State Transportation Infrastructure Bond Fund (GRF account) was rated AA+ from Standard & Poor's. The rating of AA+ was affirmed by Standard & Poor's with the refunding for the City of Lorain, Series 2014-3 (Series 2022-1). The bond program was established in September 2006. The program funds projects that do not qualify as federal eligible. The program has approximately \$45.32m in bond issuance capacity available.

The Federal Title XXIII Transportation Infrastructure Bond Fund (Title 23 account) was established in July 2008. The program carries a AA rating from Fitch. A \$5 million program reserve was issued in April. This bond was reaffirmed by Fitch Ratings in October 2020. This bond fund program is for projects that are Title XXIII federal eligible. Currently, the bond program has approximately \$100m 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.

2024 SIB Snapshot

The portfolio of the SIB for Fiscal Year 2024 included ten loans for a total of \$23,217,880. Since inception, the SIB program has issued 293 loans in the amount of \$766.2 million and 12 bond issuances in the amount of \$94.4 million; totaling \$860.7 million for the SIB loan and bond programs. The bank has assisted communities with 234 highway, four railroad, two transit, 19 aviation, one bikeway and 45 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.

Zero Percent Loan Program

This funding is for making direct loans to a public entity that qualifies for the ODOT Small City Program and receive the loan at 0% interest. The 53 small cities that are eligible are able to use the funds for any local roadway project for improvements or repairs.

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 XXIII Transportation Infrastructure Bond Fund

Under this program, a bond issuance must be Title 23 federal eligible, highways or 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).

**STATE INFRASTRUCTURE BANK
FUNDS 2120 AND 2130
COMBINED STATEMENT OF REVENUES AND EXPENDITURES IN FUND BALANCES
FOR YEAR ENDING JUNE 30, 2024**

<u>Beginning Cash Balance:</u>	\$ 128,856,481
---------------------------------------	-----------------------

Revenues:

Investment Earnings	\$ 4,941,752
Principal Loan Repayment (GRF)	3,525,071
Interest Payment on Loan (GRF)	990,115
Principal Loan Repayment (FHWA)	11,492,152
Interest Payment on Loan (FHWA)	272,105
Principal Loan Repayment (2nd Generation)	6,577,068
Interest Payment on Loan (2nd Generation)	2,373,767
Principal Loan Repayment (State Motor Fuel)	2,258,826
Interest Payment on Loan (State Motor Fuel)	286,873
Transfer In - Fund 7002 to SIB Fund 2120	-
Principal Loan Repayment (0% MFT)	-
Administrative Fees	36,249
Total Revenues	\$ 32,753,978

Expenditures:

Federal Highway Funds	\$ 1,328,842
General Revenue Funds	2,950,060
Motor Fuel Tax Funds	3,595,137
Second Generation/Title 23 Funds	10,898,495
0% Motor Fuel Tax	2,000
Administrative Fees - Court Claims / Refunds	-
Total Expenditures	\$ 18,774,534

<u>Ending Cash Balance</u>	\$ 142,835,924
-----------------------------------	-----------------------

**OHIO DEPARTMENT OF TRANSPORTATION
STATE INFRASTRUCTURE BANK
BALANCE SHEET FOR FUNDS 2120 AND 2130
FOR YEAR ENDING JUNE 30, 2024**

Assets and Other Debits

Assets:

Uncommitted Cash	\$ 83,111,720
Cash Reserve - Current FY Debt Service - Title 23 & GRF	-
Cash Reserve for Approved Loans Already Encumbered	26,747,121
Cash Reserve for Approved Loans Not Yet Encumbered	32,977,083
Total Cash on Hand	<u>\$ 142,835,924</u>

Receivables:

Loans Already Disbursed:

Principal Due	\$ 122,072,637
Interest Due	24,972,878
Administrative Fees	710
Total Receivables	<u>\$ 147,046,225</u>

Total Assets	<u>\$ 289,882,149</u>
---------------------	------------------------------

Equity

Original Seed Money

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

Total	<u>\$ 142,000,000</u>
-------	-----------------------

Investment Earnings	\$ 71,032,119
Interest from Loans	76,850,030

Total Equity	<u>\$ 289,882,149</u>
---------------------	------------------------------

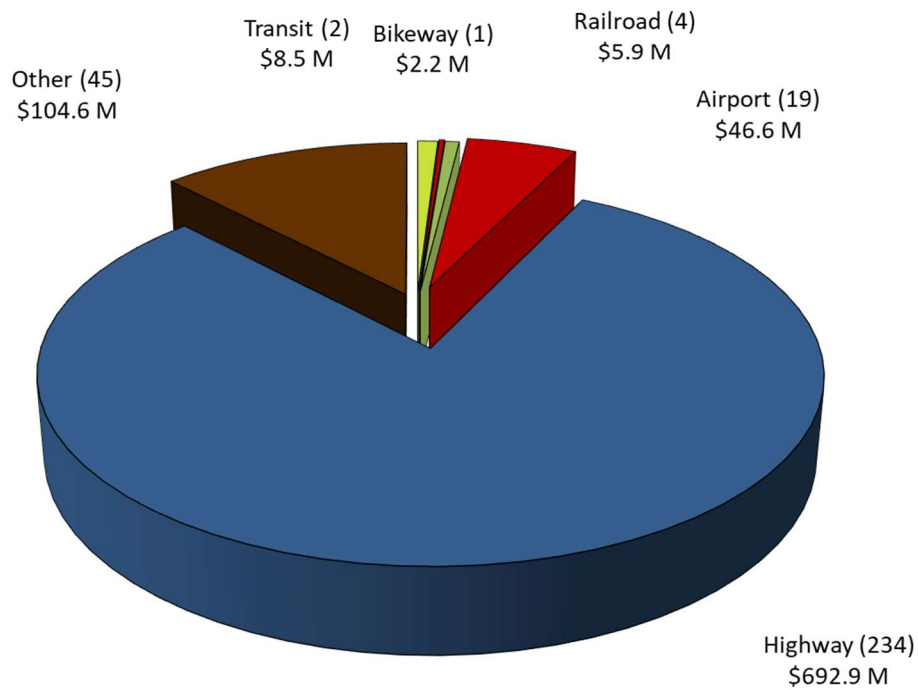
State Fiscal Year	1996-2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total *
# of Loans	166	14	13	12	17	18	10	7	8	18	10	293
\$ of Approved Loans (in millions)	\$489.29	\$56.8	\$15.9	\$28.0	\$40.8	\$23.1	\$19.3	\$5.5	\$28.0	\$36.3	\$23.2	\$766.2
# of Bonds	7		1	1	1	2						12
\$ of Approved Bonds (in millions)	\$45.6		\$7.9	\$4.7	\$15.7	\$20.5						\$94.4

Number of Loans:	293
Number of Bonds:	12
Total:	305

Amount of Approved Loans:	\$766.2
Amount of Approved Bonds:	\$94.4
Total:	\$860.7

* 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, 2024
Total \$860.7 M



The State Infrastructure Bank approved ten loans during SFY 2024, totaling \$23.2 million. Eight loans are for highway purposes, and two loans are for other purposes. There were no bonds approved during SFY 2024. The SIB has approved a total of 305 loans and bonds since the inception of the program, totaling approximately \$860.7 million.

**SIB LOANS AND BONDS ISSUED SINCE PROGRAM INCEPTION
APPROVED, ACTIVE AND PAID OFF LOANS AND BONDS
as of June 30, 2024**

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	12		\$8,516,364	0.99%		5	7			
2	Bowling Green	15	2	\$51,881,050	6.03%		6	9		1	1
3	Ashland	28	1	\$39,849,567	4.63%		11	17		1	
4	Akron/Canton	51	3	\$112,009,364	13.01%		20	31		2	1
5	Jacksonstown	32	1	\$74,021,538	8.60%		18	14		1	
6	Columbus	16	1	\$97,253,486	11.30%		6	10		1	
7	Dayton	33	1	\$88,000,479	10.22%		15	18		1	
8	Cincinnati	21	3	\$132,584,183	15.40%		8	13		2	1
9	Chillicothe	10		\$14,014,096	1.63%		2	8			
10	Marietta	10		\$18,490,843	2.15%		2	8			
11	New Philadelphia	28		\$26,522,982	3.08%		13	15			
12	Cleveland	37		\$197,514,023	22.95%	1	11	25			
		293	12	\$860,657,975	100.00%	1	117	175	0	9	3

Average loan amount is \$2,615,181
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.

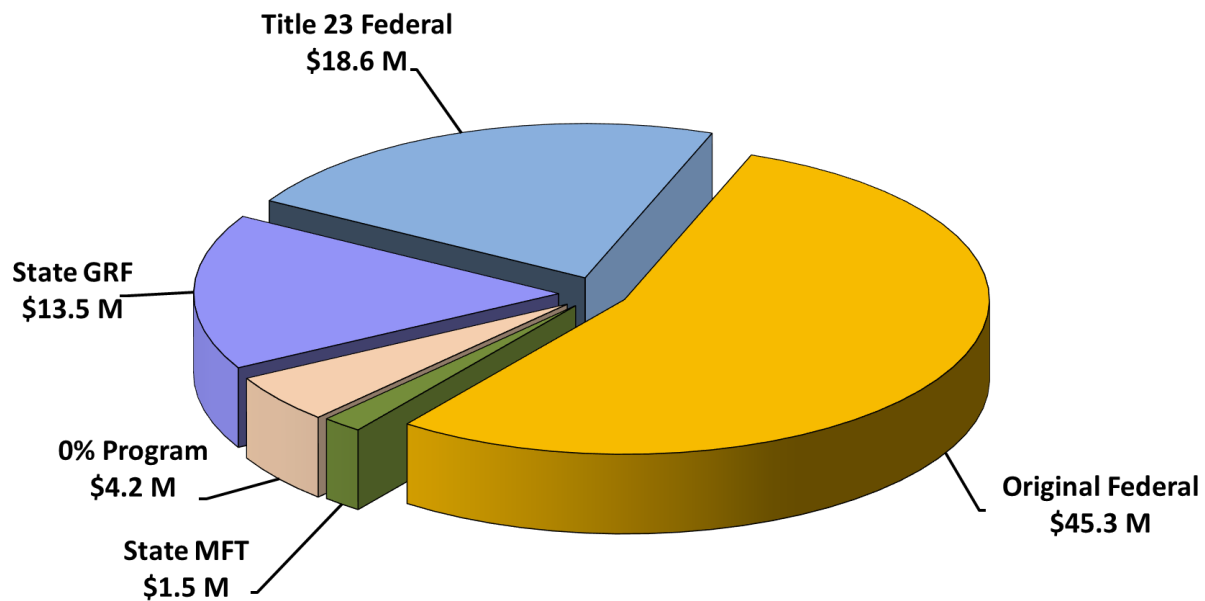
SIB Loans Approved in FY 2024

BORROWER	PROJECT	LOAN AMOUNT
Granville	Roundabout	\$704,000
Hebron	South High/Main Street	\$302,000
Toronto	Mara Drive Phase II	\$252,835
Gahanna	Crescent Blvd	\$2,000,000
Conneaut	Street Pavement	\$500,000
Ada	East Highland Avenue	\$259,582
Miamisburg	Sycamore Trail	\$3,073,290
Lorain	Local Road Rehab	\$1,214,173
Bedford	Greencroft Culvert	\$502,000
NOACA/Cuyahoga County	Rockside Road Bridges	\$14,410,000
TOTAL		\$23,217,880

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.

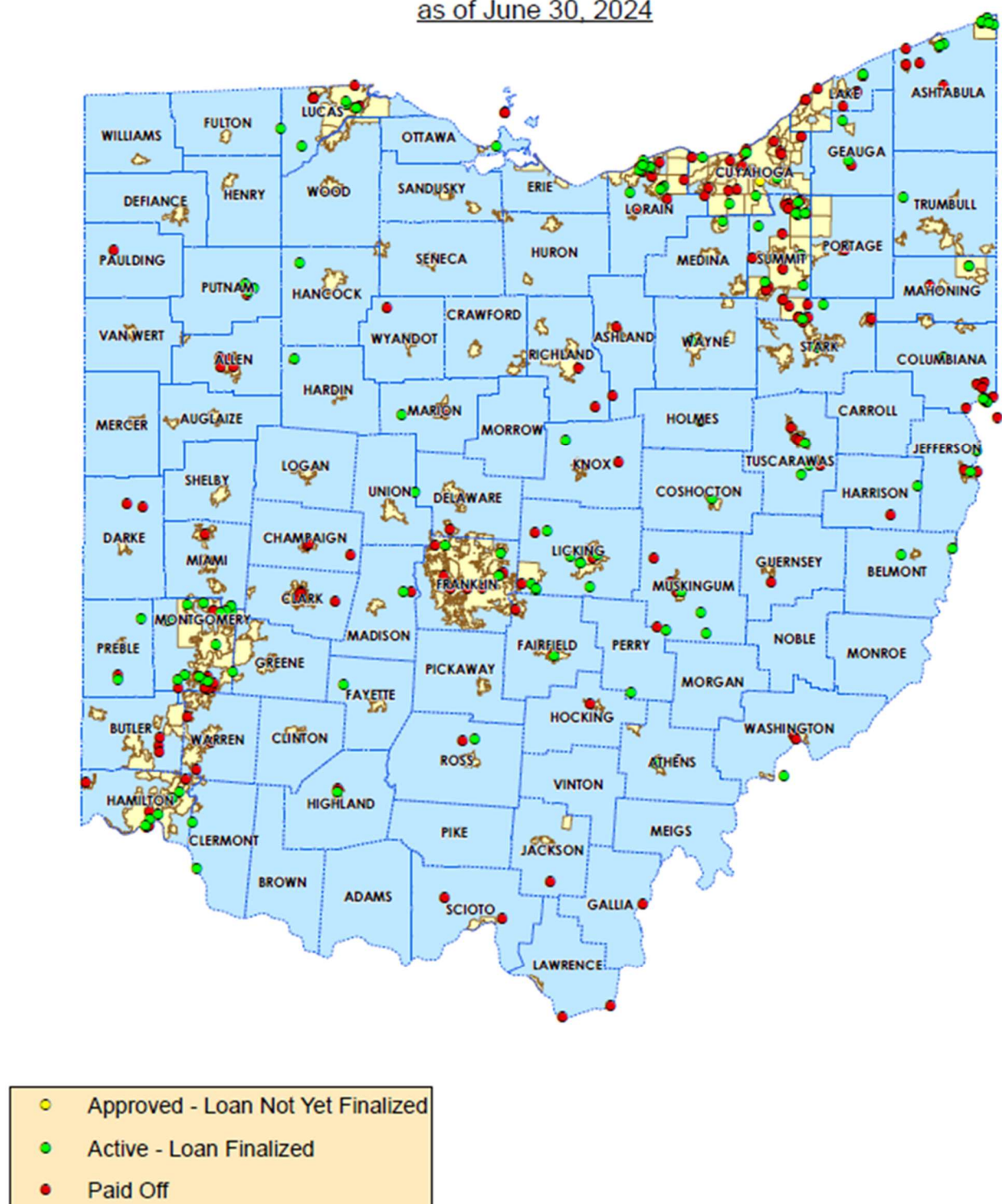
The graph below depicts the SIB cash balances as of June 30, 2024 available for future loans. These amounts represent the uncommitted cash balances for Federal, Title 23, State Motor Fuel Tax, 0% Small Cities, and General Revenue Fund accounts.

SIB Balances Available
as of June 30, 2024
Total Available to Lend: \$83.1 M



SIB LOAN/BOND LOCATIONS

as of June 30, 2024



STATE INFRASTRUCTURE BANK (SIB) PROJECTS UPDATE

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

Village of Ada, East Highland Avenue Improvement Project

This SIB loan is for a project located in the Village of Ada, Hardin County, Ohio. This was the first 0% interest ODOT Small Cities SIB loan. The loan will finance the addition of a 2' curb and gutter on East Highland Ave. from Short St. to Industrial Ln. The Project is being constructed to facilitate safe traffic conditions for additional jobs at the Wilson Sporting Goods facility, which was recently expanded in 2023.

Total Estimated Project Costs: \$446,282

SIB Loan Amount: \$259,582

City of Gahanna, Crescent Boulevard Project

With a SIB loan the City of Gahanna, in Franklin County, Ohio, will finance new road construction at Crescent Blvd. The project will be extended from Tech Center Dr. and will support a new multi-family housing development and will also serve a new 60,000 SF medical office building. The project is needed to support current and future commercial development.

Total Estimated Project Costs: \$4,376,002

SIB Loan Amount: \$2,000,000

Cuyahoga County & Northeast Ohio Areawide Coordinating Agency (NOACA), Rockside Road Bridges Project

This SIB loan is for a project that will replace two bridges on Rockside Road located in the cities of Independence and Valley View. One bridge is over the CSX Railroad, Cuyahoga Valley Scenic Railroad and an access road, and the second bridge is over the Cuyahoga River.

Total Estimated Project Costs: \$23,745,609

SIB Loan Amount: \$14,410,000

City of Miamisburg, Sycamore Trails Improvement Project

With this SIB loan the City of Miamisburg, in Montgomery County, Ohio, will construct a roadway, access improvements, bridge, and parking enhancements in Sycamore Trails Park, as part of a larger park improvement project. The roadway improvements are crucial to the project, as they will connect three distinct areas of the 75-acre park; the aquatic center, the nature park, and the sports/playground area.

Total Estimated Project Costs: \$3,073,290

SIB Loan Amount: \$3,073,290

Village of Granville, Roundabout - SR661/New Burg Project

This SIB loan was used to finance a portion of a project to finance the construction of a roundabout at the intersection of SR 661 (North Street) and TR 109 (New Burg Street). This is to improve overall safety of the intersection, both for vehicular and pedestrian traffic. The Village of Granville is located in Licking County, Ohio.

Total Estimated Project Costs: \$2,691,462

SIB Loan Amount: \$704,000

STATE INFRASTRUCTURE BANK PROJECTS

**Village of Ada
East Highland Avenue Improvements**



**City of Gahanna
Crescent Boulevard**



**Cuyahoga County & NOACA
Rockside Road Bridges**



**City of Miamisburg
Sycamore Trails Improvements**



**Village of Granville
Roundabout - SR 661 & New Burg Street**

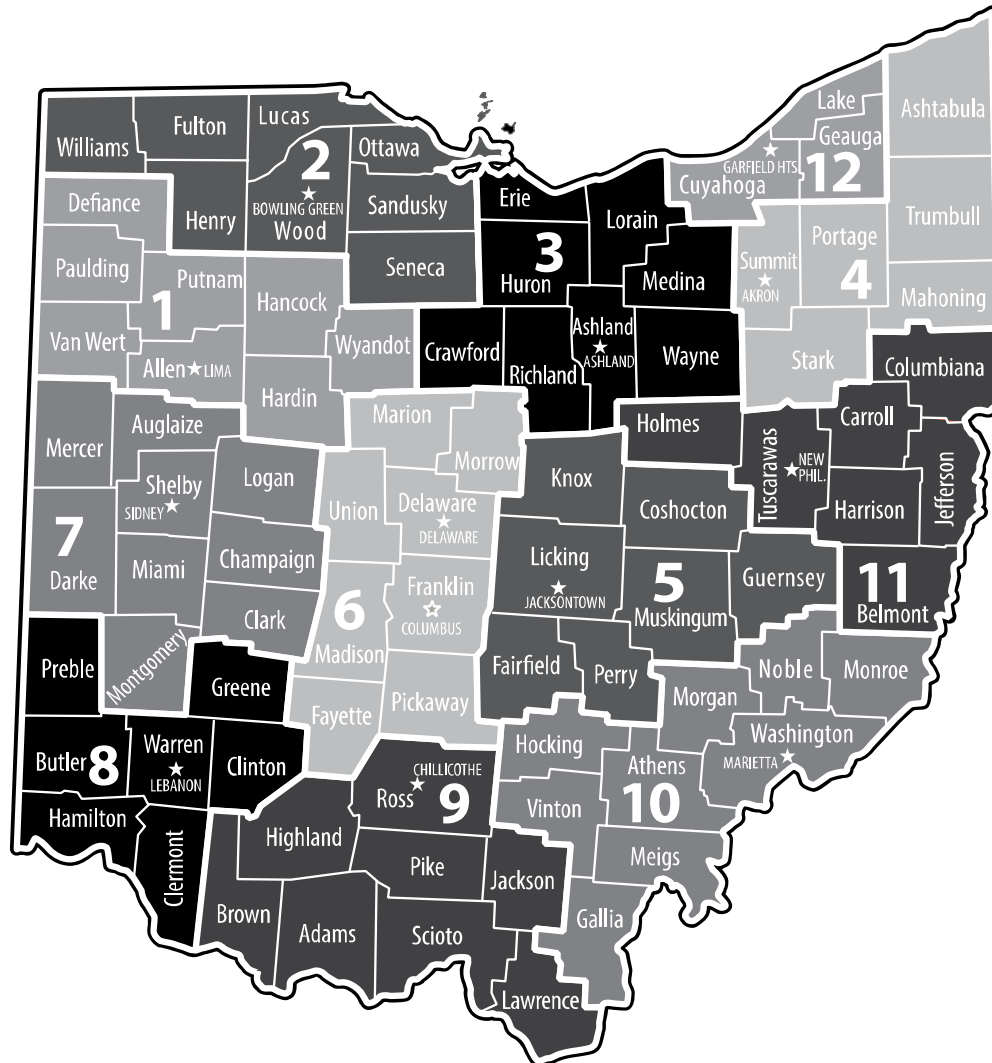


Page Intentionally Left Blank

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
800-276-4188

District 4

2088 S. Arlington Rd.
Akron, OH 44306
330-786-2230

District 5

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

District 6

400 East William St.
Delaware, OH 43015
740-833-8211

District 7

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

District 8

505 S. State Route 741
Lebanon, OH 45036-9518
800-831-2142

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
740-568-4433

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 of receipts 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 23 - Sec. 757.10 135th 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) \$6.0 million 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)
		(1) Monthly \$100,000 allocation to the Grade Crossing Fund	5735.051(A)(1)
		(2) Monthly amount of tax used as a credit against fuel use tax (IFTA) to Highway Operating Fund 7002	5728.06 (B)
	5.29%	(3) Credit % (subtotal less Grade Crossing Fund and FUT Allocation) to Highway Operating Fund 7002	5735.051(A)(2)
		<u>Then</u>	
	93.17%	Credit to Gasoline Excise Tax Fund 7060	5735.051(A)(2)(a)
		Distribute to 6.7% to Local Transportation Improvement Program Fund 7052	5735.051(A)(2)(a)(i)
		Distribute Gallons sold on Ohio Turnpike * \$0.05 to the Ohio Turnpike Commission	5735.051(A)(2)(a)(ii)
		<u>Balance Remaining on the 15th of each month:</u>	
	10.70%	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)
		<u>Balance Remaining on the 15th of each month:</u>	
	75.00%	Highway Operating Fund	5735.051(A)(2)(a)(iii)(IV)
		Less HCAP Bond Service Fund 7072 (September - February)	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)	5735.051(C)(1)(b)
		Less 1/3 of Additional Township Formula (Monthly Transfer Out)	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	5735.051(C)(2)
		Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(3)(a)
	37.14%	Counties equally -ORC 5735.051(B)(3)	5735.051(C)(2)
		Less 1/3 of Additional Township Formula (Monthly Transfer Out)	5735.051(C)(3)(b)
	20.00%	Townships, the greater of:	5735.051(C)(2)
		Equally divided (or)	
		70% of distribution based on 50% lane miles + 50% registrations	
\$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	5735.051(E)(2)(a)
		Less 1/3 of Additional Township Formula (Monthly Transfer Out)	
	37.14%	Counties equally -ORC 5735.051(B)(3)	5735.051(E)(2)(b)
		Less 1/3 of Additional Township Formula (Monthly Transfer Out)	
	20.00%	Townships, the greater of:	5735.051(E)(2)(c)
		Equally divided (or)	
		70% of distribution based on 50% lane miles + 50% registrations	
\$0.40625			

Note: For FY24, after revenue was deposited according to the above formula, the following annual transfer amounts were required out of the Highway Operating Fund (7002): \$166 million to Gasoline Excise Tax Fund (7060); \$31.4 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 \$5.00 registrar fee)

\$11

\$20

To Department of Public Safety - Highway Purposes Fund¹Balance 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 \$355 TO \$1,340 AND VARY ACCORDING TO WEIGHT

\$30

To Department of Public Safety - Highway Purposes Fund

Balance Distributed as Follows:

42.6%

57.4%

To Department of Public Safety - Highway Purposes FundTo 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%

57.4%

To Department of Public Safety - Highway Purposes FundTo 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
ONE LEVY at \$5
FOUR LEVIES at \$5 up to \$20

To Counties that assess fee^{4,5}
To Townships that assess fee
To Municipalities that assess fee

¹ Changed from State Highway Patrol to Highway Purpose Fund per HB 26 132nd General Assembly, ORC 4501.06² Ohio Non-IRP commercial trucks and tractors were placed on a different fee structure than those registered for Ohio IRP under HB49, 132nd General Assembly, ORC 4503.042, ORC 4503.10 and ORC 4503.65³ 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 4504.24⁴ 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

Bipartisan Infrastructure Law(BIL) was signed into law (P.L. 117-58) November 15, 2021
Aka: Infrastructure Investment and Jobs Act(IJJA)

Statutory citation: BIL §11101, 11104, 11108; 23 U.S.C. 104, 130, MAP-21(Pub. L. 112-141) §1519(a)

FHWA Publication: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/apportionment.cfm>

Overview

The BIL is the largest long-term investment in infrastructure and economy in US history. It provides billions in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. As with FAST Act, the BIL authorizes a single amount for each year which is apportioned among the States and then divided among individual apportioned programs.

BIL also appropriates funding from the General Fund for three other formula-based programs separate from the apportioned programs referenced above. They include: the Bridge Formula Program, the National Electric Vehicle Infrastructure Formula Program (NEVI), and the Appalachian Development Highway System Program.

Total funding for Federal-aid highway formula programs

The BIL authorizes a total nationwide combined amount of Federal funding for FY 2022 through FY 2026 in contract authority (\$52.5 billion in FY 2022; \$53.5 billion in FY 2023; \$54.6 billion in FY 2024; \$55.7 billion in FY 2025, and \$56.8 billion in FY 2026).

The BIL funds the 6 formula programs established through FAST Act along with two newly created programs:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG, formerly Surface Transportation Program, STP);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Metropolitan Planning Program;
- National Highway Freight Program (NHFP);
- (New) Carbon Reduction Program; and
- (New) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation(PROTECT).

Division of total apportioned amount among States

In FY24, the third year of the BIL, the initial amount authorized for apportionment is \$54.6 billion.

FHWA calculates a State's initial apportionment for base apportionment.

- 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);
- Each State's amount is at least 2% greater than the apportionment that the State received for fiscal year 2021;
- Each State's amount is at least 1% greater than the apportionment that the State received for the previous fiscal year.

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 on the next page:

Step 1. Calculate Amounts for NHFP, CMAQ, and PL				
Program	Formula	National Total		Specified Ratio
		FY	\$ B	
CMAQ [23 U.S.C. 104(b)(4)]	National total for program x specified ratio	22	2.54	State’s FY20 CMAQ apportionment All States’ FY20 CMAQ apportionments
		23	2.59	
		24	2.64	
		25	2.69	
		26	2.75	
NHFP [23 U.S.C. 104(b)(5)]		22	1.37	State’s total apportionment for FY All States’ total apportionments for FY
		23	1.40	
		24	1.43	
		25	1.46	
		26	1.49	
PL [23 U.S.C. 104(b)(6)]		22	0.44	State’s FY20 PL apportionment All States’ FY20 PL apportionments
		23	0.45	
		24	0.46	
		25	0.46	
		26	0.47	
Step 2. Distribute remainder among NHPP, STBG, HSIP, CRP, and PROTECT Formula Program				
Program	Formula		% Specified for Program	
NHPP [23 U.S.C. 104(b)(1)]	Remainder of State’s total apportionment (net of NHFP, CMAQ, and PL) divided among these programs based on percentages specified in law (totaling to 100%).		59.0771195921461%	
28.7402203421251%				
6.7060514131625%				
2.5626696456564%				
2.9139390069099%				
STBG [23 U.S.C. 104(b)(2)]				
HSIP [23 U.S.C. 104(b)(3)]				
CRP [23 U.S.C. 104(b)(7)]				
PROTECT Formula Program [23 U.S.C. 104(b)(8)]				
Step 3. Before Apportioning HSIP Funding, Set Aside (from HSIP) Certain Amounts				
Set-aside from HSIP	Formula			
Railway-Highway Grade Crossings set-aside [23 U.S.C. 130(e)(1)(A), (f)(1), and (f)(2)]	• \$245 M set-aside from States’ initial HSIP amounts (pre-apportionment). • Distributed among States based on the formula in 23 U.S.C. 130(f): ○ 50% based on formula for the Surface Transportation Program under SAFETEA-LU. [23 U.S.C. 104(b)(3)(A), as in effect on July 5, 2012]. ○ 50% based on ratio of public railway-highway crossings in the State to public railway-highway crossings in all States. • Each State receives at least 0.5% of the \$245 M total.			
Safety-related activities set-aside [MAP-21 § 1519(a), as amended]	• \$3.5 M set-aside from States’ initial HSIP amounts (pre-apportionment) • Taken proportionally from States’ initial HSIP amounts. • Funds an allocated program (so not included in apportionment notice).			

¹ 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

Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law was signed into law (P.L. 117-58) November 15, 2021

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. - Also adopts former New Freedom funding allocations: • To designated recipients in urbanized areas with a population over 200,000. • To states for small urbanized areas. • To states for rural areas.	100% 60% 20% 20%	49 U.S.C. § 5310, IIJA Division J
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%	49 U.S.C. § 5311 / IIJA § 30006
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%	49 U.S.C. § 5307, § 5340
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%	49 U.S.C. §§ 5303-5305, IIJA §§ 30002-30004
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% 2.85%	49 U.S.C. § 5337, IIJA § 30016, IIJA Division J
Bus and Bus Facilities Formula Grants	- Fixed amount for each state (\$4.00M) - Remaining amount based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment.	100%	49 U.S.C. § 5339, IIJA § 30018, IIJA Division J
Illustrative State Safety Oversight Formula Grants	<u>Base Tier</u> : Fixed amount provided per eligible state. <u>Oversight Modal Tier</u> : Fixed amount per rail mode per each Rail Fixed Guideway Public Transportation System. <u>Service Tier</u> : Based on vehicle passenger miles (15%), vehicle revenue miles (15%) and directional route miles (30%).	20% 20% 60%	49 U.S.C. § 5329 / IIJA § 30012

Appropriations Package

H.R. 4366, Consolidated Appropriations Act, 2024 was signed into law March 9, 2024

Overview

The Transportation-HUD component of the budget was increased from \$87.3 billion in FY 2023 to \$89.5 billion in FY 2024. The Act includes \$106.4 billion in total budgetary resources for the U.S. Department of Transportation (DOT) for FY 2024, which is \$160 thousand above the FY 2023 enacted level. The total funding for DOT includes \$27.0 billion in discretionary appropriations and \$79.4 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 BIL Contract Authority Programs	\$60.1B
General Funds	
New spending beyond BIL levels	\$2.2B
Community Project Funding/Congressionally Directed Spending	\$1.9B
Appalachian Development Highway System	\$100M
Tribal Transportation Projects	\$150M
Regional Infrastructure Accelerator Demonstration Program	\$10M
National Scenic Byways Program	\$7.5M
Competitive Highway Bridge Program	\$50M
Northern Border Regional Commission	\$5M
Denali Commission	\$4.5M
Denali Access System Program	\$13.5M

Transit	
Obligation Limitation for BIL Contract Authority Programs	\$14B
Transit Infrastructure Grants	\$252M
Technical Assistance & Resources to Tribes through the National Rural Transportation Assistance Program	\$500K
Ferry Boat Grants	\$20M
Operation and Maintenance of Bus Testing Facilities	\$1.5M
Support to Accelerate the Adoption of Zero Emission Buses in Public Transit	\$3.6M
Community Project Funding/Congressionally Directed Spending	\$206.8M
Ferry Service for Rural Communities	\$20M
FTA Technical Assistance and Training	\$7.5M
Capital Investment Grants	\$2.2B
Major New Fixed Guideway Grants	\$2.1B
Expedited Project Delivery	\$100M
Washington Metropolitan Area Transit Authority	\$150M

Rail	
Amtrak National Passenger Rail System Grants	\$2.4B
National Network Grants	\$1.3B
Northeast Corridor Grants	\$1.1B
BIL Intercity Rail Grants	\$274M
Consolidated Rail Infrastructure and Safety Improvement Grants	\$199M
State Partnership for Intercity Passenger Rail	\$75M
Railroad Research and Development	\$54M
Safety and Operations	\$267.8M

Aviation	
Obligation Limitation for BIL Contract Authority Programs	\$3.4B
FAA's Essential Air Service Program	\$348.6M
FAA Operations	\$12.7B
FAA Facilities and Equipment	\$3.2B
Research, Engineering and Development	\$280M
Grants in Aid for Airports	\$532.4M

Maritime	
Maritime Security Program	\$318M
Cable Security Fleet	\$10M
Tanker Security Program	\$60M
Operations and Training	\$267.8M
State Maritime Academy Operations	\$125.8M
Assistance to Small Shipyards	\$8.8M
Ship Disposal	\$6M
Port Infrastructure Development Program	\$120.5M

RAISE	
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grants	\$345M

Safety	
National Highway Traffic Safety Administration	\$1.2B
Federal Motor Carrier Safety Administration	\$862M

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 5511.01 5501.31	ODOT	Village	City
Full Depth Pavement	5501.11 5511.01 5501.31	ODOT	Village	City
Mowing and Other Miscellaneous Maintenance	5501.11 5511.01 5501.31	ODOT	Village	City
Standard Longitudinal Pavement Markings	5521.01 5501.31	ODOT	ODOT	City
Route Marker Signs	5511.01	ODOT	ODOT	ODOT
Regulatory and Warning Signs	5501.31 5521.01	ODOT	ODOT	City
School Flashers (including applicable pavement markings and signs)	5521.01	ODOT	Village	City
Traffic Signals (including applicable pavement markings and signs)	5501.31 4511.11 4511.65	ODOT	Village ¹	City
Culvert and Other Appurtenances	5501.01 5501.31 5511.01 5535.08	ODOT	Village	City
Bridges (greater than 10-foot span)	5501.49, 5511.01 5543.01 5591.21 49 CFR Part 237	See Bridge Sheet	See Bridge Sheet	See Bridge Sheet
Bridge Inspection	5501.47	ODOT	ODOT	ODOT
Interstate Routes				
Interstate Routes (all aspects including bridges and culverts above and below Interstate)	23 USC 101 23 USC 116	ODOT	ODOT ²	ODOT ²

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 Responsibility ¹	Major Maintenance Responsibility ²
Interstate	Any	ODOT	ODOT	ODOT
State Route ³	Interstate	ODOT	City/Village	ODOT
	State Route ³	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 Route ³	ODOT	City / Village / County	ODOT
City / Village	Interstate	ODOT	City / Village	ODOT
	State Route ³	ODOT	City / Village	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT	Railroad ⁴	Railroad ⁴
	State Route ³	ODOT	Railroad ⁴	Railroad ⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other / City / Village	Other / City / Village
	State Route ³	ODOT	Other / City / Village	Other / City / Village
OUTSIDE MUNICIPALITY (ORC 5501.11)				
Interstate	Any	ODOT	ODOT	ODOT
State Route ³	Interstate	ODOT	ODOT	ODOT
	State Route ³	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 Route ³	ODOT	County	ODOT
Township Road	Interstate	ODOT	ODOT	ODOT
	State Route ³	ODOT	County	ODOT
Railroad 49 CFR Part 237	Interstate	ODOT ⁵	Railroad ⁴	Railroad ⁴
	State Route ³	ODOT ⁵	Railroad ⁴	Railroad ⁴
Other (utility, pedestrian, building)	Interstate	ODOT	Other	Other
	State Route ³	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 by ODOT 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.

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.

Other - Projects that do not fit into the categories described above. Some examples of projects that fall into this category include safety upgrades, noise walls, state parks, and modal contracts for the Offices of Transit and Aviation.

CONTRACTS AWARDED FY 2024

(Amounts expressed in millions)

WORK TYPE	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6
PAVEMENT	\$ 61.94	\$ 35.58	\$ 63.05	\$ 75.46	\$ 34.07	\$ 42.02
2-LANE (Amount)	\$ 12.18	\$ 27.91	\$ 28.80	\$ 16.68	\$ 12.54	\$ 17.49
GREATER THAN 2-LANES (Amount)	\$ 46.44	\$ 1.21	\$ 24.20	\$ 40.33	\$ 7.18	\$ 6.03
INTERSTATE (Amount)	\$ -	\$ 6.25	\$ 10.05	\$ 16.19	\$ 13.40	\$ 14.13
OTHER PAVEMENT (Amount)	\$ 3.31	\$ 0.21	\$ -	\$ 2.25	\$ 0.96	\$ 4.37
TOTAL LANE MILES	302.13	748.73	520.73	740.55	574.89	355.19
BRIDGES	\$ 5.00	\$ 13.51	\$ 10.53	\$ 11.97	\$ 11.16	\$ 38.66
CULVERTS	\$ -	\$ 4.37	\$ 1.93	\$ 1.66	\$ 2.92	\$ 3.40
LOCAL GOVERNMENT PROJECTS	\$ 9.46	\$ 71.44	\$ 19.94	\$ 80.10	\$ 13.14	\$ 95.53
SAFETY/EMERGENCY	\$ 8.93	\$ 20.75	\$ 13.42	\$ 12.06	\$ 19.17	\$ 14.51
NEW/MAJOR CONSTRUCTION	\$ 49.01	\$ -	\$ 71.98	\$ 54.64	\$ 11.10	\$ 360.12
OTHER PROJECT TYPES ⁽¹⁾	\$ 3.95	\$ 12.40	\$ 2.07	\$ 14.22	\$ 10.38	\$ 6.51
HIGHWAY RELATED TOTAL	\$ 138.28	\$ 158.06	\$ 182.92	\$ 250.12	\$ 101.95	\$ 560.76
TRANSIT ⁽²⁾	\$ 4.21	\$ 7.32	\$ 6.52	\$ 6.24	\$ 11.38	\$ 8.15
AVIATION	\$ 0.41	\$ 0.34	\$ 0.62	\$ 0.54	\$ 0.68	\$ 1.04
MODAL TOTAL	\$ 4.62	\$ 7.65	\$ 7.13	\$ 6.79	\$ 12.06	\$ 9.19
GRAND TOTAL	\$ 142.90	\$ 165.71	\$ 190.05	\$ 256.90	\$ 114.01	\$ 569.95

The Highway Information furnished in this report is from the award sheets issued by the Office of Contracts and Ellis. The dollars reflected are Construction only and do not include Preliminary Engineering, Right of Way, or Local Let Project costs. Modal information was provided by the Offices of 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, bicycle / pedestrian projects, transportation systems management and operation strategies, etc.
- (2) These totals include all transit program contract amounts.

CONTRACTS AWARDED FY 2024

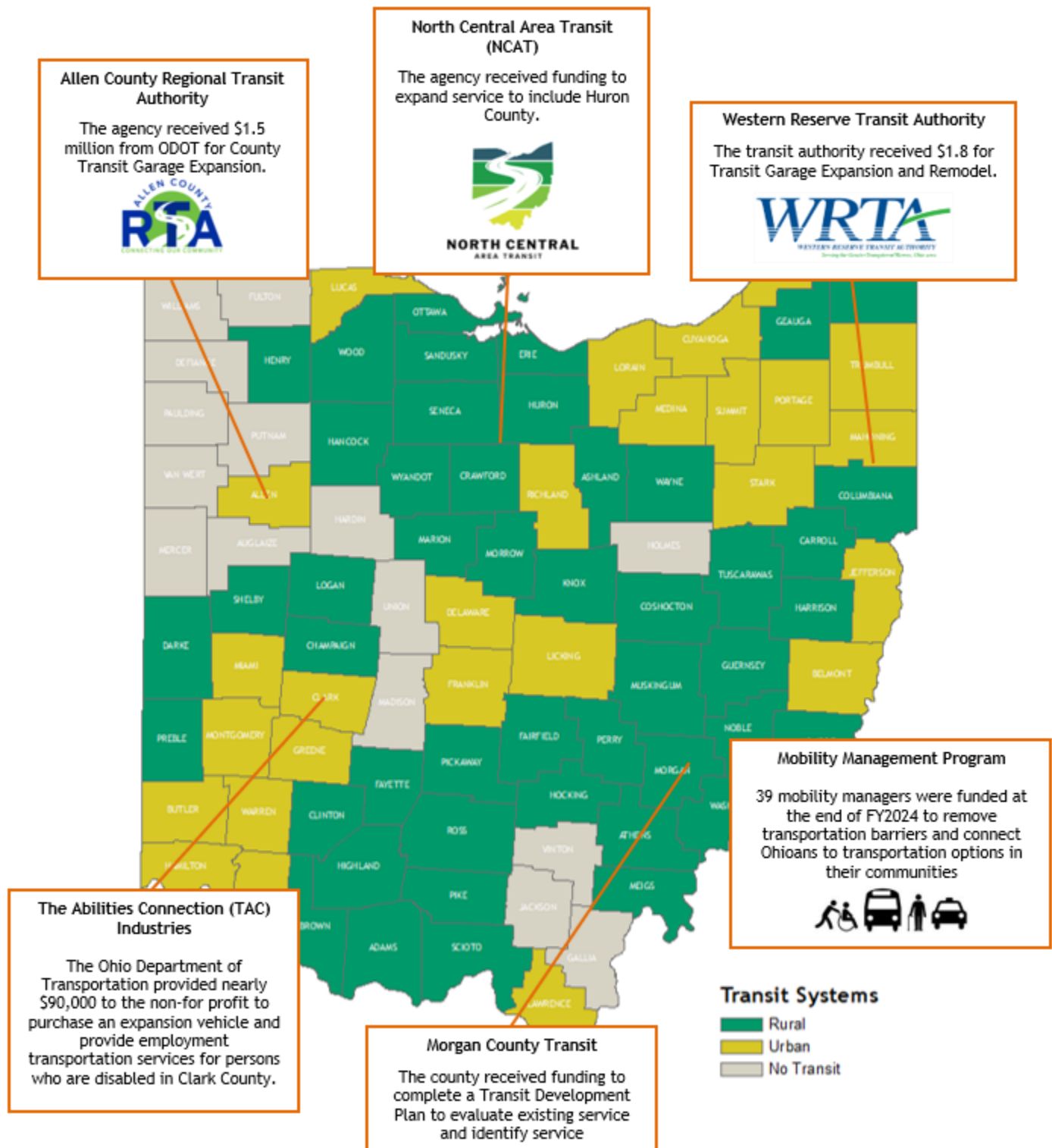
(Amounts expressed in millions)

WORK TYPE	DISTRICT 7	DISTRICT 8	DISTRICT 9	DISTRICT 10	DISTRICT 11	DISTRICT 12	TOTAL
PAVEMENT	\$ 34.31	\$ 60.87	\$ 44.22	\$ 28.28	\$ 39.41	\$ 37.34	\$ 556.55
2-LANE (Amount)	\$ 26.69	\$ 28.05	\$ 23.78	\$ 23.26	\$ 19.70	\$ 2.85	\$ 239.92
GREATER THAN 2-LANES (Amount)	\$ 1.30	\$ 27.35	\$ 20.44	\$ 5.02	\$ 13.90	\$ 5.76	\$ 199.18
INTERSTATE (Amount)	\$ 5.40	\$ -	\$ -	\$ -	\$ 3.58	\$ 28.73	\$ 97.73
OTHER PAVEMENT (Amount)	\$ 0.92	\$ 5.46	\$ -	\$ -	\$ 2.23	\$ -	\$ 19.73
TOTAL LANE MILES	355.22	266.53	379.65	388.02	338.47	306.37	5,276.50
BRIDGES	\$ 31.78	\$ 339.87	\$ 14.09	\$ 6.96	\$ 17.82	\$ 39.35	\$ 540.71
CULVERTS	\$ 2.17	\$ 4.91	\$ 2.43	\$ 3.21	\$ 2.34	\$ 5.42	\$ 34.75
LOCAL GOVERNMENT PROJECTS	\$ 52.12	\$ 66.74	\$ 7.38	\$ 17.27	\$ 12.00	\$ 91.21	\$ 536.33
SAFETY/EMERGENCY	\$ 14.63	\$ 22.47	\$ 12.74	\$ 14.63	\$ 4.85	\$ 13.90	\$ 172.06
NEW/MAJOR CONSTRUCTION	\$ -	\$ 49.89	\$ -	\$ 14.58	\$ 8.21	\$ 86.65	\$ 706.18
OTHER PROJECT TYPES ⁽¹⁾	\$ 0.28	\$ 56.37	\$ 7.44	\$ 19.96	\$ 22.79	\$ 4.33	\$ 160.70
HIGHWAY RELATED TOTAL	\$ 135.30	\$ 601.12	\$ 88.29	\$ 104.89	\$ 107.43	\$ 278.19	\$ 2,707.28
TRANSIT ⁽²⁾	\$ 8.63	\$ 7.00	\$ 9.52	\$ 5.99	\$ 3.98	\$ 6.79	\$ 85.73
AVIATION	\$ 0.85	\$ 0.49	\$ 0.31	\$ -	\$ -	\$ 0.73	\$ 6.00
MODAL TOTAL	\$ 9.48	\$ 7.50	\$ 9.82	\$ 5.99	\$ 3.98	\$ 7.52	\$ 91.73
GRAND TOTAL	\$ 144.77	\$ 608.62	\$ 98.12	\$ 110.87	\$ 111.40	\$ 285.71	\$ 2,799.01

The Highway Information furnished in this report is from the award sheets issued by the Office of Contracts and Ellis. The dollars reflected are Construction only and do not include Preliminary Engineering, Right of Way, or Local Let Project costs. Modal information was provided by the Offices of 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, bicycle / pedestrian projects, transportation systems management and operation strategies, etc.
- (2) These totals include all transit program contract amounts.

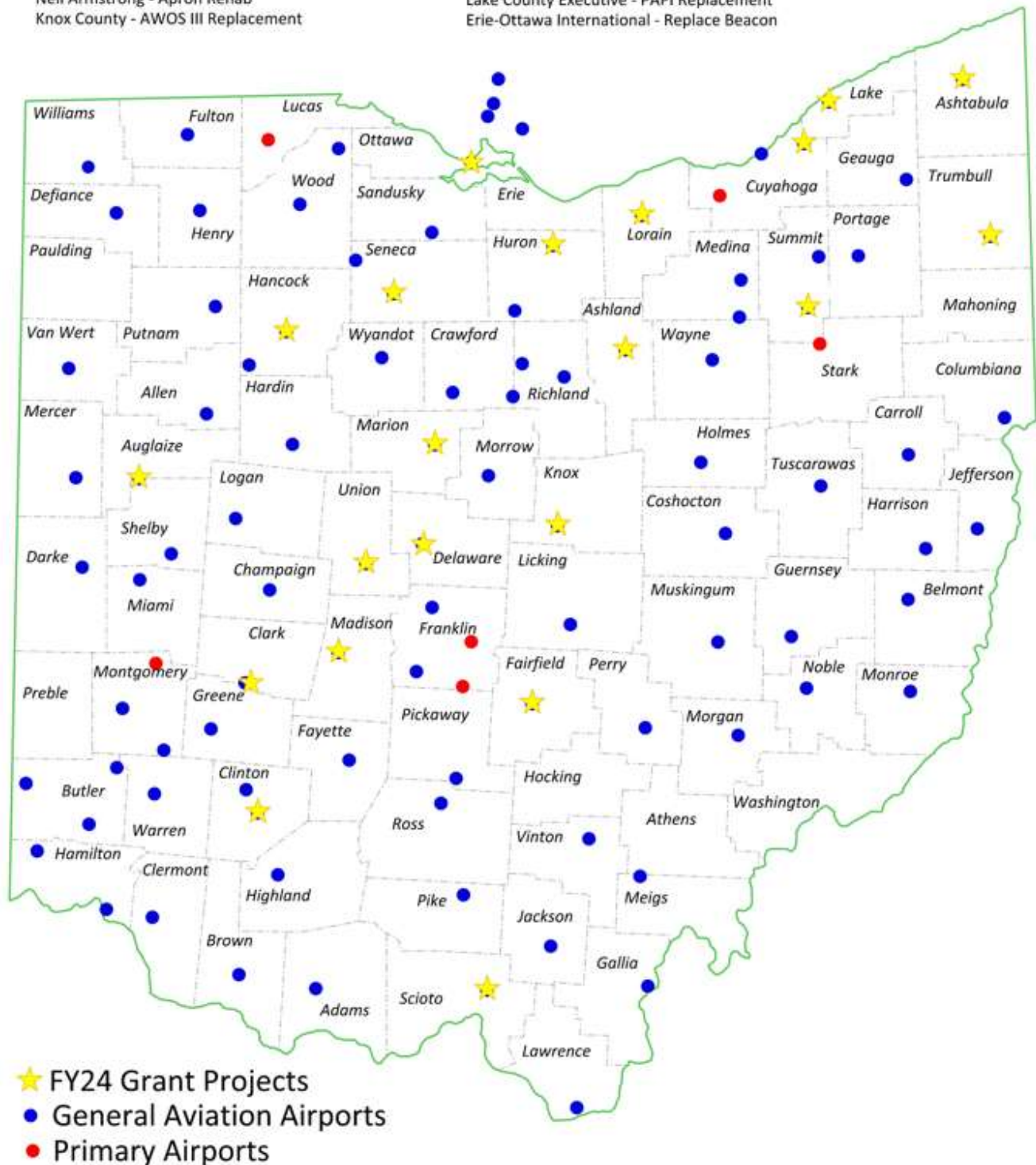
OHIO TRANSIT PROJECTS



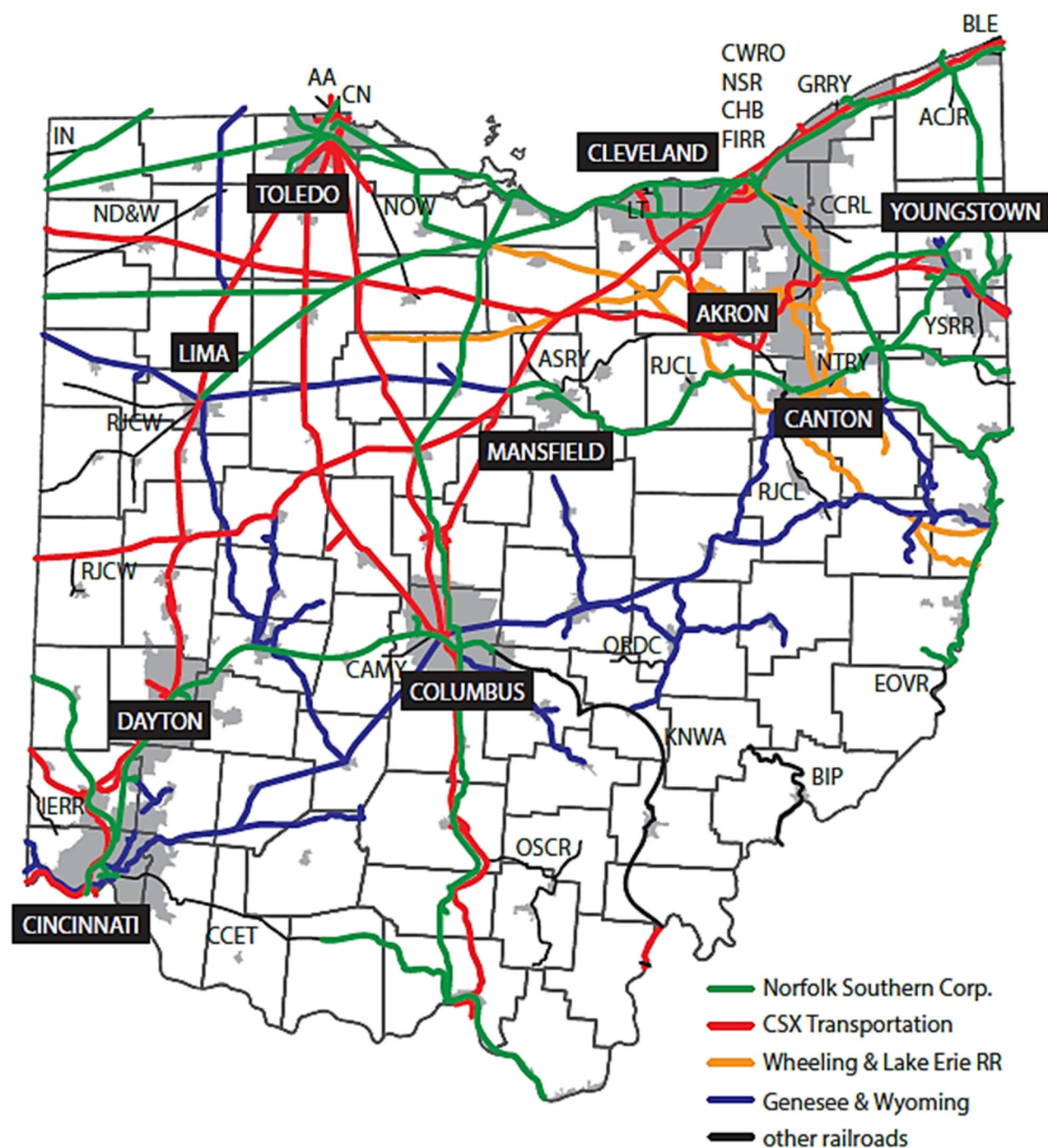
Ohio Airport Improvements

Delaware Municipal - AWOS Replacement
 Fairfield County - Obstruction Removal
 Neil Armstrong - Replace Beacon
 Springfield-Beckley - Replace PAPI RWY 15/33
 Akron Fulton International - Apron Rehab
 Cuyahoga County - Apron Rehab
 Youngstown-Warren Regional - Obstruction Removal
 Union County - RWY 08/26 Safety Area
 Seneca County - AWOS III Replacement
 Neil Armstrong - Apron Rehab
 Knox County - AWOS III Replacement

Marion Municipal - Obstruction Lighting
 Findlay - PAPI and REIL Replacement
 Huron County - Obstruction Removal
 Wilmington Air Park - ILS Rehab
 Lorain County Regional - Apron Rehab
 Madison County - PAPI Replacement
 Greater Portsmouth Regional - AWOS Replacement
 Northeast Ohio Regional - Pavement Markings
 Ashland County - Runway Lighting
 Lake County Executive - PAPI Replacement
 Erie-Ottawa International - Replace Beacon



OHIO RAIL NETWORK



TRANSPORTATION FUNDING SOURCES

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

Abbreviations:

MPO - Metropolitan Planning Organization
 CEAO - County Engineers Association of Ohio
 J & C - Jobs and Commerce
 SIB - State Infrastructure Bank
 CMAQ - Congestion Mitigation and Air Quality
 TAP - Transportation Alternatives Program
 CRP - Carbon Reduction Program

OPWC - Ohio Public Works Commission
 ODOT - Ohio Department of Transportation
 TID - Transportation Improvement Districts
 LBR - Local Bridge Program
 STBG - Surface Transportation Block Grant
 HSIP - Highway Safety Improvement Program
 PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

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.